



# APPENDIX C: PUBLIC COMMENTS

Comment Responses to DEIS Public Comments and DEIS Public Comments Received: February 24 - April 10, 2017
Scoping Document Responses: September 4 - October 9, 2015
Concept Screening Comments: December 10 - 31, 2015
Urban Design: Comments were solicited at the five meetings/ drop-in workshops between April 7 - June 16, 2016

The Rebuild by Design - Hudson River (RBD-HR) Draft Environmental Impact Statement (DEIS) and Notice of Availability (NOA) were published on February 24, 2017 on the U.S. EPA Environmental Impact Statement Database as well as on the NJDEP RBD-HR project website, NJDCA website, and hard copies of the DEIS were provided at public libraries in Hoboken, Weehawken and Jersey City. Notification of the DEIS’s availability, as well as notification of the date and location of the DEIS’s public hearing, was posted in local newspapers (Star Ledger and El Especial) on February 24, 2017, and the Hudson Reporter on March 12, 2017, and via the project’s listserv on February 24, 2017 and March 15, 2017. Flyers were distributed at libraries, city halls, community centers within the Study Area, as well as to businesses along Washington Street and buildings on the Stevens Institute campus on March 6 and 7, 2017. The DEIS public hearing was held on March 16, 2017 at the Stevens Institute DeBaun Auditorium in Hoboken, New Jersey. Thirty-seven people provided oral comments at the public hearing. The DEIS comment period closed on April 10, 2017. In addition to the 37 oral comments at the public hearing, 57 written comments were submitted through mail or email.

Comments received in writing are numbered WC-1, WC-2, WC-3, etc. Oral comments received at the public hearing are numbered PH-1, PH-2, PH-3, etc. In addition, the Citizens Advisory Group (CAG) provided a single written document (WC-44) that included multiple comments from various CAG members.

Those comments have been numbered CAG-1, CAG-2, CAG-3, etc.

The following section provides a response to substantive comments that were submitted during the DEIS public comment period. This document addresses comments made in regards to the DEIS; any comments that were not related to the DEIS were not incorporated in this document. Of the total 94 comments received, approximately 30 comments state support for the project or recounted personal background and experiences of flooding during Superstorm Sandy. These comments are appreciated, and although no specific response is given below, these comments are included in the FEIS and are part of the public record. Comments and responses are grouped into sections below, based on the section of the DEIS that they are discussing, with general comments addressed first.

It is important to note that several comments expressed multiple points and may be addressed in multiple responses below, depending on the topics the commenter discussed.

Copies of all comments received can be found in this section immediately following the comment responses. The responses below provide answers to the comments or state where revisions have been incorporated into the FEIS when appropriate.

**General: Project framework and funding**

**1. Comment:** Several commenters stated their

opposition for project funds to be spent entirely on Resist infrastructure. Commenters referenced the Rebuild by Design competition and stated that the project needs to be focused comprehensively on all the original aspects of the project (Resist, Delay, Store and Discharge) and not focused on Resist during this phase. **(WC-33, WC-42, CAG-1a, CAG-2, CAG-35, PH-5 and PH-24)**

**Response:** The project has been designed and environmental impacts analyzed as a comprehensive solution to flood risk management. However, funding limitations impede the full implementation of the entire project. On October 16, 2014, as stated in the Federal Register, “CDBG-DR funds are provided to assist in the implementation of the first phase (“Phase 1”) of the proposal titled Resist, Delay, Store, Discharge.” (79 FR 62182, see Section VI.3.B). The original Rebuild by Design proposal provided a phased implementation plan (pages 15-16 of the 2014 Resist, Delay, Store, Discharge proposal). The first phase of the plan (Phase 1) was to be implemented over the course of five years and included the construction of the Resist portion of the project (the “catalytic coastal defense” components) as well as a pilot DSD element. The remaining phases of the project, including the DSD elements, were planned to be implemented over the next 50 years. HUD intended that the RBD projects would leverage additional funding through partnerships with interested and affected parties. The City of Hoboken and other partners will be that leverage through pursuit of the DSD portions of the project over the next 15-20 years. In fact, the City of

Hoboken has recently acquired the BASF property for the construction of a recreational space that will serve as a stormwater retention basin; otherwise known as the Northwest Resiliency Park (described in Section 3 of the DEIS).

**2. Comment:** A commenter stated that the project approach should not be what type of structure keeps “XYZ” gallons of water out of the community but instead what volume of water can the community accommodate and what amount of water would lead to catastrophic flooding. Commenter states that it is unrealistic to expect that all water can be kept out by the project and instead the question should be asked “what can we handle” and what level of flooding can occur before critical infrastructure is impacted (hospitals, schools, etc). **(CAG-4, CAG-38 and PH-5)**

**Response:** The purpose of the project is to reduce the risk of flooding. The project area is vulnerable to two interconnected types of flooding, coastal and rainfall. The flood risk reduction goals were developed using the criteria stated in 44 CFR 65.10 requirements and by incorporating sea level rise. Given the variable topography and development of the community, flooding for a given storm may be “acceptable” for residents, businesses and critical infrastructure at one location but devastating at another location at the same time.

**3. Comment:** Commenter states that they do not support the project and suggest that a regional approach is necessary to address coastal flooding. **(WC-25, PH-30)**

**Response:** The scope of the Rebuild by Design competition and HUD award was to make the communities of Hoboken and parts of Weehawken and Jersey City more resilient to coastal flooding. Individual resiliency projects are occurring throughout New Jersey and New York that may cumulatively expand regional resilience. The State of New Jersey has been involved in knowledge sharing with other federal, state (including New York and Connecticut) and local jurisdictions on flood mitigation measures through its participation in the Sandy Regional Infrastructure Resilience Coordination (SRIRC) Federal Review and Permitting (FRP) meetings and Coastal Hudson County Technical Coordination Team (TCT) meetings.

**4. Comment:** Several commenters requested further information about the City of Hoboken’s “trust fund” that had been discussed at previous public meetings for properties on the unprotected side of the Resist feature. **(WC-46, WC-49, WC-51 and WC-52)**

**Response:** The City of Hoboken has presented a draft bill to the State Assembly that would authorize the City to “create infrastructure trust funds to finance municipal debt, pay debt service, fund, or provide matching funds for grants received, for construction, administration, operations, and maintenance of infrastructure projects, including: investment in transportation and parking infrastructure; energy; flood protection and flood resiliency projects including green infrastructure; resiliency projects; and upgrades to water distribution, stormwater and wastewater

systems.” The bill will be reviewed by the 33rd District legislative leaders and then voted on by the state legislature.

**5. Comment:** Commenter asked questions regarding changes in RBD-HR since the July 2016 flood modeling meeting, whether Stevens Institute work was included in the project, what kind of coordination is going on between RBD-HR and other projects, what the total cost of all projects are, and where funding is coming from. Commenter asked for this information to be provided to the CAG. **(WC-14)**

**Response:** Since July 2016, the project has proceeded through alternatives analysis and publication of the DEIS. Summaries of milestones can be found in Section 7: Consultation and Coordination. The project has coordinated with other agencies and taken their proposed projects into consideration both for modeling efforts as well as for cumulative environmental impacts. The funding of those projects is not the subject of this report. Stevens Institute consulted with the project team during the flood modeling effort as part of the feasibility study, including the Hydrology and Flood Risk Assessment Report. Portions of the flood model results were included in the DEIS (see Section 4.1.3.5). Additional flood modeling will occur as part of the project’s final design.

**6. Comment:** Commenter would like additional information regarding the evaluation of Concepts C and D, which were dismissed during the concept

screening phase of the project. **(WC-37)**

**Response:** The discussion of the dismissal of Concepts C and D is included in Section 3.5.2.

**General: Flood Modeling and FEMA requirements**

**7. Comment:** Commenter questions the reliance on FEMA Flood Insurance Rate Map (FIRM) mapping in the DEIS instead of using flood modeling, like what Stevens Institute conducted in 2014. Commenter notes that the flooding experienced during Sandy did not necessarily correspond completely with FEMA’s flood mapping. **(WC-33, WC-45, CAG-1b and CAG-10).**

**Response:** One of the project’s goals and objectives as outlined in the purpose and need (Section 2.3) is to contribute to the community’s efforts to reduce flood insurance premiums. Reductions in flood insurance premiums can be achieved if the project is accredited by FEMA. The FEMA accreditation process requires uses of the best available data published by FEMA at the time of the project. Hence, the Resist component relies on the 2015 preliminary FEMA data for the one percent annual chance (100-year) storm event but accounts for future conditions by increasing structure heights to accommodate for future sea level rise. This coastal modeling (as well as rainfall modeling for the DSD components) was conducted as part of the project’s feasibility assessment. The results of the flood models were presented to the public in July of 2016 at Stevens Institute (see Sections 7.3.7 and 7.3.8). The results of the coastal flood modeling is also

described in the DEIS in Section 4.1.3.5.

**8. Comment:** Commenter states that the DEIS needs to analyze impacts to Newport from flooding due to the placement of structures adjacent to the north of Newport property. The commenter states that the project team should evaluate localized impacts including and excluding Long Slip being filled. **(WC-39)**

**Response:** As described in Section 4.1.3.5, the flood modeling does not show increased flooding to Newport property resulting from the project. As described in Section 3.7 the No Action Alternative, which provided the baseline flood model conditions, included the proposed filling of Long Slip as well as future redevelopment of the property at Newport between Long Slip and 14th Street. Modeling that evaluates the localized impacts excluding the Long Slip Fill and Rail Enhancement Project was not considered because the project is funded and is anticipated to begin construction prior to the completion of this project. The final design phase of the project will include additional flood and hydrologic modeling on a site-specific basis as needed or as required to complete the project.

**9. Comment:** Commenter recognizes that the DEIS states that a goal is to contribute to lower flood insurance rates, but states that the community should also consider commissioning a third-party analysis on whether Hoboken could request a waiver from the National Flood Insurance Program (NFIP) and

what would happen to flood insurance rates if they did. Commenter stated that the community should consider opting out of the National Flood Insurance Program (NFIP) and pioneer the creation of a new financial mechanism as well as comprehensive flood defense strategies. **(CAG-21)**

**Response:** As the commenter states, one of the goals of the project is to contribute to reduced flood insurance rates by contributing to the community’s ongoing flood resiliency measures. The NFIP’s Community Rating System allows communities to reduce their flood insurance rates through implementation of comprehensive floodplain management (see Section 2.3). It is the responsibility of municipalities to participate in and maintain good standing with the NFIP to provide residents with access to affordable flood insurance and enable them to obtain federally backed mortgages. Participation in the NFIP is outside the jurisdiction of the lead agency for this project.

**10. Comment:** Commenter asked for additional hydrologic and flood model analysis at the Hoboken Terminal, including studies on wave action, soil liquefaction and erosion. **(WC-37)**

**Response:** The final design phase of the project will include additional site-specific flood model analysis as needed or as required to complete the project.

**General: Operations and Maintenance**

**11. Comment:** Commenters asked who will

be responsible for the ongoing operations and maintenance costs for the project. **(WC-33 and CAG-1a)**

**Response:** The New Jersey Department of Community Affairs (NJDCA), as HUD’s Community Development Block Grant-Disaster Recovery (CDBG-DR) Grantee, has certified in accordance with Federal Register FR-5696-N-11 VI.6.b that the RBD Hudson project’s long term operations and maintenance (O&M) costs will be adequately funded from reasonably anticipated revenue provided by state and local partners. As stated in the project’s Action Plan Amendment Appendix A, the DCA recognizes that O&M costs must be provided from sources other than the CDBG and CDBG-DR funds. The Operation and Maintenance Plan and any required agreements will detail the specific responsibilities of each individual party and will be executed during the final design phase.

An O&M Subcommittee has been created and is comprised of, but not limited to, NJDEP, City of Hoboken, City of Jersey City, City of Weehawken, County of Hudson, North Hudson Sewerage Authority, NJ TRANSIT to begin development of the Operation and Maintenance Plan for the project. This Operation and Maintenance Plan development will continue during the design and construction phases of this project. The O&M Subcommittee works in unison with NJDCA as issues arise.

**12. Comment:** Commenter would like the DEIS to

state more clearly the importance of coordinating any closure of resist gates with affected agencies. **(WC-37)**

**Response:** The Operations and Maintenance discussion within Section 4.9.3 has been revised to reemphasize the coordination required for gate closures. The section also states that it is not anticipated that gate closures would impact operation of NJ Transit because the gate closures will be coordinated with NJ Transit.

**Purpose and Need (Section 2.0)**

**13. Comment:** Commenter states that the project’s Goals and Objectives as currently stated leave out consideration for vulnerable populations. **(CAG-3)**

**Response:** The purpose of the project is to mitigate impacts from flooding. Superstorm Sandy devastated the inland portions of the community with surge waters of up to nine feet. These flood waters lasted for days. It has been recognized in the DEIS socioeconomics impact analysis (Section 4.8) that this inland area is also where the most vulnerable low-income and minority populations live. The Resist element of the project will reduce the risk of similar storm surges from impacting this part of the community in the future by preventing coastal surge waters from entering the community.

**14. Comment:** Commenter wants to change “minimize” to “reduce” in the Purpose and Need

statement describing impacts from surge and rainfall flooding (Section 2.1 and Executive Summary 3.0). The commenter states that the usage of the word “minimize” encourages too many resources on a goal that may not be achievable. **(CAG-5, PH-5)**

**Response:** The Purpose and Need of the project as it relates to coastal events was developed with Superstorm Sandy in mind. This has been the approach of the project since its inception. The project as developed has demonstrated that it is feasible to address flooding from this type of storm with the available funding. Furthermore, the language developed for the Purpose and Need as stated in the DEIS was based on extensive input from local officials, agencies and public stakeholders during the public scoping process.

**15. Comment:** Several commenters stated that they are impacted by FEMA flood insurance rates and want the project to help reduce these costs. **(PH 23 and PH-37)**

**Response:** One of the goals of the project (Section 2.3) is to contribute to the community’s on-going efforts to reduce flood insurance rates by contributing to the community’s ongoing flood resiliency efforts.

**Resist Infrastructure (Section 3)**

**16. Comment:** Commenter asks for greater clarification on how structure heights were determined. Commenter states that along the HBLR, the structure would be 11-11.5 feet high, on top of a 10-foot ground

elevation, resulting in 21+ feet in height, while the BFE in this location is only 14 feet. Commenter also refers to structure heights along Garden and notes that they’re overall lower (about 17 feet above ground total) and asks why that is. **(WC-18)**

**Response:** Resist structure heights (also known as the “Design Flood Elevation” or “DFE”) were developed for all segments of the Resist infrastructure. The DFE’s were developed using the criteria stated in 44 CFR 65.10 requirements and by incorporating sea level rise. Depending upon the location (i.e., waterfront or inland), the DFE values are different. All the DFE’s were based on the FEMA Base Flood Elevation (BFE) for the one percent annual chance flood (100-year flood) plus an additional 2.34 feet in elevation to account for possible sea level rise by 2075, based on NOAA’s intermediate-high projections. For locations along or near the waterfront where wave action would be expected during a coastal surge event (such as along Weehawken Cove and Lincoln Harbor), the criteria stated in 44 CFR 65.10 required use of additional structure height to accommodate for wave run-up to prevent potential overtopping of the structure by wave action. These additional heights were not necessary for inland areas, such as along Garden Street, where wave action would be minimal. This description has been clarified in Section 3.1.2.

**17. Comment:** Commenter states that they feel the project should scale back the height of the resist infrastructure to save money but still provide an adaptable structure foundation to allow for later

increases in height if necessary. **(CAG-37)**

**Response:** The commenter’s proposed approach would not meet the purpose and need of the project, which was developed considering the impacts of a 100-year coastal storm event and consider the impacts of sea level rise, as described in Section 2.

**18. Comment:** Commenters asked whether the High Level Storm Sewer (included in Alternatives 2 and 3) would increase flooding for the unprotected side of the Resist infrastructure during a coastal surge event. **(WC-42 and CAG-15)**

**Response:** The High Level Storm Sewer (HLSS) is a required component for the Resist infrastructure in northern and southern Hoboken for Alternatives 2 and 3, because these alternatives will be located “inland” as opposed to on the waterfront. The HLSS will not contribute to flooding to the unprotected side of the Resist feature. The HLSS is designed to prevent coastal surge water from backing up into the area “behind” the Resist infrastructure, by physically separating the existing combined sewer overflow (CSO) system on the unprotected side of the Resist feature. If the HLSS is not built, then during a coastal storm surge for Alternatives 2 and 3, water would backflow through the CSO system into the protected area “behind” the Resist structure.

**19. Comment:** Commenter states that the length of construction for Resist (approximately 44 months) is rushed and states that this is a further reason why the Resist component should be pared back. **(CAG-7)**

**Response:** The project’s schedule is dictated by the timelines established in the HUD CDBG-DR grant award, as described in the October 14, 2014 Federal Register notice (79 FR 62182). The project team intends to continue close coordination efforts with other state, local and federal jurisdictions to meet this deadline. The project’s feasibility study incorporated these time restrictions into the project’s design and construction.

**Delay, Store, Discharge (DSD) (Section 3)**

**20. Comment:** Commenter questions the placement of DSD elements and states that they should be prioritized in locations near schools, parks and libraries. **(CAG-12)**

**Response:** DSD locations were based on an analysis of site conditions, utilities, topographic drainage patterns, and constraints of NHSA’s existing combined sewer system. Tank and outfall locations were based on topography and drainage patterns.

**21. Comment:** Commenter states that they would like the NJ TRANSIT DSD site (next to the Hoboken Housing Authority) re-thought. Commenter states that while they appreciate the enhancement of natural habitat, a “bio-swale” would bring mosquitos and other potential health impacts. Commenter states that this area should include playgrounds and active recreational/programmable space. Commenter references the nearby ballfields as being continually over-booked or closed. **(CAG-6a and CAG-11)**

**Response:** As described in Section 3.6, the current amenities under consideration for the NJ TRANSIT DSD site include active and passive recreational options such as playgrounds, green space and planted areas. The current designs for this site are conceptual; final design will occur as funding becomes available, and will involve further public involvement and outreach.

**22. Comment:** Commenter asked whether the project has looked into the potential environmental health hazards with storing commingled waste/debris in the underground DSD system. **(PH-13)**

**Response:** The DSD system is designed to store stormwater runoff, not combined sewage or other hazards. The system will temporarily store this runoff before discharging back to the NHSA system, where it will be treated at the NHSA Adams Street WWTP. The DSD system is described further in Section 3.6.

**Affected Environment and Environmental Consequences (Section 4.0)**

**Option 1 and Option 2 (Hoboken Terminal Rail Yard)**

**23. Comment:** Various commenters expressed concerns that the differences between impacts for Options 1 and 2 are not fully explained in several sections of the DEIS and stated that Option 1 should be preferred over Option 2 because of the increased protection Option 1 affords to the Hoboken Yards Redevelopment Area. Commenters also stated that

Option 2 would isolate this zone and not allow it to be connected to the rest of the city, hindering its ability to be developed in the future, thereby harming economic potential. **(WC-26, WC-30, WC-35, WC-43, PH-19, PH-25 and PH-35)**

**Response:** The DEIS provides a discussion in the relevant resource sections where differentiation between Options 1 and 2 exists. Section 4.8.2.2 recognizes that Option 1 would provide flood risk reduction for the Hoboken Yards Redevelopment Area, whereas Option 2 would not. It also recognizes that Option 2 could pose challenges because it would potentially impact accessibility for the redevelopment area, depending upon the nature of the proposed redevelopment. NJ TRANSIT, the property owner, is aware of both Option 1 and Option 2 on their property. The Option constructed will be determined when a final agreement is made concerning the Hoboken Yard Redevelopment Area between NJ TRANSIT, the developer of record, and the City of Hoboken. This has been further elaborated upon in Section 4.9.3.1.

**Natural Ecosystems (Section 4.10)**

**24. Comment:** Commenter asked about the proposed outfalls along Weehawken Cove, whether they would be permanent features, and whether they would impact water quality. Commenter notes that if they would impact water quality, they should be studied and/or relocated so they do not impact the recreational uses of the Weehawken Cove area. **(WC-50, CAG 6b, CAG 12 and CAG-13)**

**Response:** The proposed outfalls will be permanent features and will be constructed in accordance with New Jersey Pollutant Discharge Elimination System (NJPDES) permits to be acquired prior to construction. As described in Section 4.1.3.4, these outfalls (both associated with the DSD components and the HLSS components) are anticipated to have negligible effects on water quality. The proposed outfalls will handle storm water (rainfall) only, and will not handle sewage or combined storm-sewer water. Further, the system itself (DSD) is meant to increase the NHTA system’s storage capacity for rainfall runoff, thereby reducing the number of CSO events. The DSD system will then slowly discharge the collected rainfall once the storm conditions have abated and the system is able to handle the water without leading to a CSO event. This will have an overall benefit on water quality in the Hudson, although this benefit may be negligible when compared to the overall quantity of current discharges from other CSO systems in the region.

**25. Comment:** Commenter cited a portion of the Natural Ecosystems section (Section 4.1.2.3) that describes depth to groundwater. The commenter mentioned that this section also notes that due to the historic fill/former industrial uses, this groundwater may be contaminated. Commenter expressed concern about whether this had been evaluated. **(PH-27)**

**Response:** An evaluation of potential hazardous or contaminated soils/groundwater conditions can be found in Section 4.7. A reference to this section has been added to 4.1.2.3.

**26. Comment:** Commenter states that the DEIS does not capture the indirect effects associated with the flooding on the “unprotected” side of the Resist barrier. The commenter asks for more clarification on these impacts, as well as a description of what kinds of mitigation are being pursued for those properties that are impacted. **(WC-47).**

**Response:** The impacts to properties on the “wet” side of the Resist structure was treated as a direct effect and described in Section 4.1.3.5. Text has been added to further elaborate on the nature of impacts as well as the permitting requirements that must be met pursuant to N.J.A.C. 7:13.

**Cultural Resources (Section 4.2)**

**27. Comment:** Commenters stated that Section 106 consulting parties need to be identified soon and engaged as early as possible. **(WC-19, CAG-16 and PH-16)**

**Response:** The project reached out to invite potential consulting parties in August of 2016. Copies of these letters were included in Appendix B of the DEIS.

**28. Comment:** Commenters asked questions regarding how the Area of Potential Effects (APE) was developed and specifically whether it included the serpentine rock formation known as Castle Point to acknowledge the unique geology and Native American archaeological repositories within the Stevens Historic District **(WC-19, CAG-16 and PH-16)**

**Response:** The DEIS defined the APEs following 36 CFR 800.16d. NJHPO concurred with the APE on June 2, 2016. A copy of the NJHPO’s APE concurrence was included in the DEIS Appendix B. In addition, Section 4.2.2.3 discusses the serpentine rock formation and potential for Native American sites at Castle Point. The section notes, however, that Castle Point is not within the APE for archaeological resources because ground disturbance is not proposed in that area for the build alternatives.

**29. Comment:** Commenter states that the Stevens Institute does not have a historic district. They recognize that a district opinion of eligibility was completed by NJHPO in 1991 and recommended for eligibility in the NRHP. They ask to have this district removed from the record. **(WC-40)**

**Response:** The commenter correctly states that the Stevens Historic District was determined eligible for inclusion in the National Register (2/28/1991). This opinion of eligibility was issued by the State Historic Preservation Officer in response to a federally funded activity. As stated in Section 4.2 of the DEIS, this project is federally funded and as such requires compliance with Section 106 of the National Historic Preservation Act (36 CFR800). Part of compliance with Section 106 is to consider the effect(s) of any federally funded, permitted, or licensed undertaking on historic properties. As the DEIS states in Section 4.2 (page 4-49), a “historic property is defined as a prehistoric or historic district, site, building, structure, or object included in or eligible for inclusion in

the National Register of Historic Places (National Register) (NPS, 1990).” For the project’s compliance with Section 106, the DEIS correctly includes the Stevens Historic District in its analysis of the proposed project’s potential effects to historic properties. Per the commenters request, text changes have been made to FEIS Section 4.2 to clarify Stevens Historic District as eligible for inclusion in the National Register of Historic Places per the 1991 SHPO opinion.

**30. Comment:** Commenter notes that the DEIS should include a copy of the 1906 map of Hoboken published by Robert C. Brielle, Hoboken, NJ, and annotated by Jim Hans in 1989. Commenter provided the link to this map at the Hoboken Historical Museum website. Commenter also noted that the project team has used the Museum as a resource. **(WC-20)**

**Response:** While this map is not included in the DEIS, the cultural resources survey has included other resources from this period and earlier, including other historic topographical maps, fire insurance (Sanborn) maps, historic aerial surveys, etc.

**31. Comment:** Commenter states that the mitigation measures and commitments within the cultural resources section need to be stated and outlined. **(WC-19, CAG-16)**

**Response:** Mitigation measures to minimize or avoid effects to historic properties were outlined in the DEIS Section 4.2.3. Mitigation Measures will be developed fully through consultation with the signatories to the project’s Section 106 Programmatic Agreement.

Since the project has not been fully designed, the adverse impacts to historic properties are not known, the Programmatic Agreement will be used to continue the consultation process with local, state and federal entities to identify the adverse impact and then proceed with the appropriate mitigation. The Programmatic Agreement is currently in development with those signatories and a draft version will be provided in Appendix G in the FEIS. The final executed version will be issued in the Record of Decision (ROD).

**Noise (Section 4.3) and Vibration (Section 4.4)**

**32. Comment:** Commenter expressed concerns about noise impacts that may result from the project. Commenter noted that their school (Hoboken Montessori Charter School) operates out of two locations that adjoin the alleyway, which is one of the locations that will require construction for the Resist infrastructure under the Preferred Alternative. **(WC-8,WC-8a, and WC-47)**

**Response:** Both locations of the Hoboken Montessori School (14th Street and Bloomfield Street) have been assessed for noise and vibration impacts and included in the Noise and Vibration Technical Environmental Statement (TES) as well as appropriately summarized within Section 4.3 (Noise) within the FEIS. Noise Attenuation Studies are recommended to be conducted during final design to determine what level of noise mitigation is appropriate. Montessori Charter School will be part of that noise attenuation

study and noise monitoring because the facility is a noise sensitive receptor. Mitigation measures could include performing adjacent construction activities during lower attendance periods. Additional mitigation measures could include; but are not limited to, developing project-specific noise level limits to be included within contract plans and third-party noise monitoring to ensure compliance to such noise level limits. Under final design, additional mitigation measures will be investigated to minimize noise impact.

**33. Comment:** Commenters want more detail on impacts to homeowners from vibration. Commenter specifically asks what measures will be taken to compensate homeowners if damage occurs during construction and what procedures will be followed if damage occurs. **(WC-15, WC-38)**

**Response:** As described in Section 4.4.3, the construction contractor will utilize alternative construction methods as needed and will be required to develop a Vibration Control and Monitoring Plan that includes: pre-construction surveys of buildings in proximity to construction, ongoing construction vibration monitoring, stop-work levels, and development of a structural damage response action. In addition, this plan will propose construction methods that will be utilized. Where feasible, it is anticipated that the contractor will use methods to reduce potential vibration impacts. The contractor will be responsible for repairing all damage to buildings that occurs as a result of non compliance with the

vibration control and monitoring plan or determined to be related to the contractors work during the construction of the project.

**34. Comment:** Commenter recommends that in addition to vibration control measures discussed in the DEIS, the project establish communication protocols involving outreach at least three times prior to construction commences (one month and one week before), establish a process for collecting complaints and determining remedies to damage, and that this process be separated from the city’s operation/ management process. Also concerned about vibratory impacts to historic buildings. **(CAG-17)**

**Response:** As described in Section 4.4.3, a Vibration Control and Monitoring Plan will be required for the project. The commenter’s methods and others will be considered as part of the plan development. This will be developed by the contractor prior to construction and will include community outreach. A buffered distance for vibration impacts was established to determine the extent of potential vibratory impacts. Potential vibratory impacts to historic buildings are discussed in Section 4.2, and impacts to historic properties are addressed in the Section 106 Programmatic Agreement.

**35. Comment:** Commenter suggested methods of outreach that would be necessary during construction to help mitigate impacts to the community. **(CAG-29)**

**Response:** As described in Section 4.4.3, a Vibration Control and Monitoring Plan will be required for the

project. This will be developed by the contractor prior to construction and will include community outreach. These methods and others will be considered as part of the Vibration Control and Monitoring Plan.

**Visual and Aesthetic Resources**

**36. Comment:** Commenter stated that in their opinion the project should be built to fit in with the context of historic Hoboken, and not differ visually from this style. **(WC-19, CAG-18 and PH-16)**

**Response:** The final design of the Resist components will consider the context and urban fabric of the Study Area and occur in coordination with the NJHPO and consulting parties, including the Hoboken Historic Preservation Commission, as identified in the Section 106 Programmatic Agreement.

**Air Quality (Section 4.6)**

**37. Comment:** Commenters stated that it is not acceptable for the project to not require air monitoring during the construction phase of the project. Commenter stated that the many people within the community suffer from respiratory problems and are concerned with vehicle emissions. Commenter also states that project needs to address PM2.5 levels and mitigation measures. **(WC-42, CAG-19, PH-20)**

**Response:** There is no federal, state or municipal requirement to provide on-site air monitoring during construction. Section 4.6.3.1 details several air control mitigation measures that will be included

within construction contract documents. These control measures include the requirement to utilize ultra-low sulfur diesel fuel to power construction equipment, limit idling times to less than three minutes on diesel and gasoline powered engines pursuant to N.J.A.C. 7:27-14 and N.J.A.C. 7:27-15, as well as locate exhausts away from residential buildings, especially air intake vents. In addition, the control measures listed include utilizing on-site dust control measures such as limiting truck speeds to 5 mph, requiring open-body trucks to be covered when transporting materials, and spraying dust suppressing agents on any dust piles, as well as during demolition, land clearing and grading activities. Furthermore, the contractor will be restricted from using any Tier 0 and Tier 1 non-road diesel engines. All diesel construction equipment at the site for more than ten (10) days will be required to meet the highest USEPA non-road emission standards (Tier 4) or be retrofitted with the best available emission control technology that is technically feasible and verified by the USEPA or the California Air Resources Board to reduce particulate matter emissions by at least 85 percent for engines 50 hp and greater and by a minimum of 20 percent for engines less than 50 hp. Implementation of such air control measures will reduce emissions, improve public health and promote clean air initiatives during all construction phases.

As described in Section 4.6 as well as within the Air Quality TES, NJDEP monitors air pollutants at thirty-nine (39) stations throughout the state. This sophisticated network of air monitors includes a station

at Veterans Park in Bayonne which monitors O3, SO2 and NO2 levels as well as wind direction and wind speed. There are two air monitoring stations in Jersey City; one at 2828 Kennedy Boulevard which monitors SO2, NO2 and CO levels and one at 355 Newark Avenue and monitors PM2.5 levels. These monitoring stations provide an adequate understanding of air quality within Hudson County .

**38. Comment:** Commenter asked for development of localized modeling methodology using sources such as Lincoln Tunnel Toll Plaza data and requests local ambient air quality monitoring during construction. **(WC-42, CAG-19, PH-20)**

**Response:** All modeling analyses performed for the DEIS (and detailed within the Air Quality TES) projected localized emissions as a result of the project. All modeling was performed utilizing USEPA’s approved emission models and guidance. Monitoring site-related air emissions is not a requirement. Air emission control measures provided within the DEIS will be included in contract documents and provide environmental commitments that are required to be maintained throughout all construction phases.

**39. Comment:** Commenter requests that the DEIS address NO2, Pb, SO2 and PM10 and address Pb particularly during any demolition activities. **(WC-42, CAG-19)**

**Response:** The air quality analysis does address NO2, which is referenced as NOx within Section 4.6. NOx includes both NO and NO2 emissions and was

quantified appropriately as per USEPA guidance. While Hudson County is in attainment for NOx, the pollutant was assessed since it is a precursor for ozone formation, and Hudson County is in ozone nonattainment. In addition, the construction-related air quality analysis did quantify SO2 utilizing PM2.5 as a conservative surrogate. SO2 emission factors were determined to be 97 to 99% less than those for PM2.5. Since PM2.5 emissions assessed fell below the de minimis threshold of 100 tons/year, pursuant to 40 CFR 93.153, it can be assumed that SO2 emissions would also fall below the de minimis threshold. Hudson County is in attainment for SO2; however, the pollutant was assessed since it is a precursor for secondary PM2.5 formulation. Hudson County is in attainment for PM10; however, precursors of PM10 are SO2 and NOx which were individually addressed and determined to result in emissions below their respective de minimis thresholds (100 ton/year). Finally, no such demolition is proposed that may result in elevated Pb emissions such as structures with lead-based paint. Further, Hudson County is in Pb attainment and not required to be assessed under general conformity.

**40. Comment:** Commenter asked for additional details on the inputs for the air quality model as well as clarification regarding usage of Tier 1 or Tier 4 engines. **(WC-47)**

**Response:** The DEIS has been revised to clarify that diesel non-road construction equipment is required to meet EPA Tier 4 standards or be retrofitted with best

available emission control technology. In addition, the model inputs have been added to the Air Quality TES appendix.

**Hazardous Materials (Section 4.7)**

**41. Comment:** Commenter states that testing of soil and groundwater should have been done at this phase of the project. Commenter also states that given the area’s history there will probably be a lot of contaminated materials encountered and will result in high costs to the project. **(CAG-20)**

**Response:** The availability of historic information (including historic maps and aerial photographs, as well as regulatory listings for previous cleanup efforts throughout the community) indicated that the degree of contamination was sufficiently characterized for this stage of the project. As described in Section 4.7.3 of the DEIS, it was assumed for each Build Alternative that soils and groundwater would need to be remediated. In addition, various construction techniques such as adhering to NJDEP’s linear construction guidance will be considered to help minimize the generation of contaminated or hazardous materials. Sufficient sampling will be conducted during the design phase of this project. In addition, the cost estimates included an estimated contingency of 25 percent of the overall project cost to cover unknown variables that occur during the final design and construction phase.

**Socioeconomics and Environmental Justice (Section 4.8)**

**42. Comment:** Commenter states that because they are a daycare center they are required by their state-issued operational licenses to provide outdoor play space for children. The commenter expressed concern about the loss of Harborside Park, which they currently use as their outdoor space. **(WC-8 and WC-8a)**

**Response:** Harborside Park will be modified as a part of the project to incorporate the Resist structure as the spine of the new Cove Park, reducing flooding associated with coastal storm surges to the communities of Hoboken and Weehawken. During final design, community outreach will continue to understand what the community needs are for the new park. Therefore, there will be opportunities for the entire community to have input into the design to help make the park a usable, interactive space.

Loss of open space has been identified as a temporary construction impact to the community and will be addressed in ongoing coordination/communication with the local partners. The impact is limited to the construction time frame, which has yet to be determined, but it will occur during the 3.5 years scheduled to complete the project. To mitigate this temporary loss of open space, NJDEP will coordinate with the City of Hoboken and community partners where other recreational spaces can be utilized or if temporary recreational space can be created for the community to utilize during this timeframe. This will be identified in the Ongoing Public Outreach section of the FEIS (Section 7.6.4).

**43. Comment:** Commenter would like greater detail on benefits of the project (all four components) as well as greater discussion of short term construction benefits (jobs), long term benefits from maintenance jobs, and new potential property tax revenue. **(WC-36, CAG-21, and PH-21)**

**Response:** The DEIS describes project benefits in various areas, including increased open space, reduced impact to critical facilities, increased economic benefits, short term construction related jobs (including requiring local hiring pursuant to HUD and NJDCA Section 3 requirements), and benefits to public health (see Section 4.8.3). Reductions in flooding are also described in Section 4.1.3.5, and the communities that benefit from these reductions in flooding are described in Section 4.8.3. Regarding long-term employment for maintenance and operations, it is not anticipated that the project will produce significant long-term employment opportunities, although operations and maintenance considerations are the subject of the project’s ongoing O&M Subcommittee. Regarding new potential property tax revenue, as described in Section 4.8.3.2, the project is not intended to change development patterns within the Study Area.

**44. Comment:** Commenter did not see anything about attaining environmental justice, whereby disadvantaged communities can receive relief from being located on landfill subject to flooding. Commenter also states that the project should incorporate parks and green space near these

communities. **(WC-21)**

**Response:** As described in Section 4.8.1, Executive Order 12898 requires federal agencies to consider whether a project will have disproportionate adverse impacts to minority and/or low-income communities. The RBD-HR project was originally conceived to mitigate the flooding impacts on the community. Instead of adverse impacts to Environmental Justice populations, the RBD-HR provides long-term benefits to these communities, which are in areas that experienced some of the most significant coastal storm surge impacts during Sandy (see Section 4.8.3.7). The project’s DSD components will also address rainfall flooding in low-lying areas, such as at the Hoboken Housing Authority. RBD-HR provides benefits through increased park and open spaces throughout the community, including the large DSD sites as described in Section 3.6.

**45. Comment:** Commenter listed specific concerns regarding the construction of the Resist structure in the Alleyway associated with Garden Street Lofts. Commenter also provided their concerns regarding potential easements/property takings. **(WC-38)**

**Response:** The final design stage of the project will include additional outreach to determine the community’s needs for given areas of the Resist infrastructure. In addition, the NJDEP will communicate with property owners regarding proposed easements, both temporary (for construction

access) and permanent.

**46. Comment:** Commenter wants to verify that no infrastructure will be built on Newport property, and that no access to Newport property will be required for construction of the project. Commenter also states that Newport will need to be involved in the design of adjoining elements of the project to evaluate impacts resulting from the deployment of barriers. **(WC-39)**

**Response:** As described in Section 4.8.3.2, it is not anticipated that easements or acquisitions will be required from Newport properties. The project’s final design and construction phases, as well as the on-going Operations and Maintenance planning, will involve additional outreach and coordination between the community, local and state governments and other stakeholders including NJ Transit and utility providers.

**47. Comment:** Commenter states that DEIS claims construction jobs could be generated but does not say if there are qualified individuals in Hoboken who could do the work, and it does not appear that there is a commitment to hire locally. **(WC-47, and CAG-21)**

**Response:** Section 4.8.3.5 of the DEIS has been revised in the FEIS to state more explicitly that the project is required to comply with HUD and NJDCA’s Section 3 policies to hire locally. These policies require contractors to direct new employment and contracting opportunities to low income residents within the community. HUD and NJDCA’s Section 3 policies also require annual reporting to the Office of

Fair Housing and Equal Opportunity.

**48. Comment:** Commenter states that the document should note that open space benefits do not appear to provide much benefit to vulnerable populations, because most of the added green and open space is close to the more affluent part of the community along the waterfront. **(WC-47)**

**Response:** As described in Section 3.6, the proposed alternatives include new park space with both the Resist and DSD portions of the project. As described in Section 4.8.3.3, for Alternative 3, six of the proposed 8.55 acres of open space is associated with the large DSD sites. These sites (BASF/Northwest Resiliency Park, the NJ TRANSIT site, and Block 10 site) are adjacent to or near vulnerable communities. For example, the NJ TRANSIT site is adjacent to the Hoboken Housing Authority. All proposed open space for the project would be open to the entire community.

**49. Comment:** Commenter states that the DEIS does not consider potential for limited emergency response availability if a surge event occurs while the project is under construction and if certain areas are blocked off. FEIS should include discussion about flooding during construction and what sort of plans are necessary for emergency responders. **(WC-47)**

**Response:** Emergency response plans will be part of the construction planning and O&M plans. This discussion has been incorporated into Impacts to Critical Facilities (Section 4.8.3.4.1)

**50. Comment:** Commenter states that the FEIS should indicate the rates of public health issues related to storm surge/coastal flooding for vulnerable communities and whether the Health Impact Assessment (HIA) considered these communities in their survey. **(WC-47)**

**Response:** Section 4.8.3.6 recognizes that health benefits would occur for the majority of residents within the Study Area for coastal storm events. These individuals would receive health benefits because they no longer flood during a coastal event. These are the same population percentages described in Section 4.8.3.1.

The Rutgers Health Impact Assessment (HIA), cited in the DEIS (Section 4.8.6.2) described residents’ concerns regarding impacts on their health from rainfall flooding. The HIA also included low income, minority, elderly, and people with disabilities in their survey. The language in Section 4.8.6.2 has been revised to include the HIA’s information regarding the impact of flooding that those populations experienced.

**51. Comment:** Commenter states that the FEIS needs to recognize air and noise impacts to Children’s Health. **(WC-47).**

**Response:** Section 4.8.3.9 recognized the impacts of air and noise on children’s health, although this discussion has been revised to provide more detail. Details regarding impacts and required mitigation to children’s health from air pollution, as well as descriptions of potential noise impacts and mitigation

to nearby schools, has been incorporated into this section as well. These details have also been incorporated into applicable areas of Section 4.3 (Noise) and Section 4.6 (Air Quality). Mitigation measures and best management practices are included in each section.

**Transportation and Infrastructure (Section 4.9)**

**52. Comment:** Commenter asked if the project protects the Hoboken and Newport PATH stations. **(WC-21 and WC-45)**

**Response:** The proposed alternatives do not provide flood risk reduction to the PATH stations at Hoboken Terminal and Newport. NJ Transit and PATH are undertaking separate efforts to increase the resiliency of the Hoboken Terminal, and the Newport PATH station is outside of the Study Area limits.

**53. Comment:** Commenter would like the project to conduct more extensive underground investigation, additional studies on vehicular/pedestrian/mass transit movements, ADA compliance, studies on the ingress/egress from western Hoboken and the palisades, additional information on the PATH, additional information on on-street and off-street parking impacts, and additional information about impacts from construction of the HLSS. Commenter also wants a more extensive outreach program for the final design and construction phase of the project to accommodate for construction-related impacts. **(CAG-22 and CAG-26)**

**Response:** As described in Section 4.9.1, utility locations have been obtained through coordination with local utility providers, and additional coordination will occur during final design. Section 4.9 has been revised to state that utilities will also be staked out in coordination with utility providers prior to construction. In addition, the section has been revised to incorporate a discussion of western ingress/egress, as well as additional discussions of PATH and NJ TRANSIT service. Within the RBD-HR Traffic Study Technical Memorandum, included in the DEIS as Attachment 2, traffic movements and impacts are discussed on a site-by-site basis for the Study Area. In addition, within the memorandum, parking is described on a site by site basis. Long term impacts to parking availability is anticipated to be negligible. Construction impacts associated with the HLSS (for Resist and DSD) will be localized and have been addressed in the infrastructure discussion (see Section 4.9.3.1).

**54. Comment:** Commenter wants more detail on various transportation routes, ingress-egress, and means (including bike, ferry, and transit). Commenter provides specific examples of these items. **(CAG-23 and WC-37).**

**Response:** A discussion of the western ingress/egress and further discussion of bike routes has been added to Section 4.9. The other access points in the north and south were previously discussed in Section 4.9.2.1. Regarding emergency operations and accessibility, these are discussed in Section 4.9.3 and accessibility to transit is also discussed in Section

4.8.3.8. Roadways immediately adjoining the Hoboken Medical Center are not proposed to be impacted by construction of Resist structures; however, accessibility to the hospital and its operational status during an emergency will be coordinated as part of the project's O&M plan, which has been further described in Section 4.8.3.4.1.

**55. Comment:** Commenter ask for additional backup information on other transportation modes that are discussed in the DEIS. **(CAG-25)**

**Response:** The text within Section 4.9 of the DEIS is a summary of the RBD-HR Traffic Study Technical Memorandum, which provides additional description of the Study Area on a site-specific basis. The Traffic Study Technical Memorandum was included in the DEIS as Attachment 2.

**56. Comment:** Commenter asked for additional detail on off-street parking. **(CAG-26)**

**Response:** A description of off-street parking has been added to Section 4.9.

**57. Comment:** Commenter states that coordination is needed between NHSA and the project team given the project's components that would directly impact NHSA infrastructure, such as separating out the storm/sewer for the HLSS, construction of high-level storm systems for the large DSD sites, etc. Commenter also states that it is important to coordinate with rail and other infrastructure operators. **(CAG-27)**

**Response:** Coordination with NHSA and other agencies, including NJ TRANSIT, has been an important part of this project. A list of agency and other stakeholder meetings can be found in Section 7.5. This effort will continue through final design and construction and will be ongoing as part of the development of the O&M plan.

**58. Comment:** Commenter provided editorial comments on Figure 4.104 (Sanitary and Storm Sewer Map) and states that all sewer lines should be shown, along with flow directions. Commenter also states that locations of all PSE&G substations should be shown, along with telecommunication lines. Commenter expressed concern that the project needs to demonstrate that critical infrastructure will be protected, since it was severely damaged during the storm, specifically referencing four PSE&G substations that were damaged during Sandy. **(CAG-28)**

**Response:** Due to security considerations, the locations of some critical infrastructure (such as certain utility and telecommunications lines) could not be mapped. It is noted, however, that the project team has been in communication with these utility providers and will continue to coordinate with them to ensure that impacts to utilities are minimized, particularly during construction.

Of the four PSE&G substations that the commenter references, three are within the Study Area and would therefore receive flood risk reduction from a

coastal surge event. The fourth site, located along Jersey Avenue at the NJ TRANSIT rail overpass, is outside the limits of the Preferred Alternative. It is noted, however, that this area, within Jersey City, could receive up to three feet in reduced flooding during a 100-year storm (see Figure 4.20 in Section 4.1.3.5) as a result of the resist infrastructure. This is because flood waters that would have flowed south from Hoboken into northern Jersey City (as happened during Sandy) are no longer allowed to enter Hoboken and therefore, would not be able to flow south into northern Jersey City.

**59. Comment:** Commenter asks if NJ TRANSIT has expressed willingness to allow for one track to be "sacrificed" for the construction of Resist infrastructure to allow some tracks to be protected. **(CAG-30)**

**Response:** The ability to provide flood risk reduction to the NJ TRANSIT rail yard was considered at the concept level. Concepts C and D as described in Sections 3.4.3 and 3.4.4 were not advanced in part because of the logistical challenges involved in constructing within the yard or terminal while preserving service. The three Build Alternatives contain two options, one of which involves construction within the rail yard (Option 1). This option would require NJ TRANSIT to decommission equipment and infrastructure on the north side of the rail yard in order to allow redevelopment in the area.

**60. Comment:** Commenter asks if the project team considered moving construction materials and

supplies by rail to reduce impacts to street traffic.  
(**CAG-30**)

**Response:** The project team has not considered usage of rail as a means of providing construction supplies. The existing network (including the NJT and HBLR systems) is built for passenger service, and no infrastructure exists for unloading or loading freight in the project area.

**61. Comment:** Commenter asks for a new map showing evacuation routes when gates are deployed. Commenter states that a plan needs to be developed that details emergency access to areas beyond the flood barriers, establishment of emergency sequencing for gate deployment, usage of amphibious assets to assist in operations, and other emergency measures. (**CAG-31**)

**Response:** These will be detailed in the O&M plan under development during the design phase of this project (see Section 4.9.3.1).

**62. Comment:** Commenter asked that additional details regarding increased flooding impacts (previously described in Section 4.1.3.5) be included in within Section 4.9. (**WC-37**)

**Response:** Section 4.9 has been revised to include a discussion of additional flooding impacts for transportation-related properties. It includes a discussion of impacts on the Hoboken Terminal rail yard as well as the privately owned parking lot along Observer Highway.

**Cumulative Impacts (Section 5)**

**63. Comment:** Commenter states that further coordination and inventory of flood modeling should be included as a commitment in the FEIS and that the FEIS should provide a plan of action regarding this coordination. (**WC-47**)

**Response:** Coordination and communication with federal, state and local partners is critical in the implementation of this project. NJDEP intends to continue to coordinate project activities through participation at future Sandy Regional Infrastructure Resilience Coordination (SRIRC) Federal Review and Permitting (FRP) meetings and Coastal Hudson County Technical Coordination Team (TCT) meetings. As described in in Chapter 7 Public Participation, these committees are federally convened with responsibility for federal review and permitting of complex Sandy infrastructure projects.

On the local level, NJDEP has committed to engage local community groups and partners through the Community Advisory Group (CAG) and directly through public workshops and meetings. These community groups will continue to be used throughout the final design and construction phases of the Project. The purpose of this ongoing coordination is to make sure that resiliency projects on the local level continue to be captured and evaluated.

Additionally, an O&M subcommittee, consisting of local and State partners has helped develop an O&M management strategy framework for the Project. The

participants in the O&M planning and development currently include, but are not limited to, entities such as the NJDEP, the cities of Hoboken, Jersey City and Weehawken, NJ TRANSIT, Port Authority of New York & New Jersey (PANYNJ), Hudson County, Jersey City Municipal Utilities Authority, North Hudson Sewerage Authority, and the New Jersey Office of Emergency Management. This committee intends to meet throughout the design and construction phases in which local resiliency projects will be identified.

**Consultation and Coordination (Section 7)**

**64. Comment:** Commenter expressed disapproval that the DEIS public hearing email blast went out to the listserv the day before the hearing (**WC-16**)

**Response:** The email notification on March 15, 2017 was a reminder of the public hearing. The listserv had previously been emailed on February 24, 2017, the day of the DEIS publication. The Notice of Availability (which stated the public hearing date and provided links to download the DEIS) was published in the Federal Register and local newspapers (Star Ledger and El Especial) on February 24, 2017, fliers were distributed throughout the community on March 6 and 7, 2017 and an additional notification was published in the Hudson Reporter on March 12, 2017.

**65. Comment:** Commenter asks who in the Jersey City government was involved/included in the project, and states that at a minimum they would want the planning department, OEM and Director of Public Safety to be involved in project execution. (WC-24)

**Response:** As described in Section 7.2, the project’s Executive Steering Committee (ESC) included the mayors’ offices of Jersey City, Weehawken and Hoboken. Members of the Jersey City Planning Department also participated in the Executive Steering Committee Work Group (ESCWG) meetings and were involved in reviewing and providing comment on the DEIS and DEIS technical studies prior to publication. Going forward, appropriate Jersey City officials, as well as officials from Hoboken and Weehawken, will continue to be involved in the further development and implementation of the project.

**66. Comment:** Members of the CAG have inquired as to whether they can set up a meeting with the Technical Coordination Team (TCT) and other environmental specialists, including those for air quality. (**WC-42, CAG-14, CAG-19, WC-29, and CAG-39**)

**Response:** The TCT is for Federal coordination on projects and a forum to update Federal partners. The NJDEP is invited as a partner to the TCT and does not facilitate these meetings.

**67. Comment:** Commenters expressed desire for continued outreach to address impacts as the project moves forward and to address potential urban designs. (**PH-4 and CAG-9**)

**Response:** As described in various sections, and summarized in Section 7.6.4, continued outreach and coordination with local residents and businesses will occur as the project progresses through final design

and construction.

**68. Comment:** Commenter stated that because the Action Plan Amendment was not included in the DEIS, the comment period for the DEIS needed to be suspended to allow for inclusion of the Action Plan Amendment. **(WC-9 and WC-29)**

**Response:** The Draft EIS scheduling was consistent with FR-5696-N-11 which states that grantees are not prohibited from proceeding with the EIS process during the Action Plan Amendment process. The Action Plan Amendment #20 was also made available for public review and comment separately from the EIS in accordance with this process. Therefore, it was not necessary to suspend or extend the public comment period for the DEIS.

**69. Comment:** Commenter states that Hoboken’s efforts to obtain HUD funding from remedial actions related to contaminated properties may reset the public involvement process for this project and want to know from DEP whether this is the case. They state that these properties are for retention facilities. They state that they asked for these retention facilities to be included in the project in their response to the Scoping Document. **(CAG-34)**

**Response:** It is unclear which projects the commenter is referring to, but it is noted that Hoboken has recently acquired the BASF property using New Jersey Environmental Infrastructure Trust (NJEIT) funding. The city’s actions in this regard do not require the RBD-HR project to extend public involvement

timelines. The DEIS recognized that the City of Hoboken acquired the BASF property (ES 5.1 Preferred Alternatives, Section 3.6 Three Build Alternatives and Section 4.8.2.3 Open Space). It is also noted that the City of Hoboken completed an environmental assessment (EA) for the acquisition of BASF, which included a public notification on October 28, 2016 and publication of their environmental assessment on the NJDCA website. The DEIS and FEIS evaluate the impacts associated with the stormwater improvements and urban amenities for Block 107 Lot 1. The City of Hoboken’s EA examined the acquisition of this parcel as well as Block 103, Lot 7.

**70. Comment:** Commenter states that the project team should set funding aside for educational programming, including involvement with local schools. **(CAG-1 and CAG 36)**

**Response:** Educational programming was not part of the commitment of the HUD grant funding for this project, however, materials generated for the project may be used in future educational programming by others.

**71. Comment:** Commenter states that if permits for water-based operations is required, specific items must be submitted to the U.S. Coast Guard (USCG). This includes specific list of details to be published in the Local Notice to Mariners, notification to the USCG and National Oceanic and Atmospheric Administration (NOAA) for requests of movement of any buoys or

modifications to charts. Commenter also stated that any waterfront outdoor lighting must not interfere with navigation or navigational aids. **(WC-23)**

**Response:** As shown in Table 7.4 within Section 7, it is recognized that coordination with the USCG will be required for any in-water work. This coordination will be undertaken, if necessary, during final design as the project’s design is completed and construction methods are established.

**72. Comment:** Commenter (NJ TRANSIT) states that they supports the project and have worked closely with the project team to develop the project. NJ TRANSIT offered areas of further coordination needed: 1) potential flood/surge impacts to the yard and terminal, 2) economic considerations associated with the use of NJ Transit property, 3) O&M of structures, 4) potential impacts on existing operations and on future plans. **(WC-48)**

**Response:** The project team will continue to coordinate with NJ TRANSIT as the project moves forward to final design and construction. It is recognized that NJ TRANSIT is a member of the O&M subcommittee for the project.

DEIS PUBLIC COMMENTS  
FEBRUARY 24 – APRIL 10, 2017

WC-1

From: [Reinknecht, Dennis](#)  
To: [Taylor, Alexis](#); [Schwarz, Frank](#)  
Subject: Fwd: Appendix C , FS in DEIS  
Date: Friday, March 3, 2017 12:57:51 PM

As discussed we need a response and copy procedure. Thx dennis

Thank you

Dennis Reinknecht  
Bureau of Flood Resilience

Sent via the Samsung Galaxy S@6 active, an AT&T 4G LTE smartphone

----- Original message -----  
From: Richard Weinstein <[justicemartin@msn.com](mailto:justicemartin@msn.com)>  
Date: 3/3/17 9:49 AM (GMT-05:00)  
To: "Reinknecht, Dennis" <[Dennis.Reinknecht@dep.nj.gov](mailto:Dennis.Reinknecht@dep.nj.gov)>  
Cc: [carter@outsidenewyork.net](mailto:carter@outsidenewyork.net), [councilmanbhalla@gmail.com](mailto:councilmanbhalla@gmail.com), [trendaross@yahoo.com](mailto:trendaross@yahoo.com), [cstratton@hobokennj.gov](mailto:cstratton@hobokennj.gov), [ablumber@stevens.edu](mailto:ablumber@stevens.edu)  
Subject: Appendix C , FS in DEIS

Dennis:  
Thanks for the thorough and detailed DEIS which the Project Team provided to the public on February 24, 2017. After my initial review of the DEIS it has come to my attention that some of the attendees such as Moffatt & Nichols and Louis Berger at the September 1, 2016 meeting with Alan Blumberg, referenced in Appendix C of the Feasibility Study may have generated written memorandums; other correspondence related to their work on developing the memorandum concerning sea level and storm surge modeling which Dewberry Engineering ( Ken Spahn) presumably relied on in deciding to select Alternative 3 for the Resist aspect of the Hudson River RDSO. Those records should be part of the DEIS and provided before the comment period is past so that any relevant documents and positions of the aforementioned parties can be referenced in any public comments I or any other interested party chooses to submit. Please advise when they may be made available.

Richard M. Weinstein, Esq.  
Member of Citizen Advisory Group

Sent from my iPhone

WC-2

From: Richard Coppa  
To: [DEP-rbd-hudsonriver](#)  
Subject: Alternative #3  
Date: Wednesday, March 8, 2017 2:11:22 PM

As a resident of Maxwell Place since its original opening in 2007 I am in full support for Alternative #3. We had lots of input earlier on in this process and I continue to support it and provide the following,

1. The RBD process provided ample opportunity for public input.
2. Public comments were clearly considered when making the final decision.
3. The selection of Alternative #3 is an effective result of the process

Thank you.

Rich

Richard Coppa J.D., LL.M., CFP  
Managing Director

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*Referrals from our clients and trusted professionals are a great compliment and one of the benchmarks by which we measure our success in meeting our clients' needs. We thank you for your continuous support, and hope you will pass along our information to anyone you feel would benefit from our services.*

WC-3

From: Lisa Zablocki  
To: [DEP-rbd-hudsonriver](#)  
Subject: Fw: RBD project  
Date: Wednesday, March 8, 2017 2:57:19 PM

From: [Lisa Zablocki](#)  
Sent: Wednesday, March 08, 2017 2:50 PM  
To: [rbd\\_hudsonriver@dep.nj.gov](mailto:rbd_hudsonriver@dep.nj.gov)  
Subject: RBD project

I live in Maxwell Place, and I support alternative #3. The RBD process provided ample opportunity for public input. Public comments were clearly considered when making the final decision, and the selection of alternative #3 is an effective result of the process.

Sincerely,  
Lisa Zablocki  
1025 Maxwell Lane #302

WC-4

From: LESLIE FLORIO  
To: [DEP-rbd-hudsonriver](#)  
Subject: Hoboken Rebuild by Design Project  
Date: Thursday, March 9, 2017 11:37:23 AM

I am a resident of Maxwell Place in Hoboken and I am writing in support of the Rebuild By Design process and the selection of Alternative 3. The residents of Hoboken had many opportunities to learn about and to comment on the alternatives that were proposed. Our community expressed significant concerns about the proposed waterfront alignment and its impact on access to Hoboken's most treasured asset - the waterfront. The RBD team clearly considered all public comments in coming to the conclusion that Alternative 3 provides effective flood protection while balancing the need to maintain access to Hoboken's waterfront.

We look forward to the RBD project moving forward.

Leslie Florio  
609-651-3777

WC-5

From: Marco Rigolli  
To: [DEP-rbd-hudsonriver](#)  
Subject: Rebuild by Design Feedback  
Date: Thursday, March 9, 2017 12:58:09 PM

Dear NJDEP Rebuild by Design team,

As an Hoboken resident and homeowner I would like to thank you for the work carried out so far on the Rebuild by Design project.

I have been impressed with the extent with which the public was engaged throughout the entire process, not only through the several occasions for face to face meetings but also with the range of opportunities to provide feedback and to be kept informed.

It is also clear that public comments were listened, considered and informed the final decision made by the team.

I firmly believe that "Alternative #3" is the most effective results of this process and that it represents the best outcome for the public.

Kind regards,  
Marco Rigolli

WC-6

From: Antoine Clément  
To: [DEP-rbd-hudsonriver](#)  
Subject: Re: RDB - Support for Alternative 3  
Date: Thursday, March 9, 2017 2:29:08 PM

I am a resident of Maxwell Place in Hoboken and I am writing in support of the Rebuild By Design process and the selection of Alternative 3.

The residents of Hoboken had many opportunities to learn about and to comment on the alternatives that were proposed.

Our community expressed significant concerns about the proposed waterfront alignment and its impact on access to Hoboken's waterfront.

It is rare in this day in age that a town has such an easy access to the water... And the easy access should be preserved as much as possible.

The Alternative 3 provides effective flood protection while balancing the need to maintain access to Hoboken's waterfront.

Antoine Clément

WC-7

From: David March  
To: [DEP-rbd-hudsonriver](#)  
Subject: Draft Flood Resiliency Plan for Hoboken  
Date: Monday, March 13, 2017 1:25:04 PM

To whom it may concern,

As a frequent visitor to the Hoboken waterfront, regular paddler on the Hudson River, and resident of New Jersey, I would like to offer my support for this flood plan.

Not only does it look good in renderings, but I think it is practical in nature. Above all, it keeps open the waterfront and encourages its recreational use.

In the three years since moving here from Baltimore, I have noticed considerable improvements and development of the Hoboken and Hudson River waterfront. Development is booming on both sides of the Hudson. People are discovering just how enjoyable it is -- to live, work, and play along the river. And more and more people are paddling. A growing sense of community is taking hold. The outlook is very healthy for all.

I think the plan incorporates public use, while at the same time, installs sufficient land and grass barriers as to lessen the damage from any future flood. The new boathouse is also a welcome feature.

Sincerely,  
David March  
539 - 38 St., Apt. 406  
Union City, NJ 07087  
[davidbmarch@gmail.com](mailto:davidbmarch@gmail.com)

## hobokenmontessori

inspiring lifelong learning

March 8, 2017

New Jersey Department of Environmental Protection (NJDEP)  
c/o Dennis Reinknecht, Program Manager  
Bureau of Flood Resilience  
501 East State Street  
Mail Code 501-01A, P.O. Box 420  
Trenton, NJ 08625-0420.

Dear Mr. Reinknecht,

We are the owners of Hoboken Montessori School with two locations in North Hoboken, 158 14<sup>th</sup> Street at The Garden Street Lofts building and 1485 Bloomfield Street, at 1450 Washington Hudson Tea building. We are writing to express our deep concern and objection to any part of the development plan that would remove the Harborside Park located at 13<sup>th</sup> Street and Park Ave. As a preschool serving approximately 160 children between the ages of 18 months and 6 years old, we are required to comply with state licensing requirements in order to operate in the State of New Jersey. The State of New Jersey Child Care licensing requires us to provide a closely located, outdoor space for recess. (See the section and link below from the State of New Jersey Department of Children and Families Office of Licensing Manual)

10:122-5.3 Additional physical plant requirements for early childhood programs: Outdoor space requirements for children over the age of 10 months are as follows: Point 7, part ii. The outdoor area for new and relocating centers licensed on or after September 1, 2013, shall be in close proximity and safe walking route of the center and available for use by the children <http://www.nj.gov/dcf/providers/licensing/laws/CCManual.pdf>

Hoboken Montessori School is located approximately one block from the Harborside public park. We use the park on a daily basis for outdoor recess and as currently situated, the location allows us to safely walk our students to and from the park. This is a requirement as a licensed facility. Elysian Charter located adjacent to the park also recesses at this park. In addition, our students are between the ages of 18 months to 6 years old. The park as currently configured has two enclosed areas that serve younger (2-3 years old) and older children (4-6 year olds) separately with age appropriate park equipment.

We are unclear with regards to the renderings provided how the Harborside Park will be impacted by the flood protection program. Will this park be removed or replaced with a similar enclosed park in the same location? If replaced, how will the park be configured? We are concerned the removal of this park will result in the loss in a crucial requirement for our students – close access to outside, open play. We believe the removal of Harborside Park will adversely impact our daily operations and negatively impact the children and parents we serve in the Hoboken community. We respectfully request that the park either remain intact or be replaced with a comparable park as part of the development plan. We would appreciate consideration as well as any details you can provide as soon as possible.

Sincerely,

Sejal Vora and Prashant Patel  
Hoboken Montessori School

www.hobokenmontessori.com

158 14th Street @ Garden Street, 1st fl.  
Hoboken, NJ 07030  
201.656.7302 p | 201.656.7302 f

1485 Bloomfield Street @ Hudson Tea  
Hoboken, NJ 07030  
201.656.7322 p | 201.656.7302 f

From: Sejal Vora  
To: DEP-rbd-hudsonriver  
Cc: Sejal Vora; Prashant Patel  
Subject: Rebuild by Design Feedback on DEIS- Hoboken Montessori School  
Date: Tuesday, March 21, 2017 6:15:45 PM  
Attachments: Hoboken Montessori- 1450 Washington Location on Bloomfield St  
HMS-HFA-3-5v2Ad.png

March 21, 2017

New Jersey Department of Environmental Protection (NJDEP)

c/o Dennis Reinknecht, Program Manager

Bureau of Flood Resilience

501 East State Street

Mail Code 501-01A, P.O. Box 420

Trenton, NJ 08625-0420.

Re: Rebuild by Design Comments on Draft Environmental Impact Statement (DEIS)

Dear Mr. Reinknecht,

We are the owners of Hoboken Montessori School. After attending the public hearing held by the NJDEP on Thursday, March 16<sup>th</sup> and learning more about the above captioned project, we are writing to express our continued concern and objection to aspects of the project that directly impact both our schools. Our two locations in North Hoboken, 158 14<sup>th</sup> Street at The Garden Street Lofts building and 1485 Bloomfield Street, at 1450 Washington Hudson Tea building, will be in the direct path of the construction plans for Alternative #3. We whole heartedly support the Resist project and the benefits to the entire Hoboken Community, however we also respectfully ask that all plans limit the impact to our school operations during construction.

As a preschool serving approximately 160 children between both locations, we are required to comply with state licensing requirements to receive a license to operate in the State of New Jersey. The following details our specific concerns, and we ask for consideration to provide remedies or adjustments to the design:

1) Hoboken Montessori School is not listed in the Draft Environmental Impact Statement

(DEIS) as a school impacted by this project. More specifically, we have reviewed the Executive Summary, and Chapter 4: Affected Environment and Environmental Consequences, and the only school listed near us is Elysian Charter School, operating on the second floor. We respectfully ask to be included in all analysis, discussion and drawings regarding impact to schools, consequences, and remedies. Here is a description of each school:

a. 158 14<sup>th</sup> Street Location: We occupy the ground floor, approximately 3800 sqft at the Garden Street Lofts condo building, serving approximately 45 children daily between the ages of 18 months and 3 years old.

b. 1485 Bloomfield Street: We occupy the ground floor, approximately 5,000 sqft at 1450 Washington Street, Hudson Tea building, serving approximately 96 children daily between the ages of 2 1/2 to 6 years old.

2) Immediate Replacement of Harborside Park during reconstruction of Hoboken Cove Park is essential to our continued business operations: The State of New Jersey Child Care licensing requires us to provide a closely located, outdoor space for recess. (See the section and link below from the State of New Jersey Department of Children and Families Office of Licensing Manual)

10:122-5.3 Additional physical plant requirements for early childhood programs: Outdoor space requirements for children over the age of 10 months are as follows: Point 7, part ii. The outdoor area for new and relocating centers licensed on or after September 1, 2013, shall be in close proximity and safe walking route of the center and available for use by the children

<http://www.nj.gov/dcf/providers/licensing/laws/CCManual.pdf>

Hoboken Montessori School is located approximately one block from the Harborside public park. We use the park daily for outdoor recess and as currently situated, the location allows us to safely walk our students to and from the park.

We ask that due to the duration of the project 4+ years, that you kindly consider adding an enclosed park or enclosed area in the green space in between Harborside Lofts and the Hudson Tea buildings. This would allow the community that currently uses the Harborside park as well as our schools to continue to have a public park nearby. Again, to reiterate this is a requirement by the State as a licensed facility and a large scale rebuild of this park effectively eliminates the park for our use for many years.

3) School Exits/Egresses: To comply with state requirements, we must have two egresses with safe routes for staff and children to exit the street from each exit. One of our egresses at the Garden Street Lofts location (158 14<sup>th</sup> Street) is where the Resist Structure will be built behind the Garden Street Lofts building. We have spoken to building management and they have assured us that the exits will not be impacted. We would like to reiterate that we must always have clear and safe access and routes to the street from both egresses at all times.

4) Safe Walking/Drop off/Pick up Routes: The construction designs must allow for safe walking route to the schools and parks as we commonly take long walks with our students or walk to the park. In addition, most of our parents walk their children to our schools.

5) Resist Barrier and Construction Plan during in Summer Months: We ask that during the construction of the Resist Structure behind the Garden Lofts and 1450 Washington, that you consider building that Resist structure in the summer months. We would be able to operate our summer program out of one school thus minimizing disruptions during the school year.

6) High Water Storm Sewage System: Please confirm this is part of the DSD phase, and will occur over the next 15-20 years. The current drawings and analysis have the part of the system along Bloomfield Street. Bloomfield Street is literally 5 feet from our front door at the 1450 Washington Location. In addition, there will be other retail on the same side of our street. We ask that this design be reconsidered entirely, due to construction impact on pedestrian safety, noise, vibrations, etc.

7) Noise/ Vibrations: We would like to be included in all analysis about noise and vibrations and any other studies regarding Affected Environment. Can the impacts be separated between the building of the Resist Structure (Phase I) and the building of the High Level Storm Sewage System. Again, we believe the extremely close proximity of noise and vibrations would impact our school.

8) Type of Park Equipment at the new Hoboken Cove Park: The Harborside Park as currently configured has two enclosed areas that serve younger (2-3 years old) and older children (4-6 year olds) separately with age appropriate park equipment. In addition, many of the children living in Northern Hoboken are preschool aged or younger making the type of equipment even more important to serve the needs of the community. We ask that comparable equipment be installed at the new Hoboken Cove Park.

We have attached some photographs of our schools. We are open to meeting since we have several

questions. Thank you very much for your time and consideration. We would appreciate a response as soon as possible. Thank you.

Sincerely,

Sejal Vora and Prashant Patel

Hoboken Montessori School

Cc: Mayor Dawn Zimmer

Warm Regards,

Sejal Vora, Owner & Founder  
Hoboken Montessori School  
158 14th Street @ Garden Street Lofts  
1485 Bloomfield Street @ Hudson Tea  
Hoboken, NJ 07030  
[201-656-7377](tel:2016567377) (phone)  
[201-656-7302](tel:2016567302) (fax)  
[svora@hobokenmontessori.com](mailto:svora@hobokenmontessori.com) (email)  
[www.hobokenmontessori.com](http://www.hobokenmontessori.com) (web)

From: Reinknecht, Dennis  
To: Richard Weinstein; Sherman, Clay; Schwarz, Frank; Ruggeri, Joseph; rcanizares@moffatnichols.com; ccortiss@louisberger.com; kspahn@dewberry.com; rparab@dewberry.com  
Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trendaross@yahoo.com; cstratton@hobokennj.gov; ablumbe@stevens.edu; DEP-rbd-hudsonriver; Steven L Higginsbotham; Alyson E.Beha@hud.gov; therning@stevens.edu; Marguerite Bunyan; Shaw, Laura; DEP-rbd-architect; Tara Smith; Abbie Rosenblatt; Dave Vivatrine; Sam  
Subject: RE: RBDH < RE: Appendix C , Feasibility Study Question- DEIS APA  
Date: Wednesday, March 15, 2017 10:37:55 AM

Mr. Weinstein,

This is in response to your email below related to the Rebuild by Design Hudson River Project.

As you have requested, your email will be included as a public comment on the DEIS for the record. We are in the public comment period which ends April 10th, 2017.

We are currently reviewing your email regarding the Action Plan Amendment process and we will be responding.

Sincerely,

Dennis

-----Original Message-----

From: Richard Weinstein [<mailto:justicemartin@msn.com>]

Sent: Friday, March 10, 2017 5:31 PM

To: Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>; Sherman, Clay <Clay.Sherman@dep.nj.gov>; Schwarz, Frank <Frank.Schwarz@dep.nj.gov>; Ruggeri, Joseph <Joseph.Ruggeri@dep.nj.gov>; rcanizares@moffatnichols.com; ccortiss@louisberger.com; kspahn@dewberry.com; rparab@dewberry.com  
Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trendaross@yahoo.com; cstratton@hobokennj.gov; ablumbe@stevens.edu; DEP-rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>; Steven L Higginsbotham <Steven.L.Higginsbotham@hud.gov>; Alyson E.Beha@hud.gov; therning@stevens.edu; Marguerite Bunyan <margueritebunyan@gmail.com>  
Subject: Re: RBDH RE: Appendix C , Feasibility Study Question

Dennis:

Thanks. I appreciate your effort to address my concern but as they say the devil is in the details. Putting the names of Stevens; Louis Berger Group, Moffat & Nichols and Dewberry on the cover of Appendix C in the DEIS will only provide attribution for the conclusions reached therein regarding storm surge modeling and sea level rise as it informs that portion of the Dewberry FS in the DEIS. ( See Louis Berger-Hill Joint Venture for DPMC Project # J0334-00, Term Contract CMF-003, Rebuild by Design Hudson River Project, Work Order No. 01. Feasibility Study/EIS Phase dated February 11, 2016; Attachment I Dewberry Engineers Technical Proposal Except, Dewberry Task 4 Hydrology/Flood Risk Assessment Deliverables). However as you know LB as CMF has agreed to provide specific deliverables before joining in endorsing the conclusions in Appendix C. They include before the design phase specifically under the First Work Order, for the FS and EIS phases of the project (See pp 2-3, Scope of Services) recording meeting minutes; providing monthly reports to the NJDEP project team and HUD compliance reporting none of which as far as I can tell from my review of the DEIS and the official RBD website, established under the COP, were included in either. Furthermore, since the terms of engagement by NJDEP of Moffat & Nichols whose services we discussed during our telephone conference on August 18, 2016 among you, Alexis and me, in which I recall your saying would provide the peer review and quality control of Dewberry Engineering's deliverables under their \$8 million dollar portion of the RBD contract under \$230 million Hudson River RBD HUD grant, has not been posted either in DEIS or the official RBD website, so the public knows less about its role in performing Task 4 than it does about LB's role. Finally, regarding this I have to go on record and state that one would need to be a hydrologist or have other expertise, like the participants at the September 1, 2016 meeting at Stevens Institute, to be able to determine whether

the substance of Appendix C supports the conclusions reached by Dewberry Engineering that the alignment under Alternative 3 for the Resist portion of the Hudson River RBD should be selected. My lack of understanding is further promoted by the NJDEP's refusal to permit Alan Blumberg to speak with me or any other member of the public about his efforts to assist Dewberry under the SITDL engagement. This could be remedied if NJDEP would permit as part of my comments during the DEIS public hearing scheduled for March 16, 2017 to directly question him about the document in that regard.

On an entirely different matter you should be advised that after reviewing the Environmental Assessment dated October 27, 2016 for the BASF property located at 1113-1131 Madison Street/1200 Adams Street, Block 107, Lot 1 and Block 103, Lot 7, City of Hoboken, made part of the FSEIS included in the DEIS, I called Laura Shea, Assistant Commissioner, NJDCA to find out if her Department was planning to amend Action Plan 12 to reflect the fact that the State of NJ was requesting HUD Community Development Block Grant funds to pay for the costs of Hoboken's SAP permit at the BASF site recently acquired by Hoboken. Although she could not say how this might affect the DEIS public comment period and that had to be discussed with NJDEP, she did advise me that NJDCA intended to amend Action Plan 12 published on December 16, 2014; submitted to HUD on April 10, 2015 and approved April 20, 2015 to reflect this new commitment of HUD CDBG funds from the Hudson River RBD grant to pay for costs of containment and monitoring of hazardous wastes disposed on the BASF site by previous owners according to the Environmental Assessment. Since amended Action Plan 12 was not included in the DEIS published on February 24, 2017, I request that the current public comment period be suspended until such amended Action Plan 12 is approved by HUD. Please as you have with regard to my e-mail of March 3, 2017, include this e-mail in the public comments on the DEIS.

Yours truly,

Richard M. Weinstein, Esq.

&gt; On Mar 9, 2017, at 4:26 PM, Reinknecht, Dennis &lt;Dennis.Reinknecht@dep.nj.gov&gt; wrote:

&gt;

&gt; Mr. Weinstein,

&gt; This is in response to your email below on the topic of the Rebuild by Design Hudson River Feasibility Study (RBDH FS).

&gt;

&gt; Appendix C memo of the Hydrology Report in the RBDH Feasibility Study was prepared by Moffat &amp; Nichols, Louis Berger, Stevens Institute of Technology (Steven's) and Dewberry. All parties were involved in the preparation and review of the Appendix C memo as a follow up to their September 1, 2017 meeting.

&gt;

&gt; However, it does appear that the title page of Appendix C may be unclear. Perhaps the title page of the Appendix C should not reference only Steven's, as all four parties were reviewers and were in concurrence regarding the summary of conclusions of the memorandum.

&gt; Additionally, as your comment references DEIS, your email will be included as a DEIS comment record and has been forwarded rbd-hudsonriver@dep.nj.gov.

&gt;

&gt; Dennis

&gt;

&gt;

&gt; -----Original Message-----

&gt; From: Reinknecht, Dennis

&gt; Sent: Tuesday, March 07, 2017 12:03 PM

&gt; To: 'Richard Weinstein' &lt;justicemartin@msn.com&gt;

&gt; Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trendaross@yahoo.com;

&gt; cstratton@hobokennj.gov; ablumbe@stevens.edu

&gt; Subject: RBDH RE: Appendix C , Feasibility Study Question

&gt;

&gt; Mr. Weinstein,

>  
> We have received your email below regarding questions related to the feasibility study.  
>  
> I am reviewing your email and will be responding by the end of the week.  
>  
> Dennis  
>  
> Dennis Reinknecht, Manager  
> Bureau of Flood Resilience  
>  
> For additional information concerning the Rebuild by Design Program please use the following links:  
> www.rbd-hudsonriver.nj.gov  
> www.rbd-meadowlands.nj.gov  
>  
> New Jersey Department of Environmental Protection Engineering and Construction Bureau of Flood Resilience  
> 501 East State Street-1st Floor  
> Mail Code 501-01A  
> P.O. Box 420  
> Trenton, NJ 08625-0420  
>  
> Dennis.Reinknecht@dep.nj.gov  
> Cell # 609-273-5719  
> Desk # 609-984-0556  
>  
> NOTE: This e-mail is protected by the Electronic Communications Privacy Act, 18 U.S.C. Sections 2510-2521. This e-mail and its contents may be Privileged & Confidential due to the Attorney-Client Privilege, Attorney Work Product, Deliberative Process or under the New Jersey Open Public Records Act. If you are not the intended recipient of this e-mail, please notify the sender, delete it and do not read, act upon, print, disclose, copy, retain or redistribute it.  
>  
> -----Original Message-----  
> From: Richard Weinstein [<mailto:justicemartin@msn.com>]  
> Sent: Friday, March 03, 2017 9:49 AM  
> To: Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>  
> Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trendaross@yahoo.com; cstratton@hobokennj.gov; ablumbe@stevens.edu  
> Subject: Appendix C , FS in DEIS  
>  
> Dennis:  
> Thanks for the thorough and detailed DEIS which the Project Team provided to the public on February 24, 2017. After my initial review of the DEIS it has come to my attention that some of the attendees such as Moffat & Nichols and Louis Berger at the September 1, 2016 meeting with Alan Blumberg, referenced in Appendix C of the Feasibility Study may have generated written memorandums; other correspondence related to their work on developing the memorandum concerning sea level and storm surge modeling which Dewberry Engineering ( Ken Spahn) presumably relied on in deciding to select Alternative 3 for the Resist aspect of the Hudson River RSDS. Those records should be part of the DEIS and provided before the comment period is past so that any relevant documents and positions of the aforementioned parties can be referenced in any public comments I or any other interested party chooses to submit.  
> Please advise when they may be made available.  
>  
> Richard M. Weinstein, Esq.  
> Member of Citizen Advisory Group  
>  
> Sent from my iPhone

WC-10

From: RON ROSATI  
To: [DEP.rbd-hudsonriver](#)  
Date: Tuesday, March 14, 2017 9:45:03 AM

To whom it concerns!

My name is Ron Rosati and I am both a resident and property owner in the Maxwell Place community.  
My husband and I fully support alternative # 3 for the rebuild by design Initiative. This is the best option to ensure we preserve the beauty of the riverside park while also protecting Hoboken.  
Sincerely  
Ron Rosati and Canio Russo

Ron c Rosati  
973-980-0157

WC-11

From: Heidi Wright  
To: [DEP.rbd-hudsonriver](#)  
Subject: rbd feedback  
Date: Tuesday, March 14, 2017 9:51:30 AM

Please be informed that we are 100percent! behind Alternative #3

Thank you Heidi and George Wright

WC-12

From: Eileen Huelbig  
To: [DEP.rbd-hudsonriver](#)  
Subject: Hoboken NJDEP Rebuild by Design  
Date: Tuesday, March 14, 2017 9:53:53 AM

Dear NJDEP Rebuild by Design Team:

As owner/residents of 1125 Maxwell Lane, we are in support of the selection of Alternative #3 of the Hoboken Rebuild by Design project. Due to business commitments, we may not be able to attend Thursday's meeting, but wanted the Team to be aware of our support of Alternative #3.

We wish to also thank the Team for all their time and expertise dedicated to this important project.

Roy & Eileen Huelbig  
1125 Maxwell Lane #534  
Hoboken, NJ 07030

WC-13

From: Tony/Philip  
To: [DEP.rbd-hudsonriver](#)  
Subject: Rebuild By Design project - Comments  
Date: Tuesday, March 14, 2017 9:59:34 AM

As a Hoboken resident for 8 years, I strongly support the Rebuild by Design Alternative 3. It would provide ample protection without impacting the existing waterfront access and views. The waterfront was one of the main considerations for moving to Hoboken and staying in Hoboken. It is an unique feature that makes Hoboken, Hoboken.  
Thank You,  
Philip Cardamone

WC-14

From: [Reinkecht\\_Dennis](#)  
To: [DEP.rbd-hudsonriver](#); [McEvoy\\_Kim](#); [Schwarz\\_Frank](#); [Sherman\\_Clay](#); [Soto\\_Nicole](#); [Taylor\\_Alexis](#); [Yank\\_Brian](#)  
Cc: [DEP.rbd-hudsonriver](#); [Caleb Stratton \(cstratton@hobokennj.gov\)](#)  
Subject: FW: responding to RBD Draft EIS  
Date: Tuesday, March 21, 2017 5:04:30 PM

Alexis,

I have been copied on this email below that appears to mention and have questions on DEIS.

I forwarded DEP rbd-hudsonriver account as required as we are in the comment period.

Dennis

From: ronhine@gmail.com [mailto:ronhine@gmail.com] **On Behalf Of** Fund for a Better Waterfront  
Sent: Tuesday, March 21, 2017 3:36 PM  
To: Caleb Stratton <cstratton@hobokennj.gov>  
Cc: Carter Craft <carter@outsidenewyork.net>; Ravinder Bhalla <rbhalla@hobokennj.gov>; Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>  
Subject: responding to RBD Draft EIS

Hi Caleb - It is a rather daunting task to respond to the 1000+ page Draft EIS in a manner that would be constructive. It would be helpful if the following could be provided:

- 1) What are the changes in the RBD program since the last meeting 8 months ago in July 2016?
- 2) How does the RBD project interface with the various other flood mitigation efforts by other parties such as the City of Hoboken, NJ Transit and North Hudson Sewage Authority?
- 3) What is the total budget for the various components including RBD, City of Hoboken, NJT, NHSA, etc. and how will each be funded?
- 4) Was the work done for RBD/NJDEP under contract by Stevens Institute of Technology included in the Draft EIS?

I this information could be supplied to CAG, it would certainly facilitate the groups ability to respond and hopefully produce feedback that will prove to be helpful.

--  
Ron Hine  
201-659-8965  
Fund for a Better Waterfront  
[betterwaterfront.org](#)  
Follow us on Twitter: [@Hoboken\\_FBW](#)  
Like us on [Facebook](#)  
[Subscribe to our monthly e-Newsletter](#)

WC-15

From: Michael Papera  
To: [DEP.rbd-hudsonriver](#)  
Subject: Rebuild by Design Comments  
Date: Wednesday, March 15, 2017 6:18:15 PM

In reading through the impact study, I wanted to get more information on the vibration assessment and details on what recourse homeowners have if their building or apartment is damaged by the construction. Based on my reading the results were given as "inconclusive" due to not knowing where the exact piling/driving will be done. This does not seem acceptable to move forward. Based on the study, any building that is near the driving on Weehawken cove or 14/15th street is in the zone that may be impacted. Homeowners need to know what resources they have to be compensated for damage and the procedures to follow if damage does occur. This means a full process for documentation, review and compensation. Nothing is detailed in the current documentation.

WC-16

From: Carter Craft  
To: [DEP.rbd-hudsonriver](#)  
Cc: [rbd-hudsonriver@stivers.state.nj.us](#)  
Subject: Re: RBDH: March 16 Public Hearing on the Draft Environmental Impact Statement  
Date: Wednesday, March 15, 2017 7:00:49 PM

"This Thursday". As in TOMORROW? In case this message is archived, please know that a reminder sent out at 430pm th day before sends th message to th Public that you really DONT want people to show up. #sad

Respectfully,  
Carter Craft

Sent from my iPhone

> On Mar 15, 2017, at 4:30 PM, DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov> wrote:  
>  
> Dear RBD Hudson River Project Stakeholders,  
>  
> The Rebuild by Design Hudson River Project reached a significant milestone with the release of its Draft Environmental Impact Statement (DEIS) on February 24, 2017. As part of the 45-day public comment period, the Department of Environmental Protection (NJDEP) will be holding a public hearing on the DEIS this Thursday, March 16, from 6pm-9pm at the Debaun Auditorium, Edwin A. Stevens Hall, 24 5th Street in Hoboken.  
>  
> A presentation on the project's Preferred Alternative and the Draft Environmental Impact Statement (DEIS) will begin at 6:00 P.M. The public hearing will include opportunities to submit formal comments on the DEIS orally and in writing. The public hearing facility is accessible to the mobility-impaired. Spanish interpretation will be available.  
>  
> Please note: As is accepted procedure to accommodate all persons wishing to speak at the hearing, individuals will be limited to 3 minutes at the microphone. Once their testimony exceeds the time limit, they have the opportunity to submit their full written comment either at the hearing, or via email to rbd-hudsonriver@dep.nj.gov or mail to Dennis Reinknecht, RBD Program Manager, Engineering and Construction, Bureau of Flood Resilience, 501 East State Street, Mail Code 501-01A, P.O. Box 420, Trenton, NJ 08625-0420. Comments on the DEIS will be accepted through April 10th, 2017.  
>  
> To learn more about the project and to download a copy of the DEIS go to [www.rbd-hudsonriver.nj.gov](#)  
>  
>  
>

WC-17

From: Richard Weinstein  
To: [Blumknicht\\_Dennis](#)  
Cc: [Sherman\\_Clay](#); [Schwarz\\_Frank](#); [Ruggeri\\_Joseph](#); [rcanizares@moffatnichols.com](#); [corliss@louisberger.com](#); [kspahn@dewberry.com](#); [tparab@dewberry.com](#); [carter@outsidenewyork.net](#); [councilmanbhalla@gmail.com](#); [trondaross@yahoo.com](#); [cstratton@hobokennj.gov](#); [ablumber@stevens.edu](#); [DEP.rbd-hudsonriver](#); [Steven.L.Higginbotham](#); [Alyson.E.Beha@hud.gov](#); [therring@stevens.edu](#); [Marguerite.Bunyan](#); [Shua\\_Liava](#); [RDP.rbdh.archive](#); [Tana-Smith\\_Abbie](#); [Rosenblatt\\_Dave](#); [Viautline\\_Sam](#)  
Subject: Re: RBDH < RE: Appendix C , Feasibility Study Question> DEIS APA  
Date: Thursday, March 16, 2017 6:05:22 PM

Dennis will NJDEP permit me ask Alan Blumberg some question at Public Hearing on the DEIS tonight?

Richard M. Weinstein, Esq.  
Member of CAG

Sent from my iPhone

> On Mar 15, 2017, at 10:38 AM, Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov> wrote:  
>  
> Mr. Weinstein,  
>  
> This is in response to your email below related to the Rebuild by Design Hudson River Project.  
>  
> As you have requested, your email will be included as a public comment on the DEIS for the record. We are in the public comment period which ends April 10th, 2017.  
>  
> We are currently reviewing your email regarding the Action Plan Amendment process and we will be responding.  
>  
> Sincerely,  
>  
> Dennis  
>  
> -----Original Message-----  
> From: Richard Weinstein [[mailto:JusticeMartin@msn.com](#)]  
> Sent: Friday, March 10, 2017 5:31 PM  
> To: Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>; Sherman, Clay <Clay.Sherman@dep.nj.gov>; Schwarz, Frank <Frank.Schwarz@dep.nj.gov>; Ruggeri, Joseph <Joseph.Ruggeri@dep.nj.gov>; rcanizares@moffatnichols.com; corliss@louisberger.com; kspahn@dewberry.com; tparab@dewberry.com  
> Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trondaross@yahoo.com; cstratton@hobokennj.gov; ablumber@stevens.edu; DEP.rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>; Steven L. Higginbotham <Steven.L.Higginbotham@hud.gov>; Alyson.E.Beha@hud.gov; therring@stevens.edu; Marguerite Bunyan <margueritezaira@gmail.com>  
> Subject: Re: RBDH RE: Appendix C , Feasibility Study Question  
>  
>  
> Dennis:  
> Thanks. I appreciate your effort to address my concern but as they say the devil is in the details. Putting the names of Stevens, Louis Berger Group, Moffat & Nichols and Dewberry on the cover of Appendix C in the DEIS will only provide attribution for the conclusions reached therein regarding storm surge modeling and sea level rise as it informs that portion of the Dewberry FS in the DEIS. ( See Louis Berger-Hill Joint Venture for DPMC Project # J0334-00, Term Contract CMF-003, Rebuild by Design Hudson River Project, Work Order No. 01. Feasibility Study/EIS Phase dated February 11,2016; Attachment I Dewberry Engineers Technical Proposal Excerpt, Dewberry Task 4 Hydrology/Flood Risk Assessment Deliverables). However as you know LB as CMF has agreed to provide specific deliverables before joining in endorsing the conclusions in Appendix C. They include before the design phase specifically under the First Work Order, for the FS and EIS phases of the project (See pp 2-3, Scope of Services) recording meeting minutes; providing monthly reports to the NJDEP project team and HUD compliance

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reporting none of which as far as I can tell from my review of the DEIS and the official RBD website, established under the COP, were included in either. Furthermore, since the terms of engagement by NJDEP of Moffat & Nichols whose services we discussed during our telephone conference on August 18, 2016 among you, Alexis and me, in which I recall your saying would provide the peer review and quality control of Dewberry Engineering's deliverables under their \$8 million dollar portion of the RBD contract under \$230 million Hudson River RBD HUD grant, has not been posted either in DEIS or the official RBD website, so the public knows less about its role in performing Task 4 than it does about LB's role.

> Finally, regarding this I have to go on record and state that one would need to be a hydrologist or have other expertise, like the participants at the September 1, 2016 meeting at Stevens Institute, to be able to determine whether the substance of Appendix C supports the conclusions reached by Dewberry Engineering that the alignment under Alternative 3 for the Resist portion of the Hudson River RBD should be selected. My lack of understanding is further promoted by the NJDEP's refusal to permit Alan Blumberg to speak with me or any other member of the public about his efforts to assist Dewberry under the SITDL engagement. This could be remedied if NJDEP would permit as part of my comments during the DEIS public hearing scheduled for March 16, 2017 to directly question him about the document in that regard.

>

> On an entirely different matter you should be advised that after reviewing the Environmental Assessment dated October 27, 2016 for the BASF property located at 1113-11311 Madison Street/1200 Adams Street, Block 107, Lot 1 and Block 103, Lot 7, City of Hoboken, made part of the FSEIS included in the DEIS, I called Laura Shea, Assistant Commissioner, NJDCA to find out if her Department was planning to amend Action Plan 12 to reflect the fact that the State of NJ was requesting HUD Community Development Block Grant funds to pay for the costs of Hoboken's SAP permit at the BASF site recently acquired by Hoboken. Although she could not say how this might affect the DEIS public comment period and that had to be discussed with NJDEP, she did advise me that NJDCA intended to amend Action Plan 12 published on December 16, 2014, submitted to HUD on April 10, 2015 and approved April 20, 2015 to reflect this new commitment of HUD CDBG funds from the Hudson River RBD grant to pay for costs of containment and monitoring of hazardous wastes disposed on the BASF site by previous owners according to the Environmental Assessment.

> Since amended Action Plan 12 was not included in the DEIS published on February 24, 2017, I request that the current public comment period be suspended until such amended Action Plan 12 is approved by HUD.

> Please as you have with regard to my e-mail of March 3, 2017, include this e-mail in the public comments on the DEIS.

>

> Yours truly,

>

> Richard M. Weinstein, Esq.

>> On Mar 9, 2017, at 4:26 PM, Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov> wrote:

>>

>> Mr. Weinstein,

>>

>> This is in response to your email below on the topic of the Rebuild by Design Hudson River Feasibility Study (RBDH FS).

>>

>> Appendix C memo of the Hydrology Report in the RBDH Feasibility Study was prepared by Moffatt & Nichols, Louis Berger, Stevens Institute of Technology (Steven's) and Dewberry. All parties were involved in the preparation and review of the Appendix C memo as a follow up to their September 1, 2017 meeting.

>>

>> However, it does appear that the title page of Appendix C may be unclear. Perhaps the title page of the Appendix C should not reference only Steven's, as all four parties were reviewers and were in concurrence regarding the summary of conclusions of the memorandum.

>>

>> Additionally, as your comment references DEIS, your email will be included as a DEIS comment record and has been forwarded rbd-hudsonriver@dep.nj.gov.

>>

>> Dennis

>>

>>

WC-17

>> -----Original Message-----

>> From: Reinknecht, Dennis

>> Sent: Tuesday, March 07, 2017 12:03 PM

>> To: 'Richard Weinstein' <justicemartin@msn.com>

>> Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trendaross@yahoo.com; cstratton@hobokennj.gov; alumber@stevens.edu

>> Subject: RBDH RE: Appendix C , Feasibility Study Question

>>

>> Mr. Weinstein,

>>

>> We have received your email below regarding questions related to the feasibility study.

>>

>>

>> I am reviewing your email and will be responding by the end of the week.

>>

>> Dennis

>>

>> Dennis Reinknecht, Manager

>> Bureau of Flood Resilience

>>

>> For additional information concerning the Rebuild By Design Program please use the following links:

>> www.rbd-hudsonriver.nj.gov

>> www.rbd-meadowlands.nj.gov

>>

>> New Jersey Department of Environmental Protection Engineering and Construction Bureau of Flood Resilience

>> 501 East State Street 1st Floor

>> Mail Code 501-01A

>> P.O. Box 420

>> Trenton, NJ 08625-0420

>>

>> Dennis.Reinknecht@dep.nj.gov

>> Cell # 609-273-5719

>> Desk # 609-984-0556

>>

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>>

>>

>>

>>

>> -----Original Message-----

>> From: Richard Weinstein [mailto:justicemartin@msn.com]

>> Sent: Friday, March 03, 2017 9:49 AM

>> To: Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>

>> Cc: carter@outsidenewyork.net; councilmanbhalla@gmail.com; trendaross@yahoo.com; cstratton@hobokennj.gov; alumber@stevens.edu

>> Subject: Appendix C , FS in DEIS

>>

>> Dennis:

>> Thanks for the thorough and detailed DEIS which the Project Team provided to the public on February 24, 2017. After my initial review of the DEIS it has come to my attention that some of the attendees such as Moffatt & Nichols and Louis Berger at the September 1, 2016 meeting with Alan Blumberg, referenced in Appendix C of the Feasibility Study may have generated written memorandums; other correspondence related to their work on developing the memorandum concerning sea level and storm surge modeling which Dewberry Engineering ( Ken

WC-17

Spahn) presumably relied on in deciding to select Alternative 3 for the Resist aspect of the Hudson River RDSD. Those records should be part of the DEIS and provided before the comment period is past so that any relevant documents and positions of the aforementioned parties can be referenced in any public comments I or any other interested party chooses to submit.

>> Please advise when they may be made available.

>>

>> Richard M. Weinstein, Esq.

>> Member of Citizen Advisory Group

>>

>> Sent from my iPhone

WC-18

From: Coords, Andrew

To: DEP rbd-hudsonriver

Subject: Resist Structure Height Question - Weehawken/Lincoln Harbor

Date: Friday, March 17, 2017 10:39:43 AM

Good morning,

This question refers to Figure ES.8 on page 8 of the DEIS Executive Summary. Specifically, my question is in regards to the height of the resist structure where it runs parallel to the HBLR rail in Weehawken/Lincoln Harbor. This location on the figure has a 10' topographic contour elevation, and a structure height of 11' and 11.5'. This would bring the top-of-structure design elevation to +21'. Figure ES.8 also shows that the top-of-structure elevation further south in Hoboken is only designed to an elevation of ~17' (see Garden St. area). Could the methodology for determining the top-of-structure elevation please be explained, as well as why the top-of-structure elevation in Lincoln Harbor is 4' higher compared to Garden St.? It was my understanding that the resist structure was being designed to the base flood elevation (BFE), which is elevation 14' in the Lincoln Harbor area.

Thank you,

**Andrew Coords**  
Hartz Mountain Industries, Inc.

Think before printing  
\*\*\*\*\*  
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\*\*\*\*\*

WC-19

From: Paul Somerville

To: Taylor, Alexis DEP rbd-hudsonriver

Cc: Carter Craft; councilmanbhalla@gmail.com; cstratton@hobokennj.gov; vchaudhuri@hobokennj.gov; jms@hobokennj.gov; dawnvimmsr@gmail.com; Ana Sanchez

Subject: DEIS comments for RBD-Hudson River

Date: Friday, March 17, 2017 1:17:46 PM

Hi, Alexis -

Great to see you last night.

As I mention in my opening comments last evening, Carter Craft, one of the co-chairs for the CAG in Hoboken recommended that each CAG member concentrate on those areas of the DEIS that they had the most experience with. Therefore, I focused my attentions on sections 4.2 "Cultural Resources", 4.5 "Visual and Aesthetic Resources", and the Letter of Opinion on the expansion of the Hoboken Historic Districts in Appendix B, "Agency Correspondence", as these are the areas of consideration I have the most professional experience and family history with. Here are my responses thus far:

DEIS DOCUMENT

- Of the sections I reviewed, I was favorably impressed with the depth and breadth of comprehensive and cohesive information, woven together with some necessary redundancies. The writers have crafted critical aspects of these chapters with language allowing adjustments to be made when or if new information is obtained. 4.2 in particular, is a condensed, well-researched, richly illustrated, and fairly accurate distillation of Hoboken's historic resources.

4.2 CULTURAL RESOURCES

- Individuals & organizations as "consulting parties" for the Section 106 Review need to be identified soon and engaged with as early as possible in this process.
- The Areas of Potential Effects (APE) name a distance of one block plus ninety feet of buffer around a historic or archeological resource. If this circumference differs from what the federal standard is in a Section 106 Review, it would be important to have that dimension as a point of comparison and explain why one was chosen over the other.
- There are many references to archeological resources not within the APE. Curiously absent, though also not within the APE, are mentions of the rarity of the geological serpentine rock formation known as Castle Point, and given that this is a "living" document, with the potential for other applications, more information should be stated about this unique geology, and the Native American archeological repositories within the Stevens Historic District.
- Methods of mitigation for any adverse effects should be stated and outlined.

4.5 VISUAL AND AESTHETIC RESOURCES

- Under the Secretary of the Interior's Standards for the Treatment of Historic Properties, the prevailing ethos was long-thought to be that new construction within historic districts must be of its own time and not mimic the past. This is now believed by some preservation experts to be a

WC-19

misinterpretation dating back to the federal Historic Preservation Act of 1966. The resist barriers, by their nature, must differ from place to place and their application. Where they are tangent or near to historic properties, every effort must be made to ensure a complementary relationship between these barriers and the extant, historic structures. The renderings of potential resist barriers while only conceptual, have a whiff of something that will seem dated very soon.

APPENDIX B

Letter from Katherine Marcopul, Deputy State Historic Preservation Officer, to Clay Sherman, of the NJDEP, 12 December, 2016

- In a very unambiguous, declarative statement, the NISHPO states on page one of its letter in the summary of their opinion: "***Based on the information provided as part of this review, the boundaries of the Hoboken Historic District Have Been Expanded***", emphasis added.
- The Deputy Preservation Officer, asked Clay Sherman, of the NJDEP, to forward her letter on to the Hoboken Historic Preservation Commission. As of yesterday morning, the Chair of that Commission had not received this letter.
- Paradoxically, the City of Hoboken's current Flood Damage Prevention Ordinance, which uses an older, more stringent FEMA map, and a 500 year flood map, has had the short-term effect of facilitating the de-facto destruction of the very thing we are endeavoring to preserve through this process. This must stop.
- Now that NISHPO has acknowledged the expanded historic districts, and having done the work that the Historic Preservation Commission is mandated to do, when Hoboken's City Council codifies the Hoboken Historic District expansion into our zoning ordinance, - and may that day come soon - they must also provide the resources the Historic Preservation Commission will need to undertake the expanded work load, and be a relevant contributor to the Section 106 review process.

Paul Somerville  
Paul J. Somerville Design, Inc.  
129 Washington Street, suite 400  
Hoboken NJ 07030

201-798-9104 studio  
201-963-9165 fax  
201-970-2905 cell

*Celebrating 36 years of providing design excellence!*

WC-20

From: jpc@hncarey@aol.com

To: Reinknecht, Dennis; qsak@Dewberry.com; kspahn@Dewberry.com; cstratton@hobokennj.gov

Cc: carter@outsidenewyork.net; DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>; Taylor, Alexis <Alexis.Taylor@dep.nj.gov>; Schwarz, Frank <Frank.Schwarz@dep.nj.gov>; Sherman, Clay <Clay.Sherman@dep.nj.gov>; DEP rbdh-archive <rbdh-archive@dep.nj.gov>; McEvoy, Kim <Kim.McEvoy@dep.nj.gov>

Subject: RE: LAST NIGHTS MEETING AND HOBOKEN MAP.

Sent: Fri, Mar 17, 2017 3:17:04 PM

Dennis,

That is great. More through CAG and on my own before 4/10.

jpc

-----Original Message-----

From: Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>

To: jpc@hncarey <jpc@hncarey@aol.com>; rparab <rparab@Dewberry.com>; kspahn <kspahn@Dewberry.com>; cstratton <cstratton@hobokennj.gov>

Cc: carter <carter@outsidenewyork.net>; DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>; Taylor, Alexis <Alexis.Taylor@dep.nj.gov>; Schwarz, Frank <Frank.Schwarz@dep.nj.gov>; Sherman, Clay <Clay.Sherman@dep.nj.gov>; DEP rbdh-archive <rbdh-archive@dep.nj.gov>; McEvoy, Kim <Kim.McEvoy@dep.nj.gov>

Sent: Fri, Mar 17, 2017 3:14 pm

Subject: RE: LAST NIGHTS MEETING AND HOBOKEN MAP.

John,

As we are in the public comment period for the DEIS, I am forwarding your comment to the DEP rbd-hudsonriver email account for log in.

Thank you for your participation.

Dennis

From: jpc@hncarey@aol.com [mailto:jpc@hncarey@aol.com]

Sent: Friday, March 17, 2017 3:01 PM

To: rparab@Dewberry.com; Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>; kspahn@Dewberry.com; cstratton@hobokennj.gov

Cc: carter@outsidenewyork.net

Subject: LAST NIGHTS MEETING AND HOBOKEN MAP.

Rahul, Dennis, Ken, Caleb,

Great meeting last night. Good to see you all. Some valuable comments were made.

As I believe I told you all, along with others on the CAG I've spent a good bit of time the last few weeks looking through the DEIS documents. It is a great package that has been put together. There is still some information which can be added and corrections to make but we are in a good place. I have some comments I will be passing along before April 10.

One thing I did not see in the bound DEIS copy, but may be there someplace in the backup, is the map that Jim Hans, one of the founders of the Hoboken Historical Museum, put together a few years back. Jim took a 1906 map of Hoboken which he researched and annotated back in 1989. The Museum subsequently has scanned it and it is part of our on-line collect which is available to all.



The map shows a great deal of information may be helpful as a reference with our project. I am sure much of this info and documentation is elsewhere but I nice to see it together here. It shows old bulkheads, rail and and trolley lines, industrial buildings, piers, plank roads, etc. It has been scanned in sections for higher resolution. Bob Foster and others at the Museum may have additional info.

I can see that the DEP and Dewberry seems to have already been using the Museum as a resource. That is what we have it here for. Jim Hans is getting on in age but is still with us as a possible resource.

Here is the link to this map at the Museum website:

<http://hoboken.pastperfectonline.com/archive/24A84CBC-4202-46B2-AA0F-355307552593>

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 [Huge version](#) 

I will be submitting this link and other information formally as part of the DEIS review process. I just thought it might be good for you to see this now if you had not already.

Happy St Pat's Day

jpc

John P. Carey CFM  
Hoboken CAG  
Hoboken Historical Museum Trustee.





WC-30

From: Daniel Ortega  
To: DEP.rhd-hudsonriver  
Subject: Rebuild by Design Hudson River.  
Date: Monday, April 3, 2017 10:54:29 AM

April 3, 2017

Dennis Reinknecht, Program Manager  
NJDEP, Bureau of Flood Resilience  
501 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Ref.: Rebuild by Design Hudson River.

On behalf of the Engineers Labor-Employer Cooperative (ELEC 825), I would like to express our support of Option 1 of the Preferred Alternative in the proposal. We are the labor management trust fund of the International Union of Operating Engineers Local 825 (IUOE 825). We represent over 6900 members and, together with our signatory contractors, we work to secure building projects, create jobs, maintain a credentialed workforce, promote economic development, and stimulate building construction.

This project is not solely about construction jobs. Our members don't just work here. Many of them are residents of Hoboken, Weehawken and Jersey City and raise their families here too. We also know the benefits of safe, reliable, and smart planning for our communities and this project will help protect this area in the long run. In order for this area of the state to remain economically competitive and a great place to live, we need responsible infrastructure development.

Option 1 of the Preferred Alternative in this proposal is part of an integral and sound policy. As you know there is a proposed re-development plan for the south end of Hoboken, only Option 1 of the Preferred Alternative will protect the city and allow for this needed project to continue moving forward.

The project at the south end of Hoboken is the perfect example of the type of construction project that is important to our organization and its highly skilled and well trained members. Over 1000 construction jobs are at stake here, in addition to massive economic development to benefit the city, region, and state as well.

We respectfully ask NJDEP that Option 1 of the Preferred Alternative be moved forward. Thank you very much for your consideration.

Yours truly,

Daniel Ortega  
Community Affairs  
Mobile: 551-222-9039

WC-30

Office: 973-630-1015  
Engineers Labor-Employer Cooperative  
65 Springfield Ave, Springfield, NJ 07081  
<http://www.elec825.org>

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WC-31

From: Gina Giannasio  
To: DEP.rhd-hudsonriver  
Subject: Support for Alternative #3  
Date: Wednesday, April 5, 2017 8:00:40 AM

I live in Maxwell Place and would like to express my support for Alternative #3 for the Rebuild by Design.

I think this design best encompasses a combination of the aesthetics desired as well as the goal of mitigating future storm damage.

Gina Giannasio  
1125 Maxwell Lane

WC-32

From: Cirocco, William A.  
To: DEP.rhd-hudsonriver  
Cc: bill1929@gmail.com  
Subject: Support for Alternative 3  
Date: Wednesday, April 5, 2017 12:03:17 PM

Hello

I live in Maxwell Place and would like to express my support for Alternative #3 for the Rebuild by Design.

I think this design best encompasses a combination of the aesthetics desired as well as the goal of mitigating future storm damage

Rgds  
William Cirocco  
1125 Maxwell Lane

CREDIT SUISSE  
One Madison Avenue | New York NY 10010 | Americas  
Phone +1 212 538 4785  
[bill.cirocco@credit-suisse.com](mailto:bill.cirocco@credit-suisse.com) | [www.credit-suisse.com](http://www.credit-suisse.com)

\*\*\*\*\*  
Please access the attached hyperlink for an important electronic communications disclaimer:  
[http://www.credit-suisse.com/legal/en/disclaimer\\_email\\_10.html](http://www.credit-suisse.com/legal/en/disclaimer_email_10.html)  
\*\*\*\*\*

WC-33

From: ronhine@gmail.com  
To: DEP.rhd-hudsonriver: Reinknecht, Dennis  
Cc: Carter Craft, Ravinder Bhalla  
Subject: Comments on RBD Draft EIS  
Date: Thursday, April 6, 2017 2:49:58 PM  
Attachments: Comments on RBD Draft EIS by FBW.pdf.docx

NJDEP Rebuild by Design:

Attached please find my comments in response to the Draft Environmental Impact Statement. If you have any questions, do not hesitate to contact me.

Thank you for this opportunity to provide input & I look forward to hearing your response.

--  
Ron Hine  
201-659-8965  
Fund for a Better Waterfront  
[betterwaterfront.org](http://betterwaterfront.org)  
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WC-33



April 6, 2015

Mr. Dennis Reinknecht, Program Manager  
New Jersey Department of Environmental Protection  
Bureau of Flood Resilience  
501 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

RE: Comments on Draft EIS for the Hudson River Rebuild by Design

Submitted via email to [rhd-hudsonriver@dep.nj.gov](mailto:rhd-hudsonriver@dep.nj.gov)

Dear Mr. Reinknecht:

We have learned much over the past several years about flood risk and the appropriate remedies. In my comments, I would like to address major questions based on new information that is now available about the risk of storm surge as well as the cost of building the *resist* infrastructure. I believe a central unanswered question is this: *is the excessive cost of building these floodwalls justified given the low probability of another Superstorm Sandy?*

Also, the original concept developed by the OMA team for Hudson River Rebuild by Design was to implement a comprehensive flood mitigation strategy: *Resist Delay Store Discharge*. However, today the project focuses primarily on a single narrow strategy that will consume all of the currently available funds being provided by HUD. The other strategies -- *Delay Store Discharge* -- as well as additional flood mitigation measures initiated by the City of Hoboken would protect area residents from the more common, regularly occurring flooding. The current direction of the project has concentrated nearly all of the available resources on the costly *resist* infrastructure at the expense of the other critical components of the project.

Finally, are we basing this project on data that accurately reflect the likelihood of another event like Superstorm Sandy occurring in our region? After Superstorm Sandy there were scores of seminars, workshops and conferences with panels of experts advising us on flood mitigation remedies. One piece of advice heard from various experts was not to base a flood prevention program solely on the last major storm that impacted your community; but this appears to be exactly what we are doing.

P.O. Box 1965 | Hoboken, NJ 07030 | [betterwaterfront.org](http://betterwaterfront.org) | 201.217.0500

WC-33

Scientific Analysis of Surge Risk in New York Harbor

Past studies have determined that Superstorm Sandy was anywhere from a 100-year storm to a 1,500-year storm. Thus, the chances of another Sandy-magnitude storm hitting the New York Harbor range from just 1% to 0.15%.

The latest scientific findings, entitled *A Validated Tropical-Extratropical Flood Hazard Assessment for New York Harbor*, published this past December in the *Journal of Geophysical Research*, determined that Superstorm Sandy was a 260-year event. Dr. Philip Orton, a research scientist at Stevens Institute of Technology, along with Dr. Alan Blumberg, the director of the Davidson Laboratory at Stevens, and four other research scientists authored this study.

For their analysis, they looked at tropical cyclones and northeasters dating back to 1788. Most of these tidal storms measured around 7 feet above the mean sea level. Sandy exceeded 11 feet! The data from these storms were fed into a flood model for the coastline from Maryland to Cape Cod. Using their model, the team of research scientists simulated thousands of storm scenarios to predict what kind of flooding they would cause. Being a 260-year event, this means that Superstorm Sandy has a 0.4% chance of occurring in any given year. The study concluded that the last storm surge comparable to Sandy occurred prior to the year 1700.

However, the Hudson River Rebuild project has based the probability of another Sandy-magnitude storm on FEMA's conclusion that Sandy was a 100-year storm surge event. Therefore, based on all of the available scientific and empirical evidence we have seen, we question the validity of the conclusions that are about to be implemented.

FEMA vs. City of New York

At the end of 2012, FEMA set advisory standards for new flood hazard maps for the first time since 1983. In 2015, after considering public comments, FEMA made revisions and announced its Preliminary Flood Insurance Rate Maps. For this region, the new boundaries for these maps are based on a coastal flood study conducted by FEMA Region II for portions of coastal New York and New Jersey. These preliminary flood maps will officially go into effect in several years.

However, New York City contested FEMA's Preliminary Flood Insurance Rate Maps. With the assistance of the Dutch engineering firm Arcadis, the City of New York challenged its 2015 flood hazard maps contending that FEMA's analysis contained significant technical and scientific errors, overstating the Base Flood Elevations by more than two feet in many areas of the City and unnecessarily expanding the flood hazard area by 35 percent. On October 17, 2016, New York City Mayor Bill de Blasio and FEMA announced an agreement to revise New York City's flood hazard maps, dramatically reducing the number of people and properties in FEMA's flood zone. The City of New York made the case that the revised maps produced an unnecessary financial burden on too many property owners.

P.O. Box 1965 | Hoboken, NJ 07030 | [betterwaterfront.org](http://betterwaterfront.org) | 201.217.0500

WC-33

The same case could be made in Hoboken. The Preliminary Flood Insurance Rate Maps for Hoboken actually extend beyond the flood levels experienced even during Sandy and include areas of Hoboken that have never flooded.

Costs

A critical consideration is this: *does the excessive cost of the resist infrastructure and maintenance undermine the funding of other flood mitigation strategies that would protect Hoboken from the far more likely types of flooding caused by non-surge, storms with heavy precipitation? If the \$230 million phase 1 funding from HUD is used exclusively to build the resist floodwalls, doesn't this contradict the original intent of Hudson River Rebuild by Design mandate, which was to develop a comprehensive flood mitigation program?*

Similar projects in New York City have been abandoned after the City concluded that building floodwalls is cost-prohibitive. New York City has more than 500 miles of shoreline to protect. The Rebuild by Design Big U project, originally designed to build a protective system around lower Manhattan from West 57th Street down to the Battery and back up to East 42nd, is now limited to the lower east side of Manhattan which will only protect a small fraction of New York City's shoreline. Floodwalls to protect Hunts Point in the Bronx, a vital part of the city infrastructure, will not be built due to lack of funding.

According to the Draft EIS, the total cost for the proposed Phase 1 of the Hudson River Rebuild by Design project ranges from \$351 to \$416 million. The HUD block grant to fund Phase 1 is for \$230 million. The cost to pay for the Alternative 3 *resist* portion was originally estimated to range from \$230 to \$274 million. If the actual costs exceeds \$230 million, where will the additional funding come from? Clearly the *resist* Alternative 3 is the most affordable option and Alternative 1 ranging from \$537 to \$602 million is simply cost prohibitive because it significantly exceeds current funding limits proposed by HUD.

Furthermore, the current budget proposed for the federal government will put an end to HUD's Community Development Block Grant program which is the source of funding for all of the Rebuild by Design projects. Other federal programs that support flood mitigation will likely be radically curtailed as well. The likely result is that there will be no phase 2 for this Rebuild by Design project.

Also, where will Hoboken find the required \$2 million in annual maintenance for the *resist* infrastructure? This would be a huge burden for our local government. Over the long-term, if no storms comparable to Sandy occur, the political will to sustain this financial cost using local tax levy funds will likely wane.

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What the Floodwalls Won’t Protect

*Hurricane Irene & Other More Frequent Non-surge Storms*  
In August 2011, Hurricane Irene hit the Caribbean and East Coast of the United States. Irene became a tropical storm as it made landfall in Little Egg Inlet in southeastern New Jersey. The resulting unprecedented flooding in Hoboken was not the result of a tidal storm surge. Rather, it came as a result of extreme amounts of precipitation combined with high tides and saturated soils, a lethal and very common mix in Hoboken. The *resist* infrastructure proposed in this Rebuild by Design would provide no protection if another major storm like Irene were to hit the Hoboken area: not an unlikely scenario.

*Sea Level Rise*  
In December of last year, the Regional Plan Association (RPA) published *Under Water: How Sea Level Rise Threatens the Tri-State Region*. People typically cite sea level rise as the rationale for the floodwalls proposed for the Hudson River Rebuild by Design project. This report, however, contradicts that rationale, making clear that the floodwalls will not prevent the gradual and inexorable encroachment of water into coastal areas caused by climate change.

According to the report, “Permanent flooding from sea level rise is different than the intermittent flooding from storm surge or precipitation. Intermittent flooding recedes once a storm passes, while flooding due to rising sea levels is permanent and can be expected to encroach further inland over time.”

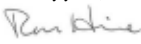
The RPA report states that early in the next century, more than half of Hoboken will be under water. By then, sea levels in the New York-New Jersey-Connecticut region will have risen six feet, permanently flooding over 600,000 residents in coastal communities. As early as 2080, sea levels could be three feet higher filling many towns in the New Jersey Meadowlands with water.

*Flood Insurance Maps*  
Building the *resist* floodwalls won’t remove Hoboken homeowners from FEMA’s flood hazard maps and the obligation to purchase flood insurance for mortgaged properties. Roughly 75% of Hoboken will remain at elevations that will still be at serious risk to flooding due to non-surge, major rainfall events once the *resist* structures have been built. The floodwalls proposed by this project will not protect against another Hurricane Irene, for instance, as cited above. Statements that have been made by both engineers and public officials participating in this project to this effect are ill-informed and inaccurate.

Is this Truly a Model?

The purpose of the Rebuild by Design competition was to come up with innovative model programs that could be replicated to protect against future flooding in the northeast U.S. coastal region. The cost of building the *resist* infrastructure, however, makes it unlikely that the Hudson River Rebuild by Design project would serve as a model. This \$224 to \$269 million *resist* component would only protect perhaps 40,000 people in a region where 650,000 housing units were damaged or destroyed by Superstorm Sandy. Clearly a regional, not a local approach, is required to address the problem of future tidal surge events.

I hope you find this useful in evaluating the Draft EIS. I look forward to hearing your response.

Sincerely,  
  
Ron Hine  
Executive Director

From: Lazinsky, Diane  
To: [DEP.rbd-hudsonriver](#)  
Subject: DOI Comments, DEIS HUD Rebuild by Design Hudson River, NJ  
Date: Thursday, April 6, 2017 4:07:16 PM  
Attachments: [DOI-DraftDEIS-HUDRebuildbyDesign-HudsonRiver-NJ.pdf](#)

Dear Mr. Reinknecht:

Please see the attached file for comments from the U.S. Department of the Interior for the DEIS HUD Rebuild by Design, Hudson River: Resist, Delay, Store, Discharge Project, NJ. Thank you and please feel free to contact me if you have questions.

Best regards,  
Diane Lazinsky  
...  
Diane Lazinsky  
U.S. Department of the Interior  
Office of the Secretary  
Office of Environmental Policy and Compliance  
15 State Street, Suite 400  
Boston, MA 02109  
Phone: 617 223-8565  
Fax: 617 223-8569  
[diane\\_lazinsky@ios.doi.gov](mailto:diane_lazinsky@ios.doi.gov)  
<http://www.doi.gov/pmb/oeppc/boston.cfm>



United States Department of the Interior

OFFICE OF THE SECRETARY  
Office of Environmental Policy and Compliance  
15 State Street – Suite 400  
Boston, Massachusetts 02109-3572

9043.1  
ER 17-0090  
  
April 6, 2017

Mr. Dennis Reinknecht, RBD Program Manager,  
Engineering and Construction, Bureau of Flood Resilience,  
501 East State Street, Mail Code 501-01A  
P.O. Box 420,  
Trenton, NJ 08625-0420

**RE: COMMENTS**  
**Draft Environmental Impact Statement (DEIS)**  
**HUD Rebuild by Design, Hudson River: Resist, Delay, Store, Discharge Project,**  
**Hudson County, New Jersey**

Dear Mr. Reinknecht:

The U.S. Department of the Interior (Department) has reviewed the DEIS, HUD Rebuild by Design Hudson River: Resist, Delay, Store, Discharge Project, NJ. The proposed project addresses flooding from major storm surges, high tides as well as from heavy rainfall events. The proposed project will be located throughout the City of Hoboken, and will extend into Weehawken and Jersey City. The Department has no comment on the DEIS.

Thank you for the opportunity to review and comment on this DEIS. Please contact me at (617) 223-8565 if I can be assistance.

Sincerely,  
  
Andrew L. Raddant  
Regional Environmental Officer

From: Terry Pranses  
To: [DEP.rbd-hudsonriver](#)  
Cc: [DZimmer@hobokennj.gov](#); [jimdoyle@hoboken@gmail.com](#); [rbhalla@hobokennj.gov](#); [melloforhoboken@gmail.com](#); [mdeifusco@hobokennj.gov](#); [hoboken2nd@gmail.com](#); [councilmanrusso@gmail.com](#); [councilramos4@gmail.com](#); [cunninghamforhoboken@gmail.com](#); [jengallinok@gmail.com](#); [councilmanramos4@gmail.com](#); [clairelukacs@aol.com](#); [melissa.abernathy@gmail.com](#); [BRAINCS@aol.com](#); [CH90005@aol.com](#); [sylvia.b.schwartz@gmail.com](#); [qccray@aol.com](#); [JMagenheimer3@gmail.com](#); [mickclarkson@gmail.com](#); [makelly925@gmail.com](#)  
Subject: Thoughts on Preferred Alternative 3 - From RDA Hoboken and Hoboken QLC  
Date: Thursday, April 6, 2017 5:16:13 PM  
Attachments: [RDA\\_QLCDEIS-RBD.docx](#)

Dear Assistant Commissioner D. Rosenblatt and Program Manager D. Reinknecht:

Copies to: Mayor D. Zimmer and Hoboken City Council Members  
RDA Hoboken members and Mary Kelly, Hoboken QLC Interim Coordinator

Two citizens groups, Responsible Development Alliance Of Hoboken and Hoboken Quality of Life Coalition, have responded to your request for continued review of the "resist" plans for Hoboken, Jersey City and Weehawken. Our thoughts and concerns at this point are summarized in the attached letter. We think it is now appropriate for the DEP to provide specific inputs as to Options 1 and 2.

The same letter has been mailed to the attention of Mr. Reinknecht.

Please feel free to reach out to me, as a contact point for RDA Hoboken, and/or to Ms. Kelly, as a contact point for Hoboken QLC.

We are very appreciative of all the efforts to date and look forward to further enhancement of the RBD plan.

*Terrence ("Terry") Pranses*

201-659-2475

Member, Responsible Development Alliance Of Hoboken

Responsible Development Alliance  
Of Hoboken  
and  
Hoboken Quality of Life Coalition

April 6, 2017

Emailed Via: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Same date mailing to:  
New Jersey Department of Environmental Protection (NJDEP)  
c/o Dennis Reinknecht, Program Manager,  
Bureau of Flood Resilience,  
501 East State Street, Mail Code 501-01A,  
P.O. Box 420  
Trenton, NJ 08625-0420

Dear Sir or Madam:

Re: Rebuild By Design – Hudson River  
Draft Environmental Impact Statement (DEIS)  
**Thoughts on Preferred Alternative 3**

Many thanks are due to Assistant Commissioner David Rosenblatt, Program Manager Dennis Reinknecht, Mayors Fulop, Turner and Zimmer, the Citizens Advisory Group, consulting resources from Dewberry, Stevens Tech experts, varied Federal agencies, and many citizens and others for the comprehensive review of the intense flood issues related to the lower-lying sections of Hoboken, Jersey City and Weehawken. The effort has been comprehensive and illuminating.

After the approval of a \$230 million U.S. HUD Community Development Grant, the New Jersey State Department of Environmental Protection (DEP) was designated to design and implement a program intended to address flooding from major storm surges, high tides and heavy rainfall events. Five potential design concepts, subsequently culled to three alternatives, were proposed to advance the project. Ultimately Alternative 3 was selected by the NJDEP as the proposed “Preferred Alternative.” Throughout the process, DEP sought public, local government and key stakeholder input at numerous public meetings, forums, drop-in and Q and A sessions, and welcomed public input at any time during the planning process. Alternative 3 properly gained wide preference, as it provides numerous advantages to the other proposed designs including the lowest initial and maintenance cost, the best benefit/cost ratio and fewer potential utility crossings and better scale of potential relocations.

Page 2

Unfortunately, despite the herculean efforts taken to involve key stakeholders, NJ Transit and LCOR, the respective owner and developer of a significant piece of land affected by Alternative 3, have not articulated their opinion, expressed a preference or assisted the DEP in resolving the important decision of whether “Option 1” or “Option 2” under Alternative 3 should be implemented. The land in question consists of the majority of the Hoboken Terminal and Rail Yards Redevelopment Zone (Zone) for which there is an approved plan. Due to the potential for increased costs and implementation delays we respectfully ask the DEP to seek NJTransit and LCOR commitment to a preference between the two Options that are imbedded in Alternative 3 and that the DEP identify whether Option1 or 2 under Alternative 3 has been selected under their Preferred Alternative.

Several representatives of the building trades have articulated their support of Option 1 and we posit that Option 1 would protect not only the extant structures of Hoboken, but also the ability to develop this Zone. Additionally, the DEP Draft Environmental Impact Statement (DEIS)Table 6.1, shows that the Option 1 costs, which may be borne directly by the citizens of the affected municipalities (and are well beyond the proceeds of the HUD Grant are significantly less than those under Option 2:

<i>Option Selected</i>	Option 1	Option 2
Total Resist Cost (\$ millions)	\$ 224.5-249.9	\$ 238.1-268.5
Annual Maintenance (\$ millions)	\$ 1.4 – 2.3	\$ 1.5 – 2.4

Likewise, DEIS Table ES.1, Engineering and Construction Costs, projects the estimated Delay, Storage and Discharge costs of the project as between \$126.4 and \$148 million with the difference presumably being between Options 1 and 2 although the DEIS does not definitely state so.

Stakeholders throughout Hoboken have, over the two years of the Rebuild By Design process, stated their preferences and considered the potential impact of one plan versus another with regards to their neighborhoods, properties and anticipated costs. Obviously, there is a crucial timetable to appropriate decision-making and we posit that inherent in that timeline is a determination of whether Option 1 or Option 2 will be part of the Preferred Alternative. We hope that the DEP agrees with this assessment, procures the input of NJTransit and LCOR, and makes this most important decision so that all stakeholders can assess the potential impact of the DEIS.

Page 3

Thank you for the opportunity to participate in this planning process that will affect our community for decades to come.

Sincerely,

Melissa Abernathy  
Margaret Clarkson  
Cindy Cray  
Diana Davis  
Mary Kelly  
Claire Lukacs  
James Magenheimer  
Terrence Pranses  
Sylvia Schwartz

Members,  
Responsible Development Alliance of  
Hoboken (Formerly  
Hoboken Rail Yards Task Force)

Board,  
Hoboken Quality of Life Coalition

Copies via Email: Mayor Dawn Zimmer  
Members, Hoboken City Council

Sender Mailing and Email Addresses:

RDA Hoboken  
c/o T. Pranses  
730 Park Avenue  
Hoboken, NJ 07030

[pranses@aol.com](mailto:pranses@aol.com)

Hoboken QLC  
Attn: M. Kelly  
Interim Coordinator  
P.O. Box 1195  
Hoboken, NJ 07030

[info@QLCHoboken.org](mailto:info@QLCHoboken.org)  
[makelly925@gmail.com](mailto:makelly925@gmail.com)

From: Allen Kratz  
To: DEP-rhd-hudsonriver  
Cc: Dawn Zimmer; Ravinder Bhalla; Carter Craft; Caleb Stratton; Vijay Chaudhuri  
Subject: Public Comment: Hudson River Project DEIS  
Date: Sunday, April 9, 2017 9:42:58 PM

Dennis Reinknecht –

As a resident of Hoboken, I urge the N.J. Department of Environmental Protection to approve the Preferred Alternative for the Rebuild by Design Hudson River Project described in the Draft Environmental Impact Statement that was issued on February 24, 2017.

As I stated at the hearing on March 16, 2017, Resist, Delay, Store and Discharge offers important benefits to Hoboken – my home for 39 years -- beyond flood-risk reduction and social resilience.

Economic resilience is an additional, important co-benefit in three respects.

First, construction-phase work will create employment for a variety of trades. This project can become a training opportunity for those in various trades who wish to learn how to “do” resilience.

A second economic benefit is the stability that the new infrastructure will bring to the real estate market. Resilience against storm surges and rain events will reduce the likelihood of panic selling and distress sales in the aftermath of what, without completion of this project, would be a recurrence of Sandy, or worse. A strong real estate market depends in large part on the quality and reliability of a municipality’s investment in infrastructure.

Third, strong flood mitigation will create new value for low-lying, flood-prone neighborhoods. The Hudson River Project will unlock the real estate value of undeveloped or underdeveloped land. The economic benefits of development, including additional tax ratables, can be used to finance additional components of Resist, Delay, Store and Discharge. This project will create a virtuous cycle of improved financial well-being for our community.

In short, we can look to Hoboken’s Rebuild by Design Project as an economic multiplier for our community.

I urge approval of the project.

- Allen Kratz

1245 Bloomfield Street  
Hoboken, NJ 07030

201-214-7476



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New York  
New Jersey

One Bowling Green  
Room 420  
New York, NY 10004-1415  
212-688-2170  
212-688-2136 (fax)

APR 28 2017

Dennis Reinknecht,  
New Jersey Department of Environmental Protection  
Bureau Chief, Engineering and Construction  
Bureau of Flood Resilience  
501 East State Street-1st Floor  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Subject: Federal Transit Administration Participating Agency Comments on the Rebuild by Design Hudson River Project Draft Environmental Impact Statement (DEIS).

Dear Mr. Reinknecht,

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for the proposed Rebuild by Design Hudson River Project (RBD-HR project). The Federal Transit Administration (FTA) administers federal investments in transit systems in and around the City of Hoboken that are essential to the entire region and recognizes the importance of making these systems and the communities they serve more resilient to major flood events such as Hurricanes Irene and Sandy.

As such, FTA recognizes your efforts to consider the proposed RBD-HR project impacts on transit investments in and around the City of Hoboken. FTA further recognizes that the proposed project, if fully implemented, will help to further protect transit investments in and near the project area from future flood damage. The proposed measures would complement resilience investments by FTA, New Jersey Transit, and the Port Authority of New York and New Jersey to improve flood resilience at Hoboken Rail Yard and Terminal and the regional transit systems it serves.

FTA also appreciates your efforts to address FTA’s comments and concerns throughout the development of the DEIS and the analysis that informs it.

However, FTA still has some remaining comments on the DEIS that are detailed in the Attachment to this letter. They can be summarized as follows:

1. While the Preferred Alternative and other two alternatives analyzed in the DEIS, if fully implemented, will reduce the total amount and duration of flooding in the Hoboken Rail

FTA Letter RBD-Hudson River DEIS

Page 2 of 3

Yard and Terminal facility and along the Hudson Bergen Light Rail Line, flood modeling of the proposed projects “resist” structures indicate that coastal flooding during an extreme event such as Superstorm Sandy would temporarily increase the height of flooding by 4”-6” in the eastern portion of the yard at the peak of the event. This will slightly expand the extent of flooding and exposure of fixed transit facilities, compared to existing conditions in the eastern portion of the yard, to salt water and subsequent damage. In addition, there was no mention of any increase in wave action, soil movement and/or liquefaction.

2. While the technical modeling that indicates the changes in flood levels (both positive and negative) appears in the Floodplain analysis section of the DEIS, FTA requests that the subsequent impacts noted above be moved to the transportation and infrastructure sections and tables, as indicated in FTA’s email of January 5, 2017 and Attachment 1 of this letter.
3. FTA appreciates the incorporation of analysis of the potential project impacts on transit and transportation generally during flood emergencies. While most project impacts would clearly be beneficial, FTA would like to re-emphasize the importance of coordinating any closure of flood resist barriers with the affected agencies.
4. Part of the resilience benefits of the proposed RBD-HR to the Hoboken Rail Yard and Terminal facility and the Hudson Bergen Light Rail system depend on the “delay, store, and discharge” aspects of the project. If implemented, these measures will reduce the amount of flooding at these transit facilities. However, FTA understands that not all of the funding has been secured for these resilience measures. While delays in the implementation of some of these proposed measures will not worsen flooding compared with the No Build alternative, FTA supports full implementation due to the obvious benefits.

As stated, FTA believes that the proposed RBD-HR project, if fully implemented, would provide demonstrable flood resilience benefits to many transit investments in the City of Hoboken and to its residents. The proposed project would also complement some of the FTA-funded investments in transit flood resilience at Hoboken Yard, and transit service throughout northern New Jersey and the New York City metropolitan area. Moreover, FTA acknowledges that the scoping and evaluation of RBD-HR concepts for this DEIS revealed that Concepts C and D, which would have extended flood resist barriers to include the flood prone Hoboken passenger terminal were eliminated from detailed alternatives analysis for reasons of constructability and cost, especially given the resources and schedule constraints of the project.

However, FTA requests that the New Jersey Department of Environmental Protection reconsider the alternative with the flood resist barrier structure south to include the Hoboken Rail Yard and Terminal facilities as part of the environmental process. Much of the eastern portion Hoboken Rail Yard and Terminal facilities remain vulnerable to coastal flooding under both the No Build and the analyzed alternatives. Also, the potential benefits of erecting flood resist barriers would further protect public transit.

FTA acknowledges that a complete implementation of a southern resist phase that includes the eastern portion of Hoboken Yard requires resources beyond those currently available for the proposed preferred alternative. However, a fuller understanding of the benefits and costs of a Hoboken Yard alternative could potentially serve as a first step in a more collaborative approach

FTA Letter RBD-Hudson River DEIS

Page 3 of 3

to coastal flood resilience and results in a more cost-effective means of accomplishing the goal of coastal resilience.

I want to thank the RBD-HR project team for their consideration of the transit providers and transit users, and their collaboration with FTA during this effort. If you have any questions or require additional information regarding the contents of this letter, please feel free to contact Dan Moser, FTA Community Planner, at dan@mose.rta.gov or (212) 688-2326.

Thank you,

  
Stephen Goodman, PE  
Regional Administrator

Enclosure (1)

cc: D. Burns, FTA  
D. Moser, FTA  
K. McVoy, NJDEP (Kim.McVoy@dep.state.nj.gov)  
A. Beha, US HUD (Alyson.E.Beha@hud.gov)

#### Attachment 1: FTA Comments on Rebuild by Design Hudson River Draft Environmental Impact Statement (April 11, 2017)

The Federal Transit Administration (FTA) is submitting our comments to the Rebuild by Design (RBD) Hudson River Draft Environmental Impact Statement (DEIS). We have two sets of comments or edits to the DEIS:

The first set of comments (“Proposed Text Revisions”) are proposed edits to the existing text that we hope will be included in the DEIS and Final Environmental Impact Statement.

The second set of comments (“FTA Requests for Additional Hydrology and Flood Impact Analysis”) includes our reasoning for a request for additional hydrology analysis (and summary of analysis) on floodplains, and related additional assessment of flood effects on Transit Infrastructure and Transit Operations in and around Hoboken Yard that would experience more acute flooding due to the RBD Hudson River Project.

#### I. Proposed Text Revisions

##### 4.9.3 Environmental Consequences (Page 4-133)

##### Alternative 1 Emergency Operation Impacts (Page 4-201 to Page 202)

##### NI TRANSIT Bus Route Impacts (Page 4-202)

Comment 1: What agency will coordinate closing the gates under Alternative 1? We have added the additional text in underline (blue) to address how buses may be used during an emergency:

- Paragraph 2: “While gate closures in the north and south would impact bus routes, it is not anticipated that gate closures would impact public transit service because at the time of closure, prior to a flood, transit operators would already have had to suspend service in order to locate vehicles and equipment out of vulnerable areas. However, buses are often pressed into service for emergency evacuations, and are sometimes required to operate up until storm surges. Transit dependent populations are particularly reliant on these operations. The details of the timing of gate closure would be developed as part of the O&M plan. Gate deployment under Alternative 1 would result in loss of access to piers and waterfront amenities.

Comment 2: The DEIS should also address access to Hoboken Yard. Transit services supportive of an emergency may still operate from the yard. We have provided suggested text below in underline (blue) format. Has closure of Hudson-Bergen track prior to closure been discussed with NJ TRANSIT?

##### Alternative 2 Long Term Emergency Operation Impacts (Page 4-204 to 4-204) (Note: Impacts of Alternative 3 (Pages 4-204 to 4-205) are the same as Alternative 2.)

Comment 3: Has NJ TRANSIT confirmed cessation of service prior to gate closure?

“... Lastly, Alternative 2 proposes Port Imperial Boulevard to be closed just north of Bathweg Ave. Proceeding west, the resist structure would continue across the HBLR tracks with a gate just south of the Lincoln Harbor Light Rail Station. This would be the only track closure for Alternative 2. The HBLR track closure should not affect evacuation routes because the O&M plan would time gate closures to approximately coincide with normal cessation of train service prior to a coastal storm event, per emergency management procedures.

Gate closure timing procedures would be coordinated with NJ TRANSIT and the overall emergency management plan for the area. Pedestrians would experience the same limitations as motorists. Efforts would be made to accommodate bicyclists during construction; however, there may be times when bicyclists should utilize the same detour as motorists.”

FTA recommends adding the following be added to Alternative 2 and 3:

Impacts on Access to Hoboken Terminal and NJ TRANSIT Commuter Rail

Deployment of Resist gates at Jersey Avenue, Grove Street, and Marin Boulevard under Alternative 2 would close those routes to pedestrian, wheelchair, and bus transit avenues seeking access to NJ TRANSIT commuter rail just before a storm. NJ TRANSIT’s Long Slip and Transit Grid projects are intended to allow this regionally-significant evacuation route to remain in operation longer while other rail service is decommissioned before a storm. Alternative pedestrian, wheelchair, and bus transit access to NJ TRANSIT commuter rail will remain at the south side of the Hoboken Rail Yard in Jersey City. The details of the timing of NJ TRANSIT commuter rail and gate closure would be developed as part of the O&M plan.

##### 5.0 CUMULATIVE IMPACTS

Comment 4: Table 5-2 Summary of Cumulative Impacts (Page 5-10). Please add a summary of indirect and cumulative impacts on transit infrastructure or transit operations to the table.

Comment 5: While an assessment of Project impacts on Hoboken Yard considerations has been added as FTA requested, it was placed under “Floodplains”. Long term impacts (Pages 5-12 to 5-14) rather than the more appropriate “Transportation” or “Infrastructure.” Please consider the following:

3. The assessment of Floodplain impacts be revised to incorporate the additional hydrology analysis/considerations outlined in our “Hydrology and Flood Plain Analysis” comments below (either in the DEIS, or if not possible before the FEIS) as a future commitment incorporated in the FEIS ROD.

2. Please move the assessment of project hydrology/floodplain impacts during a flood on Hoboken Yard, Transit Infrastructure, and transit operations (currently under the sub-heading “Long Slip” (Page 5-13) to the Transportation and/or Infrastructure Section.
3. The sub-heading currently labeled “Long Slip” should be re-labeled to “Hoboken Rail Yard and Transit Infrastructure.”
4. In Comment 3 below, FTA proposes additional revised text in blue underline format for this section:

Comment 6: (Currently Page 5-13, see FTA Comment 2 for additional related comments) The assessment of indirect cumulative impacts on Hoboken Yard omits certain considerations. The 2014 Stevens study does show the described benefits, but this paragraph does not state the adverse impact over significant portions of the eastern yard, even under current circumstances. FTA’s earlier comments acknowledged that NJ TRANSIT resilience efforts more than compensated for most - but not all - direct effects, but made clear that longer term cumulative effects of sea level rise combined with the Project effects would have adverse effects on both transit operations and infrastructure. While the DEIS does include some language directly from FTA comments, it excludes these other key points. Below is the paragraph from the DEIS with FTA’s recommended edits:

“Hoboken Rail Yard and Terminal  
The 2014 Stevens study found that filling the Long Slip Canal alone will not significantly reduce the flooding that occurred in the Hoboken Rail Yard and Terminal and in the City of Hoboken during Sandy; however, filling the canal does delay the entrance of floodwater into southern Hoboken and northern Jersey City (see Photograph 5.6). This delay reduces the maximum flood depths reached during Sandy. Filling the Canal, in combination with the construction of flood walls along the northern and southern portions of Hoboken, would eliminate nearly all of the flooding that occurred in Hoboken and the northwest portion of Jersey City during Sandy. However, RBD-HR is expected to increase flooding in the eastern portion of the Hoboken Yard by four to six inches, slightly expanding the extent of flooding at that end of the yard and potentially increasing the extent of damage to (and reducing the useful life of) low-lying transit infrastructure in that portion of the yard. While recent and proposed investments in transit flood resilience at the yard (including the NJ TRANSIT Long Slip project) will mitigate against some of this aggregated flooding, there is still potential for additional flood damage compared to the current condition (See Appendix F77 “FTA analysis of impacts”). Over the longer-term, this increase in project-induced flood levels, compounded by projected sea level rise (from the present through 2050 and beyond), would increase both the extent of damage to transit facilities and subsequent frequency of disruptions to all transit services that rely on the facilities at Hoboken Terminal. Given the Hoboken Rail Yard’s critical function as a transit hub for much of New Jersey and New York City and beyond, increased damage and frequency of disruptions would have regionally-significant adverse effects on the regional economy and quality of life.”

Comment 7: Please correct reference to Photo 5.5. The narrative refers to the photo of Long Slip as 5.6.

#### II. Additional Hydrology and Flood Impact Analysis

FTA has conducted a more thorough review of the Dewberry hydrology study and the natural ecosystem technical (NET) environmental study. Our concern is that the Hydrology Study does not provide enough technical information for this type of study.

We feel that the public would be better informed if the study also addresses storm impacts on existing conditions based on Afterberg Liquid and Plastic limits, soil & water flow (transmission constant & coefficient of viscosity), Absorption of water, and hydraulic permeability & liquefaction.

##### Extreme Conditions section (5.10) & Discussion/Impacts Analysis Section (6) for similar appropriate section

This Section states: “Laboratory test results from available historic borings were used for this study. The test results include grain size, specific gravity, unit weight, moisture content and Afterberg Liquid and Plastic Limits. The following generalized descriptions of the subsurface conditions in the Study Area are primarily based on interpretation of the available historic borings, laboratory test results, and the results of the additional preliminary subsurface investigation.”

The Floodplain hydrology and impact modeling and analyses – and the summary of these analyses included in this section – should be revised to state what this means in various scenarios under existing conditions (i.e. state “Under normal rain fall, the speed of soil movement and water flow is X”) and include scenarios for both extreme rain fall and extreme coastal flooding events such as 2% storms or 0.2% storms such as Hurricane Sandy. The section should include a summary of the analysis of what would happen from soil & water movement due to the liquefaction and whether there is an increased chance of the soil moving for a mudslide forming due to the project under the various extreme weather scenarios.

Under a newly added Transportation or Infrastructure Impacts Section, the analysis could include an assessment of the difference in hydrology due to the proposed Project during the various flood scenarios and its impact on NJ TRANSIT Yard & PATH facilities (e.g. whether these local transportation infrastructures will shift with the soil or be at greater risk of shifting due to higher flood levels and greater extent of flooding. Again the summary analysis should state the model conditions/ extreme flood scenarios used in the model.

##### Hydrology study and Ecosystem Technical (NET) Environmental Study Appendices

The Dewberry hydrology study and the natural ecosystem technical (NET) environmental study does not constitute a comprehensive hydrology study with the pertinent technical appendices that address all concerns and/or use appropriate methodologies. There were several inconsistencies that make it hard for the public to discern what the project impacts would be, not only for transit facilities, but generally. The analysis should better assess existing conditions and the Project impacts to transit (and other) facilities based on Afterberg Liquid and Plastic limits, soil & water flow (transmission constant & coefficient of viscosity), Absorption of water, and hydraulic permeability & liquefaction, expressed as the

difference between existing conditions and impacts following completion. The impacts in the Hoboken Rail Yard are of particular concern to FTA given the level of federal investment in NJ TRANSIT and PATH/ PATH facilities, and the slight increase in flood levels at these facilities resulting from the proposed Project.



- C. Text questions, scoring keys and other examination data pertaining to the administration of an examination for public employment or licensing.
- L. Records in the possession of another department (including NJ Office of Information Technology or State Archives) when those records are made confidential by regulation or EO 9.

Other Exemption(s) contained in a State statute, resolution of either or both House of the Legislature, regulation, Executive Order, Rules of Court, any federal law, federal regulation or federal order pursuant to Rule 6.7 of the Rules of Court.

(Please provide detailed information regarding the exemption from disclosure for which you are relying to deny access to government records. If multiple records are requested, be specific as to which exemption(s) apply to each record.)

Other reasons for denial of OPRA request:

I hereby acknowledge that the document(s) and/or information requested herein were/are not/are partially provided. I hereby acknowledge that the Custodian of Records is requested to and denied out my request on the date I sign this Acknowledgment. My signature on this Acknowledgment may not be used as evidence to deny my request for access to the records. I further certify under penalty of PERSA, §§22-15 and 22-16, that I have not been convicted of any indictable offense under the laws of the State of New Jersey, any other state, or the Federal government.

Requester's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

#### ADDITIONAL INFORMATION FOR INDIVIDUALS SUBMITTING OPRA REQUESTS

- In order to request access to government records under OPRA, you must complete all the required portions of and date this request form and deliver it in person during regular business hours or by mail, fax or electronically to the agency custodian of records. Your request is not considered filed until the agency custodian of records receives the request form. If you submit this request form to any other office or employee of the City of Hoboken, that office or employee may not have the authority to accept your request form on behalf of the City of Hoboken and your request will be directed to the agency custodian of records. The seven (7) business day response time will not commence until the agency custodian of records receives the request form.
- The fees for duplication of a government records in printed form are listed on the front of this form and are listed on the front of this form. We will notify you of any special service charges or other additional charges collected by state law or regulation before processing your request. Payment shall be made by cash, check or money order payable to the Government Records Council.
- If it is necessary for the records custodian to contact you concerning your request, providing identifying information, such as your name, address, telephone number, fax number or e-mail address is required. Where contact is not necessary, anonymous requests are generally exempt from disclosure requests for personal information are not exempt.
- You may be charged a 50% or other deposit when a request for copies exceeds \$25. The City of Hoboken custodian will contact you and advise you of any deposit requirements. Anonymous requests, when permitted, require a deposit of 100% of estimated fees. You agree to pay the balance due upon delivery of the records.
- Under OPRA, a custodian must deny access to a person who has been convicted of an indictable offense in New Jersey, any other state, or the United States, and who is seeking government records containing personal information pertaining to the person's victim or the victim's family.
- By law, the City of Hoboken must notify you that it grants or denies a request for access to government records within seven (7) business days after the agency custodian of records receives the request. If the record requested is not currently available or is in storage, the custodian will advise you within seven (7) business days after receipt of the request when the record can be made available and the estimated cost for reproduction.
- You may be denied access to a government record if your request would substantially disrupt agency operations and the custodian is unable to reach a reasonable solution with you.
- If the City of Hoboken is unable to comply with your request for access to a government record, the custodian will indicate the reasons for denial on the request form and send you a dated and dated reply.
- Except as otherwise provided by law or by agreement with the requester, if the agency custodian of records fails to respond to you within seven (7) business days of receiving a request, the failure to respond is deemed denial of your request.
- If your request for access to a government record has been denied or delayed within seven (7) business days required by law, you have the right to challenge the decision by the City of Hoboken to deny access. If your request is not currently available or is in storage, the custodian will advise you within seven (7) business days after receipt of the request when the record can be made available and the estimated cost for reproduction.
- All information provided on this form is subject to disclosure under the Open Public Records Act.

Page 3 of 3



April 7, 2017

Via FedEx

Dennis Reinknecht  
Program Manager  
New Jersey Department of Environmental Protection (NJDEP)  
Bureau of Flood Resilience  
501 East State Street, Mail Code 501-01A, P.O. Box 420, Trenton, NJ 08625-0420.

Re: Rebuild By Design: Hudson River  
Draft Environmental Impact Statement (DEIS)

Dear Mr. Reinknecht:

We have reviewed the DEIS published February 24, 2017. We offer the following comments in response to the DEIS:

- The Rebuild by Design (RBD) project shows a five (5) foot high flood wall with gates beneath the HBLRT bridge parallel to 18th Street near the northwest corner of the Target site. The wall is to extend from Abutment to Abutment. As we have noted in the past, the project should clearly discuss any impacts to Newport that this proposed infrastructure will have on the receding limb of flooding events. The team should evaluate the localized impacts of this improvement both including and excluding NJ Transit's Long Slip Fill and Rail Enhancement project.
- The plans show a flood barrier to the west of the Jersey Avenue railroad overpass. The flood barrier appears to be offset from Newport's property to the west of Jersey Avenue at Block 6005, Lot 10. The EIS sites impacts from construction activity during the construction of the wall. The project team should verify that this barrier is to be built on NJ Transit property rather than Newport's private property inclusive of all associated underground foundation work. This property is presently leased and is considered a valuable development site. The team should also verify that no access to Newport property is necessary for construction of the flood barrier. Also, Newport will need to be involved in the design of this flood barrier in order to be able to evaluate future impacts on the property in question resulting from the deployment of this flood barrier.

We look forward to your comment resolution and don't hesitate in contacting me at (201) 626-4228 if you have any questions or require additional information.

Kind Regards,

Kostas Svarnas  
Project Engineer



Newport  
111 Town Square Place Suite 300  
Jersey City, NJ 07310  
Telephone (201) 626-2010  
Fax (201) 626-3015



Newport Associates Development Co.  
40 West 57th Street 23rd Floor  
New York, NY 10019  
Telephone (212) 708-6600  
Fax (212) 708-6641



SNP, Inc.  
225 West Washington Street  
Indianapolis, Indiana 46207  
Telephone (317) 636-1600



STEVENS  
INSTITUTE OF TECHNOLOGY  
THE INNOVATION UNIVERSITY

Office of the Vice President,  
General Counsel and Secretary

Tel 201 216 5667 Fax 201 216 8250

April 10, 2017

#### VIA E-MAIL and FEDERAL EXPRESS

Mr. Dennis Reinknecht  
Program Manager  
New Jersey Department of Environmental Protection  
Bureau of Flood Resilience  
501 East State Street, Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

City of Hoboken - Rebuild by Design  
Comments to Draft Environmental Impact Statement Dated February 2017

Dear Mr. Reinknecht:

Please accept this letter on behalf of The Trustees of the Stevens Institute of Technology ("Stevens"). This letter provides comments to the Draft Environmental Impact Statement prepared by the New Jersey Department of Environmental Protection dated February 2017 (the "EIS") which are limited to one aspect of the EIS, namely, Chapter 4.2, "Cultural Resources."

Chapter 4.2 discusses the impact of Rebuild by Design on certain historic properties and historic districts located within the City of Hoboken. Stevens is mentioned in three locations within Chapter 4.2. First, within Table 4-14, a "Stevens Historic District" is identified as a cultural resource within Hoboken. Second, on page 4-74, a "Stevens Historic District" and background concerning Col. John Stevens and his family's contributions to Hoboken are discussed. Finally, on page 4-84, the EIS briefly analyzes whether there will be a negative impact on the "Stevens Historic District" as a result of the alternatives presented by the Rebuild by Design plan.

Stevens appreciates the work being done by Rebuild by Design and the analysis of the potential impact to Stevens' campus. However, Stevens respectfully submits that no "Stevens Historic District" has ever been legally established and it is confusing, at best, to refer to such a district in the EIS. In fact, Edwin A. Stevens Hall ("EAS") is the only building located on Stevens' campus which is a listed historic property, with EAS added to the National Register of Historic Places on February 4, 1994.

Castle Point on Hudson, Hoboken, New Jersey 07030

www.stevens.edu

Mr. Dennis Reinknecht  
April 10, 2017  
Page 2

We understand that the EIS considers both historic properties and districts which are listed in the National Register of Historic Places and those which are eligible for listing. However, we believe that it is very important to distinguish between these two significantly different concepts, and make it clear that there is no Stevens Historic District actually listed in the National Register of Historic Places. We are aware that, in 1991, a SHPO opinion remarked as to the eligibility of such a district.

An interested citizen reading the EIS would be led to believe that a "Stevens Historic District" has been legally established and is in existence within Hoboken - this is simply not the case. Therefore, Stevens respectfully requests that the EIS be amended to eliminate or modify the references to the "Stevens Historic District" as such references are inaccurate and likely to mislead the public as to the proper status and classification of Stevens' campus.

Please consider this letter a formal request that the record reflected in the Draft Environmental Impact Statement be amended. If you have any questions about these matters, please do not hesitate to contact my office directly.

Very truly yours,

Kathy L. Schulz  
Vice President, General Counsel and Secretary

cc: The Honorable Dawn Zimmer, Mayor of Hoboken  
The Honorable Jennifer Giattino, President, City Council of Hoboken



5 Becker Farm Road  
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Paul F. Campano, Esq.  
Office: 973.226.4534 ext. 204  
Email: pcampano@cmsllc.law

April 6, 2017

#### VIA FEDERAL EXPRESS AND ELECTRONIC MAIL

Dennis Reinknecht, Program Manager  
New Jersey Department of Environmental Protection (NJDEP)  
Bureau of Flood Resilience 501 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420  
trbld-hudsonriver@dep.nj.gov

Re: Garden Street Lofts Condominium Association, Inc.  
Premises: 1425 Garden Street, Hoboken, New Jersey 07030  
Block 255, Lot 1

Dear Mr. Reinknecht:

This firm is counsel to the Garden Street Lofts Condominium Association (the "Association"). Enclosed please find correspondence embodying the Association's initial comments and concerns with respect to the Rebuild by Design Project, Draft Environmental Impact Statement, Alternative 3. Said correspondence was sent to Hoboken City Planner on April 4, 2017.

Kindly contact our office upon your review of this correspondence, so that we may schedule a meeting to resolve the Association's concerns and potential legal objections to the location and design of the proposed resist structure, including those that may not be directly applicable to the DEP's preparation of the Final Environmental Impact Statement.

Regards,

Paul F. Campano



5 Becker Farm Road  
Suite 406  
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F: 973.226.4535

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Paul F. Campano, Esq.  
Office: 973.226.4534 ext. 204  
Email: pcampano@cmsllc.law

April 4, 2017

#### VIA CERTIFIED MAIL, R.R. AND 1<sup>ST</sup> CLASS MAIL

Caleb Stratton, Hoboken Principal Planner  
City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030

Re: Garden Street Lofts Condominium Association, Inc.  
Premises: 1425 Garden Street, Hoboken, New Jersey 07030  
Block 255, Lot 1

Dear Mr. Stratton:

This firm is counsel to the Garden Street Lofts Condominium Association (the "Association"). On March 27, 2017, you attended a meeting with members of the Association to provide an update regarding the Rebuild by Design Project and the City's plan to go forward with "Alternative 3", which is the resist structure in the alleyway upon and adjacent to the Association's property. We have previously advised City officials that our firm is counsel the Association, and in that regard, we respectfully request that our firm be included on all future correspondence and communications regarding the Association.

The notice of the March 27, 2017 meeting, referenced above, indicated that the Association's comments should be submitted by April 10, 2017. We understand that the April 10, 2017 deadline pertains to comments regarding the Department of Environmental Protection's Draft Environmental Impact Statement ("DEIS"), as we are not aware of any applications pending before the City of Hoboken regarding the resist structure at this time. The Association's initial comments are set forth below. The Association intends to submit this correspondence to the DEP by April 10, 2017, but we respectfully submit this correspondence to you in advance of submission to the DEP, in the event that you would like to discuss any of the items listed below prior to submission.

Separately, we ask that you contact our office upon your review of this correspondence, so that we may schedule a meeting to resolve the Association's concerns and potential legal objections to the location and design of the proposed resist structure, including those that may not be directly applicable to the DEP's preparation of the Final Environmental Impact Statement.

In the interim, the Association's initial comments and objections to the proposed location and design of the resist structure are set forth below.

Caleb Stratton, Hoboken Principal Planner  
April 4, 2017  
Page 2

- The Association enjoys certain property rights and easement rights, including such rights in regard to the alleyway and surrounding areas. The Association objects to any construction or any acts that unlawfully interfere with the Association's property and easement rights.
- The Association objects to the proposed location and design of the resist structure in that other practicable locations exist that will not result in the extraordinary burden and impacts to any other businesses or residents in the manner that the current design burdens and impacts the Condominium and the Association's residents. The Association is amenable to a negotiated resolution of the matter that may result in the withdrawal of the Association's numerous objections and legal challenges to the design plan, which resolution would include the agreements set forth in paragraphs 3 and 4 below, as well as equitable concessions and/or other measures intended to minimize the extraordinary burdens that the current design plan will impose upon the Condominium and its residents.
- As part of any consent to construction of the resist structure in the alleyway, the Association would seek an appropriate easement agreement between the relevant parties shifting the maintenance obligations in this area to the City of Hoboken, with appropriate indemnification provisions to protect the Association's interests. In addition, the easement agreement should address the specific cost and maintenance requirements of the structure and easement area, with assurance that the Association will not bear the burden of such costs either directly or indirectly by virtue of increases in the tax burden of the Garden Street Lofts Condominium (the Condominium) or the Association's members.
- The Association is gravely concerned regarding any damage that may occur to the Condominium property and the property of the Association's residents. The Association objects to any construction affecting the Association's property or easement rights unless and until an appropriate agreement is executed by the relevant parties that provides appropriate protection, bonding and insurance requirements and the method for the Association to obtain redress in the event that damage occurs related to or concerning the resist structure project.
- Your office originally advised the Association that the resist structure, if located in the alleyway, would be 3.5 ft. high. New drawings presented during your recent meeting illustrated the height of the structure to be 5 ft in this location. The Association requests that you promptly forward my office with the most recent drawings and documentation regarding the planned design

Caleb Stratton, Hoboken Principal Planner  
April 4, 2017  
Page 3

project. A new OPRA request has been submitted to the City regarding same and is enclosed for your convenience. Among other things, the Association is very concerned regarding security and aesthetics of a high wall in this location, as well as the impact upon access to the Garage.

Your office originally advised the Association that the resist structure may be constructed alongside the Toll Brothers Garage. At your recent meeting with the Association, you advised that the resist structure will be constructed in the middle of the alleyway "as to not interfere with the garage supports". The Association objects and is concerned with locating the resist structure upon and immediately adjacent to its property and easement area in the alleyway and requests that your office provide support for the assertion that the previously proposed location alongside the Toll Brother Garage would, in any manner, interfere or affect the structural integrity or "supports" of the Toll Brother Garage property.

The Association objects to the location and design of the proposed construction to the extent that such designs include any seating areas, benches, recreational or other items or structures that would encourage loitering by non-residents of the Garden Street Lofts Condominium upon or near the Association's property.

The Association objects to the location and design of the proposed construction to the extent that such designs include lighting that will penetrate the Condominium or impact the use and quiet enjoyment of the Condominium by its residents.

In the event that the resist structure is ultimately intended to be constructed in the alleyway, the Association would object to (among other things) any wall that is more than one foot wide, which you have indicated is the current design specification in this regard.

In the event that the resist structure is ultimately intended to be constructed in the alleyway and contemplates any plantings or landscaped areas in such location, the Association seeks explanation and assurance regarding the City's intentions to ensure the health and aesthetic beauty of such areas given the lack of sunlight penetrating the area.

As part of any consent to the proposed construction, the Association will seek appropriate assurances, details and descriptions pertaining to mitigation efforts regarding the impact of such construction upon the Condominium and its residents, including, without limitation, matters such as impacts upon ingress and egress of residents, emergency vehicles, noise, vibrations, and

Caleb Stratton, Hoboken Principal Planner  
April 4, 2017  
Page 4

effects on infrastructure including, (such as sewerage lines by way of example), as well as assurance that no work will be performed outside of normal business hours (Monday through Friday between the hours of 9:00 a.m. and 5:00 p.m.).

Kindly contact our office at your earliest opportunity to schedule a meeting for the reasons set forth above.

Regards,

  
Paul F. Campino

  
CURCIO  
MIRZAIAN  
SIROT LLC  
ATTORNEYS AT LAW

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Paul F. Campino, Esq.  
Office: 973-226-4534 ext. 204  
Email: pcampino@cmsllc.law

April 4, 2017

Via 1<sup>st</sup> Class Mail and Email:  
Custodian of Records  
City of Hoboken  
94 Washington Street  
Hoboken, New Jersey 07030  
Email: [cityclerk@hobokennj.org](mailto:cityclerk@hobokennj.org)

Re: Garden Street Lofts  
Premises: 1425 Garden Street, Hoboken, New Jersey 07030  
Block 255, Lot 1

Dear Sir or Madam:

This firm is counsel to the Garden Street Lofts Condominium Association (the "Association") Enclosed herewith is an Open Public Records Request for the following, in connection to the Rebuild by Design Project:

- Any and all documents, designs, communications and/or plans relating to the Rebuild by Design Project and Draft Environmental Impact Statement (Alternative 3) regarding the resist structure contemplated to run through the alley between and parallel to 14<sup>th</sup> and 15<sup>th</sup> Streets on the northern end of the City of Hoboken.
- Any and all documents specifically relating to the Rebuild by Design Project and Draft Environmental Impact Statement (Alternative 3) which directly affect the above referenced premises.

Because of the extensive nature of this request, kindly telephone me at the number above, so that we may make payment arrangements. Thank you for your assistance in this matter. Should you have any questions or concerns, please let me know.

Sincerely,

  
Paul F. Campino

Enclosure

City of Hoboken Custodian of Records GOVERNMENT RECORDS REQUEST FORM 94 Washington Street Hoboken, NJ 07030 Phone: 201-239-4651 Fax: 201-420-2085 Email: <a href="mailto:CITYCLERK@hobokennj.org">CITYCLERK@hobokennj.org</a> Website: <a href="http://hobokennj.org">hobokennj.org</a>	
<b>IMPORTANT NOTICE</b> The LAST PAGE of this form contains important information related to your rights concerning government records. Please read it carefully.	
<b>Requester Information - Please Print</b>	
First Name: <u>Cortney</u> Last Name: <u>Delohery</u>	Maximum Authorized Cost: \$ _____
E-mail Address: <u>cortneydelohery@hobokennj.org</u>	Select Payment Method: Card: <input type="checkbox"/> Check: <input type="checkbox"/> Money Order: <input type="checkbox"/>
Mailing Address: <u>5 Becker Farm Road, Suite 406</u>	Fees: \$4.05 per letter page \$0.07 per legal page or larger
City: <u>Roseland</u> State: <u>NJ</u> Zip: <u>07068</u>	Actual Costs will be charged for alternative methods of delivery where applicable, depending upon delivery type.
Telephone: <u>973-226-4534</u> FAX: <u>973-226-4535</u>	Extra: Special service charge fees will apply dependent upon request.
Requested Delivery: <input type="checkbox"/> Pick up <input type="checkbox"/> US Mail <input type="checkbox"/> On-Site Inspect <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Special Requests Regarding Delivery Form: _____	
*All requests will be an hard copy mail delivery unless otherwise specified. If you are requesting records containing personal information, please select one: Under penalty of N.J.S.A. 10:25-3, I certify that I 1) HAVE / HAVE NOT been convicted of any indictable offense under the laws of New Jersey, any other state, or the United States.	
Signature: _____ Date: <u>4/4/2017</u>	
<b>Record Request Information:</b> Please be as specific as possible in describing the records being requested. ALSO, PLEASE NOTE THAT YOUR PREFERRED METHOD OF DELIVERY WILL ONLY BE ACCOMMODATED IF THE CUSTODIAN HAS THE TECHNOLOGICAL MEANS AND THE INTEGRITY OF THE RECORDS WILL NOT BE IMPAIRED BY SUCH METHOD OF DELIVERY. (Check Items and, Generally, Eliminate All Access Documents.)	
<input type="checkbox"/> Budget: _____	
<input type="checkbox"/> Bills/Invoices/Vouchers: _____	
<input type="checkbox"/> Contracts: _____	
<input type="checkbox"/> Employee Salary/Overtime Information: _____	
<input type="checkbox"/> Ordinance/Resolution: _____	
<input type="checkbox"/> Police Records: _____	
<input type="checkbox"/> Other: <u>See attached cover letter for "Record Request Information"</u>	
<b>CUSTODIAN USE ONLY</b> Disposition Notes (request for additional copy, duplicate / additional fee): _____	<b>CUSTODIAN USE ONLY</b> Date Received: _____
<b>CUSTODIAN USE ONLY</b> Tracking Information Filing # _____ Rec'd Date _____ Ready Date _____ Total Pages _____ Date Complete _____ Date Released _____	<b>CUSTODIAN USE ONLY</b> Final Cost/Disposition Total _____ Deposit _____ Balance Due _____ Fees Waived _____ Records Provided _____ Custodian Signature: _____ Date: _____

#### DEPOSITS

The custodian may require a deposit against costs for reproducing documents sought through an anonymous request whenever the custodian anticipates that the information (but requested) will cost in excess of \$5 to reproduce.

When a special service charge is warranted under OPRA, that amount will be recommended to you as required under the statute. You have the opportunity to review and object to this charge prior to it being incurred. If, however, you approve of the fact and amount of the special service charge, you may be required to pay a deposit or pay in full prior to reproduction of the documents.

Page 1 of 3

**YOUR REQUEST FOR RECORDS IS DENIED FOR THE FOLLOWING REASONS:**  
(To be completed by the Custodian of Records- Check the box of the numbered exemption(s) as they apply to the records requested. If multiple records are requested, be specific as to which exemption(s) apply to each record. Response is due to requestor as soon as possible, but no later than seven business days, except for immediate access documents as provided law allows.)

- ☐ N.J.S.A. 47:1A-1.1  
☐ Inter-agency or intra-agency advisory, consultative or deliberative material
- ☐ Law enforcement records: Medical examiner photos; Clinical investigatory records (however, N.J.S.A. 47:1A-3.b lists specific criminal investigatory information which must be disclosed); Victim's records
- ☐ Trade secrets and proprietary commercial or financial information
- ☐ Any record within the attorney-client privilege
- ☐ Administrative or technical information regarding computer hardware, software and networks which, if disclosed, would jeopardize computer equipment security
- ☐ Engineering or scientific information or procedures for any buildings or facility which, if disclosed, would jeopardize security of the building or facility or persons therein
- ☐ Security measures and surveillance techniques which, if disclosed, would create a risk to the safety or persons, property, electronic data or software
- ☐ Information which, if disclosed, would give an advantage to competitors or holders
- ☐ Information generated by or on behalf of public employers or public employees in connection with: Any sexual harassment complaint filed with a public employer; Any grievance filed by or against an employee; Collective negotiations; documents and statements of strategy or negotiating
- ☐ Information that is a communication between a public agency and its insurance carrier, administrative service organization or risk management office
- ☐ Information that is to be kept confidential pursuant to court order
- ☐ Certificate of honorable discharge issued by the United States government (Form DD-214) filed with a public agency
- ☐ Social security numbers
- ☐ Credit card numbers
- ☐ Unlisted telephone numbers
- ☐ Drivers' license numbers
- ☐ Biotechnology trade secrets N.J.S.A. 47:1A-7.2
- ☐ Convicts requesting their victims' records N.J.S.A. 47:1A-7.2
- ☐ Ongoing investigations of non-law enforcement agencies (disclosure is limited public interest) N.J.S.A. 47:1A-3.a
- ☐ Public Defender records N.J.S.A. 47:1A-5.6
- ☐ Uploads exemptions contained in other State or federal statutes and regulations, Executive Orders, Rules of Court, and Pleadings created by State Constitutions, statute, court rule or judicial case law N.J.S.A. 47:1A-9
- ☐ Personnel and pension records EXCEPT specific information identified as follows:
  - An individual's name, title, position, salary, payroll record, length of service, date of separation and the reasons for such separation, and the amount and type of any pension received;
  - When required to be disclosed by another law, when disclosure is essential to the performance of official duties of a person duly authorized by this State or the U.S., or when authorized by an individual in interest;
  - Data contained in information which discloses conformity with specific physical, educational or medical qualifications required for government employment or for receipt of a public pension, but not including a key detailed medical or psychological information N.J.S.A. 47:1A-10

☐ N.J.S.A. 47:1A-1  
"a public agency has a responsibility and an obligation to safeguard from public access a citizen's personal information with which it has been entrusted when disclosure thereof would violate the citizen's reasonable expectation of privacy"

**Barnett v. County of Bergen, 190 NJ 400 (2009).** Specifically, it imposes an obligation on public agencies to protect against disclosure of personal information which would not cause to reasonable privacy interests.

- ☐ Executive Order No. 21 (McGregory 2002)  
☐ Records where inspection, examination or copying would substantially interfere with the State's ability to protect and defend the State and its citizens against acts of sabotage or terrorism, or which, if disclosed, would materially increase the risk or consequences of potential acts of sabotage or terrorism. Records exempted from disclosure by State agencies' proposed rules are exempt from disclosure by this Order.

☐ Executive Order No. 26 (McGregory 2002)

- ☐ Resumes, applications for employment or other information concerning job applicants while a recruitment search is ongoing
- ☐ Records of complaints and investigations undertaken pursuant to the Model Procedures for Internal Complaints Filing: Discrimination, Harassment or Hostile Environments
- ☐ Information relating to medical, psychiatric or psychological history, diagnosis, treatment or evaluation
- ☐ Information in a personnel income or other tax return
- ☐ Information describing a natural person's finances, income, assets, liabilities, net worth, bank balances, financial history or transactions, or creditworthiness, except as otherwise required by law to be disclosed

Page 2 of 3

- ☐ Test questions, scoring keys and other examination data pertaining to the administration of an examination for public employment or licensing
- ☐ Records in the possession of another department (including NJ Office of Information Technology or State Archives) where those records are made confidential by regulation or EO's

Other Exemption(s) contained in a State statute, resolution of either or both House of the Legislature, regulation, Executive Order, Rules of Court, any federal law, federal regulation or federal order pursuant to N.J.S.A. 47:1A-9.6.  
(Please provide detailed information regarding the exemption from disclosure for which you are relying to deny access to government records. If multiple records are requested, be specific as to which exemption(s) apply to each record(s).)

Other reasons for denial of OPRA request:

#### ACKNOWLEDGEMENT

I hereby acknowledge that the document(s) specifically requested herein were/ were not (as so partially provided). I hereby acknowledge that the Custodian of Records responded to and denied my request on the date I sign this Acknowledgment. My signature on this Acknowledgment does not constitute any right to appeal the decision of the Custodian relating to this OPRA request. I further certify under penalty of N.J.S.A. 10:25-3, that I have / have not been convicted of any indictable offense under the laws of the State of New Jersey, any other state, or the Federal government.

Requestor's Signature \_\_\_\_\_ Date \_\_\_\_\_

#### ADDITIONAL INFORMATION FOR INDIVIDUALS SUBMITTING OPRA REQUESTS

- In order to request access to government records under OPRA, you must complete all the required portions of this form and request form and deliver in person to the regular business hours or by mail fee is electronically to the agency custodian of records. Your request is not considered filed until the agency custodian of records receives the request form. If you submit the request form in any other effort or employee of the City of Hoboken, that effort or employee may not have the authority to accept your request form on behalf of the City of Hoboken and your request will be directed to the agency custodian of records. The agency (City) business day response time will not commence until the agency custodian of records receives the request form.
- The fees for duplication of a government records in printed form are listed on the front of this form are based on the front of this form. We will notify you of any special service charges or other additional charges authorized by State law or regulation before processing your request. Payment shall be made by cash, check, or money order payable to the Government Records Council.
- If it is necessary for the record custodian to conduct you concerning your request, providing identifying information such as your name, address, telephone number, fax number or e-mail address is required. When contact is not necessary, anonymous requests are permitted, except any information needed for personal information are not necessary.
- You may be charged a 50% or other deposit when a request for copies exceeds \$25. The City of Hoboken custodian will contact you and advise you of any deposit requirements. Anonymous requests, when permitted, require a deposit of 100% of calculated fee. You agree to pay the balance due upon delivery of the records.
- Under OPRA, a custodian must deny access to a person who has been convicted of an indictable offense in New Jersey, any other state, or the United States, or who is seeking government records containing personal information pertaining to the person's victim or the victim's family.
- By law, the City of Hoboken must notify you that it grants or denies a request for access to government records with seven (7) business days after the agency custodian of records receives the request. If the record requested is not currently available or is in storage, the custodian will advise you within seven (7) business days after receipt of the request when the record can be made available and the estimated cost for reproduction.
- You may be denied access to a government record if your request would substantially disrupt agency operations and the custodian is unable to reach a mutually agreeable solution with you.
- If the City of Hoboken is unable to comply with your request for access to a government record, the custodian will indicate the reasons for denial on the request form and send you a signed and dated copy.
- Except as otherwise provided by law or by agreement with the requestor, if the agency custodian of records fails to respond to you within seven (7) business days of receiving a request, the failure to respond is a deemed denial of your request.
- If your request for access to a government record has been denied or withheld without seven (7) business days requested by law, you have the right to challenge the decision by the City of Hoboken to deny access. At your option, you may either institute a proceeding in the Superior Court of New Jersey or file a complaint or petition with the Government Records Council (GRC). You may contact the GRC by mail: One telephone at (800) 605-6511, by mail at: PO Box 8150, Trenton, NJ 08646, by e-mail at [gprc@hobokennj.org](mailto:gprc@hobokennj.org) or at their website at [www.hobokennj.org/gprc](http://www.hobokennj.org/gprc). The Council can also answer other questions about the law.
- All information provided on this form is subject to disclosure under the Open Public Records Act.

Page 3 of 3

From: Marguerite Zaira  
To: [DEP-rod.hudsonriver@dep.state.nj.gov](mailto:DEP-rod.hudsonriver@dep.state.nj.gov)  
Subject: comments on DEIS  
Date: Monday, April 10, 2017 2:45:26 PM

Mr. Dennis Reinknecht,  
RBD Program Manager,  
Engineering and Construction,  
Bureau of Flood Resiliency

Dear Mr. Reinknecht

As a member of CAG and a long time resident of Hoboken I welcome the opportunity to comment on this phase of the project.

First I would like to emphasize that there needs to be a commitment to the use of funding for all aspects of the plan not just the Resist portion as it is now being proposed. It is both premature and shortsighted to exclude any possibility of funding for the Delay, Store, Discharge aspect of this plan with the funding allocated by the Federal Government to this project. The original intent of the project was to address a comprehensive solution for the flooding problems and I feel that has been co-opted by the engineering aspects of the Resist portion. The final bidding has not begun for construction, so I believe these other aspects should still be in play even if at this point we need to consider scaling back some of the Resist portion. At the point where the actual construction bids come in then the community will be better able to decide how to spend the money in terms or Resist, Delay, Store and Discharge. The maintenance of the Resist portion of the plan could prove to be a huge financial burden both on future residents and long term residents many of whom have seen their property taxes rise to the point where they have been forced to move out of the community or will soon be. This should also be a factor for serious consideration in moving forward.

In terms of the DEIS I also have areas of concern. First and foremost I do not feel that there has not been adequate outreach to the community as concerns the environmental/health impact that this project will have. As a community we need to have a direct link with people in DEP to whom we can voice our concerns and work out solutions. At the last public hearing I expressed considerable concern about air quality and what I perceive to be inadequate/no monitoring and I fear particulate matter could be an area of real concern.

While the conclusion of the report on air quality (chapter 4.6) is that projected emissions were in compliance with (NAAQS) National Ambient Air Quality Standards, I do have concerns regarding air quality monitoring on a local (Hoboken, Weehawken, Jersey City) as well as regional level, and with monitoring of substances that are not addressed in this report.

My concerns

1.) Models in the report were based on Hudson County

There can be large variations in pollutant concentration in a local urban environment as opposed to the larger scale of Hudson County.

I feel we need modeling on specific local and possibly, street level (where there will be extensive pile driving for example) scale to more accurately assess the effect of our air quality on our community.

2.) Considerable space was devoted to methodology in regards to estimating air pollutant emissions related to construction, including vehicular emissions and emergency generator associated pump stations

While estimates of emissions were provided, what practical measures will be taken for the actual monitoring and measuring of local ambient air quality?

3.) Construction related emissions were calculated for pollutants of concern

these were designated as (CO, NO<sub>x</sub>, VOCs and PM <sub>2.5</sub>)

These are the pollutants that Hudson county has been designated as nonattainment or maintenance of NAAQS (National Ambient Air Quality Standards)

However

The report does not address NO<sub>2</sub>, Pb, SO<sub>2</sub> and PM<sub>10</sub>

These are not addressed because Hudson county has been designated as attainment for these substances as relates to NAAQS

My concern is the failure to monitor or evaluate these substances. Specifically Pb or lead comes to mind. Again pollutant concentrations can vary widely from a local level to a county level. Also demolition and auto emissions may lead to the release of substances (lead) that are not being monitored.

4.) PM <sub>2.5</sub> was addressed as it is maintenance by NAAQS standards and mitigation measures such as wetting dust piles and covering vehicles transporting particles out of Hoboken were put forth.

My concern in this area is as above, the possibility of substances not being monitored (lead) and dust not being sufficiently mitigated, especially if it is not perceived as a larger threat.

To sum up my concerns/questions:

• What if any modeling methods are being developed to work on a local level?

• How do we measure emissions on a local level besides the use of Huson County Monitoring Stations?

For example does the community need more information concerning the adequacy of type and location of monitoring stations, specifically the report mentioned only the Jersey City Monitoring Station which monitors particulate matter

• How specifically do we go about attaining and maintaining the (NAAQS) National Ambient Air Quality Standards on a local level should the monitoring measures put in effect indicate that we are not meeting standards?

• How do we go forward with the NJDEP to address these concerns, can meetings with environmental specialists including the areas of air quality be arranged? Is there funding available for independent analysis should that prove necessary?

Table 3.1 Public and Agency Coordination Groups

One group is (TCT) Technical Coordination Team

comprised of federal and state agencies with jurisdiction and

subject-matter expertise to provide guidance on environmental

concerns.

I was not aware of this group. Are they a group that we have access to in order to directly address environmental and health concerns? I know other members of CAG have been reviewing different sections of the DEIS and other environmental issues will need to be addressed.

Another concern I have in section 3.6 Build Alternatives pages 3-32 as regards alternative 2, and 3-37 as regards alternative 3

"During a coastal storm surge event, water from the Hudson River is expected to inundate unprotected areas of the Hoboken waterfront. If the river water overtops the waterfront bulkhead during a storm event, water can enter into the storm sewer system through existing inlets and unsealed manhole covers. While Alternative 1 would prevent a storm surge from entering the city streets, Alternative 2 (and 3) leaves portions of the city streets and sewer system unprotected. To prevent water intrusion into the existing sewers under Alternative 32

a separation of the sanitary/stormwater collection system is proposed by the construction of a high level storm sewer collection system. In addition to the installation of this new storm sewer system, the existing NYSA combined sewer inlets and manholes would be sealed and lined. This proposed drainage would be designed to prevent additional sewer backflow that could cause major flooding issues within the Alternative 3 protected areas during a storm surge event. Stormwater collected in this high level storm sewer system would gravity flow into the Hudson River."

What I'm not clear about is if this flooding within the protected areas during a storm surge would potentially be worse with the wall in place because it would not allow the water to flow back into the Hudson on its own. Does this scenario allow for greater risk of water entering the sewage system than no action?

If indeed additional sewer backflow could occur that could then cause major flooding issues within Alternative 3 protected areas it seems necessary that **Hoboken needs to have completed a separation of the sanitary/stormwater collection system to concur with the completion of the wall.**

the bold face text would be my conclusion if the wall could indeed cause flooding issues if an overtop of bulkhead occurs.

I look forward to hearing from you concerning these concerns.

Sincerely  
Marguerite Bunyan



## HOBOKEN TERMINAL YARDS REDEVELOPMENT RESPONSE TO REBUILD BY DESIGN DRAFT ENVIRONMENTAL IMPACT STATEMENT

APRIL 10, 2017



Hoboken Terminal and Yards Redevelopment

Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Hoboken Terminal and Yards Redevelopment

Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017

## RESPONSE TO REBUILD BY DESIGN DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPORT FOR OPTION 1 OF THE PREFERRED ALTERNATIVE

### FUTURE STREETSCAPE

By aligning the Rebuild Barrier on the southern side of the Redevelopment Area as shown in Option 1, Observer Highway will be able to be a lively, two-sided street.

Specifically, Option 1:

- Allows Observer Highway to be a celebrated urban boulevard
- Supports pedestrian and streetscape and other beautification projects
- Creates a vibrant southern edge to the City, drawing in people and actively completing street along Observer Highway
- Maximizes the land value and encourages development in the Hoboken Yard area, as designated in the Redevelopment Plan



Hoboken Terminal and Yards Redevelopment

Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Hoboken Terminal and Yards Redevelopment

Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017

## RESPONSE TO REBUILD BY DESIGN DRAFT ENVIRONMENTAL IMPACT STATEMENT PREFERRED ALTERNATIVE AND ADJACENT TRANSPORTATION ASSETS

Additionally, both options of the Preferred Alternative leave many of Hoboken's transportation assets unprotected in future storm overflows. The Rebuild Barrier is located in the path of the bus, and ferry terminals – assets that should be protected in the plan. During Hurricane Sandy, the PATH station and buses were inundated and the terminal building was flooded with up to about 5 feet of water. The Rebuild Barrier would protect these assets from experiences moderate flooding and Warrington Plaza becomes inaccessible.

These are critical transportation infrastructure elements that cannot be subjected to regular flooding. They are also important historic assets in the City. The Preferred Alternative misses an important opportunity to protect this infrastructure, and we hope that further study of this area could reveal potential solutions.

## RESPONSE TO REBUILD BY DESIGN DRAFT ENVIRONMENTAL IMPACT STATEMENT CONCERN WITH OPTION 2 OF THE PREFERRED ALTERNATIVE

### CONCERNS WITH OPTION 2

Our principal concerns with Option 2 are its compromising of the potential to create a lively development district as envisioned in the City's Redevelopment Plan, and the way in which it addresses the City's transportation assets. Option 2 would place the Rebuild Barrier in the path of the bus, and ferry terminals – assets that should be protected in the plan. During Hurricane Sandy, the PATH station and buses were inundated and the terminal building was flooded with up to about 5 feet of water. The Rebuild Barrier would protect these assets from experiences moderate flooding and Warrington Plaza becomes inaccessible.

Option 2 creates deleterious urban conditions along Observer Highway. A Rebuild Barrier of this height, no matter how well designed, will create an empty and desolate edge along the rail yards. The Draft EIS notes the Option 2 Rebuild Barrier as a long implication.

- **Works against** the City's goal to make Observer Highway into an urban boulevard through streetscape and other improvements
- Creates a **half-mile "dead space"** at the southern edge of Hoboken, severely compromising the ability to draw people or activity
- **Increases safety and safety concerns**, particularly at night, where the lack of street lighting and the lack of street-level activity will make it difficult for people to see and be seen
- **Harms businesses and residents** on the north side of Observer Highway, which will struggle with this new "dead space" and the lack of street-level activity
- Has **potentially negative implications** on the development within NJ Transit property, given its **inability to develop viable retail** or provide residents and businesses clear front access to the city's **highest density environment**
- **Increases the risk of a higher density environment** along Observer Highway, and likely precludes bicycle lanes as outlined in the Redevelopment Plan.



Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Hoboken Terminal and Yards Redevelopment

Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017



Hoboken Terminal and Yards Redevelopment

Source: Rebuild By Design, Hudson River Draft Environmental Impact Statement (DEIS), February 2017

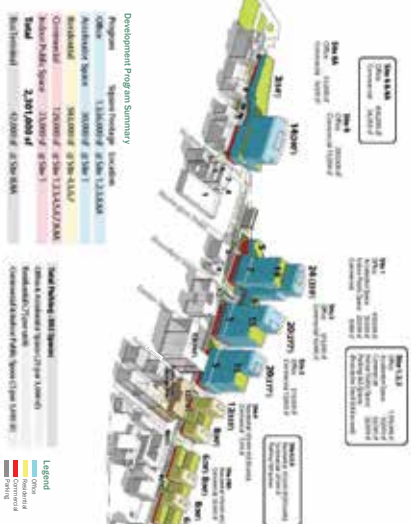
## RESPONSE TO REBUILD BY DESIGN DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPORT FOR OPTION 1 OF THE PREFERRED ALTERNATIVE

### FUTURE DEVELOPMENT IN RAIL YARD

As depicted in Option 1, moving the flood protection barrier into the rail yards, essentially along the edge of Track 1, allows for significantly greater flexibility in the Hoboken yard redevelopment. Both options will require careful and detailed coordination with NJ Transit and the City of Hoboken to ensure the best possible outcome after the construction of the Rebuild Barrier. However, **Option 1 carries significantly more potential benefits** to realizing the City of Hoboken's vision for the area.

Specifically, Option 1:

- Makes the flood protection part of the City's economic development strategy
- Supports the extension of urban fabric farther south towards the rail yards
- Supports the opportunity for new street-level retail
- Maintains or increases value of existing street-level retail on the north side of Observer Highway



Source: City of Hoboken, Hoboken Yard Redevelopment Plan (October 2014). Diagram represents Allowable Program Development per City of Hoboken Redevelopment Plan

Due to a number of factors which we attempt to articulate below, we still do not believe the State or their consultant team is on the right track for developing a comprehensive plan that can protect Hoboken from storm surge and precipitation. The fact that we still feel this way, more than 18 months after submitting our guidance on the Draft Scope of Work on this project, indicates that we are not being heard. **Red Flag!**

We do feel that Alignment 3 is the best choice for helping us move forward at this time. However, we also believe there are many other aspects of the strategy and plan at this point that are causes of concern, or confusion, or in some cases, are outright objectionable.

Because the current version of the Executive Summary in the DEIS omits some the CAG's long-stated Goals, we still do not agree that the implementation strategy described here is what our community needs most. Thus we have some major concerns as to whether this project and the resources that may come with it will be optimized.

At this critical time as we are all trying to move towards a Record of Decision that will allow this much-needed project to proceed, we ask the State to accept our comments on the document enumerated below, particularly in terms of Goals and Objectives, and otherwise respond to the rest.

Let us open by saying that never in our lifetimes did we ever think we would have the opportunity to participate in a project like this Rebuild By Design project. This project brings the potential to do so much good for so many of our neighbors. However, we also have to keep in mind that isn't simply about protecting coastal residential property, and this isn't just about maintaining parking spaces, rather it is about helping to ensure the health and safety of more than 60,000 people who live in a vulnerable, low-lying area.

- 23 more pages follow...

"All in all we are proud to play a supporting role in this process. We want and expect our values and our goals to be the goals of the project and of your consultant teams, now and in the future."

"We are grateful for your Agency's leadership and support and we look forward to working collaboratively into the future."

with regards,

CC/ LR/ RB

City of Hoboken – Rebuild By Design-Hudson River  
Citizen Advisory Group

Co-Chairs:

Ravi S. Bhalla, Esq.  
Carter Craft  
LaTrenda Ross

CAG Members

Melissa Abernathy  
Brian Battaglia  
George Bennett  
John Carey  
John P. Carey  
Jaclyn Cherubini  
Peter Cossio  
Bo Dzinan  
Bob Ferry  
Hon. Tiffanie Fischer  
Gerald Fitzhugh  
Ray Guzman  
Dr. Tom Harrington  
Ron Hine  
Gary Holtzman  
Rev. Marvin Krieger  
Vito Lantotte  
Richard Mackiewicz  
Fr. Bob Meyer  
Rose Perry  
Dr. Melika Roberson  
Renee Russell  
Paul Somerville  
Noelle Thurlow  
Rich Tronietti  
Ruthy Tyroler  
Francoise Violot  
Dana Welter  
Richard Weinstein, Esq.  
Ora M.Welch

April 9, 2017

Mr. David Rosenblatt, Director  
Office of Flood Hazard Risk Reduction Measures  
New Jersey Department of Environmental Protection  
401 East State Street, Mail Code 501-01A,  
PO Box 420  
Trenton, NJ 08625-0420.

Via email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Dear. Mr. Rosenblatt,

On behalf of the Hoboken Community Advisory group for the Rebuild By Design Hudson River Project we submit the following comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design (RBD) Hudson River Project.

We also include some additional questions which we ask you to answer before the Record of Decision is issued. In the spirit of constructive collaboration, we also offer some suggestions for improving the process going forward.

This Rebuild By Design project marks an important milestone in the evolution of our city and our neighboring communities. We also believe that this Rebuild By Design process is an important milestone in our nation's effort to adapt and become more resilient in the face of climate change. We have also included additional contextual information for your team to include in the final DEIS. We believe the record of this project in its documentation ought to be as complete as possible in order to provide guidance for our community as well as other communities who have to work through this process in the future.

We support the alignment included in Alternative 3, HOWEVER:

Due to a number of factors which we attempt to articulate below, we still do not believe the State or their consultant team is on the right track for developing a comprehensive plan that can protect Hoboken from storm surge and precipitation. The fact that we still feel this way, more than 18 months after submitting our guidance on the Draft Scope of Work on this project, indicates that we are not being heard. **Red Flag!**

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 1

We do feel that Alignment 3 is the best choice for helping us move forward at this time. However, we also believe there are many other aspects of the strategy and plan at this point that are causes of concern, or confusion, or in some cases, are outright objectionable.

Because the current version of the Executive Summary in the DEIS omits some the CAG's long-stated Goals, we still do not agree that the implementation strategy described here is what our community needs most. Thus we have some major concerns as to whether this project and the resources that may come with it will be optimized.

At this critical time as we are all trying to move towards a Record of Decision that will allow this much-needed project to proceed, we ask the State to accept our comments on the document enumerated below, particularly in terms of Goals and Objectives, and otherwise respond to the rest.

Let us open by saying that never in our lifetimes did we ever think we would have the opportunity to participate in a project like this Rebuild By Design project. This project brings the potential to do so much good for so many of our neighbors. However, we also have to keep in mind that isn't simply about protecting coastal residential property, and this isn't just about maintaining parking spaces, rather it is about helping to ensure the health and safety of more than 60,000 people who live in a vulnerable, low-lying area.

**1. The Draft EIS as Written Does Not Accurately Reflect the Goals of this Project.**

As stated in our CAG comments to the Draft Scope on October 7, 2015, we have asked specifically to establish the purpose of this project to be the development of a "Comprehensive Strategy." (Letter from Hoboken CAG to NJDEP 7 October 2015, page 1, para. 3). Therefore we fundamentally disagree with the language in the Executive Summary (ES-1, paragraph 4) that states funding should be used only "for the Resist components" and that "(t)he Delay, Store, Discharge elements would be implemented separately... as funding becomes available." This is absolutely wrong for a number of reasons.

a. The approach described here runs completely counter to the original vision for the RBD project. It was because of this initial integrated, comprehensive vision that we were awarded the funds. This fact is public knowledge. Therefore the project moving forward should adhere to this comprehensive strategy, rather than presuming that other projects or mechanisms will deliver those benefits;

b. the approach described here ignores the explicit goals of the CAG, which we articulated clearly in our comments on the Draft Scope of Work for the EIS, submitted to the State on October 7, 2015, and have repeated at many additional points in the public process;

c. Recent investments in infrastructure have already increased our community's capacity to prevent catastrophic flooding. For example, since the great Sandy flood, wet weather pump capacity of Hoboken has increased 160% with the opening of the 11<sup>th</sup> Street pump

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 2

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station at Maxwell Place. Therefore the continued focus solely on Resist seems ever more outdated and myopic.

d. One piece of advice that is circulating in virtually community grappling with these issues is "Do not base your flood prevention program solely on the *last* major storm that happened." Yet this appears to be exactly what we are doing.

e. The DEIS fails to acknowledge or address the obstacles of finding and securing the required \$2 million in annual maintenance for the proposed Resist infrastructure. Not only will this require the creation of new or adapted Administrative and Management mechanisms to physically deal with the system, the new costs that will come with any new system such as this may pose a financial burden for homeowners and residents in the project area, many of whom are on fixed and limited incomes and have seen very large property tax increases in the past decade.

f. Trends in every virtually every aspect of life are shifting from central and concentrated to distributed and mixed. From land use and zoning to transportation and energy, all of these areas of our daily lives are going multi-modal, distributed, locally-sourced, or otherwise mixed use. There is no one we speak to outside of this project that believes Resist is the only way to go. Yet certain voices with the Project leadership cling to it, despite the fact that technical experts involved in this and similar processes agree that the continued emphasis on the Resist strategy is the wrong approach.

g. the approach described here completely contradicts guidance we have been given by US HUD when we were told that "one of the drivers in the project is the comprehensive approach needed to help reduce risk from precipitation events." (Alyson Beha, US HUD, September 17, 2015)

At this critical point it seems that this project is being led on a very narrow and biased course, one that discards the original vision and ignores disregards fundamental goals of the CAG. Looking ahead, we fear that we will all become severely limited in the flexibility of how we implement the elements of Alternative 3 if this is not corrected. It should be clarified both in this document as well as the Record of Decision. Narrowing the Scope to "resist" at this time is more likely to lead us to a project that fails our community in terms of increasing our physical and social resiliency.

Therefore, we want to state clearly and again, that we remain convinced that the integrated approach of Resist/ Delay/ Store/ Discharge should remain the core strategy of the project for now and through the next design phase.

If the project strategy is based on the FEMA flood maps, we should be looking across the river at the strategy taken by New York City who have chosen to generate their own, more locally precise data to inform their planning. When the Preliminary Flood Insurance Rate Maps were released for NYC, the City actually challenged the federal government's data. They appealed successfully and were able to show FEMA that the area at risk for flooding was much different than what FEMA was projecting.

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 3

Here in New Jersey we seemingly rushed to accept FEMA's map changes shortly after the storm happened. It does not appear that we have made any effort to challenge FEMA's new map.

Fortunately for Hoboken we have benefited from the efforts of Stevens Institute of Technology, who developed a computer simulation of how the surge flowed overland across the project area. This model was sourced with data from local residents who actually observed the conditions. This model is much more finely grained and detailed than the data FEMA uses to draw their maps. It should be noted and acknowledged in the DEIS document that some of the area in the proposed north and south alignment of the Resist structure actually did not flood during Sandy. The fact that the current Resist-only strategy proposes to spend precious and limited funds in areas of Hoboken that have never flooded is another indication that the present Resist-only strategy in the DEIS document is off the mark.

We have been told that in the Design phase to come that additional modelling work will be performed. That will give us more and important information on overland flow, for instance. We can also expect that updated cost estimates will generated during the next phase, followed by eventual Construction Bids. As that information becomes available we will have additional and subsequent opportunities to narrow the physical scope of elements that actually get built.

In summation, we feel strongly that the integrated vision of a comprehensive urban water management strategy MUST remain embedded now and codified in the Record of Decision. We need to maintain the flexibility for now. As new data and information becomes available we can then focus where and on what strategies and overall project elements in what locations we finally focus the remaining implementation funds from the original \$230M allocation.

**2. ES 1.0 - The DEIS Needs to Include Mention of Pilot Projects Also in Section 3.0**

- Section 1.0 (page ES1) references that Phase 1 of the project "will include... (2) studies and pilot projects [and] (3)... greenbelt CSO wetland pilot project. This important content therefore should be reflected in the Goals and Objectives (3.0). Specifically, the goals of "Contribute to Community Resiliency," "Delivery of Co-benefits," and "Activation of Public Space" should all be revised to include language such as "including pilot project(s). These pilot projects themselves will go a long way towards the overarching goal of increasing community resilience, especially when one considers that by the time this project is built 10 years will have passed since the storm which triggered it all.
- Section 1.0 (page ES3) contains a blatant misstatement or falsehood. When the report states, "... the current round of funding is for Resist only," we believe that is completely false, in addition to being biased and wrong. As cited above, we have raised this issue with US HUD directly on more than one occasion. We have been told each time this is not true.

We want to optimize the Resist structure. We understand there may be opportunity costs if we do not invest adequately in Resist here at the onset of this project. However, the focus of the project solely on Resist at this stage ignores the fact that our local capacity to move water

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 4

out of the city has increased tremendously since 2012. We have also enacted Zoning reform to help phase out residential dwellings in basements. This takes people out of harm's way. The project needs to consider what is happening in Hoboken now to help address this vulnerability, not simply focus on what happened 4.5 years ago.

**3. ES 3.1 Goals and Objectives Ignores the Need to Protect Vulnerable Populations**

The document fails to acknowledge that one of the most fundamental goals of this project is to "protect vulnerable people." This project is not supposed to be a coastal hardening strategy or a lets-protect-the-people-on-the-waterfront strategy. As stated in our CAG comments on the Draft Scope in 2015, we specifically asked for this goal to be embedded in the project. To leave this goal completely out of this Draft EIS does a huge disservice to members of our community who suffered the most and will suffer again, should we fail to address their most local needs (CAG comments October 7 2015, page 2, para. 4). This vulnerable population also needs to be kept in mind as the process proposes the creation of infrastructure that will increase the financial burden on residents to cover operations and management costs.

**4. ES 3.1 Goals and Objectives Ignores the Need to Define or Quantify Goals for Water Management**

In our earlier comments on the Draft Scope for the EIS, we asked the State to "more clearly define the standards or goals we are trying to reach: xx inches of rain per yy hours sustained over 24 hours? ZZ feet of storm surge or flood tide?" For such a complex project and document, it would make the process more transparent and comprehensible if this information were included here at the outset.

We believe that the key question at this point is not "how do we keep 470 million gallons of water out," but rather, "what volume of water coming in, and at what rate, and for what duration, will cause catastrophic flooding?" We have to accept the fact we cannot keep all the water out. Every flood prone community knows this already. The question is really, "what can we handle?" Rather than focus on the 470 million gallons as a target, we believe we should be asking these questions:

- What volume of water coming into Hoboken over what period of time will flood the hospital again?
- What volume of water coming into Hoboken over what period of time will flood the evacuation shelter (Wallace School) or the primary food distribution point (Hoboken High School)?
- What volume of water coming into Hoboken over what period of time will flood the fire stations or police facilities, including the municipal garage?
- What volume of water coming into Hoboken over what period of time will flood the Hoboken Housing Authority Campus?
- What volume of water coming into Hoboken over what period of time will knock out our emergency response agencies' ability to respond to calls?

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 5

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Of course there are other vulnerable locations that could be added to this list. For all the resources that have been spent on creating a new flood model, it should be pretty easy to answer these questions given we are only talking about a relatively small number of locations/ areas. As volunteers who have contributed a lot of time and energy towards the success of this project, we hope you have answers you can share with us before you push us towards a Record of Decision.

**5. ES 4.0 - Confusion between "Minimize" and "Reduce"**

The Purpose of this project as stated on page ES4 is to reduce the flood risk in the study area. The CAG agrees. Under section ES 3.0, however, the document instead mentions "minimizing" the flood risk from coastal storm surge and rainfall flood events." In our CAG comments to the Draft Scope on October 7 2015, we did not ask for the risk to be "minimized" (but we did ask specifically to establish the purpose as the development of a "Comprehensive Strategy.)

Given so many variables, plus trends in sea level rise, rainfall, and other factors, we feel it is unrealistic and irresponsible to even use language such as "minimize" in the context of this project. There are too many unknowns and we should not give people any false assurances that risk can be minimized – unless we are enabling them to relocate out of the flood zone. We also feel that use of this word "minimize" sends the project irreversibly down the path of spending excessive amounts of resources on Engineering fees, and towards a goal that cannot even be achieved. To preserve the flexibility we need moving forward we think we need to change the word "minimize" to "reduce" on line 2 of Section ES 3.0.

**6.1 ES 5.0 Overview of Alternatives – Active Recreation Program as well as Bio-Retention**

The proposed program for the NJ Transit site next to the Hoboken Housing Authority desperately needs to be re-thought. This element, which we were happy to see added to the project, came along quite late in the process. In reviewing Figure ES.12, it becomes clear that perhaps some active recreational activities could be programmed in this space. The Hoboken Housing Authority has one of the largest populations of young people in the City. They need a place to play. While the baseball fields are adjacent to the east, those fields are often completely booked or otherwise closed. There are a growing number of examples around the world of areas that are designed for active recreation, but also have a detention or water storage function for when it rains. For this 4-block stretch of land we think the need for active recreation here is significant and should not be ignored.

We also think it is worth addressing our local capacity for maintaining things like basketball or handball courts versus a bioswale. While we appreciate the enhancement of natural habitat, such as nesting and feeding areas, we also worry about mosquitos and mosquito-borne illnesses such as Zika and West Nile becoming a health problem.

**6.2 ES 5.0 Overview of Alternatives – Pump Stations**

The proposal for new outfalls in Weehawken Cove needs to be re-thought, and very carefully. The entire Cove area has been envisioned for more than a decade as the heart of recreational

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boating in the Hoboken-Weehawken area. It is also notable that the water in the Cove does not circulate very well. There are at least 3 years worth of data collected there as part of the regional "Citizen's Water Quality Testing Program of the NYC Water Trail. As we all know, pollution – where there is no dilution – stays put. Because this cove is well out of the main body of the Hudson River's current, putting in two new outfalls is sure to harm ambient water quality. Even where NHA has installed signage and computer hardware to caution river users about poor water quality, these systems do not always function well. Therefore we feel the project should a) explore all alternatives to contributing more outfalls here; b) minimize any effluent that gets discharged here and, if the outfalls are deemed necessary, design them in such a way that water quality next to the existing beach will still be enhanced to support primary access to the water that the Clean Water Act was created almost 50 years ago to help deliver.

**7. ES 5.0 Overview of Alternatives – Construction and Implementation**

The fact that the Resist infrastructure proposed here will need 44 months of construction is another indication that the State is moving in the wrong direction. That basically leaves 18 months to bid out the rest of Design work, produce the Designs and Construction Drawings; Bid out Construction, Award the Construction, and then Mobilize to begin work. To imagine all this happening in 18 months, without even accounting for filing delays, pulling permits, or (un) expected hazardous materials, etc. is yet another reason to pare back on the Resist Strategy.

**8. Photograph ES.2 – Wildlife along the Hudson River**

The Hudson River is a national treasure. For all the river systems along the east coast of the US, it is believed only the Hudson has retained the diversity in its fish population that existed before the Industrial Revolution. Sturgeon, the fish species that has lived on this planet since the dinosaurs, is an iconic representation of just how vital this natural resource really is. Horseshoe crabs come ashore at Maxwell place to lay their eggs by the millions. Naturally occurring ospreys can be seen on the rocks at low tide in the Cove. All this biodiversity abounding, within the project area, and the best photo we can come up with is a seagull on top of a piling? frunspired

**9. ES 7.0 Known Areas of Coordination - Urban Design**

To mention the "numerous" urban design charrettes that were held is a bit of an exaggeration. The number was actually 2. The materials that were employed were quite basic. The models, once they were used, were helpful. But it was all quite primitive. We believe the areas including the Weehawken Cove Park and the NJ Transit Bioswale need much, much more attention and discussion moving forward. We need to get more diverse populations involved.

**10. Figure 1.5 Preliminary FIRM Flood Map**

This map illustrates two areas that could potentially be removed from the Resist strategy, freeing up millions of dollars and enabling the project to get back to the comprehensive approach that won the funding in the first place.

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- a. At the north end of Hoboken, the entire resist alignment from 13<sup>th</sup> and Washington north to the alley and west to Bloomfield should be removed from Phase 1 and the Record of Decision for the initial work. As this map shows, this area only face minimal flood risk. It is not even in Zone A/AE. This would obviate the need to undertake substantial utility relocation, contractual and easement issues with adjacent property owners as well as eliminate the disruption that will come with the construction in this area.
- b. At the south end of Hoboken, adhering to Option 1 for the southern alignment will allow the project to link to the higher ground between Park Ave and extending to Henderson Street. As with the topography at the north end of town, here there is a 5 block stretch of land extending east-west that is similarly outside of the AE floodplain.

By removing both of these areas from the Resist alignment, the project could be shortened by over 2,000 linear feet. Saving time and many millions of dollars, with what most experts would say is only a negligible reduction in flood risk. If your model is able to answer the questions posed under #4 above, this should be relatively easy to calculate. Then probability can be determined. If your model cannot show this then this is yet another reason to leave the flexibility so as new information comes in the right decision can be made.

11. 2.3 Goals and Objectives– Activation of Public Space

This goal adds additional credence to the need to explore active recreation opportunities and design strategies in areas such as the NJ Transit right of way by HHAA.

12. 3.2 Description of Concepts

- a. Figure 3.7 All Concepts “Subway Map” – appears to be an older version as it does not show the Bio-swale by the NJ Transit property along HHAA
- b. DSD components shown on the map should be prioritized with preference given to locations that are at or adjacent to Schools, public facilities like Parks and the Library, and other community facilities
- c. It has been suggested that the intersection of Park and 4<sup>th</sup> Street on Church Square Park be considered. Topography of the Park shows that close to ¼ of all the rainfall runoff in the entire park flows down to a storm drain at this location. Bypassing one other storm drain along the way. [aside: did the Design Team conduct a detailed topographic survey to inform their suggested locations?]

13. Alternative 3 Figure 3.5.6– Location of Outfalls

The proposed location of these outfalls appears to be the most harmful to water quality in the immediate vicinity of the beach. The beach is the water access point for the Hoboken Cove Community Boathouse, Resilience Paddlesports, and many private boaters. The project proposes to put an outfall on either side of the beach, one to the north and one to the south. This is extremely insensitive, shortsighted, outrageous and must be re-thought.

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14. Public and Agency Coordination Groups

A very important group in this process is the (TCT) Technical Coordination Team comprised of federal and state agencies with jurisdiction and subject-matter expertise to provide guidance on environmental concerns. **(Table 3.1)** Early on in this process we suggested a joint meeting of the CAG and the TCT. That never happened. Looking back we feel that should have happened.

We in the community are on a very steep learning curve with this project. We believe that a discussion with the TCT along the way would have increased the technical knowledge base within the community. Society needs this. That would be a discussion where the focus is on the content and the material. The discussions we have with the CAG and the project team, however, seem to be more driven by the NEPA process and the project schedule, rather than the actual substance of these issues. Focus on process rather than issues is a problem that all of us should seek to help others improve upon. We owe it to our neighbors, fellow citizens and American society as a whole, not just to administer this process but to try and improve this process for “the next community. Looking ahead we believe a joint meeting of the TCT and the CAG should be a requirement of this process.

15. Section 3.6 Build Alternatives pp. 3-32 as regards Alternative 2, and 3-37 as regards Alternative 3

*“... Alternative 2 (and 3) leaves portions of the city streets and sewer system unprotected. To prevent water intrusion into the existing sewers under Alternative 3 a separation of the sanitary/stormwater collection system is proposed by the construction of a high level storm sewer collection system. In addition to the installation of this new storm sewer system, the existing NHSA combined sewer idelts and manholes would be sealed and lined. This proposed drainage would be designed to prevent additional sewer backflow that could cause major flooding issues within the Alternative 3 protected areas during a storm surge event. Stormwater collected in this high level storm sewer system would gravity flow into the Hudson River.”*

We have two concerns here:

- a) If the flood condition has caused water to overtop the bulkheads, then it seems that gravity will be insufficient for sending water out to the river via the High Level Storm Sewer. Therefore, the water will remain within the HLSS service area on the surface, further aggravating the flood condition
- b) For the people in this area, it seems Alternative 3 would then potentially create a worse flooding condition for them with the wall in place and an HLSS system that is unable to drain during the event

Is it thus necessary to complete a separation of the sanitary/stormwater collection system in this area to concur with the completion of the wall?

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16. 4.2 CULTURAL RESOURCES

As one of the most intact examples of 19<sup>th</sup> century “maritime village” architecture and urban design in the New York area, we are very proud of the cultural heritage of our community. For over 150 years, we have welcomed generations of immigrants from a succession of different nations and continents. We hope this social and civil tradition of welcome can endure into the future. Within the DEIS, we found Section 4.2 to be a condensed, well-researched, richly illustrated, and fairly accurate distillation of Hoboken’s historic resources. One person pointed out that this section would be a good test for high school students who are seeking to learn about our community. Should NJDEP ever follow up on our numerous suggestions to try and build some lesson plans and perhaps a STEM curriculum out of this project, this report might be a good place to start.

While we are grateful for the effort made, there are a number of steps in the process where greater effort and action needs to be made:

- The individuals & organizations as “consulting parties” for the Section 106 Review need to be identified soon and engaged with as early as possible in this process.
- The Areas of Potential Effects (APE) name a distance of one block plus ninety feet of buffer around a historic or archeological resource. If this circumference differs from what the federal standard is in a Section 106 Review, it would be important to include this dimension as a point of comparison and explain why one was chosen over the other.
- There are many references to archeological resources not within the APE. Curiously absent, though also not within the APE, are mentions of the rarity of the geological serpentine rock formation known as Cudde Point, and given that this is a “living” document, with the potential for other applications, more information should be stated about this unique geology, and the Native American archeological repositories within the Stevens Historic District.
- Methods of mitigation for any adverse effects should be stated and outlined.

As with the Vibration and Noise sections, this important content seemed relatively lacking in detail, leaving many members of the CAG concerned whether the DEIS process has been as diligent in these topics as it needs to be. We think mitigation in these sections needs more thought as well as some commitments.

17. 4.4 VIBRATION

According to the DEIS, there are no vibration related regulations at the federal, state or county level to use as a guide; rather a guide for best practices. We hope the project team has sought out local guidance. For example, the Rue Building (3<sup>rd</sup> and Garden) and the Community Church of Hoboken (6<sup>th</sup> and Garden) are two historic structures in town who have both had to deal with

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As with the Vibration, Noise, and Cultural Resources sections, any guidance on mitigation seems lacking.

- We think mitigation in these sections needs more thought.
- As we move towards a Record of Decision, the State should also offer up some commitments as to how they will try to be careful in the project implementation.

A useful framework might be what New York City uses in their waterfront planning framework, where they focus on about specific “reaches” along the coast. By this line of thinking, the portion of the Resist strategy proposed along Garden between 14<sup>th</sup> and 15<sup>th</sup> Street, being between two modern buildings, would be different in look and feel than the resist structure proposed to run through the east-west alley where it abuts historic buildings.

The CAG believes that methods of mitigation for any adverse effects should be stated and outlined.

19. 4.6 AIR QUALITY – Concerns about Over Reliance on County-wide Data, Limited Modelling, Inadequate Number of Sampling Stations, and Lack of Any Commitment to Monitor Air Quality During Construction.

While the conclusion of this report is that projected emissions were in compliance with (NAAQS) National Ambient Air Quality Standards we do have concerns regarding air quality monitoring on a local (Hoboken, Weehawken, Jersey City) as well as regional level, and with monitoring of substances that are not addressed in this report.

We also believe it is irresponsible and unacceptable for no Air Quality monitoring system / protocol to be planned and implemented during the construction phase.

Across the CAG, we all know residents and neighbors who suffer a wide variety of respiratory ailments. One of our biggest concerns apart from the immediate effects of construction vehicle emissions is particulate matter control. We believe the fine particles could negatively impact the public in the project area especially if they already have respiratory problems or if the construction process encounters unexpected subsurface conditions that sends surprise pollutants airborne.

Specific concerns:

- a) Models in the report were based on the very broad geography of Hudson County, rather than the local and very congested areas around the Lincoln Tunnel and Holland Tunnel. There can be very large variations in pollutant concentration in a local urban environment as opposed to the larger scale of Hudson County. Ask the folks who live around either tunnel why they rarely open their windows. The pollution and the soot is a threat to their health. Construction will aggravate these local conditions.

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b) While considerable space was devoted to methodology in regards to estimating air pollutant emissions related to construction, including vehicular emissions and emergency generator associated pump stations, there is no mention of practical measures for the actual monitoring and measuring of local ambient air quality

c) Construction related emissions were calculated for pollutants of concern these were designated as (CO, NO<sub>x</sub>, VOCs and PM <sub>2.5</sub> ). These are the pollutants that Hudson county has been designated as nonattainment or maintenance of NAAQS (National Ambient Air Quality Standards) However, the report does not address NO<sub>2</sub>, Pb, SO<sub>2</sub> and PM10. These are not addressed because Hudson county has been designated as attainment for these substances as relates to NAAQS. Given the fact that generic Hudson County data was used in this study rather than Lincoln Tunnel Toll plaza data, it seems clear that the responsible approach would be to provide more detailed and local information on risks from NO<sub>2</sub>, Pb, SO<sub>2</sub> and PM10 so that we can collectively decide whether the allowable limits are being exceeded in the vicinity of and potentially on account of the project.

d) There is specific concern within the CAG about Pb (lead). Knowing that pollutant concentrations can vary widely from a local level to a county level, it is believed that the volume of construction demolition happening in the project area on a daily basis as well as auto emissions may lead to the release of substances (lead) that are not being monitored as they should.

e) PM <sub>2.5</sub> was addressed as its maintenance under NAAQS standards. The proposed mitigation measures such as wetting dust piles and covering vehicles transporting particles out of Hoboken can help to an extent. However there is the possibility as stated above of substances not being monitored and dust not being sufficiently mitigated. The end result may be a significantly greater risk because the analysis irresponsibly relied on a county-wide data set.

Looking ahead we have the following questions:

- What if any modeling methods are being developed by the current Project Team or the potential next Project Team to work on a local level?
- How do we measure emissions on a local level besides the use of Hudson County Monitoring Stations?
- What information can be provided to the community about the equipment, methodology, and siting of monitoring stations? As the report mentions only the Jersey City Monitoring Station, which monitors particulate matter, it seems by not including and actively seeking to include more local data, such as at the Lincoln Tunnel Toll Plaza, the Draft EIS at this point may drastically understate and underestimates the Air Quality threats to human and environmental health.

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- How specifically do we go about attaining and maintaining the (NAAQS) National Ambient Air Quality Standards on a local level should the monitoring measures put in effect indicate that we are not meeting standards?
- Looking ahead towards a Record of Decision, can meetings with environmental specialists including the areas of Air Quality be arranged? Is there funding available for independent analysis should that prove necessary? Can the latest Draft Action Amendment to the Project Agreement by updated to address these concerns?

We believe the Draft EIS at this point drastically understates and underestimates the Air Quality threats to human and environmental health. We request the project team to revisit the analysis based on data in the vicinity of the Lincoln Tunnel Toll Plaza, and commit to modelling and monitoring on specific local and possibly street level (where there will be extensive pile driving for example) scale in order to more accurately assess the effect of our air quality on our community.

20. 4.7 HAZARDOUS MATERIALS

As the DEIS points out, there are a tremendous number of hazardous materials regulations and regulatory bodies that need to be involved or at least informed as the process is moving forward. We assume that NJDEP will take the lead in ensuring that the appropriate entities will follow the requirements as laid out in the DEIS study.

Given the nature of the project area, which consists of large amounts of historic fill (often of unknown origin), it is safe to expect that the vast majority of the land is undoubtedly contaminated to varying degrees.

The number of test wells that have been made to date have been inadequate. It is also surprising to us that no soil sampling has been done, even though we have stated at public meetings that we feel sampling in in this early stage is necessary.

Therefore it is necessary to set aside a large contingency fund to deal with contamination that will be found. When testing begins the problem may well be larger than expected.

As with the Vibrations section above, it seems abundantly clear that this entire process is going to involve large inconveniences for residents, commuters and businesses during construction. Our hope is that the communication with the general public is clear and constant so that there are limited surprises and that people can adequately prepare for the many types of interruptions to their lives that are required in a project of this size.

21. 4.8 Socioeconomics and land use

The summary seemed rather clear and up-to-date, however there were some items that we thought warranted more consideration:

Isn't this the place to discuss more about the potential benefits of Resist/Delay/Store/Discharge?

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vibration impact from pile driving and construction in recent years.

In addition to the recommended vibration control measures and standard specifications that the DEIS indicates will be implemented as this project moves forward, the CAG believes that these additional measures should be taken:

- Establish a process for communicating with the population surrounding the various construction sites at least 3 times before work commencing in their area. If initial outreach is done six months in advance, subsequent outreach should happen 1 month and then again 1 week before work that might affect the area is to begin. A verifiable record of this outreach should be kept by the Contractor.
- Establish a process for:
  - collecting complaints through an easy to reach office (physical location), as well as clearly identified phone number and email
  - determining recourse to remedy damage created and administer this process in both a timely and objective manner.

- In addition, we suggest that this process(es) be separated from general city operations/management.

In summation, we feel it is important for the population to know who to reach out to with issues and not just to feel that they have to go yell at the guy in the hard hat on the corner when there is an issue.

18. 4.5 VISUAL AND AESTHETIC RESOURCES

Under the Secretary of the Interior’s Standards for the Treatment of Historic Properties, the prevailing ethos was long-thought to be that new construction within historic districts must be of its own time and not mimic the past. This is now believed by some preservation experts to be a misinterpretation dating back to the federal Historic Preservation Act of 1966.

The resist barriers, by their nature, must differ from place to place and their application. Where they are tangent or near to historic properties, every effort must be made to ensure a complementary relationship between these barriers and the extant, historic structures.

The aesthetic treatment of many of these project design elements as shown in the meetings was very diverse. Some looked sculptural, some looked oppressive, thus representing values very different from the diverse welcoming and inclusive society we seek to promote in this country.

While the renderings shown in the DEIS do represent a little imagination, it is not made clear in the DEIS text which direction(s) the team wanted to take the project. Will we aim to be sensitive to the urban landscape elements? Provocative? Respectful? There is a feeling that the renderings of potential resist barriers shown to date, while only conceptual, risk becoming “dated” very soon. They do not seem to be tailored in their conceptual design to the historic fabric of the project area.

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While our concerns about the seeming misdirection of the Project Engineering team’s bias towards Resist is clearly stated above, this section presents another place to emphasize additional benefits of the comprehensive approach we are seeking.

For example:

- Short-term construction-period employment gains.
- Long term operations, maintenance, and management jobs of the resultant infrastructure
- A residential real estate market that becomes increasingly resilient to “panic selling” in the face of rising tide levels and coastal flooding.
- New property-tax revenue that can be unlocked from underdeveloped (or undeveloped) low-lying land once R/D/S/D creates a predictable market for newly dry property that will be bought and sold at its optimal real estate value.

While the document identifies the prospect of lower flood-insurance coverage, it is also important for the State of New Jersey to consider the Hoboken situation in the context of the National Flood Insurance Program’s federal reauthorization. This is supposed to happen in September. What is happening now in Hoboken is an important case for the entire nation’s NFIP situation Perhaps we should commission an analysis from an objective Third Party to address this question: if Hoboken requested a waiver from the NFIP program, what could we do with these premiums going forward?

Let’s face it, the writing is on the wall that the NFIP will not be reliable in the future. Maybe the smart thing to do is opt out now with the Federal Government’s assent and pioneer the movement to create new financial mechanisms as well as comprehensive flood defense strategies.

22. 4.9 TRANSPORTATION AND INFRASTRUCTURE

We live at the edge of the Hudson River, New York harbor, and Atlantic Ocean. Our exposed transportation infrastructure sits on this edge and needs to be hardened and made resilient. Given the fact that some infrastructure can’t be moved and in some cases cannot be raised it needs to be protected in place so that it isn’t exposed and damaged during high water flood events.

Large portions of the proposed resist structure runs through areas which were the Hudson shoreline has been moved into the river filled in and bulkheads raised. With the final alignment soon to be determined, it is important to gather any and all information in regard to existing conditions below grade as best possible. This information will help minimize contractual variables which will drive unforeseen costs later.

Due to the significant but mostly manageable impacts of construction, education and distribution of information to the public and area stakeholders will be increasingly important. The CAG has commented previously on what we feel have been gross shortcomings in outreach during this evaluation phase. We hope the State and the project team will develop and execute a more meaningful and version of the Outreach Plan than was executed or led during this initial phase.

Our general comments on this section area:

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- Once the Resist alignment is determined in the Record of Decision then additional investigation of underground existing conditions needs to be done to minimize potential unforeseen costs and complications during construction.
- Studies of vehicular, goods movement/ delivery, pedestrian, mass transit, Americans with Disabilities Act compliance and circulation need to be more thorough for all areas of potential impact.
- Additional information needs to be included in regard to ingress and egress points to the west of Hoboken and up the Palisades
- There is surprisingly little information here related to the PATH train. it is heavily used by locals and those commuting through.
- Additional information needs to be included in regard to On street (and Off street) parking in Hoboken (and adjoining Weehawken and Jersey City).
- Additional information in regard to the construction of the High Water Sewer Systems and its construction should be included.

23. 4.9.1 METHODOLOGY

The number of commuters traveling through the Hoboken terminal was severely cut for a long period of time. This had a major impact on the length of commutes and the commuting patterns for many. It took significant periods of time for these systems to be fully resorted. Businesses that depended on the volume or patterns of commuters were badly hurt during this period.

Ferry service at the Hoboken terminal, 14th street and at Lincoln Harbor were damaged in Sandy but they were more easily restored. These locations critically geared up to offer alternate trans-Hudson transportation options to those normally using the PATH or other connections.

There are only 8 roads that ingress and egress the core of the study area. Three to the south (at Main, Grove and Jersey/Newark), two to our north (Park and Willow) and three to our west up the Palisades (New York/Ravine, Paterson Plank/ Franklin and the 14th st viaduct. It seems an oversight to not have these pointed out in document).

North/south road transit through Hoboken serves as a critical lowland link between the Holland (I-78 & rt 1&9) and Lincoln Tunnels (RT 495) which is most important for emergency and other needs. Access to the Hoboken hospital is critical to adjoining communities. These roads also provide access to the Hoboken Terminal. Port Authority personnel regularly pass through Hoboken between their facilities. North Hudson Fire Department more readily access different parts of their district by way of the 14<sup>th</sup> street and willow avenue viaducts.

During times of regional emergencies (as seen in 9-11) access by ferry, path or other means to the Hudson waterfront becomes a critical evacuation route for NYC. We need to be mindful that tens of thousands were taken to Hoboken and areas of Weehawken and Jersey City on that day.

Additional mention should be made in regard to bike and pedestrian egress not adjoining our road network. The Hudson River walkway immediately following the sandy high tide was mostly passable. It served as a non-vehicular pathway to get to north or south which was

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otherwise prevented by the need to crossing rail alignments or entrapped high water. The elevator at the 9<sup>th</sup> st (note also Congress St) if it has power, connects the “back of town” to jersey city heights it can be used by pedestrians to scale the palisades.

24. Figure 4.92 Transportation Map.

- Additional information showing ingress/egress points (New York Ave, Paterson Plank road and 14<sup>th</sup> street viaduct) needs to be included on the map. Ingress/ Egress paths at all locations should be better noted or highlighted perhaps using arrows.
- Notation should be made on ferry routes as to NYC destinations. 14<sup>th</sup> Street ferry is incorrectly shown at 13<sup>th</sup> street location.
- Mark the Hudson River Walkway on map along waterway.
- 9<sup>th</sup> street Light Rail should be marked with Congress St designation and elevator connection.
- The PATH station should be labeled at the Hoboken Terminal.

25. 4.9.2.1.1 Roadway Operations

Study Area Operations

There is a great deal of information bike sharing programs. It appears that additional back up information ought to be included for other transportation systems.

26. 4.9.2.1.7 On Street parking

Additional data on off street parking capacity ought to be included, particularly given the cascading effects that will come as the RBD flood protection system begins to be mobilized before a storm.

Additional parking and vehicle data in Weehawken and Jersey City ought to be included as they share similar transportation and infrastructure issues with adjoining portions of Hoboken.

27. 4.9.2.2 Infrastructure

Sanitary and Storm Sewers

Coordination with the NHSA system is one of the single most critically important aspects of assuring the success of our RBD project. We no longer have creeks which drain Hoboken into the Hudson, and proposals to create surface water and detention storage areas/facilities introduce water management features that we don't presently have the need to operate and maintain. Nevertheless, we believe such a “building with nature” approach, even hybridized with pumps, is worth taking the initiative.

It has been calculated that approximately 460,000,000 gallons of surge water flowed into Hoboken and the adjoining study area and was entrapped during and after Superstorm Sandy. This surge overwhelmed many systems. During normal operations the NHSA can fully process approximately 20MGD. Plant capacity is closer to 35MGD.

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Since the storm, a new + 80MGD pump station at Maxwell Place has been installed, relieving some pressure on the volume of water any Resist strategy may need to handle.

- The addition of High Level Storm Sewer (HLSS) systems “outboard” of the resist structure in the Hoboken area adjoining the Shipyard and southeast Hoboken by the main post office will present logistical and construction challenges with excavation and work in areas that have heavy vehicular, pedestrian and commercial use.

- The addition of High Level Storm Sewer (HLSS) adjoining the new southwest park will present coordination and logistical issues particularly in regard to road traffic. Second to the Lincoln Tunnel, this area is probably the most congested road network in the project area.

- The addition of High Level Storm Sewer (HLSS) will present unique construction safety coordination issues at the active Hudson Bergen Light Rail and at the adjoining Hoboken Housing Authority area and the residents in the area.

- The addition of a High Water Sewer System at Northwest Hoboken and the BASF site will become continually more difficult as this area of town is developed and with the addition of through traffic. This should be incorporated into the phasing strategy

We have heard that in other places around the State (e.g., Linden River) some rail and transportation infrastructure owners/operators have proved unwilling to accommodate new openings or culverts beneath their infrastructure. We hope this has been addressed already with those stakeholders.

28. Figure 4.104 Sanitary and Storm Sewer Map

Perhaps better information is offered elsewhere but this map as shown is confusing and does not adequately show the direction of sewerage flow in forced mains and trunk lines.

A full-size document showing the study area with all existing and proposed sewer lines needs to be generated in and coordinated with the NHSA.

It should be clarified what impacts, if any, there might be in the portion of Jersey City north of the flood barriers which may drain into the jersey city sewer system not the NHSA.

Water

Suez is beginning to replace and upgrading the main trunk line on Washington Street. It has been speculated that one of the residual impacts of Superstorm Sandy is that the soil supporting the underground water lines was compromised, thus accelerating the number of water breaks we have.

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As the RBD project moves forward, will utility companies be required to pay for the cost of relocating their infrastructure?

Electric and Gas

The information given in the document is unclear. it states there are “major lines” in certain locations but fails to point out if these are electric or gas lines.

The location of each of the PSE&G electrical substations should be noted and shown. They all suffered extensive flood damage. These are not shown on the critical infrastructure maps. They are located at:

- Second and Harrison
- Madison and 12<sup>th</sup>
- Clinton and 16<sup>th</sup>
- Jersey Ave @ NJT train row (in nearby Jersey City)

The elevation and flood exposure of each of these substations is critical as they provide the vast majority of the electrical power in the study area. The loss of power impacted everyone not just those in areas which were flooded. The loss of power hindered pumping out, emergency services and all facets of our flood and recovery.

Thousands of gas meters needed to be replaced post storm. They were compromised by their exposure to salt water.

Where do we presently have vulnerability exposure in our gas supply system?

Telecommunications

The documents should include a marked up map showing the telecommunication trunk lines and substations. Note: our underground telecommunications have been primarily installed in areas which have more recently been developed in formerly industrial non-residential areas. Historic residential areas in the “core” of Hoboken are largely served by overhead wires.

What and where are our Fiber Optic and Cable TV vulnerability?

What and where is our copper phone line exposure?

While industry has focused on upgrading their customer’s preferences to digital technology, we believe there is still great value in maintaining a copper wire system because communications transmissions can be made even when electricity is down. In addition, those households who are still on copper wire may also be more vulnerable to the many impacts of extended power outages and disruptive events.

29. 4.9.3.1 Impacts on Transportation.

Short Term Construction Impacts.

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It should be stressed that the long term benefits in the form of flood protection, improved infrastructure, resiliency and public amenities will benefit us long after short term impacts have passed. Therefore we know and accept we will need to make some short term sacrifices in order to protect ourselves from future events.

That said, work still will need to be well planned out and timed to as to optimize work and minimize impacts. Off hours construction as well as sound dampening and noise mitigation strategies will need to be employed. Construction at different locations needs to be coordinated to minimize the combined impact of simultaneous work.

It will be most important to develop a critical path of construction which minimizes impacts while allowing for the unknowns.

As noted in the Vibration section above, the education, distribution and coordination of timely information for the public, businesses, institutions and other parties are most important. Direct contact via project office, phone, email and website as well as a centralized point or bulletin board showing public information would be most helpful.

30. Questions regarding NJ Transit Yard Alignment

Has NJT expressed willingness to sacrifice for the long term one Track to allow for the installation of the resist structure within their property? This could also enable a number of tracks and facilities within the rail yard to be protected in event of a storm.

Has the team explored the possibility of moving some volume of construction traffic throughout Hoboken and adjacent areas by rail? Perhaps there is the possibility to move construction materials, supplies and waste material off of our streets and onto the rails, particularly during off peak hours

31. Need for Coordination During Planning, Design, Construction, and Operation of a Flood Defense System Mobilized for a Storm

- A map showing emergency routes when the storm barriers are partially or fully deployed should be included in the Draft EIS document.
- A comprehensive plan of emergency action when the flood gates are in place needs to be developed and presented to the public review. Emergency means of access to areas outside/ beyond the flood barriers need to be reviewed. Parking and other logistical issues need to be understood. Connections to the Hoboken Terminal, Lincoln and Holland Tunnels, and 14<sup>th</sup> Street viaduct/ roadway/ ferry terminal are of particular importance in emergencies, considering their regional importance.
- A thoughtful emergency sequencing strategy for the deployment of barriers needs to be developed that would maintain the use of high volume 14<sup>th</sup> street and one of the southern egress point probably jersey ave would allow for longer continued connections.

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 20

- Additional marine and/or amphibious assets --e.g., vehicles/ vessels for emergency response - should be considered and coordinated with installation of our flood protection as part of the potential needs which our community may face for the area beyond the barrier.
- Police, fire and emergency service within Hoboken, Weehawken and Jersey City will need to be coordinated with and through the construction process. This list should also include NJ Transit police, Port Authority (PATH and police), Hudson County, Hudson Bergen Light Rail, PSE&G, NHSA, Verizon, private property owners, business owners, residents and others. A comprehensive contact list should be maintained and made available to the CAG and interested parties.

32. Appendix B

The State of New Jersey through the N.J. Historic Preservation Office is seeking to create an expanded Hoboken Historic District that will increase historic-district protections in the project area. We feel that expanding the district will not negatively affect Resist, Delay, Store, Discharge (RDSD). To the contrary, increasing property owners’ sensitivity to and stewardship of Hoboken’s historic residential, commercial and industrial properties will support and enhance the underlying characteristics of Hoboken’s largely-intact 19<sup>th</sup>-century and early 20<sup>th</sup>-century housing stock – a resource that has continually attracted residents and new investment since the 1970s. To the extent that RDSD seeks to continue to protect real estate values, and the corollary benefits that accrue from property tax revenue, historic district expansion will complement all aspects of RDSD.

Administration of the Municipal Land Use Law through zoning, planning and historic preservation regulation must complement, not work against, the optimization of real estate values. Any prolonged implementation of flood-risk reduction regulations that is perceived to be arbitrary and capricious risks driving away residential real estate purchasers and investors. Even the perception will dilute our beloved community’s “brand.” A municipality with a weakened real estate market will find it increasingly challenging to fund and finance infrastructure improvements for the protection of residents who remain.

33. Appendix C:

In reviewing the Appendix C memo of the Hydrology Report it seems remarkably brief given the technical complexity of the whole model. As we have learned from DEP that the Feasibility Study has been informed by the firms/ institutes including Moffatt & Nichols, Louis Berger, Stevens Institute of Technology (Stevens) and Dewberry, we feel that the credibility of this document would be greatly informed by adding more of the content of the meetings in which these parties participated.

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 21

34. Integrity of the Public Comment Period and Process

We are aware that member(s) of our community have expressed their concern that the selection of Alternative 3 or the paradigm of the Environmental Assessment may be premature. We understand this to stem from the fact that the City of Hoboken is now requesting and may receive HUD funds for remedial actions related to contaminated properties which it has or is contemplating for purchase for retention facilities. On one hand, we are not sure whether these acts by the City would result in the need to the reset the public comment period or create a separate public process, or amendments to Action Plans. It is important for us to acknowledge that CAG actually requested that the Scope of the DEIS include such potential new facilities as the CSO detention tank (Letter from Hoboken CAG to NJDEP 7 October 2015, page 2, para. 2).

However, we also feel strongly that the public aspects of this process are equally important to the technical aspects of the process. Therefore we ask NJDEP to issue a clear and objective determination as to whether these actions or intended actions by the City require that the public process be extended or reopened.

Closing

In closing, we are grateful for the State and especially our Mayor's efforts to keep this project on track and moving forward. As we look ahead, we want to move towards a Record of Decision and final design that will make investments at the water's edge in the V- or wave impact zone, but also make investments in smaller urban water management projects around the city such as at schools, parks, gardens, public buildings, public rights-of-way and other community facilities. Below are some points we ask the State to consider as you prepare for the next phase of design:

**1. Adhere to the original vision** - Put us on an implementation path that adheres to the original vision for the Rebuild By Design. It was because of this initial integrated, comprehensive vision that we were awarded the funds. This fact is public knowledge. Therefore the project moving forward should adhere to and advance this comprehensive strategy rather than presuming that other projects or mechanisms will deliver these benefits.

**2. Invest in Social Resilience** - One initiative we point out that is happening in New York is the allocation of \$2M in RBD CDBG funds to educational and research projects undertaken by local groups, ranging from research institutions to NGOs. The State of New York calls them investments in “social resilience.” We think this is a great program that we should try to develop here as well. In fact, in our CAG Comments on October 7, 2015 we specifically asked to include near-term projects and at various scales (page 3, paragraph 2).

Apart from the large infrastructures, such as those proposed in Resist element, we believe these smaller local projects are the types of places where this story of flood and climate change risk needs to be told. Every green infrastructure installation can become a small outdoor lab to help educate our residents and particularly our young people.

Without any new programs or elements within the RBD Hudson River project that engage everyday people, we will fail as a community to build the social capacity we will need to fund,

CAG Comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design Hudson River Project/ p. 22

operate and maintain this overall system. Therefore we believe that local projects, even small projects undertaken by local community groups or educational organizations, will enable more people to understand that though they may live far from the river, they still live dangerously close to sea level. These smaller local projects can help reduce local flooding from precipitation risk as well as create valuable co-benefits of cleaner air, a greener city, and less summer heat.

**3. Design an Adaptable Foundation for Phase 1** - as we look ahead to a Record of Decision we need to look at an implementation strategy that will allow us to implement flood risk reduction measures in smaller increments. We need an adaptable strategy, one we can build on in the future. We think this means a strong physical foundation, with a top layer of protection that can be later installed, replaced or raised as needs, funds, and other conditions allow. This foundation should also be designed to consider what is possible and allowable in wave impact zones versus areas where wave energy is not significant.

4. Answer the Question: What IS Our Tolerance for Flooding in the project area?

As noted in our comments above, since the flood of 2012, our daily stormwater pump capacity has increased significantly. The whole challenge we are trying to address needs to be restated again in the Record of Decision: rather than seek to “minimize”, we instead seek to “reduce and responsibly manage.” As stated above, knowing full well we don’t want to be inundated with 470 million gallons of river and sea water, what is our tolerance for getting wet?

Looking at it from the facilities perspective, how much flood water can be let in before the Hospital cannot function? Before the fire stations have to be evacuated? Before our local evacuation shelter must be evacuated? Before our Ambulance HQ has to close?

Looking at it from the systems perspective, how much flood water can be allowed in before our Ambulances and fire trucks cannot navigate the streets? Before our substations are inundated causing widespread outages? Whatever the number is, it is most certainly something between 470 MG (the estimated Sandy surge volume) and 130 MG (our understanding of the local pump capacity, per day). We believe this is the line of thinking that should determine the extent of the Resist structure.

5. Provide Independent Technical Support, and More Active and Inclusive Communications and Engagement Strategies

The technical complexity of this process has shown us that we would have been better served by having dedicated and independent Technical Support for the CAG. While we do have some capacity amongst ourselves, the reality is we have not been able to muster a truly comprehensive response to the DEIS at this critical time. We have not been able to review the huge volume of information and technical data as thoroughly as we hoped and needed to have done. While the Mayors of the cities and town in the project have lent staff support, for which we are grateful, the reality is that a project of this scale, complexity, and involving this amount of money really demands that dedicated and independent support to the community, perhaps through the CAG, is needed. Many Departments of Transportation projects do provide Technical Support for the community. We should follow that example.

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HUD has told us this would be an eligible expense under the RBD program and we hereby ask the State to provide this for us in the next stage.

Also, the public process so far has struggled to engage the diversity of Hoboken. The vast majority of speakers at meetings did not represent the diversity within the project area. The Citizen Outreach Plan ended up begin a list that no one working on the project really took ownership of. There were many useful ideas there that were not implemented or actively initiated.

Looking ahead to the next phase, to fulfill the Rebuild By Design vision of an inclusive process, one that serves society as a whole, we really need to open up the tent a little wider, get out into the community more, and into the classrooms. What we design and build over the next 5-7 years our young people will have to live with and soon pay for. More effective outreach will be good not just for this project - but for our country's Democracy as well.

All in all we are proud to play a supporting role in this process. We want and expect our values and our goals to be the goals of the project and of your consultant teams, now and in the future.

We are grateful for your Agency's leadership and support and we look forward to working collaboratively into the future.

Thank you.

Hon. Ravi Bhalla                      Carter Craft                      LaTrenda Ross

CAG Co-Chairs

From: Carter Craft  
To: [Rosenblatt, Dave](#)  
Cc: [Reinknecht, Dennis](#); [DEP rbd-hudsonriver](#); [trondaross@yahoo.com](#); [councilmanbhalla@gmail.com](#)  
Subject: [Fwd: Hoboken CAG Comments on Draft EIS]  
Date: Monday, April 10, 2017 3:46:34 PM  
Attachments: [Hoboken CAG Comments Draft EIS 10 April 2017.pdf](#)  
Importance: High

----- Original Message -----

Subject: Hoboken CAG Comments on Draft EIS  
From: "Carter Craft" <carter@outsidenewyork.net>  
Date: Mon, April 10, 2017 3:41 pm  
To: rbd-hudsonriver@dep.nj.gov  
Cc: "trondaross@yahoo.com" <trondaross@yahoo.com>  
"councilmanbhalla@gmail.com" <councilmanbhalla@gmail.com>  
"cstratton@hobokennj.gov" <cstratton@hobokennj.gov>  
"info@dawnzimmer.com" <info@dawnzimmer.com>  
"Reinknecht, Dennis" <Dennis.Reinknecht@dep.nj.gov>

attached as a pdf. Select remarks:

April 9, 2017

Mr. David Rosenblatt, Director  
Office of Flood Hazard Risk Reduction Measures  
New Jersey Department of Environmental Protection  
401 East State Street, Mail Code 501-01A,  
PO Box 420  
Trenton, NJ 08625-0420.

Via email: rbd-hudsonriver@dep.nj.gov

Dear. Mr. Rosenblatt,

On behalf of the Hoboken Community Advisory group for the Rebuild By Design Hudson River Project we submit the following comments on the Draft Environmental Impact Statement (DEIS) for the Rebuild By Design (RBD) Hudson River Project.

We also include some additional questions which we ask you to answer before the Record of Decision is issued. In the spirit of constructive collaboration, we also offer some suggestions for improving the process going forward.

This Rebuild By Design project marks an important milestone in the evolution of our city and our neighboring communities. We also believe that this Rebuild By Design process is an important milestone in our nation's effort to adapt and become more resilient in the face of climate change. We have also included additional contextual information for your team to include in the final DEIS. We believe the record of this project in its documentation ought to be as complete as possible in order to

Due to a number of factors which we attempt to articulate below, we still do not believe the State or their consultant team is on the right track for developing a comprehensive plan that can protect Hoboken from storm surge and precipitation. The fact that we still feel this way, more than 18 months after submitting our guidance on the Draft Scope of Work on this project, indicates that we are not being heard. Red Flag!

We do feel that Alignment 3 is the best choice for helping us move forward at this time. However, we also believe there are many other aspects of the strategy and plan at this point that are causes of concern, or confusion, or in some cases, are outright objectionable.

Because the current version of the Executive Summary in the DEIS omits some the CAG's long-stated Goals, we still do not agree that the implementation strategy described here is what our community needs most. Thus we have some major concerns as to whether this project and the resources that may come with it will be optimized.

At this critical time as we are all trying to move towards a Record of Decision that will allow this much-needed project to proceed, we ask the State to accept our comments on the document enumerated below, particularly in terms of Goals and Objectives, and otherwise respond to the rest.

Let us open by saying that never in our lifetimes did we ever think we would have the opportunity to participate in a project like this Rebuild By Design project. This project brings the potential to do so much good for so many of our neighbors. However, we also have to keep in mind that isn't simply about protecting coastal residential property, and this isn't just about maintaining parking spaces, rather it is about helping to ensure the health and safety of more than 60,000 people who live in a vulnerable, low-lying area.

- 23 more pages follow...

"All in all we are proud to play a supporting role in this process. We want and expect our values and our goals to be the goals of the project and of your consultant teams, now and in the future."

"We are grateful for your Agency's leadership and support and we look forward to working collaboratively into the future."

with regards,

CC/ LR/ RB

Response to DEIS rbd Hudson-river                      April 10, 2017

**General**

The storm that occurred Oct 29 1012 was < .02% What does pumping residual amount to, with >1% storm.

How do buildings stop wall of water at terminal or other entry points say 14<sup>th</sup> St and Washington?

What does NJT have planned other than filling the canal? Can you explain coordination role with MUA, NBLRT and Port Authority. Is the Path train protected?

Feasibility study lists (5.5) critical facilities. Where is this in report? Is 6 ft high enough for NJT.

MIKE 21 could be combined wind and water, or storm and rain. How do you know what computer will spit out?

Results of 10, fifty and 100 yr storm are good for Hoboken. Why is 100 yrs not stopped for Jersey City. JC 14<sup>th</sup> St property to slip, and Holland Tunnel are in?

The traffic attachment (150 pgs) is valuable: The BASF tank, light rail and SW area capture 8m gals. This is 3/8" rain on 72 acres. The(60)ROW tanks hold about .2"

Although D-S-D is not in cost, how much will this cost in terms of disruption of traffic, noise and daily life

NJT EIS ans. to 2 questions on filling the canal slip were inadequate. (One was not addressed re: fill) Here is 3 page response sent July 2016 to NJT-attached dwg.

In 1995 EPA stipulated 25 years to solve CSO problem. Can you make statement coordinating everyone? Why not!

Tom Hilmer Jersey City (201) 915-9747

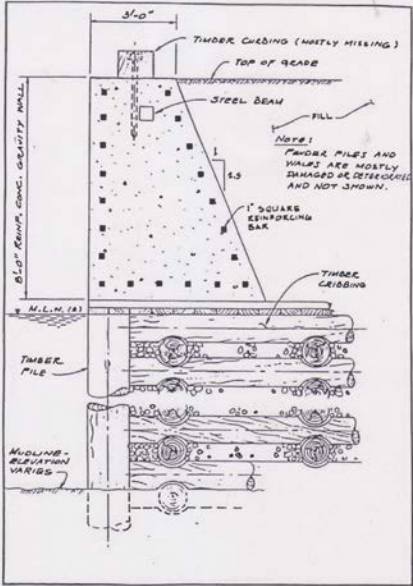


Figure 2  
Typical Bulkhead Section  
Source: Stability Analysis and Environmental Findings  
Parcel No. 1 Bulkhead, Dravo Van Houten/1985

Long Slip Canal Habitat Creation Project

of the NJT EA 2008 pg 507

To: [DEP rbd-hudsonriver](#)  
Subject: DEIS response  
Date: Monday, April 10, 2017 4:29:44 PM  
Attachments: [Response to DEIS rbd Hudson.docx](#)

Here is one page response to 1000 page DEIS for rbd-hudson river. The blue wave tank simulation is to represent cove at terminal or Weehauken where waves were above 8.5 feet. Here in JC on tidal basin (end of Van Vorst St), water came into neighborhood Oct 29 with same resonant action in 300ft x 1/2 mi long slip.

The three pages sent to NJT July 27 were from reading both the 2000 EIS and 2016 DEIS for filling canal slip--say 1200 pages. The wood piles below canal walls must be examined.

Good luck with this.  
Tom Hilmer, Grand St/Jersey City

**Review of Draft Environmental Assessment  
for New Jersey Transit Long Slip Canal  
Fill and Enhancement**

Tom Hilmer, Jersey City NJ                      July 26, 2016

**From 2000 EIS**

**EIS level of pollution in Hudson River  
Mention of 1995 EPA Guidelines (9 steps)  
Meeting notes from D-M 1997/8 stakeholders**

**From 2016 EA**

**EPA letter on water quality, Env Review  
CSOs contribute to eutrofication model, 2000  
Using Emnet evaluation of Hoboken in 2013**

**Synthesis:**

**Hoboken and Jersey City share area in rbd.  
NJTransit, Port Auth, HBLRT next to canal  
Resilience to annual event and FEMA 1%**

Use of the canal has been to channel runoff from R-19 in Jersey City. The combined sewer(s) there come down from 100 to 150 ft from approx. 460 acres (380 are impervious) to hi or lo tide in the Hudson River.

In 1997 one question was: is the canal filled with sediment or sludge? It is not listed on the NJDEP 2015 interactive map as a CSO, but a tributary to Hudson R.

By 2000 EIS resolved that if the NYC half of the river was included, pollution from the slip would not exceed levels averaged on 18 miles of River above Battery Pk.

In meeting notes D-M suggested a settling tank of 22.5 kcf (170,000 gal) to collect solid matter. The result a netting facility, was added to the 10 ft dia pipe.

-----

What is an annual rainfall event? Using an Emnet paper 2013, I choose two numbers: 1.5 inches in 1.5 hrs or 3" in 12 hrs for simplification (and tide cycles).

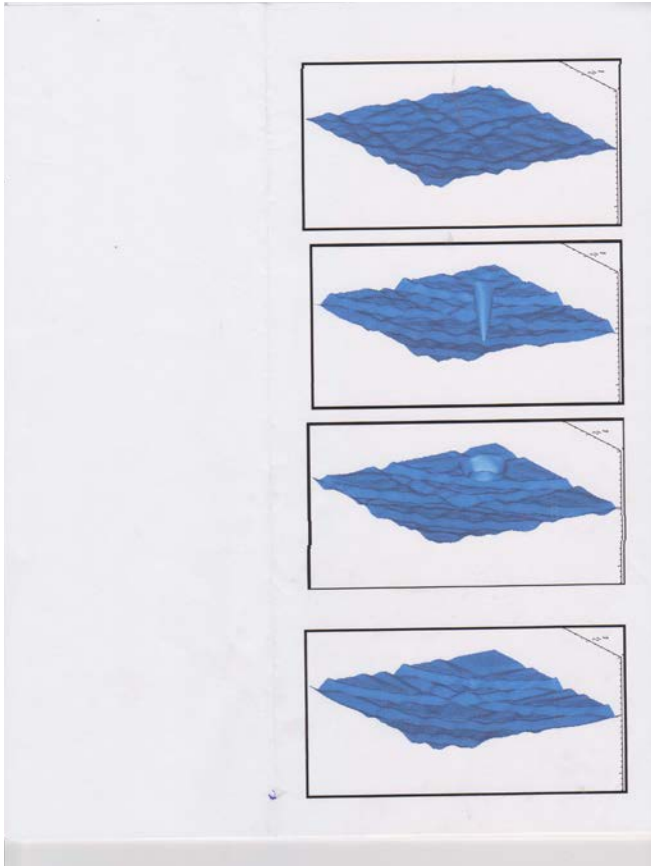
FEMA requires coastal zones cover 1% occurrences for insurance (AE). Sandy was .04% here. Andrea in 1960 had 9ft waves. Irene in 2012 was .1% (10yr) 11" rain in 24 hrs. There are many variables. Here is one example:

Suppose it rains for 90 min, 1.5" on 380 acres in the Heights-this is equivalent to 1" on 460 acres and will come down to the Canal Slip rapidly. Canal area is 4.6 acres and holds 15 million gallons, 100 inches deep.

Hold this for two days then dump into the system that goes 3.5 miles to PVSA in Ironbound (Newark). One half mile of this trip is forced by pump over the Palisades up 70' in a 66" pipe. So R19 and (next R18) are critical

R18 is about the same size, coming down from JFK past the Court Hse, JC Cemetery and to 14<sup>th</sup> St near Staples. It can go into a 42" pipe, or to CSO MUA 028A 1000 ft from the Canal Slip. This is within the 1/4 mile radius.

In the 2000 analysis, the Model used for eutrofication of the river goes 4000 ft south, and 5000 ft north of the 1/4 mile zone at the Canal Slip. It extends 3000 ft into the Hudson, to NY state line.



There are five more CSOs in this zone, and one likely to have a 50 mgd pump at 11<sup>th</sup> st. See MUA20A to SA006A.

If CSOs are a problem to be solved in 2025 this may be a place to start. If the Canal Slip cannot be used, the two triangles in last 300ft can hold 1.5 to 2 mcf. Or "build upstream" near RE-19 (as meeting notes say).

There may be a way to collect sludge from a barge. The system becomes cleaner after big rush, say ½ hr rain. I see problems building on the old wood crib in the Canal Slip walls. Boring crustaceans eat wood. Bacteria eat? E coli, organic materials, industrial pollutants cannot be covered up. Sheet piles need to go 40 or 50 ft deep beyond silty sand. What happens across Path Tubes. . . ?

In summary the writer recommends to amend EA draft:

Include CSO loads in 2.5 mile stretch per EPA, alternate means to build over slip for D-S-D. Explore input from MUA, NHSA, Port Auth, rbd.h-r

These pages are attached to help show concerns: (6)

Photo of tide 18" above normal HT, eclipse Sept 29 CSOs along Hudson R. "Hudson R Tributary" at Slip Section thru slip showing, depth and sediments 2016 Light Rail crossing, potential for tanks and pump MUA map of sewer sheds 2008, R-18 and R-19 (on-line) topo USGS of SW corner of Hoboken, including Canal

Reference materials include: NJT 2000 EIS for Long Slip 2016 EA for Fill and Enhancement, 1995 EPA CSO guidelines, 2008 MUA Map of JC sewersheds, Emmet Evaluation Hoboken Dec 2013, Geologic map of Hudson River, rbd. hudsonriver web page, Sludge Management 1983 Clinton Bogert for HCUA

The following are the concerns of the property owners on 14<sup>th</sup> street between Hudson and Washington street in Hoboken whose properties will be left unprotected and possibly in jeopardy of greater flooding and resulting property damage from the next "super storm" as a consequence of being outside the protection of the "preferred Alternative # 3" plan.

Please provide or make available the "Mission Statement" and/or governing document which sets forth and dictates the guidelines of this project.

Please provide the status of the "Trust Fund" which the mayor of Hoboken stated during the Wallace School hearing in February 2017 would be a possible source of monies for the unprotected 14% to utilize for their protection, damage mitigation, insurance increase offset,etc..

How is it determined who qualifies for the monies from this trust?

How is it determined how the funds are to be proportioned out to those who do qualify?

Are properties who were proponents of the approved and "Preferred Alternative Plan #3" be disqualified from having access to these funds or at least down in the order of receipt of such funds?

If this "Trust Fund" doesn't materialize will tax abatements be available for these vulnerable properties to offset their insurance increases, to repair damages incurred which are not covered by insurance or to reimburse for protective measures paid for by the property owners themselves.

If not tax abatements will there be direct reimbursement from the city?

Why is it still being discussed as a possibility the additional service area granted to business that are on The protected side of the wall.

FROM: TOM BRENNAN  
51 14TH STREET  
HUDSON NJ 07030

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY  
REGION 2  
290 BROADWAY  
NEW YORK, NY 10007-1866

APR - 7 2017

Dennis Reinknecht  
Program Manager  
New Jersey Department of Environmental Protection (NJDEP)  
Bureau of Flood Resilience  
501 East State Street, Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Dear Mr. Reinknecht:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency has reviewed the Draft Environmental Impact Statement (DEIS) for the Rebuild by Design Hudson River: Resist, Delay, Store, Discharge (CEQ # 20170025) project.

**BACKGROUND**

The document was prepared by the New Jersey Department of Environmental Protection (NJDEP) on behalf of the U.S. Department of Housing and Urban Development (HUD) responsible entity which in this case is the New Jersey Department of Community Affairs. Cooperating agencies for the project included the Port Authority of New York and New Jersey and NJ TRANSIT, as well as the U.S. Environmental Protection Agency Region 2 office.

On October 29, 2012, Super Storm Sandy made landfall in New Jersey. The municipalities of Hoboken, Jersey City and Weehawken were inundated with flood waters. Approximately half of Hoboken was flooded for several days. During this time, most emergency services were not available and many residents had to be evacuated. The extent of the flooding and damage that occurred as a result of the storm was due to the record high storm surge during high tide. Had heavier rainfall occurred during the storm, flooding levels and storm damage would have been even more extensive.

In 2013, HUD announced a competition entitled Rebuild by Design (RBD) in response to Hurricane Sandy's devastating impact on the eastern United States. The RBD Hudson River project was awarded \$230 million for the implementation of the first phase (Resist) of the "Resist, Delay, Store, Discharge" project.

Internet Address (URL) : <http://www.epa.gov>  
Recycled/Recyclable : Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 50% Postconsumer content)

The proposed project consists of a four-part strategy for flood risk reduction, which includes: 1) hard infrastructure and soft landscape for coastal defense (Resist); 2) policy recommendations, guidelines and urban infrastructure to slow storm water runoff (Delay); 3) green and/or grey infrastructure improvements to allow for greater storage or excess rainwater (Store); and 4) water pumps and alternative routes to support drainage (Discharge). The first phase of the project, for which the \$230 million will be used, includes the development of the plan for the full strategy as well as the construction of the Resist features which include hard and soft landscaping for coastal defense.

EPA believes that the proposed project, on the whole, will provide significant improvement by reducing future flood risk and costs associated with flood events to most parts of the communities of Hoboken, Weehawken and Jersey City. However, there are sections of the DEIS which do not sufficiently evaluate, discuss, or disclose potential impacts of construction as well as impacts that may be experienced post-construction. There are a number of ways in which the DEIS can be enhanced as an analytical document so as to more thoroughly evaluate and communicate the potential impacts associated with the project which are discussed below.

COMMENTS

Indirect Effects

Preferred alternative 3 was designed to minimize impacts to the community. Part of the alignment utilizes a private alleyway that extends to Washington Street. Washington Street was chosen because it is wide enough to accommodate the Resist structure and blend structural amenities into the commercial nature of the area. There are buildings on both sides of the Resist structure for the preferred alternative. The DEIS states that the preferred alternative will provide coastal flood risk reduction to approximately 85 percent of the population residing within the 100-year floodplain.

The DEIS does not capture the full range of indirect effects that may result from the development of the hard and soft landscaping proposed for coastal defense. This is true for both the northern and southern Resist structures that are proposed. The DEIS should have evaluated the potential impacts that could be experienced by tenants or property owners that reside between the river and the proposed barrier. Specifically, the impacts needing evaluation are those that will be experienced by this population of residents during an event in which storm surge is significant enough to make contact with the Resist structure. These impacts should be compared to impacts under the No Action alternative to demonstrate the change that is expected. Additionally, it is unclear whether the remaining 15 percent of the population would see no change in flood risk, or if it is possible that they would see an increase in risk as a result of the project.

While not all storms will result in variation (from the no action alternative) in flooding or other storm related impacts to these areas, it can be reasonably presumed that during a major event, there will be a change in storm impacts on the river side of the Resist structure. These impacts should be modeled and the results should be included in the FEIS. The FEIS should detail coordination efforts with land owners, tenants, and/or residents that reside between the Resist structure and the river to communicate potential impacts and facilitate precautionary steps to

avoid unintended consequences of the Resist structure. Mitigation efforts should be taken where appropriate to minimize potential impacts from storm events that might not have previously resulted in damage or disruption.

**Cumulative Effects**

As stated in the CEQ guidance *Considering Cumulative Effects Under the National Environmental Policy Act*, "the most devastating environmental effects may result not from direct effects of a particular action, but from the combination of individually minor effects of multiple actions over time." The cumulative effects section of the DEIS does not adequately address the potential negative impacts that can result from the Resist structures. Under the Floodplain heading in the Cumulative Impacts section the document states:

Undoubtedly, these efforts will result in improved resiliency and sustainability for the entire region, in terms of both the environment and the economy. However, the results of all of these efforts (including other RBD projects) cannot be fully captured in this cumulative impacts analysis due to their scale and lack of specificity in terms of funding and/or implementation. One of the most important questions that arises is how the actions of individual municipalities will impact neighboring municipalities and the overall subwatershed.

EPA believes that the issue highlighted in this section is not only important, but is the responsibility of NJDEP to evaluate in the NEPA documents. EPA concurs that the results of all of the efforts occurring in the region cannot be fully captured at this time, however, there are options that will allow for greater evaluation and consideration than has been provided in the DEIS. At a minimum, a list of on-going or planned projects from surrounding municipalities should be compiled and included in the FEIS. This information could potentially be used for modeling purposes or if that isn't feasible, the list can be evaluated qualitatively. This narrative will more effectively communicate the potential impacts and trade-offs associated with this and other potential projects in the area.

The section continues:

While large resiliency efforts like RBD are federally funded, smaller projects that are locally-funded or even privately-funded can cumulatively have an effect on the overall resiliency of the area as well. To fully evaluate the impact of these projects and to anticipate the cumulative impacts that could occur, a comprehensive inventory and flooding study would need to be conducted, taking into consideration the implementation of each project at the regional, state, and local level. At this time, such information is either incomplete or unavailable as defined by 40 CFR 1502.22.

As part of their responsibilities under NEPA, NJDEP should consider all cumulative impacts of the project. If it is not feasible to evaluate certain impacts quantitatively, then they should be discussed qualitatively. As mentioned in the comment above, at a minimum, a list of the projects (large and small) that are being conducted in the area in the short and long term should have been included with the DEIS. The section above goes on to say, "...Alternative 2 and Alternative 3 include five properties that have modeled increased flood depth during the peak of the one-percent annual coastal storm surge events." The DEIS should have included a map of these properties, and the property uses should have been described. Moreover, it is unclear what level of communication and coordination has occurred between NJDEP and the property owners and or tenants. Mitigation options should also be evaluated in the FEIS to identify ways in which increased flooding risk can be mitigated for these properties.

The DEIS highlighted a study conducted by Stevens Institute in 2015 that found that, "there were concerns that proactive measures in one neighborhood could raise the flood level for another neighborhood." The DEIS goes on to state, "A holistic and coordinated planning and monitoring effort would need to be implemented between all municipalities at a regional level to provide maximum benefits to the community and the environment." This statement insufficiently addresses this significant area of concern. The DEIS should not make general suggestions or recommendations, but rather provide tangible approaches to addressing areas of concern. The FEIS should detail specific planning that has occurred and provide monitoring protocols to demonstrate that communication is ongoing between the municipalities of Hoboken, Weehawken, Jersey City, and any other towns or cities that could experience indirect effects from this project. First responders should be in regular communication among the neighboring cities and towns to ensure coordination of efforts and mitigation of impacts resulting from the Resist structures.

On the whole, the cumulative impacts section of the DEIS does not sufficiently evaluate the potential impacts that the Resist structures could have on surrounding neighborhoods, the negative impacts that are expected within the project area, nor the potential negative impacts proposed projects could have on this project.

**Air Quality**

The Air Quality Technical Environmental Study (Attachment 4) explains the methodology used to evaluate the applicability of General Conformity to the project. In general, the approach as described for estimating emissions is appropriate, employing the latest EPA models and making conservative assumptions where uncertainties are present. However, the report was not explicit about some key inputs, therefore the analysis cannot be reproduced. The engine size, emission factors and load (or usage) factors are not specified for non-road emissions estimates. The vehicle fleet age distribution is not given for on-road emissions estimates.

Section 4.6.3.1 of the DEIS and Section 11 of the Air Quality Technical Environmental Study list the air quality control measures, including the following:

Diesel construction equipment powered by Tier 1 or newer non-road engines (> 100 horsepower) and used at the site for more than ten days are required to meet USEPA Tier 4 non-road emission standards or be retrofitted with the best available emission control technology that is technologically feasible and verified by the USEPA or the California Air Resources Board (CARB) to reduce particulate matter emissions by at least 90 percent.

This statement needs clarification. It is unclear if this is the requirement for the use of Tier 1 or Tier 4 engines. It is also unclear if pre-regulated engines are subject to this condition. EPA encourages these construction conditions to be included in contract specifications to ensure their implementation. Information on model contract language and best practices can be found at: <https://northeastdiesel.org/construction.html>.

**Children's Health Noise**

EPA recommends supplementing the noise analysis to also address EO 13045 *Protection of Children from Environmental Health Risks and Safety Risks*, which directs federal agencies to make it a high priority to identify and assess environmental health and safety risks that may disproportionately affect children, and to ensure that their policies, programs and activities address these risks. EPA believes that speech interference in schools should be considered when determining disproportionate impacts. Children's ability to learn in school is very important to their development and future success. Studies have shown that classroom noise lowers performance on standardized tests, and academic achievement has a well-documented effect on health.

EPA recommends that the FEIS clarify whether mitigated interior noise levels were estimated for homes, schools, childcare centers, and other sensitive receptors. If not, EPA recommends assessing the potential interior noise levels that may be experienced at these locations. The FEIS should also discuss the potential noise impacts on health and learning, especially at homes, schools, and childcare centers. Further, the noise analysis should be updated to consider children's health and learning-related noise impacts, and the quantity used to determine a substantial noise increase. If significant impacts are identified, the FEIS should commit to additional interior noise abatement measures, such as retrofitting impacted classrooms with acoustic insulation.

**Air Quality**

Update the Air Quality impacts to consider indoor air quality in schools and childcare centers, should they need to keep windows closed due to noise impacts. Buildings without developed HVAC systems often depend on outdoor air for ventilation and comfort. This should be discussed. With this in mind, a strong anti-idling policy at all construction sites near schools and childcare centers should be implemented and enforced. This also supports the use of construction

equipment powered by alternative fuels (i.e., biodiesel, compressed natural gas, and electricity). In addition, construction contractors and their employees should be trained on air quality impacts from construction activities and potential health risks to nearby receptors, and ways to reduce emissions (no idling, using PM filters, using alternative fuels, etc.).

**Environmental Justice**  
The Environmental Justice chapter indicates that Alternatives 1, 2, and 3 will protect 98, 86 and 85 percent, respectively, of people in the affected area from future coastal flooding impacts. It is unclear, however, what percentage of those people are considered vulnerable (minority, low-income, children, over 75, etc.). This should be clarified in the FEIS. Further, while the plan does note that low-income and minority persons will be consulted regarding mitigation measures and best management practices related to construction activities, it is not specified what steps will be taken to achieve this. This should be more thoroughly considered as early as possible in the process and details should be provided in the FEIS. Specifically, include details such as whether or not public transit commuters will be impacted, and whether elevated dust and noise are expected in residential areas that may not have air conditioning, resulting in open windows, thereby further exacerbating potential impacts.

The document should note that open space benefits described as part of the Alternatives do not appear to provide much benefit to vulnerable populations, since most of the added green/open space appears to be closer to the water (Hudson River), which is the more affluent part of Hoboken.

The DEIS does not consider the potential for limited emergency response services/availability if a storm surge or coastal flooding event were to occur while the Rebuild by Design project is under construction, resulting in certain roads/routes being blocked off. The FEIS should include a discussion about flooding during construction, and what sort of preparedness plan is necessary to ensure emergency responders are not negatively impacted by construction activities.

The DEIS claims that construction of the Alternatives could bring jobs to low-income, minority people. It is unclear from the DEIS if there has been an assessment to determine if there are qualified people in Hoboken who could do the work, or how many of the low-income, minority people are currently unemployed and would benefit from the work. Additionally, it is unclear whether a commitment has been made to hire locally. Job creation could be a potential benefit, but jobs are often promised to locals but not necessarily delivered.

Lastly, the FEIS should indicate the rates of public health issues related to storm surge/coastal flooding impacts, particularly in vulnerable populations (e.g., the number of HIA survey responses that were submitted by low-income, minority Hoboken residents). This will demonstrate whether or not vulnerable populations were given equal consideration in the public health survey.

**Additional Comments**  
The following line item comments are listed in the order of appearance in the DEIS:

- The document should have a table of contents.
- ES-5 Goal is stated as, "Reduce Risk to Public Health" and the objective stated as, "In addition to providing protection to critical healthcare infrastructure...the Project will aim to reduce the adverse health impacts that result from combined sewage backups onto streets and within businesses and residences through a reduction in storm water infiltration into the existing combined sewer collection system."  
  
Comment: There are other public health risks that should be addressed in the objective. For example, health risks from flooding also result from interruptions in public utilities such as access to clean water and electricity, access to emergency services, etc.
- ES-9 first paragraph – grammatical error.
- ES-9 to ES-10 – If any additional details regarding the design theme for the BASF site are available prior to publication of the FEIS, they should be included.
- ES-20 - "One of the most important cumulative impacts considerations is how the actions of individual municipalities will impact neighboring communities and the overall subwatershed when each implements independent flood risk reduction projects. It is critical that resiliency efforts be coordinated between municipalities to implement projects that work together and complement other resiliency efforts. A coordinated inventory and modeling effort that includes all proposed flood risk reduction projects would aid in building more resilient communities throughout the coastal region. The effort should involve experts at the local, state and federal level and include the input of universities and environmental groups."  
  
Comment: This should be written as a commitment and not a recommendation. The FEIS should detail a plan of action regarding this coordination and detail what steps have already been taken.
- ES-20 - "Additionally, context sensitive solutions will be incorporated into the final design of the Resist features and final design will maintain bike and pedestrian path connectivity."  
  
Comment: The details of the design features should be included in the FEIS.
- 3-10 - "Most of these stormwater storage sites would have a capacity of storing up to several thousand gallons of water in curbside treatments, vegetated swales, rain gardens, and stormwater infiltration planters."

Comment: The FEIS should include storage estimates for the various design elements that will be implemented.

- 4-19 – The FEIS should clearly state the status of the Endangered Species Act, Essential Fish Habitat and Marine Mammal Protection Act consultations. It should specify whether consultation has been initiated and if so, for which species. If No Effects determinations have been made for specific species, that should also be included in the FEIS.
- 4-38 - "The potential for and magnitude of impacts resulting from coastal storm surge flooding would be reduced for 86 percent of the persons residing within the 100-year floodplain within the study area."  
  
Comment: Would the remaining 14 percent expect to see an increase in magnitude of impacts or would they remain the same? Also, what would be the impacts, both positive and negative, for residents outside of the study area but within the impact area for the project?
- 4-42 "4.1.3.6.1 - The following measures would be implemented to minimize impacts from the Resist component of the project on aquatic ecology:"  
  
Comment: Were these measures developed with the input of NOAA? If so, that should be stated. If not, they should be consulted.
- 4-92 - We recommend that school impacts be evaluated in a designated children's health section which assesses sound and air quality impacts of construction on children.
- 4-101 - "Noise impacts can be reduced to...2 months for alternative 3... with closed windows year round. Therefore, work performed within this area should be scheduled only during summer recess for Alt 2 and 3 in order to mitigate noise impacts. In addition, the school may elect to relocate some classrooms that face construction activities to other locations in the building to further mitigate noise levels."  
  
Comment: This section is not clear. It is unclear why the windows would be closed all year if the construction is just during the summer. Also, room relocation is not a viable option for most schools. The FEIS should clarify what communication and coordination has happened with the schools. It should also detail what mitigation techniques are being applied to minimize impacts.
- 4-176 - Children's health "section" in affected environment and environmental consequences doesn't say anything about children's health or impacted environments.
- 4-188 - Why doesn't this section include negative impacts to public health? Air, noise, congestion?

- 4-204 - Why are alternatives 2 and 3 out of order?
- 5-8 - It is unclear if the Jersey City adaptation measure could result in increased storm surge in Hoboken or vice versa with RBD.

**RATING**  
  
Thank you for the opportunity to comment on the DEIS for the Rebuild by Design Hudson River: Resist, Delay, Store, Discharge Project. EPA rates the DEIS an EC-2 or "Environmental Concerns – Insufficient Information." Our comments on the DEIS contained in this letter are intended to help the NJDEP by providing useful information that will ultimately inform local, state and federal decision-making and review related to land use and impacts. Should you have any questions regarding the comments and concerns detailed in this letter, please feel free to contact Stephanie Lamster of my staff at 212-637-3465.

Sincerely,  
  
Judy Ann Mitchell, Chief  
Sustainability and Multimedia Programs Branch  
Clean Air and Sustainability Division

Chris Christie, Governor  
Kim Guadagno, Lieutenant Governor  
Richard T. Hammers, Commissioner  
Steven H. Santoro, Executive Director

  
One Penn Plaza East  
Newark, NJ 07105-2246  
973-491-7000

April 10, 2017

**VIA U.S. AND ELECTRONIC MAIL**  
Dennis Reinknecht, Program Manager  
New Jersey Department of Environmental Protection  
Bureau of Flood Resilience  
501 East State Street  
Mail Code 501-01A, PO Box 420  
Trenton, NJ 08625-0420  
[rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Dear Mr. Reinknecht:

On behalf of NJ TRANSIT, I write to provide comments on the Draft Environmental Impact Statement (DEIS) on the Rebuild by Design-Hudson River ("RBD-HR"): Resist, Delay, Store, Discharge Project ("the Proposed Project").

**NJ TRANSIT's Interest in the Proposed Project Area**

NJ TRANSIT is New Jersey's public transportation corporation and the nation's third largest provider of bus, rail, and light rail transit, linking major points in New Jersey, New York, and Philadelphia. Within the Proposed Project area, NJ TRANSIT operates one of the busiest and most frequented transit stations in the entire country. Hoboken Terminal accommodates in excess of 45,000 daily NJ TRANSIT customers by way of an interconnected network of transit modes. These customers are serviced by six commuter rail lines, the Hudson-Bergen Light Rail (HBLR) system, and NJ TRANSIT buses, as well as independently operated trans-Hudson ferries and the Port Authority Trans-Hudson (PATH) system.

In October 2012, NJ TRANSIT experienced significant storm surge throughout Hoboken Terminal and Yard, severely impacting operations and causing significant damage to customer areas, equipment, assets, and infrastructure. In response, over \$300 million in Federal Transit Administration and local funding is being invested in Hoboken Terminal and Yard to advance long-term repair, recovery, and resilience projects to better prepare the facility to withstand, and recover from, extreme weather events. This investment supplements NJ TRANSIT's continued investment in maintaining the state of good repair of Hoboken Terminal and Yard, including its facilities and infrastructure.

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In addition, the Proposed Project area includes a portion of the HBLR system, on which moveable barriers and other interfaces are proposed. For example, a moveable barrier would cross its tracks in the vicinity of 19th Street in Weehawken and it is contemplated that the HBLR's drainage system would supplement the Proposed Project's flood mitigation goals in its "Delay, Store, Discharge" component.

**NJ TRANSIT's Support for the Proposed Project**

In 2014, NJ TRANSIT submitted a letter of support for the project then proposed to the U.S. Department of Housing and Urban Development by OMA\*AMO Architecture PC and other designers ("OMA"). The project developed by OMA contemplated walls and other structures that would lead to a reduction of flooding and storm surge at the Hoboken Terminal and Yard, as well as the surrounding communities of Hoboken, Weehawken, and Jersey City. Unfortunately, as noted in the DEIS (Section 3.5.2), concepts that would have reduced flooding at the Hoboken Terminal and Yard were eliminated from further consideration through the subsequent concept screening process.

Even when it became clear that Hoboken Terminal and Yard would not benefit from the Proposed Project, NJ TRANSIT continued to provide meaningful support to advance the Proposed Project in light of the potential benefits to our partner communities of Hoboken, Weehawken, and Jersey City. NJ TRANSIT and the New Jersey Department of Environmental Protection (NJDEP) have coordinated and shared information throughout the feasibility and environmental review phase of the Proposed Project. Staff from NJ TRANSIT Capital Planning and Programs Department, operating units, Police Department, and other groups provided hundreds of hours of day-to-day project support, including through membership in the Proposed Project's Operations and Maintenance Plan Working Group. NJ TRANSIT provided drawings, topographic information, and as-builts for NJ TRANSIT assets in Hoboken to assist in the design. NJ TRANSIT made available its own existing professional services contract to NJDEP to expedite and advance the production of a feasibility study and complete the NEPA process in a timely manner. NJ TRANSIT will continue to communicate with NJDEP as the project advances.

**Considerations as the Proposed Project Proceeds**

The Proposed Project contemplates the development of a wall on NJ TRANSIT property along Observer Highway (two alignments are contemplated). It also contemplates gates and other structures across access ways to NJ TRANSIT property and the HBLR system. Taken together, these improvements will reduce the potential for flooding in our neighboring communities, but could potentially adversely impact NJ TRANSIT's operations and may have economic and other negative consequences for NJ TRANSIT. While NJ TRANSIT is encouraged by the beneficial impact the Proposed Project will

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have in the Hoboken, Weehawken, and Jersey City communities and remains supportive of the Proposed Project, there are several areas that will need to be considered as the Proposed Project is developed to mitigate the potential for adverse impacts to critical mass transit infrastructure.

NJ TRANSIT continues to work directly with NJDEP to support the advancement of the Proposed Project. In response to the DEIS, NJ TRANSIT offers the following non-exhaustive list of considerations that must be taken into account as the Proposed Project proceeds:

- *Potential Flood/Storm Impacts in Hoboken Terminal and Yard.*

As a wall and other structures are constructed around Hoboken Terminal and Yard as part of the Proposed Project, the DEIS notes the unintended potential for additional storm surge and inundation of Hoboken Terminal and Yard. Mapping included in the DEIS (see Section 6.5.3, Figure 27) shows a potential increase of "above" 0.50 inches to NJ TRANSIT property, but the maximum expected increase in inundation associated with Alternative 3 is not disclosed in the DEIS text. A preliminary assessment indicates the impact to assets may be negligible, but more study is required. To the extent assets or infrastructure are subject to enhanced inundation, impacts must be mitigated. NJ TRANSIT is working with NJDEP to understand the potential impacts to assets and infrastructure in the Hoboken Terminal and Yard.

- *Economic Considerations Associated with the Use of NJ TRANSIT Property*

The DEIS proposes to use NJ TRANSIT property to construct multiple elements of the Proposed Project. As design proceeds, economic considerations must be considered including the need to potentially relocate NJ TRANSIT infrastructure (including NJ TRANSIT's Engine House) that may conflict with project plans, Federal Railroad Administration-required flagging and other force account support and outage requirements, as well as the potential diminution in value of NJ TRANSIT property resulting from limitations in usage and other impacts. Appropriate mechanisms must be developed in coordination with NJ TRANSIT to address any conveyance of right-of-way necessary for the preferred alternative. These mechanisms may include compensation and cost avoidance, and evaluations of any maintenance plans and insurance risk for the preferred alternative.

- *Operations and Maintenance of Structures Resulting from the Proposed Project*

As noted above, NJ TRANSIT is an active participant in the Proposed Project's Operations and Maintenance Plan Working Group. Proposed deployment of "resist" measures could potentially impact commuter rail, light rail, and bus operations as gates and other movable structures are deployed in advance of an extreme weather event and there is a need for clear communication and developed protocols.

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Deployment and execution of "resist" measures must not impede the movement of NJ TRANSIT personnel involved in emergency preparations, repairs, and service restoration measures at NJ TRANSIT facilities and on NJ TRANSIT rights-of-way. In addition, the going-forward maintenance of resulting structures will involve both cost and manpower. NJ TRANSIT continues to engage in dialogue through the Working Group on these issues. While supportive of the Proposed Project, NJ TRANSIT is not, at this point in the DEIS process, in a position to commit to incur any costs or liability related to its operations and maintenance.

- *Potential Impact on Existing Operations and on Future Plans*

As design proceeds, the Proposed Project must take into account existing operations and NJ TRANSIT's future plans. NJDEP has worked closely with NJ TRANSIT to understand and minimize these potential impacts. Going forward, NJ TRANSIT must have input on designs that progress in proximity to NJ TRANSIT property or operations.

To minimize impacts on existing operations and future plans the Proposed Project must:

- o Maintain access to NJ TRANSIT's Hoboken Bus Terminal through construction and minimize/coordinate any road closures associated with the construction of the Proposed Project to ensure NJ TRANSIT's ability to provide reliable bus service to customers. Also the Proposed Project should not preclude NJ TRANSIT's ability to carry out Bus Terminal Operational Improvements including meeting current customer needs as well as future expansion and improvement;
- o Ensure that new gates and other structures do not conflict with NJ TRANSIT's future Hudson-Bergen Light Rail Wye Bypass project and other planned development in and surrounding the Hoboken Terminal and Yard as well as NJ TRANSIT's staging of its Track Geometry Inspection Vehicle and Aqua Track equipment operations;
- o Stage construction as to not interfere with significant construction of Federal Transit Administration-funded resilience projects which are currently being constructed and will continue to be constructed through the year 2022;
- o In connection with plans for the North side of Hoboken, continue to coordinate with the regionally significant Hudson Tunnel Project, a tunnel with two separate "tubes" running east-west through Hoboken during its design and construction phases. The Tunnel's tubes will pass will pass directly beneath the flood resist wall of Alternative 3 (the preferred alternative for RBD-HR) at Park Avenue near the Weehawken/Hoboken border. Both projects are also proposing below-ground modifications in the vicinity of Clinton Street in Hoboken and will need to minimize impacts to existing transportation and utility infrastructure;

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- o Similarly, the construction, operation, and activation of the barriers at 19<sup>th</sup> Street in Weehawken must be coordinated so that safe and efficient operations of the HBLR system are maintained. As well, any proposed modifications to the HBLR drainage system into the Hudson River in support of RBD-HR should not decrease the existing flood mitigation capacity that this system provides for the HBLR;
- o Ensure the details of utilities and other easements, property lines and parcels, and access to NJ TRANSIT property are discussed and coordinated; and
- o Recognition that both the City of Hoboken and NJ TRANSIT are in discussions for the potential development of the North side of Hoboken Terminal.

As a general matter, NJ TRANSIT will continue to work with NJDEP as design progresses so NJ TRANSIT can determine the direct impacts from the final structure locations and gating systems to roads, tracks, signals, switches, and other NJ TRANSIT infrastructure assets. Consultation with NJ TRANSIT will be essential regarding the construction of a wall within the Yard or on the border of the Yard, such as along the Observer Highway right of way, to ensure NJ TRANSIT infrastructure assets are taken into account during design and construction. Progressed designs should be reviewed by NJ TRANSIT as part of continued coordination and information sharing efforts. Finally, NJDEP should continue to keep itself appraised of the proposed LCOR real estate development improvements along Observer Highway.

Over the past two years, NJ TRANSIT and NJDEP have exchanged information, coordinated efforts, and held regular meetings throughout the environmental review process for the Proposed Project. We share a commitment, with our neighboring communities of Hoboken, Weehawken, and Jersey City, to reduce the impacts of storm surge from future extreme weather events. We appreciate your consideration of our views as the Proposed Project advances.

Sincerely,  
  
Steven H. Santoro  
Executive Director

WC-49

From: Jennifer Hickey  
To: [DEP.rbd-hudsonriver](#)  
Cc: [Austin.Witt](#)  
Subject: "RBD"  
Date: Monday, April 10, 2017 9:35:55 PM

Dennis, Frank and Team:

We are reaching out one year since our initial contact about concerns with the Hoboken Wall project and new water issues it will bring to our neighborhood.

At the meeting last April and every meeting held thereafter, a trust for buildings left outside the protection zone has been mentioned in passing but no details have been discussed. We have been working for the last six months to have a meeting with Councilwoman Fisher and a representative from the Mayor's office. We had a brief meeting with Mr Stratton from the Mayor's Office last week. But six months later we are still looking for answers and our list of questions continues to grow. We attend the public meetings but details on the trust are never discussed. The focus is always on showing the "models" or selling the amenities included with the wall.

The project team is asking for input from the community and we have repeatedly asked for answers as to how the city will protect those it is intentionally leaving vulnerable due to its decision-making.

Being on the record we look forward to hearing back from the State DEP and city leaders. After our letter was submitted with our concerns last August, we heard back from the State acknowledging it was received but we still have not heard from any City leaders including the Councilwoman who represents this ward as to how the city will protect those it's directly putting in harms way.

Sincerely,  
Austin & Jennifer Witt

WC-50

From: Noelle Thurlow  
To: [DEP.rbd-hudsonriver](#)  
Subject: Comments/Questions for Rebuild By Design Project  
Date: Monday, April 10, 2017 10:00:30 PM

Hello!

I was encouraged by another member of the citizens advisory group to send my comments and questions directly to this email. Please see below.

I have questions regarding 4.1.3.4

When I first read it several weeks ago I I interpreted the outfall pipe description incorrectly. Carter prompted me to take another look and I did today.

- Here are my questions:
1. Are there storm water discharge pipes being placed in addition to the existing CSO outfall pipes in Weehawken cove?
  2. Are these permanent or just placed during construction?
  3. Will these impact the water quality of the Hudson River further after rain events? **This effect should be studied.**
  4. If these additional pipes will impact water quality of the Hudson, then they should be moved further out or relocated so that they do not impact recreational boating and other educational activities that take place or are under development in the Weehawken Cove area.

The current CSO system in Weehawken Cove and along the Hoboken Waterfront impacts water quality after rain events. This in turn affects recreational boating and other water-based education programming in the coves at other near shore locations on the Hoboken Waterfront. I participate in a Citizens Science Water Monitoring project and have three years of data indicating that water quality is reduced following rain events along the Hoboken Waterfront, particularly in areas where the water does not circulate as well due to land enclosure. I recently compiled the data for a graduate class I am taking and I can provide this if necessary. The raw data I collected is also available through the Riverkeeper and The NYCWTA.

With this information in mind, I would like to request that any additional storm water pipes be carefully assessed so that their existence and their location causes NO additional impact to water quality in the cove area. The water in that cove does not flush as regularly as areas further from shore or areas which are less enclosed by land. There may be a better location for these additional outfall pipes or alternately, all pipes, the existing CSOs and any additional pipes could be extended.

It is my hope that an estuary restoration project and environmental education programs can be developed there in Weehawken Cove, in conjunction with a new boathouse. All of these activities would bring adults and children into the water so water quality is particularly relevant.

Please include or consider these comments if they have not already been stated.

Thank you!

Noelle  
  
--  
Noelle Thurlow  
[email.thurlow.noelle@gmail.com](mailto:email.thurlow.noelle@gmail.com)  
cell: (617) 438-5708  
Skype: noelleathurlow

WC-51

From: Edward Fischer  
To: [DEP.rbd-hudsonriver](#); [Mayor Dawn Zimmer](#)  
Cc: [Calish Stratton](#)  
Subject: Hudson River RBD DEIS Comments  
Date: Monday, April 10, 2017 10:15:28 PM

Director Rosenblatt and Mayor Zimmer,

Alternative 3 has received support from City and project officials and has been repeatedly cited as an example of the NEPA process at work. It has been touted as a good compromise between providing flood protection for a large number of City residents while providing continued access to the waterfront for residents and visitors to the City. However, the waterfront and in-water alternatives presented during this process that would have provided flood protection to nearly all residents were never true alternatives due to the high cost estimates assigned to these alternatives. I attended most public meetings on the RBD project since the end of 2015, and from that time, officials discounted the prospects for selecting waterfront alignments and other alternatives due to cost. By maintaining these wall-like, non-feasible alternatives in the decision mix, the project has swayed public opinion in support of Alternative 3 that has been positioned as striking a "good balance".

As a resident of one of the properties that will not be protected, I have repeatedly been offered the argument that we are located in a flood prone area today and we will remain so after the project. But to varying degrees, that same logic applies to all of the areas that will receive protection from Alternative 3. So while this project will provide direct benefits to some residents, many will receive no protection yet be impacted by construction, disruption, sequestration of property and the creation of new infrastructure.

Residents that are being negatively impacted or left out of the protected area of the project have been told of mitigation plans to be contained within the project and of the creation of an infrastructure trust fund to assist in providing protection to these buildings and properties. I urge the City, State and project officials to clearly communicate the details of these plans to the impacted residents soon.

Ed Fischer  
1500 Garden Street

WC-52

From: Hudson Tavern  
To: [DEP.rbd-hudsonriver](#)  
Subject: Alternative Number Three  
Date: Monday, April 10, 2017 10:55:53 PM  
Attachments: [The following are the concerns of the property owners on 14th street between Hudson.docx](#)

Please See Attachment

The following are the concerns of the property owners on 14<sup>th</sup> street between Hudson and Washington street in Hoboken whose properties will be left unprotected and possibly in jeopardy of greater flooding and resulting property damage from the next "super storm" as a consequence of being outside the protection of the "preferred Alternative # 3" plan.

Please provide or make available the "Mission Statement" and/or governing document which sets forth and dictates the guidelines of this project.

Please provide the status of the "Trust Fund" which the mayor of Hoboken stated during the

Wallace School hearing in February 2016 would be a possible source of monies for the unprotected

14% to utilize for their protection, damage mitigation, insurance increase offset, etc...

How is it determined who qualifies for the monies from this trust?

How is it determined how the funds are to be proportioned out to those who do qualify?

Are properties who were proponents of the approved and "Preferred Alternative Plan #3" be disqualified from having access to these funds or at least down in the order of receipt of such

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funds?

If this "Trust Fund" doesn't materialize will tax abatements be available for these vulnerable properties

to offset their insurance increases, to repair damages incurred which are not covered by insurance or to

reimburse for protective measures paid for by the property owners themselves.

If not tax abatements will there be direct reimbursement from the city?

Why is it still being discussed as a possibility the additional service area granted to business that are on

the protected side of the wall(the restaurants Madison and Blin 14 were mentioned by the mayor at the

February 2016 hearing at the Wallace School as being the beneficiaries of this "carrot").

The Trust Fund availability could be subject to the whims of the governor or the political climate in

Trenton according to a city official ; shouldn't this be more reason to have the city itself be responsible

for making available any assistance needed by the vulnerable(direct financing and/or tax abatements).

A city official stated that everyone has to sacrifice when it comes to this project. How are others sacri-

ficing , especially if they live on Bloomfield Street as is the case with this particular individual.

A city official upon hearing my request for consideration for a tax abatement mentioned that they are

WC-52

only granted in the event of a property owner giving something up for the common good. This neighbor-

hood is being offered up as the "Sacrificial Lamb" does that not qualify as a common good deed.

The lack of outreach from the mayor or city council representative has been appalling especially

when listening to how responsive and concerned the mayor has been to the other constituents (recall

commentary of Hoboken Housing Project representative at March 16<sup>th</sup> gathering). I am most happy that

the western side of Hoboken will be protected as those neighborhoods had it much worse than our

neighborhood but a little attention paid to us would be appreciated. A good public servant would be

available to all , not just those who have benefitted.

The focus of this project has been more about the amenities of the "Wall" and less about what the

project's purpose is which is to protect.

How much money and time have been ill spent as it is apparent that the administration and its repre-

sentatives had long ago decided upon "Alternative #3"(recall Mayor Turner's Quote " Dead on Arrival")

The representatives from Dewberry told me at the February 2016 that they informed the administration

that the "protection" should be placed on "The Cove".

I have invited many representatives from the N.J. DEP that have been working on this project to come to

my neighborhood as it would probably be beneficial for all to understand my concerns and to possibly to

alleviate these concerns. Maybe someone could explain the radio silence.

The large buildings that make up the bulk of the 14% unprotected can withstand financial setbacks or

measures to be taken to protect their properties unlike the smaller operating budgets of the buildings

on 14<sup>th</sup> Street.

Sincerely Yours,

Thomas G. Brennan

(201) 960-6443

From: Reinknecht, Dennis  
To: DEP.rbd-hudsonriver; McEvoy, Kim; Sherman, Clay; Taylor, Alexis; Schwarz, Frank  
Subject: Fwd: Jpc DEIS NOTES  
Date: Tuesday, April 11, 2017 7:08:47 AM

Fyi. Forwarded to rbd-hudsonriver@dep.nj.gov

Thank you

Dennis Reinknecht  
Bureau of Flood Resilience

Sent via the Samsung Galaxy S@6 active, an AT&T 4G LTE smartphone

----- Original message -----  
From: jpcjohncarey@aol.com  
Date: 4/11/17 12:05 AM (GMT-05:00)  
To: Caleb Stratton <stratton@hobokennj.gov>; Carter Craft <carter@outsidenewyork.net>; "Reinknecht, Dennis" <Dennis.Reinknecht@dep.nj.gov>  
Subject: Jpc DEIS NOTES

More later sending you this information now. I will be sending hard copies. The show notes for the rain but cannot send them at this moment

jpc

Rebuild by design

Page ES-1

Nope that areas of Hoboken which were not flooded during hurricane Sandy and other areas where water receded it to the river after the high tide cycle remain disconnected from higher

jpc NOTES FOR 3/16/17 MEETING

I then volunteered in various capacities around the city. I helped where I could in tracking progress and getting our private gas stations operational, helped get the jubilee center functioning and organizing donations to the food pantry. I worked with the Red Cross and with City Hall to get supplies where they were needed.

After Sandy I participated with Dr. Alan Blumberg, his students and staff at the Stevens Davidson Lab in gathering data and accurately documenting the timing, flow direction and depth of flooding. This information was the basis of the flood modeling and Stevens' digital map of Hoboken, Weehawken and adjoining Jersey City. Those who have seen it who didn't supply data but where here during the flooding have commented on its accuracy. It is a great tool.

Since Sandy I have consistently been part of the discussions here. I participated in and help guide some of the early RBD tours, meetings and conferences.

I received Accreditation as a Certified Floodplain Manager and have participated in New Jersey and National Flood Conferences. I have had numerous discussions with those involved with Post Sandy issues in our region and flood issues elsewhere. I've seen products and systems used to mitigate flooding and wondered if they worked here.

For a period of time I worked for the city managing our properties. In that capacity I came to further understand the damage the City experienced during Sandy and issues we and others need to address.

REBUILD BY DESIGN HUDSON DEIS  
John P Carey, Hoboken CAG, 160410 Notes

Page ES-1  
Note that areas of Hoboken which were not flooded during hurricane Sandy and other areas where water receded it to the river after the high tide cycle remain disconnected from higher ground due to continued ponding. This impacted commerce, emergency services, general mobility, fuel deliveries and other critical connections

Figure ES1  
Park Avenue Bridge is marked as JFK Boulevard East at Hoboken northern border. This seems to carry through on all base maps. It should be corrected throughout this document. Please note correctly as it is one of the few exit ways from Hoboken and one of two heavily traveled egress routes into Weehawken. The bridge lies directly next to the right of way where the resists structure is to be built. Please correct. I believe the road changes names at 19<sup>th</sup> Street.

Show the NJT trains  
Show NY Waterway ferry at Hoboken terminal, 14<sup>th</sup> Street and Lincoln Harbor  
Show the Path train.  
Show bus terminal.

Care this information over to other base maps.

Page ES3  
Document indicates current round of funding is for resist structures only. Is this the case?

We wish to optimize the resist structure mindful of the opportunity cost of doing proportionately less inland flooding work.

Would be helpful to note on this page that our modern day topography greatly reflects what had historically been here. During hurricane Sandy elevated areas that had historically been on the "island of Hoboken" mostly stayed dry and above the flooding. Those areas which had been built on low lying marsh areas largely flooded during the storm. There are variations on this in some areas. Where bulkheads have been built up, land filled in and right of ways established for the rail yard there have been changes. .

Page ES4  
Purpose and need. The stated intent of the project is to minimize the impact of coastal storm surge and rainfall events on the community.

GOALS AND OBJECTIVES  
Our primary goal and objective should be to strike the optimal balance between protecting our study area between less frequent catastrophic coastal surge events (such as Sandy) and how we mitigate ongoing inland flood events which often happen during heavy rains during high tides.

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Right now we have a once in a life time opportunity with the Rebuild by Design funding to do substantial work on a continuous resist structure which needs to be built to a continued elevation. When engineered correctly this will protect us from a storm of a certain magnitude. Unless this is completed to a consistent elevation along its entire length any low point will become a point where a surge may breach and pour in.

The resist structure along the preferred alignment need to be completed within the allotted time given us in the RBD program. Unlike some of the delay, store, discharge features which can be completed at a later time under different funding streams the need to compete the resist structure now is required to keep the surge out. It is important to address our ongoing inland flooding issues which are more frequent and unfortunately continually impact many of our low lying areas. Our topography and aging infrastructure is challenged in handling heavy rain events. We have seen improvements with recent upgrades which have included the installation of the pumps at Maxwell Place which pull water from low lying areas back by Shoprite. Additionally there is ongoing repair and replacement such as the three block section of Jackson Street where large PVC piping was installed replacing the existing 150 year old wooden box sewers.

These improvements need to be prioritized and systematically addressed. This is a shared ongoing responsibility of the NHSA along with the City.

The question is what is the balance between our two main objectives? The objective of protecting us from infrequent but potentially catastrophic surge events and our more frequent heavy rain high tide events. What is the balance? They each have their challenges and issues. We only have a set amount of money. How do we optimally spend this money we have now in a wise way? What should be done now? What can be put off but will need to be done? What are the opportunity costs of or potential exposures in putting something off or doing this now?

My thoughts are to prioritize the construction of a surge barrier at an elevation which will allow you to build it to a higher level at a later time. That elevation is largely to be determined by the science and probability of another event such as Sandy which we saw and understand the damage which it can do. The budget for design, construction and management of this all this will obviously factor into what we can do. How much "bang for the buck" we get out of building some of the DSD in relation to the costs of the resist structure will be seen.

Additional goal in regard to emergency needs.

It is most important to stress the importance of Hoboken, Weehawken and Jersey City as the Hudson shoreline which connect the core of the New York metropolitan area (i.e. the island of Manhattan) to the mainland of the United States. We don't normally think of it that way but geologically, historically and logistically that is what we do this side of the Hudson. Under the Rive we have the Lincoln and Holland Tunnel that link us by vehicle. By way of the Path Train and the unseen Pennsylvania RR tunnel now used by Amtrak and NJT, our rail systems transport tens of thousands daily. Our shorelines connect us

REBUILD BY DESIGN HUDSON DEIS  
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by recently revived ferry service to other stations up and down the Hudson in NYC and other points the water links us to. On this side of the Hudson our local roads and connecting highways are often over loaded and clogged with traffic away the regions core. The HBLR and NJT rail system connect our waterfront to nearby New Jersey and far beyond. This all needs to function.

As seen during 9-11 our waterfront was critical in the emergency evacuation of Manhattan. Our waterfront which was so impacted by Hurricane Sandy is important beyond our own local needs and lives. It is most important regionally and far beyond just here in NY/NJ. The waterfront needs to function, we need to protect our vital transportation infrastructure from surge and other flood events so it will continue to function.

Page ES 18  
Please note the existence long gone trolley lines which previously ran through Hoboken and adjoining areas. Many of these have been buried over the years below blacktop and concrete and may provide challenges during construction. This was recently seen on Willow Avenue turn a water main break at Fifth Street. This information can be found on PSE&G streetcar records and maps previously supplied from the Hoboken museum.

Many streets where previously paved in cobble stones and are now paved over.

Page ES 19  
In regard to transportation please note extensive road closures will cause the temporary loss of parking

Operation and maintenance  
Having lived in Hoboken for 30 years, having a background in construction and facilities management and as a former city employee I state my concern with what will be the ongoing O&M needs of critical elements of the resist and other structures. Such maintenance often presents a challenge as you wait and maintain elements and equipment that may not be used for years. Is most important to educate the public and to remind people of the catastrophic nature of what happened during hurricane Sandy. The potential for this to happen again and potentially more often is there. We need to be locked in on a program of ongoing proper professional maintenance and training to assure that in the event of another storm either greater or less that Sandy we are prepared for its eventualities.

Pg. 1-3  
Figure 1.4 study area map  
Show ferry terminal locations, New Jersey transit trains, Annotate area showing Palisades.  
Show spot elevations taken from the topographic map

Page 1-4

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Question: What is the population in the 1% flood zone? Land mass and number of parcels are shown but not population data.

In regard to topography, it should be noted that within our urban topography there are micro topographies which are unique to our urban fabric. Flooding here differs significantly from flooding in rural, suburban or other areas. Here buildings are locked together so for the most part they don't fall down or suffer major structural damage which can "total a building" Significant property loss can happen to property inside a building at lower levels and wipe out people's lives but the building still stands.. We see surge flooding which significantly can damage property within a building or on floors of buildings. Factures such as alley ways, backyards, porous basement walls, sidewalk curbs and how and other features make it most difficult to accurately draw lines of elevation and expect there not to be extensive anomalies within her our urban fabric.

Regarding topography please note all egress routes of the elevated portions of Hoboken cross through our cities' flood zones

Figure 1.6  
Stevens and others have done studies to analyze what percentage of water flowed in across the rallyard, down Observer Highway and across Weehawken cove bulkhead. It would be helpful for note

Page 1-8.  
A notation should be made regarding the impact on the path train. My understanding is that there were 10,000 to 15,000 local residents who would normally use the PATH train that could not. The PATH train remained out after Sandy with severely damaged switches, signals and control systems. Many local PATH riders turned to NJT buses or Ferry Service to get into NYC. What does not seem well document in the DEIS is that many suburbanites who would normally pass through Hoboken transferring from NJT Trains of the other stations in the PATH system on this side of the river were not coming to the Hoboken Terminal and using it as a Transfer point. The DEIS should note how long the PATH train was out and the impact regionally of commuters who would normally travel through Hoboken. My understanding is that under normal usage 40,000 to 50,000 people a day use the PATH. That system was out for an extended period of time. Jersey transit was able to run diesel trains into Hoboken terminal on a limited schedule until electrical power provided by a damaged power plant could be restored along with other systems. There was also an impact on those that reverse commute from Manhattan to Hoboken, Jersey City and Weehawken.

Ferry service was increased significantly Post Sandy which made up for the lost capacity in Hudson River crossings with the PATH out.

New Jersey transit significantly increase the number of buses servicing Hoboken by way of the Lincoln Tunnel. My understanding is the regular ridership prior to the storm was somewhere around 4000 passengers daily and that number doubled or tripled for an extended period of time. I believe there were mainly commuters who lived in

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Hoboken using alternate routes into Manhattan until alternate transportation modes were restored.

Commuting times significantly increased for many people as a result of connections that couldn't be made easily and commuting roots which were significantly changed.

Suburbanites who normally transit through Hoboken did not for many weeks.

It is most difficult to quantify the economic loss for restaurants and other economic activity in Hoboken near by the terminal. Restaurants and shops were closed or had their business severely impacted for weeks if not months after their own damages where repaired and power was restored because of the loss of customers and foot traffic.

Page 1-8  
As per the Stevens study it has been calculated that 466,000,000 gallons of water trapped. It should be noted in construction with this that on your normal operation and full treatment only 35,000,000 gallons a day can be processed. Treatment levels can be modified to increase this an additional pumps which of been built will supplement pumping water out BUT the "order of magnitude" and quantity of water during a surge event far exceeds the ability for our infrastructure to keep up. Therefore it is most, most important to keep the water out.

Figure 1.8 N.  
Hudson Sewer shed Map. The color on the graphics is poor. It is difficult to understand

Page 1-10  
Note that water surged over bulkhead and crossing the often unnoticed hydrologic "saddles" in our street grid. The water became trapped and our combined storm and sanitary system overwhelmed. Some of the sewers became clogged with debris washed into the system.

Creeks which would historically drained rain and surge water back to the Hudson now no longer exist. Over the years as we built into the swamp and paved our street grid into the marshland. Out urban sewer system became our watershed.

There was extensive damage to city owned buildings and property. This included fire and other emergency equipment which wasn't moved in time to avoid the salty water surge or later damaged during as a result of emergency operation and rescues. Three of our four fire houses are in the 1% floodplain along with the DPW, hospital and Ambulance HQ

Extensive gas and meter replacement it's performed by PSE&G.

PSE&G had extensive damage to their gas and electric systems. The three power substations in Hoboken and a forth in adjoining Jersey City which are in the study area

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were severely damaged and off-line for several days as they were pumped out and rebuilt transformers shorted out and needed major repairs or replacement.

There were severe additional damages to electrical and other systems in private commercial and residential structures.

PSE&G subsequent to the Sandy has done significant work on their systems through the Jersey Strong program.

**Figure 2.1 CRITICAL INFRASTRUCTURE**  
There are number of items which I believe should be included on this map. As it is shown it does not indicate certain important points. First graphically the pact the all egress points from Hoboken. Under all circumstances these pathways are critical during surge and inland flooding events this is more so. Indicating Henderson St., Grove Street Jersey Ave., New York Avenue Paterson plank Road **14<sup>th</sup> Street Viaduct**, Willow Avenue incorrectly marked Park Avenue egress routes is most important because this is how we connect to upland area spy vehicle. At the height of the storm all of these egress path or blocked. After the tide receded my understanding is only 14 Street was passable up the viaduct.

Ferry terminal should be noted at the Hoboken terminal **and14th St**. In an emergency pedestrian access to these points were maintained with some minimal damages. They served as critical links.

Most critical during hurricane Sandy was the flooding of the power substation. Three substations exclusively serve Hoboken. They are located at second and Marshall Street, 11th and Madison Street and 16th and Clinton. Additionally there is a power substation at 18th and Jersey immediately joining the Jersey transit right of way which services a small portion of Southwest Hoboken and other areas in adjoining Jersey City. All of the substations flooded during Sandy. Upgrades have subsequently been done. The lack of power critically impacted our ability to pump out and function.

The Hudson water front walkway became a means of pedestrian access into worst city immediately after the storm. It's also allowed for the passage of certain emergency vehicles that may not have been able to make it across areas where water ponding existed

Please note that although most of the study area is in Hoboken critical infrastructure in adjoining Jersey City and Weehawken should be noted.

The Weehawken Fire House near 19<sup>th</sup> Street between JFK Boulevard east and Willow Avenue is not shown.

North Hudson Sewerage Authority. The North Adams waste water treatment plant is shown but I believe it is important to show on this map the pump station on Observer

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Highway, at the Little League Field, newly installed pump on Maxwell Place, and other NHSA locations. They keep us high and dry.

As previously noted at the Hoboken terminal you show specific notation to the light rail but not the PATH train, the ferry, or suburban trains. We all know those items are all there but I feel it would be important to study critical infrastructure graphic

**Paragraph 2.3.**  
Correct graphic to show view looking north east from Palisades at approximately Second Street.

**2.3 goals and objectives.**  
Connect resist structure at continuous elevation between "Hoboken Island" and her topography of Palisades

Goal minimize impact of our local flooding on regional emergency and security needs

Maintain continuity of egress through Hoboken between Lincoln and Holland tunnel for emergency needs

**Figure 3.5.**  
**High level storm sewer system Northern Section**  
Pipe sizes are given direction of flow but not invert of pipes below road service. Most of this may still need to be yet engineered. Is there sufficient pitch to have the water flow as indicated? Are these gravity sores or will Palms be required. In large portions of this area water may flow on the surface back to the river. Should this be indicated?

It should be noted that there may "hits" with existing storm water electric and other buried infrastructure. Existing confine sewer lines which will now only be used for sanitary needs may complicate slopes for adjoining new piping. It will be important to investigate as much of this ahead of time as possible to minimize construction costs prior to going to contract

**Figure 3.51**  
**High level sewers, Southern portion.**

Is there an opportunity with the potential hotel development behind post office to optimize the system?

Additional arrows need to be shown indicating direction of water flow. Graphics does not show more piping connects to existing CSO outflow.

Does any storm water in basement garage structures get pumped into the new high level system (i.e. Where does the water go in the lower levels of the W hotel, Wiley, Pearson etc. do these buildings present complications to this new high level system? What kind of check valves need to be installed. If water gets to a certain level on the

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street potential inundate the subterranean parking ramps which in turn would complicate other CSO items.

**Page 3-37**  
Construction and implementation

Question: How can we minimize contingency costs during construction? What are the unknown variables which we can minimize? What additional preconstruction work can we do once the alignment of the resist structure is determined?

**3.7 No action alternative**  
Digital projects that should be included on the list

NJ Transit LCOR development Adjoining Observer Highway.

Northwest Hoboken rezoning and redevelopment

Additional Lefrak waterfront development south of long slip channel and light rail alignment. At site of current concrete batching plant.

Potential addition of new Hudson Bergen light rail station near Willow Avenue Bridge.

Continued commercial development in Lincoln Harbor in Weehawken. This Includes lots north and south of Harbor Blvd., East of light rail right of way and to the northwest of Weehawken Cove. These lots are presently being used for at grade parking lots.

**FIGURE 3.56**  
It is not as clear as it possibly should be where gates will be installed in joining the jersey transit and Hudson Bergen right-of-way alignments on the south and of the study area. My assumption would be assuming the engineering will allow it at the gates would be aligned with the south side of the light rail embankment. It is not clear. This may be TBD in coordination with NJT.

Question, in the portion of the study area (in all alternates) in Jersey City south of the Hoboken border are there potential complications because the storm and sanitary connections are not being made to North Hudson sewerage authority but to the Jersey City sewerage authority? Does this complicate surface drainage issues? Are there potential back flow issues and other items that need to be reviewed? Where does 700 Grove St. sanitary drain to? Where do adjoining Streets drain to?

Are there are complications and drainage flows west of the Hudson Bergen light rail right of way by Patterson plank Road? At "the Cliffs" residential development and the adjoining commercial areas south of there?

On all drawings please note all relevant sewer outflows locations.

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**Page 4–1**  
The photograph should read view looking WEST at the long slip from waterfront walkway.

**Figure 4.1 study area**  
Additional notation as to proximity of Lincoln and Holland Tunnel. Path train, Jersey Transistor and Ferries should be shown.

**Page 4–12**  
I have previously supported the Jim Hans (founding member of the Hoboken historical museum) map which uses a 1906 base map of Hoboken overlaid by another critical information. I feel it is an important resource that could be included in this section. This map may be very helpful in regard to archaeologic and other potential conflicts. I feel it would be worthwhile to include in the construction package for reference use by contractors to help indicate potential areas of concern.

**Page 4–15**  
Column 2 it should read" Properties that fall within a 'VE' zone are MORE likely to suffer damage" rather than most likely.

**Figure 4.9 page 4–22**  
Tideland Claim map

Including a date to the conference the map.

The symbols on this matter and confusing what does the black leaning slash mark indicate?

Figure 4.19 floodplain impact map – alternate 3. Note should be made to indicate circles around black dots indicate delay store discharge thanks

Label alternate three temporary disturbance areas. Include labels for BASF, NJT and block 10 sites. Also include high level storm sewer North and south portions.

**Figure 4.40**  
Additional historic properties that should be noted on map:

- Sybil's Cave
- Switch back road starting 13th St. from base of the Palisades and running up the cliff. The stonework and right-of-way remain on the hillside.
- NJT Railroad record building On Observer Highway
- Missing graphic for PATH #16
- Missing graphic for #8 on map
- Do we know where there are cobblestone streets below existing paving?

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- The uptown Bank building. Northwest corner of Washington and 14th St.
- The former industrial buildings near 14th and Garden Street. Garden Street loft building

**Page 4-75.**  
Note in the property number 20 that the Pennsylvania Railroad tunnel which is noted is approximately 50 or more feet below grade. Most people don't even know it is there. It was completed in 1910 and is badly in need of repair and replacement.

The study notes the Erie Lackawanna rail terminal now New Jersey transit train. The study does not show the PATH train tunnel which "outbound from the Hoboken PATH terminal runs westbound then curves south under the NJT yards. This is significantly closer to the surface then the Amtrak tunnel and may impact the alignment of the resist structure in the railyard.

**Page 4.83**  
At the location of individual underground storage I need to be a review of potential archaeologic another impact as part of a prioritization and cost of valuation of individual construction. Unanticipated underground obstructions, environmental hazards and other construction complications will drive what will be built.

**Figure 4.84.**  
Land-use map (is this a tax map? It is very confusing)

Comment: The coloring of the Jersey transit property in Hoboken is shown differently than in Jersey City. Why is that?

The coloring of the light rail right of way varies. Why is that?

The marking of property owned/used in some cases shown as public property, commercial or exempt. Public housing is shown in several places as being public property.

The Green Color used to show Public parks is not seen on the map key.

Why is JFK field shown as a "school property" when other educational properties are not shown at all?

Question: Is this a tax map and the source of possible confusion. You're already variety of exempt properties which include the Hoboken terminal, Church towers, some of play buildings, New Jersey transit properties, some waterfront properties,

What is the purpose of this map? It may be a source of confusion and less labeled better. Should be designated land-use/tax map. Some land parcels/ lots are labeled as vacant when they are actually built on.

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**Figure 4.85 zoning map**  
Graphically it would be better to distinguish we are the city municipal boundaries are. They get visually lost with the lines the delineate the zoning designation areas

It may be appropriate to designate R-3 zoning area and lower Weehawken with graphics as "The shades"

**Page 4–119 photograph 4.42** should read looking SW. Washington St. at 15th St. by the Hudson Tea Building.

**Figure 4.61**  
Change notation to reflect view from Garden Street looking east towards Bloomfield Street in background.

**Figure 4.62**  
Change notation to indicate looking east in the alleyway from Bloomfield looking towards 1500 block of Washington Street in the background.

**Page 4–149.**  
In the last column bottom section no mention of Sinatra Park, Maxwell Park, the Hudson River walkway (mandated by state legislation) or the access to various piers all the way from Jersey City to Weehawken

**Figure 4.8 for land-use**  
**Page 4–171.**

Regarding land use on the north side of the light rail tracks in the Shades neighborhood of Weehawken. There is a parcel of land (which is actually in Hoboken) that I belief is it is slated to be used as a potential access shaft for the impending Gateway rail tunnel which will run between the Meadowlands and NYC Penn Station. Concurrent construction using this access point along with RBD work could result in conflicts.

**Figure 4.87 open space map**  
Additional areas need to be included on this map. They include:  
The new BASF property park  
The Park between 6<sup>th</sup> & 7<sup>th</sup> on Jackson Street north of the Jubilee Center.  
The Park below the 14<sup>th</sup> Street viaduct.  
The Hudson River Waterfront Walkway  
The green islands in the center islands of 11<sup>th</sup> Street  
Parks in Weehawken within the Lincoln Harbor development and in the Shades.

**Figure 4.88 critical infrastructure**  
**Pg. 4-175**

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Graphically note the ingress and egress points in and out of Hoboken and Adjoining Weehawken and Jersey City.

Note the Weehawken firehouse which is not shown north of 19<sup>th</sup> Street

Note for the Hoboken Multi-Service center not shown

Note the major North Hudson's Sewerage Authority pumps and ejectors at Observer Highway, Maxwell Place, Little League field etc...

Note the eight roads in and out of Hoboken and one-way inbound Harbor Boulevard. These roads are heavily travel to and congested under normal circumstances. During the flood in emergency situations these pathways are critical and sometimes not passable.

Note ferry terminals (Hoboken Terminal, 14<sup>th</sup> Street, Lincoln Harbor), PATH train, New Jersey Transit Rail and bus station.

Note location of PSE&G Electric substations.

Section 4.9.transportation and infrastructure.

4.9.1 Transportation  
Should be noted that Hoboken is a major regional transportation hub which provides multiple opportunities and options to connect with various transportation systems. Our transportation hub services local and regional needs. It is an important jump off point from New Jersey into Manhattan.

**Northern ingress and egress**  
Portions of this DEIS seems to be written exclusive to Hoboken. The passage in and out of Hoboken is most important for most people in the study area. It should be noted that the study area includes low lying areas in southern Weehawken. Roads in Weehawken in the north end of the study area are heavily used to access the Lincoln Tunnel. They can become extremely congested particularly at rush hour. The Willow and Park Avenue Bridges are traveled by thousands of Bus Riders as they travel into the Lincoln Tunnel on their daily commutes

**Southern ingress and egress**  
It should be noted that the road network at the south end of Hoboken connects to the Holland tunnel and offers of more immediate connection to the interstate highway system. Bus travel from Hoboken to NYC locations is minimal.

There are no written notation in the DEIS in regard to Western ingress and egress

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elevation. In northern Hoboken the **14<sup>th</sup> St. Viaduct** with its wings to Jersey City Heights and Union City, further south Patterson Plank Road (with adjoining Franklin Street) and the Observer Highway/New York Avenue route all exit Hoboken to the west. They offer some mass transit routes and during emergency road closing with street flood barricade will become more important.

In Weehawken Hackensack Plank Rd., Park Avenue and JFK Boulevard East all carry vehicles from the low lying study area out to the north and west and higher ground. .

**Figure 4.92 transportation map**  
**Pg. 4-194**  
Improve the graphics for northern and southern egress routes. A better graphical use of arrows is in order. Also show western egress points at 14th New York Patterson plank Road. Show egress from Weehawken up the hill

Correct location of uptown ferry from **13th St. pier to 14th St. pier**. Show we are ferries go to in Manhattan. Show Lincoln Harbor Ferry location

Show bus, New Jersey transit train, PATH and Ferry service at Hoboken terminal. Presently the graphics only show the HBLR and location HOBOKEN TERMINAL In order to appreciate the importance of the terminal the different types of transport which serve it should be indicated.

Show pedestrian access points at Waterfront walkway to north and south end of study area, at **14th St. viaduct** using light rail **9th Street** elevator to Congress Street.

Because of the graphics it is difficult to distinguish between the viaduct and the road below at **14th St.** The graphics need to be improved

**4.9.2.1.4 Bus Transit**  
**Pg. 4-197**  
There are a number of bus routes which run through our study area. Surprisingly I do not see written mention of the buses that run on Washington Street in Hoboken. The NJT 126 bus route is one of the busiest in the NJ statewide system. Thousands of riders a day use it in Hoboken and Weehawken on its primary route between the Hoboken Terminal and the PABT. During rush hour the route is modified to serve portions of Jersey City and alternate routing on Willow Ave. Additionally the NJT 89, 22 and other route service Hoboken and enjoying area is greater than his indicated in the DEIS. It would be helpful to head statistics indicating bus rider ship. There is no indication showing the order of magnitude in which different routes are used.

My understanding is the 126 bus line which is the primary service for Hoboken runs **from 5 AM until 2am** daily and carries approximately 4000 to 5000 passengers a day

REBUILD BY DESIGN HUDSON DEIS  
John P Carey, Hoboken CAG, 160410 Notes

Add additional information pertaining to ferry service writer ship and hours of service.

It should be noted that during both post 9-11 and Hurricane Sandy upgraded and modified ferry services help maintain many of the critical mass transit needs which were not be provided with the PATH train out of service. Ferry Service offers a vital flexibility and ability to gear up for emergency and other needs once at bulkhead is intact.

4.9.2.1 .7 On street parking  
Pg. 4-198

Hoboken and nearby areas in the study areas are blessed with great mass transit options. We have some of the highest mass transit usage in the country. Having said this only minimal attention is paid in the study to our automobile and other vehicle parking needs. Some newer buildings provide off street spots for their residents but most people park on the street and compete for a spots. My understanding is there are approximately 12,000 cars registered in Hoboken and there are a few thousand fewer legal on street parking spots. These numbers should be clarified because they have a huge impact on construction and logistics issues. It also literally drives the lifestyle of some of us. It is rare to find a legal parking spot at night on a normal workday. During the day we deal with street sweepers and other issues.

There are paid off street lots and garages run by the City of Hoboken and other private companies but they can be costly. This cost has to be balanced off against other factors. There is metered parking in most commercial areas.

People are encouraged to use mass transit but the fact is there's a continued use for cars and this needs to be acknowledged. Adjoining Weehawken and Jersey City have some similar issues and use stickers to park in residential areas. In commercial areas in Lincoln Harbor and nearby Jersey City there are different parking issues.

With extensive flood control construction work disruptions in normal parking patterns will occur and need to be addressed. You can expect to need to tow car to facilitate construction in the street. The posting of signage on the street and on line to inform the public will be important. The potential use of alternate parking areas (potentially the BASF site or elsewhere) may help to mitigate the extended temporary loss of parking spots in our congested city.

The study should note the number of cars in Hoboken and adjoining areas of Jersey City and Weehawken. It should show the number of on street and off street public and private parking spots.

We need to understand and mitigate how the construction of the resist structure and high level storm sewer installation will impact traffic in congested areas, on Observer Highway, near the Hoboken Terminal, on 14<sup>th</sup> Street and elsewhere where the impact of RBD work on heavy pedestrian traffic, bus routes, emergency services and regular commercial use will need to be planned out.

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**Construction Traffic**  
The coordination and routing of construction to minimize its impact through the course of course of the job will be important

4.9.2.2  
INFRASTRUCTURE

NHSA sewer lines service Hoboken and Weehawken. The system is dated and needs upgrades. It operates near capacity. There is little chance of expansion of the plant due to space limitations. Due to our relatively flat topography there is very little pitch in the sewer pipes below the street so sewer flow is compromised

**Figure 4.104  
Sanitary and storm sewer map**  
QUESTION: It is difficult to understand the flow of untreated sanitary sewerage from different locations in the city to the plant. Once there and processed I am not sure how the outflow runs to the river. The flow rates and direction obviously changes during high tides and rain events. We have seen the diagrams showing an elevation drawing of how the river level changes and water backs up into our sewers. It would be interesting and informative to see this in plan showing the whole system in the study area to understand how the system works once at capacity and water starts to flow directly into the river.

In areas of Jersey City adjoining the south border of Hoboken joining the south border of Hoboken how do the sewers flow? Where does the sewerage from 700 Grove Street flow to? May there be complications if 700 Grove or other buildings or portions of the storm sewer which are hooked up to the Jersey City Sewer system on the "inboard" side of the wall?

**Water**  
Provide a map showing the water distribution system in the RBD study area. Show the major connection points for United Water to other systems at city borders

**Electric and gas**  
The loss of electrical power during hurricane Sandy due to the inundation of the four PS ENG substations was critical. Without electricity individual buildings could not be pumped out. Waiting a normal power nails could not be mad. Refrigeration and food and other problems existed. PSE&G has done major capital improvement since hair and the Hurricane to upgrade your system and make it more resilient. My understanding is that thousands of gas meters were replaced.

Provide a gas distribution map for the study area

Construction Coordination

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Extensive coordination with City, Emergency, Commercial, Private and other parties will be required and complicated throughout the construction period. Meetings and information is most important. You can expect there to be interruptions and inconveniences but many can be seen ahead of time and planned for to minimize problems and optimizes schedules.

Utility Interruptions can be expected and will need extensive coordination with PSE&G, United Water, NHSA, Verizon and others. There will be complications and a need to coordinate work with HBLR and NJT particularly with the expected work within the Rail Yard. Safety for workers and the public is most important. Scheduling will be at a premium importance.

**COMMUMULATIVE IMPACT**  
Science and Engineering will determine the impact of the construction of a resist structure on our waterfront. My understanding is that the cumulative effect of preventing the 466,000,000 gallons of water out of Hoboken in an another event similar to Sandy will be minimal in relation to other factors when you consider the cross section of the Hudson and the ability for it to flow elsewhere. Keeping that volume of water out of the study area will not mean that the surge will be several feet higher in nearby areas on our side of the Hudson or across the Hudson. The surge will spread out and fill low voids elsewhere up and down the Hudson or around the Harbor. Or be part of the water that doesn't flow into New York Harbor in the first place.

We need to remember it wasn't just our side of the Hudson or part of NY Harbor that came down our streets it was the Atlantic Ocean. There was a low void in our city and it was being filled to the tune of almost a half billion gallons of water. Future surge water will have options of places to go depending on how the wind was blowing and how deep the storm pressure goes. Remember that the Hudson is basically flat and tidal almost all the way to Albany.

**5.2.7 Contaminated Sites.**  
The identification of areas with Historic fill and probes to further identify issues prior to construction would be helpful prior to issuing construction contracts to help minimize unforeseen (or unexpected) conditions.

Construction

jpc NOTES FOR 3/16/17 MEETING

My name is John Carey

I have lived in Hoboken since 1987. For the last decade I have lived with my family up on 13<sup>th</sup> Street between Garden and Park

I have a Construction and Facilities Management background here in Jersey and in NYC. I've supervised the construction of schools, buildings and roads; marine construction and utilities. I've also managed buildings and museum space.

At college I studied Physical Sciences

I have safety and emergency training

I have a long standing interest in Hoboken. I have been trustee in at the Hoboken Historic Museum for 15 years. I participated in our successful post Hurricane Sandy exhibit

In the days prior to the storm I prepared my home for an expected power outage. Through a neighbor we had a generator. Our house didn't flood. We are at about 12 feet. I parked our cars in a good place and made sure we had food, gasoline, cash, batteries and other supplies. We were relatively Ok. We shared and got to know our uptown neighbors better. Others weren't as lucky as we were.

Shortly after dawn on the morning after Sandy I was down behind the T-building I saw the sailboat up on the river walk. I knew it was bad.

In the days after the storm I facilitated the acquisition of portable generators and other emergency supplies for use city which were used in critical community facilities.

jpc NOTES FOR 3/16/17 MEETING

I then volunteered in various capacities around the city. I helped where I could in tracking progress and getting our private gas stations operational, helped get the jubilee center functioning and organizing donations to the food pantry. I worked with the Red Cross and with City Hall to get supplies where they were needed.

After Sandy I participated with Dr. Alan Blumberg, his students and staff at the Stevens Davidson Lab in gathering data and accurately documenting the timing, flow direction and depth of flooding. This information was the basis of the flood modeling and Stevens' digital map of Hoboken, Weehawken and adjoining Jersey City. Those who have seen it who didn't supply data but where here during the flooding have commented on its accuracy. It is a great tool.

Since Sandy I have consistently been part of the discussions here. I participated in and help guide some of the early RBD tours, meetings and conferences.

I received Accreditation as a Certified Floodplain Manager and have participated in New Jersey and National Flood Conferences. I have had numerous discussions with those involved with Post Sandy issues in our region and flood issues elsewhere. I've seen products and systems used to mitigate flooding and wondered if they worked here.

For a period of time I worked for the city managing our properties. In that capacity I came to further understand the damage the City experienced during Sandy and issues we and others need to address.

jpc NOTES FOR 3/16/17 MEETING

I state all these things to say I have and understanding of what happened and what we can do to mitigate it in the future.

I stand here in support of the RBD proposal and alternate 3 in conjunction with other associated work to mitigate our flood exposure here in Hoboken and nearby.

I commend the Mayor and others in the administration for taking the lead in advocating for and gathering wide support for the RBD program. I thank those in Weehawken and Jersey City for their cooperation and participation.

I commend the broad support and involvement by a cross section of citizens, organizations, businesses, government entities and others in our community for this proposal.

I commend the early our early RBD proposal team, the subsequent team of engineers and designers, NJ DEP, our own city's flood control planners and

We will continue to disagree on some issues but I feel most of those involved in this process have strived to find the optimal solution which will collectively provide the most benefit.

I commend those that have been part of the public discussion as we worked towards our preferred alternatives and determined our goals.

jpc NOTES FOR 3/16/17 MEETING

As part of this discussion I commend the interaction and discussions that happened between those with different opinions. Sometimes it has been contentious but I feel through discussion changes were made and problems better understood. We have a good plan which still need to be tweaked and refined in the next design stage.

Of the dozens of proposals competing for a part of the \$1.2 billion in funding which was made available through the HUD RBD CBDG Program Hoboken was one of six finalist with \$230 million in funding, second only to the project in Manhattan. We are to be commended. We have all worked hard. We have justification for this funding.

We can be model for urban flood protection. Our project won't be as easy as building a dike on the side of a mid-western river or elevating a single house by the Jersey shore. If we show we can mitigate flooding here it can be done in other low lying urban areas up and down our coasts.

We are a densely populated urban city. Our unique topography lends itself to the innovative Resist, Delay, Store and Discharge plan. We have the challenges of our old infrastructure, our combines storm and sanitary sewers, our dense fabric and tight logistics. We can do this.

We have smartly chosen to collectively protect our city from a Sandy like surge by connecting a resist structure of a continuous elevation from what was the island of Hoboken back to the

jpc NOTES FOR 3/16/17 MEETING

Our sewer plant even with upgrades can only process so much. Space limits expansion. Separating certain portions of our surface storm water can be redirected to parallel high water systems and storage tanks allowing for addition capacity at the plant. This will help mitigate some of our local overland flooding.

Additional upgrades will improve our drainage and sewer systems. The economic use of money on the prioritized resist structure will allow for slowing runoff into the plant effectively work towards minimizing the flooding we historically have had during heavy rains and high tides.

Our plant even with upgrades can only process so much. When we are over capacity we end up pumping untreated combined storm and sanitary out into the river with minimal processing.

There was nearly ¼ billion gallons of water that surged into our city and become entrapped by our built up bulkheads and the "low lying bathtub" away from the river. The Atlantic Ocean came down our streets for a few hours. There was a low void and it was being filled. Our sewer plant can only process 35 million or so gallons a day. The creeks that in many years back would carry such waters back to the Hudson no longer exist. Our tidal marsh has been capped and built upon. Our watershed is now our antiquated combined storm and sanitary system. This is where we live.

We live here largely because we want to. It is great urban living. We can get to NYC easily but

This event was more than the Hudson rising up a several feet because of a widespread but marginal hurricane and the confluence of meteorological timing. It has been called a 100 year event but maybe it will happen more often. It can happen again.

If we wish to stay here we need to know that we are keeping the water out. Smart people say this is going to happen and happen more often. Even if you don't believe that or the reasons why, isn't it smart to hedge your bet and protect what we have and invested in here?

The innovative Resist, Delay, Store and Discharge protects our low lying transportation infrastructure and

Our location is a regionally critical. We lie between the Lincoln and Holland Tunnel which along with the PATH train and Ferries connect us to the island of Manhattan. Highways, trains and light rail connect our waterfront to points west and points inland.

Optimize the use of funds.

Set goals

Smartly spend the money we will receive.

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John P Carey, Hoboken CAG, 160410 Notes

Highway, at the Little League Field, newly installed pump on Maxwell Place, and other NHSA locations. They keep us high and dry.

As previously noted at the Hoboken terminal you show specific notation to the light rail but not the PATH train, the ferry, or suburban trains. We all know those items are all there but I feel it would be important to study critical infrastructure graphic

Paragraph 2.3. Correct graphic to show view looking north east from Palisades at approximately Second Street.

2.3 goals and objectives. Connect resist structure at continuous elevation between "Hoboken Island" and her topography of Palisades

Goal minimize impact of our local flooding on regional emergency and security needs

Maintain continuity of egress through Hoboken between Lincoln and Holland tunnel for emergency needs

Figure 3.5. High level storm sewer system Northern Section Pipe sizes are given direction of flow but not invert of pipes below road service. Most of this may still need to be yet engineered. Is there sufficient pitch to have the water flow as indicated? Are these gravity sores or will Palms be required. In large portions of this area water may flow on the surface back to the river. Should this be indicated?

It should be noted that there may "hits" with existing storm water electric and other buried infrastructure. Existing confine sewer lines which will now only be used for sanitary needs may complicate slopes for adjoining new piping. It will be important to investigate as much of this ahead of time as possible to minimize construction costs prior to going to contract

Figure 3.51 High level sewers, Southern portion.

Is there an opportunity with the potential hotel development behind post office to optimize the system?

Additional arrows need to be shown indicating direction of water flow. Graphics does not show more piping connects to existing CSO outflow.

Does any storm water in basement garage structures get pumped into the new high level system (i.e. Where does the water go in the lower levels of the W hotel, Wiley, Pearson etc. do these buildings present complications to this new high level system? What kind of check valves need to be installed. If water gets to a certain level on the

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John P Carey, Hoboken CAG, 160410 Notes

street potential inundate the subterranean parking ramps which in turn would complicate other CSO items.

Page 3-37 Construction and implementation

Question: How can we minimize contingency costs during construction? What are the unknown variables which we can minimize? What additional preconstruction work can we do once the alignment of the resist structure is determined?

3.7 No action alternative Digital projects that should be included on the list

NJ Transit LCOR development Adjoining Observer Highway.

Northwest Hoboken rezoning and redevelopment

Additional Lefrak waterfront development south of long slip channel and light rail alignment. At site of current concrete batching plant.

Potential addition of new Hudson Bergen light rail station near Willow Avenue Bridge.

Continued commercial development in Lincoln Harbor in Weehawken. This Includes lots north and south of Harbor Blvd., East of light rail right of way and to the northwest of Weehawken Cove. These lots are presently being used for at grade parking lots.

FIGURE 3.56 It is not as clear as it possibly should be where gates will be installed in joining the jersey transit and Hudson Bergen right-of-way alignments on the south and of the study area. My assumption would be assuming the engineering will allow it at the gates would be aligned with the south side of the light rail embankment. It is not clear. This may be TBD in coordination with NJT.

Question, in the portion of the study area (in all alternates) in Jersey City south of the Hoboken border are there potential complications because the storm and sanitary connections are not being made to North Hudson sewerage authority but to the Jersey City sewerage authority? Does this complicate surface drainage issues? Are there potential back flow issues and other items that need to be reviewed? Where does 700 Grove St. sanitary drain to? Where do adjoining Streets drain to?

Are there are complications and drainage flows west of the Hudson Bergen light rail right of way by Patterson plank Road? At "the Cliffs" residential development and the adjoining commercial areas south of there?

On all drawings please note all relevant sewer outflows locations.

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John P Carey, Hoboken CAG, 160410 Notes

Page 4-1 The photograph should read view looking WEST at the long slip from waterfront walkway.

Figure 4.1 study area Additional notation as to proximity of Lincoln and Holland Tunnel. Path train, Jersey Transistor and Ferries should be shown.

Page 4-12 I have previously supported the Jim Hans (founding member of the Hoboken historical museum) map which uses a 1906 base map of Hoboken overlaid by another critical information. I feel it is an important resource that could be included in this section. This map may be very helpful in regard to archaeologic and other potential conflicts. I feel it would be worthwhile to include in the construction package for reference use by contractors to help indicate potential areas of concern.

Page 4-15 Column 2 it should read" Properties that fall within a 'VE' zone are MORE likely to suffer damage" rather than most likely.

Figure 4.9 page 4-22 Tideland Claim map

Including a date to the conference the map.

The symbols on this matter and confusing what does the black leaning slash mark indicate?

Figure 4.19 floodplain impact map – alternate 3. Note should be made to indicate circles around black dots indicate delay store discharge thanks

Label alternate three temporary disturbance areas. Include labels for BASF, NJT and block 10 sites. Also include high level storm sewer North and south portions.

Figure 4.40 Additional historic properties that should be noted on map:

- Sybil's Cave
- Switch back road starting 13th St. from base of the Palisades and running up the cliff. The stonework and right-of-way remain on the hillside.
- NJT Railroad record building On Observer Highway
- Missing graphic for PATH #16
- Missing graphic for #8 on map
- Do we know where there are cobblestone streets below existing paving?

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John P Carey, Hoboken CAG, 160410 Notes

- The uptown Bank building. Northwest corner of Washington and 14th St.
- The former industrial buildings near 14th and Garden Street. Garden Street loft building

Page 4-75. Note in the property number 20 that the Pennsylvania Railroad tunnel which is noted is approximately 50 or more feet below grade. Most people don't even know it is there. It was completed in 1910 and is badly in need of repair and replacement.

The study notes the Erie Lackawanna rail terminal now New Jersey transit train. The study does not show the PATH train tunnel which "outbound from the Hoboken PATH terminal runs westbound then curves south under the NJT yards. This is significantly closer to the surface then the Amtrak tunnel and may impact the alignment of the resist structure in the railyard.

Page 4.83 At the location of individual underground storage I need to be a review of potential archaeologic another impact as part of a prioritization and cost of valuation of individual construction. Unanticipated underground obstructions, environmental hazards and other construction complications will drive what will be built.

Figure 4.84. Land-use map (is this a tax map? It is very confusing)

Comment: The coloring of the Jersey transit property in Hoboken is shown differently than in Jersey City. Why is that?

The coloring of the light rail right of way varies. Why is that?

The marking of property owned/used in some cases shown as public property, commercial or exempt. Public housing is shown in several places as being public property.

The Green Color used to show Public parks is not seen on the map key.

Why is JFK field shown as a "school property" when other educational properties are not shown at all?

Question: Is this a tax map and the source of possible confusion. You're already variety of exempt properties which include the Hoboken terminal, Church towers, some of play buildings, New Jersey transit properties, some waterfront properties,

What is the purpose of this map? It may be a source of confusion and less labeled better. Should be designated land-use/tax map. Some land parcels/ lots are labeled as vacant when they are actually built on.

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John P Carey, Hoboken CAG, 160410 Notes

Figure 4.85 zoning map Graphically it would be better to distinguish we are the city municipal boundaries are. They get visually lost with the lines the delineate the zoning designation areas

It may be appropriate to designate R-3 zoning area and lower Weehawken with graphics as "The shades"

Page 4-119 photograph 4.42 should read looking SW. Washington St. at 15th St. by the Hudson Tea Building.

Figure 4.61 Change notation to reflect view from Garden Street looking east towards Bloomfield Street in background.

Figure 4.62 Change notation to indicate looking east in the alleyway from Bloomfield looking towards 1500 block of Washington Street in the background.

Page 4-149. In the last column bottom section no mention of Sinatra Park, Maxwell Park, the Hudson River walkway (mandated by state legislation) or the access to various piers all the way from Jersey City to Weehawken

Figure 4.8 for land-use Page 4-171.

Regarding land use on the north side of the light rail tracks in the Shades neighborhood of Weehawken. There is a parcel of land (which is actually in Hoboken) that I belief is it is slated to be used as a potential access shaft for the impending Gateway rail tunnel which will run between the Meadowlands and NYC Penn Station. Concurrent construction using this access point along with RBD work could result in conflicts.

Figure 4.87 open space map Additional areas need to be included on this map. They include: The new BASF property park The Park between 6<sup>th</sup> & 7<sup>th</sup> on Jackson Street north of the Jubilee Center. The Park below the 14<sup>th</sup> Street viaduct. The Hudson River Waterfront Walkway The green islands in the center islands of 11<sup>th</sup> Street Parks in Weehawken within the Lincoln Harbor development and in the Shades.

Figure 4.88 critical infrastructure Pg. 4-175

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John P Carey, Hoboken CAG, 160410 Notes

Graphically note the ingress and egress points in and out of Hoboken and Adjoining Weehawken and Jersey City.

Note the Weehawken firehouse which is not shown north of 19<sup>th</sup> Street

Note for the Hoboken Multi-Service center not shown

Note the major North Hudson's Sewerage Authority pumps and ejectors at Observer Highway, Maxwell Place, Little League field etc...

Note the eight roads in and out of Hoboken and one-way inbound Harbor Boulevard. These roads are heavily travel to and congested under normal circumstances. During the flood in emergency situations these pathways are critical and sometimes not passable.

Note ferry terminals (Hoboken Terminal, 14<sup>th</sup> Street, Lincoln Harbor), PATH train, New Jersey Transit Rail and bus station.

Note location of PSE&G Electric substations.

Section 4.9.transportation and infrastructure.

4.9.1 Transportation Should be noted that Hoboken is a major regional transportation hub which provides multiple opportunities and options to connect with various transportation systems. Our transportation hub services local and regional needs. It is an important jump off point from New Jersey into Manhattan.

Northern ingress and egress Portions of this DEIS seems to be written exclusive to Hoboken. The passage in and out of Hoboken is most important for most people in the study area. It should be noted that the study area includes low lying areas in southern Weehawken. Roads in Weehawken in the north end of the study area are heavily used to access the Lincoln Tunnel. They can become extremely congested particularly at rush hour. The Willow and Park Avenue Bridges are traveled by thousands of Bus Riders as they travel into the Lincoln Tunnel on their daily commutes

Southern ingress and egress It should be noted that the road network at the south end of Hoboken connects to the Holland tunnel and offers of more immediate connection to the interstate highway system. Bus travel from Hoboken to NYC locations is minimal.

There are no written notation in the DEIS in regard to Western ingress and egress

REBUILD BY DESIGN HUDSON DEIS

John P Carey, Hoboken CAG, 160410 Notes

elevation. In northern Hoboken the 14th St. Viaduct with its wings to Jersey City Heights and Union City, further south Patterson Plank Road (with adjoining Franklin Street) and the Observer Highway/New York Avenue route all exit Hoboken to the west. They offer some mass transit routes and during emergency road closing with street flood barricade will become more important.

In Weehawken Hackensack Plank Rd., Park Avenue and JFK Boulevard East all carry vehicles from the low lying study area out to the north and west and higher ground. .

Figure 4.92 transportation map Pg. 4-194 Improve the graphics for northern and southern egress routes. A better graphical use of arrows is in order. Also show western egress points at 14th New York Patterson plank Road. Show egress from Weehawken up the hill

Correct location of uptown ferry from 13th St. pier to 14th St. pier. Show we are ferries go to in Manhattan. Show Lincoln Harbor Ferry location

Show bus, New Jersey transit train, PATH and Ferry service at Hoboken terminal. Presently the graphics only show the HBLR and location HOBOKEN TERMINAL In order to appreciate the importance of the terminal the different types of transport which serve it should be indicated.

Show pedestrian access points at Waterfront walkway to north and south end of study area, at 14th St. viaduct using light rail 9th Street elevator to Congress Street.

Because of the graphics it is difficult to distinguish between the viaduct and the road below at 14th St. The graphics need to be improved

4.9.2.1.4 Bus Transit Pg. 4-197 There are a number of bus routes which run through our study area. Surprisingly I do not see written mention of the buses that run on Washington Street in Hoboken. The NJT 126 bus route is one of the busiest in the NJ statewide system. Thousands of riders a day use it in Hoboken and Weehawken on its primary route between the Hoboken Terminal and the PABT. During rush hour the route is modified to serve portions of Jersey City and alternate routing on Willow Ave. Additionally the NJT 89, 22 and other route service Hoboken and enjoying area is greater than his indicated in the DEIS. It would be helpful to head statistics indicating bus rider ship. There is no indication showing the order of magnitude in which different routes are used.

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pump station on Observer Highway, at the Little LeagueField, newly installed on Maxwell Place, and other locations

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Paragraph 2.3.

Correct graphic to show view looking north east from Palisades at approximately second Street.

2.3 goals and objectives.

Connect resist structure at continuous elevation between "Hoboken island" and her topography of Palisades

Goal minimize impact of our local flooding on regional emergency and security needs

Maintain continuity of egress through Hoboken

between Lincoln and Holland tunnel for emergency needs

Sent from my iPhone

From: [Reinknecht, Dennis](#)  
To: [DEP-rbd-hudsonriver](#); [McEvoy, Kim](#); [Sherman, Clay](#); [Taylor, Alexis](#); [Schwarz, Frank](#)  
Subject: Fwd: Jpc DEIS NOTES  
Date: Tuesday, April 11, 2017 7:08:47 AM

Fyi. Forwarded to rbd-hudsonriver@dep.nj.gov

Thank you

Dennis Reinknecht  
Bureau of Flood Resilience

Sent via the Samsung Galaxy S@6 active, an AT&T 4G LTE smartphone

----- Original message -----  
From: jpcjohncarey@aol.com  
Date: 4/11/17 12:05 AM (GMT-05:00)  
To: Caleb Stratton <cstratton@hobokennj.gov>, Carter Craft <carter@outsidenewyork.net>, "Reinknecht, Dennis" <Dennis.Reinknecht@dep.nj.gov>  
Subject: Jpc DEIS NOTES

More later sending you this information now. I will be sending hard copies. The show notes for the rain but cannot send them at this moment

jpc

Rebuild by design

Page ES-1  
Nope that areas of Hoboken which were not flooded during hurricane Sandy and other areas where water receded it to the river after the high tide cycle remain disconnected from higher

jpc NOTES FOR 3/16/17 MEETING

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jpc NOTES FOR 3/16/17 MEETING

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jpc NOTES FOR 3/16/17 MEETING

As part of this discussion I commend the interaction and discussions that happened between those with different opinions. Sometimes it has been contentious but I feel through discussion changes were made and problems better understood. We have a good plan which still need to be tweaked and refined in the next design stage.

Of the dozens of proposals competing for a part of the \$1.2 billion in funding which was made available through the HUD RBD CBDG Program Hoboken was one of six finalist with \$230 million in funding, second only to the project in Manhattan. We are to be commended. We have all worked hard. We have justification for this funding.

We can be model for urban flood protection. Our project won’t be as easy as building a dike on the side of a mid-western river or elevating a single house by the Jersey shore. If we show we can mitigate flooding here it can be done in other low lying urban areas up and down our coasts.

We are a densely populated urban city. Our unique topography lends itself to the innovative Resist, Delay, Store and Discharge plan. We have the challenges of our old infrastructure, our combines storm and sanitary sewers, our dense fabric and tight logistics. We can do this.

We have smartly chosen to collectively protect our city from a Sandy like surge by connecting a resist structure of a continuous elevation from what was the island of Hoboken back to the higher topography of the Palisades and to our west.

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Our sewer plant even with upgrades can only process so much. Space limits expansion. Separating certain portions of our surface storm water can be redirected to parallel high water systems and storage tanks allowing for addition capacity at the plant. This will help mitigate some of our local overland flooding.

Additional upgrades will improve our drainage and sewer systems. The economic use of money on the prioritized resist structure will allow for slowing runoff into the plant effectively work towards minimizing the flooding we historically have had during heavy rains and high tides.

Our plant even with upgrades can only process so much. When we are over capacity we end up pumping untreated combined storm and sanitary out into the river with minimal processing.

There was nearly ½ billion gallons of water that surged into our city and become entrapped by our built up bulkheads and the “low lying bathtub” away from the river. The Atlantic Ocean came down our streets for a few hours. There was a low void and it was being filled. Our sewer plant can only process 35 million or so gallons a day. The creeks that in many years back would carry such waters back to the Hudson no longer exist. Our tidal marsh has been capped and built upon. Our watershed is now our antiquated combined storm and sanitary system. This is where we live.

We live here because we want to. It is great urban living. We can not live ANY where but

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This event was more than the Hudson rising up a several feet because of a widespread but marginal hurricane and the confluence of meteorological timing. It has been called a 100 year event but maybe it will happen more often. It can happen again.

If we wish to stay here we need to know that we are keeping the water out. Smart people say this is going to happen and happen more often. Even if you don’t believe that or the reasons why, isn’t it smart to hedge your bet and protect what we have and invested in here?

The innovative Resist, Delay, Store and Discharge protects our low lying transportation infrastructure and

Our location is a regionally critical. We lie between the Lincoln and Holland Tunnel which along with the PATH train and Ferries connect us to the island of Manhattan. Highways, trains and light rail connect our waterfront to points west and points inland.

Optimize the use of funds.

Set goals

Smartly spend the money we will receive.

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4.9.1 METHODOLOGY

TRANSPORTATION:

INFRASTRUSTURE

ADDITIONAL INFORMATION NEEDS TO BE OBTAINED FROM NJT AND PAYNJ FOR CONSTRUCTION COORDINATION PURPOSES FOR THE RESIST WORK AT THE SOUTH END OF HOBOKEN. CONSTRUCTION WILL HAPPEN ABOVE THE PATH “TUBE” ALIGNMENT AND BEARS SPECIAL CONSIDERATION. IN THE OPTION 2 ALIGNMENT IMMEDIATELY ADJOINING OBSERVER HIGHWAY CONSTRUCTION COORDINATION WILL BE INHERENTLY EASIER THAN THE OPTION 1 ALIGNMENT WHICH IS FARTHER TO THE SOUTH AND WITHIN THE RAIL YARD. WITH THIS ALIGNMENT CONSTRUCTION WILL BE IMMEDIATELY ADJOINING ACTIVE RAIL LINES WITH MORE SIGNIFICANT GRADE CHANGES, SAFETY AND STRUCTURAL CHALLENGES.

IT IS CRITICAL TO REVIEW ANY AND ALL INFORMATION PERTAINING TO UTILITY LINES AND WHERE THEY CROSS THE RESIST BARRIER. WITH REQUIRED EXCAVATION AND DEEP FOOTING IN LOCATIONS TO SUPPORT THE RESIST STRUCTURE THERE WILL BE CONFLICTS AND COMPLICATIONS.

LARGE PORTIONS OF THE RESIST STRUCTURE WHICH RUNS THROUGH NORTHERN HOBOKEN AND ADJOINING WEEHAWKEN RUNS THROUGH AREAS WHICH ARE WHERE THE HUDSON SHORELINE HAS BEEN MOVED INTO THE RIVER FILLED IN AND BULKHEADS RAISED. WITH THE FINAL ALIGNMENT SOON TO BE DETERMINED, IT IS IMPORTANT TO GATHER ANY AND ALL INFORMATION IN REGARD TO EXISTING CONDITIONS BELOW GRADE AS BEST POSSIBLE. THIS INFORMATION WILL HELP MINIMIZE CONTRACTUAL VARIABLES WHICH WILL DRIVE UNFORESEEN COSTS LATER. THERE IS A NEED FOR TEST WELLS AND TEST PITS. LOCATION OF ABANDONED BULKHEADS, PIERS AND OTHER MARITIME INFRASTRUCTURE NEEDS TO BE LOCATED. FOOTINGS AND BELOW GRADE STRUCTURES FOR DEMOLISHED BUILDINGS, RAIL LINES, SEWERS, ETC., NEEDS TO BE INVESTIGATED TO MINIMIZE CONFLICTS WITH NEW CONSTRUCTION.

AT THE PORTION OF THE RESIST STRUCTURE WHICH RUNS THROUGH THE SOUTHERN PART OF HOBOKEN IT IS ALSO MOST IMPORTANT TO DIG TEST WELLS AND TEST PITS. VITURALLY ALL OF THE ALIGNMENT OF THE BOTH OPTION #1 & #2 RESIST STRUCTURE PARRALLEL OBSERVER HIGHWAY UIE “OUTBOARD” OF THE ORIGINAL HUDSON SHORE LINE. THESE AREAS WERE “CAPTURE” AND FILLED IN AS THE RAIL YARD WAS BUILT OUT IN THE 1800’S. WHAT IS THE NATURE OF THIS “HISTORIC FILL”. WE ALSO KNOW THAT MANY BUILDING AND STRUCTURES EXISTED WITHIN THE RAIL YARD OVER THE YEARS THAT ARE NO LONGER THERE. WE CAN ASSUME THAT FOR BOTH ALIGNMENTS THAT EXCESS HISTORIC FILL WILL NEED TO BE EXCAVATED AND BACKFILLED AND COMPACTED TO MEET THE ENGINEERING STANDARDS THAT ARE NEEDED TO BUILD A FOUNDATION FOR WHAT MOST LIKELY WILL BE A NARROW PROFILE WALL. IT IS BEST TO INVESTIGATE BEFORE HAND TO MINIMIZE ANY VARIABLES AND

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AT ALL THREE LOCATIONS WHERE GATES ARE TO BE INSTALLED AT THE MARIN/HENDERSON, GROVE AND THE NEWARK/JERSEY AVE ARE IN THE HISTORIC RAIL RIGHT OF WAY RUNNING FROM THE TUNNEL WHICH RUNS THROUGH THE PALISADES TO OUR WATERFRONT. PRE CONSTRUCTION CONTRACT INVESTIGATION IS IN ORDER.

4.9.2 AFFECTED ENVIRONMENT

4.9.2.1 TRANSPORTATION

THE NATURAL TOPOGRAPHY OF THE AREA IS MENTIONED IN THE STUDY. IT SHOULD BE STRESSED THAT THIS TOPOGRAPHY HAS MANIFESTED ITSELF IN OUR PATTERN OF DEVELOPMENT WHICH IS LARGELY RESPONSIBLE FOR MANY OF THE FLOOD ISSUES WE SEE TODAY. THE STUDY AREA OF HOBOKEN AND THE ADJOINING AREAS OF WEEHAWKEN AND JERSEY CITY LARGELY IN THE FLOOD PLAIN WHICH IS THE LOW TOPOGRAPHY BETWEEN THE WEST BANK OF THE HUDSON RIVER AND THE PALISADES CLIFFS. SOUTH OF WEEHAWKEN THE PALISADES MOVE AWAY FROM THE HUDSON WHICH HISTORICALLY OFFERED MORE SPACE AT THE BASE OF THE CLIFF FOR DEVELOPMENT. THE LOW FLAT TIDAL MARSHES ONCE THEY WERE STABILIZED WERE CONDUCTIVE TO THE DEVELOPMENT OF CRITICAL INFRASTRUCTURE WHICH REGIONALLY CONNECTED THE ISLAND OF MANHATTAN AND NYC TO “THE MAINLAND” HERE IN NEW JERSEY. ROAD NETWORKS, FERRIES, HEAVY AND LIGHT RAIL SYSTEMS AND LATER SHIPPING TERMINALS AND TUNNEL CONNECTIONS ALL WERE DEVELOPED IN THE STUDY AREA. RELATED INDUSTRIES, MANUFACTURING, LOGISTICAL CONNECTIONS AND INFRASTRUCTURE DEVELOPED ALONG WITH THE DENSE URBAN STREET GRID AND POPULATION TO SUPPORT IT. MOST OF THIS WAS BUILT UPON WHAT HAD BEEN OUR LOW LYING TIDAL MARSHES. THIS AREA NOW HAD LITTLE OR NO NATURAL DRAINAGE TO ENTRAP WATER WHICH CAN ONLY BE DRAINED BY OUR ANTIQUATED COMBINED STORM AND SANITARY SYSTEMS.

“WE LIVE AT THE EDGE” OF THE HUDSON, NEW YORK HARBOR, ATLANTIC OCEAN. OUR EXPOSED TRANSPORTATION INFRASTRUCTURE SITS ON THIS EDGE AND NEEDS TO BE HARDENED AND MADE RESILIENT. GIVEN THE FACT THAT SOME INFRASTRUCTURE CAN’T BE MOVED AND IN SOME CASES CAN NOT BE RAISED IT NEEDS TO BE PROTECTED IN PLACE SO THAT IT ISN’T EXPOSED AND DAMAGED DURING HIGH WATER FLOOD EVENTS.

UNDER NORMAL CONDITIONS HOBOKEN AND THE STUDY AREA ARE VERY CONGESTED. WE NORMALLY AND REGULARLY HAVE TRANSPORTION BOTTLE NECKS WHERE OUR ROADS CONNECT TO ADJOINING AREAS. OUR DENSELY POPULATED AREA DEPENDS HEAVILY ON PUBLIC MASS TRANSIT. AFTER SANDY ALL THESE SYSTEMS HAD SHUT DOWN.

NJT SURFACE HEAVY RAIL AND THE HBLR LIGHT RAIL SYSTEMS WHICH CONNECT US WITH INLAND AREAS WERE HEAVILY DAMAGED, SERVICE STOPPED. THIS IMPACTED THE POPULATION IN THE STUDY

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TERMINAL AS A CONNECTION POINT TO LINK TO OTHER AREAS OR SYSTEMS. THE PATH TRAIN WHICH IS BELOW GRADE, FLOODED AND WAS SEVERLY DAMAGED. UNLIKE NJT SYSTEM IS HEAVILY USED BY COMMUTERS LIVING IN HOBOKEN AND ADJOINING JERSEY CITY. IT TOOK MANY MONTHS FOR THIS SERVICE TO BE FULLY RESTORED, THE NUMBER OF COMMUTERS TRAVELING THROUGH THE HOBOKEN TERMINAL WAS SEVERELY CUT FOR A LONG PERIOD OF TIME. THIS HAD A MAJOR IMPACT ON THE LENGTH OF COMMUTES AND THE COMMUTING PATTERNS FOR MANY. IT TOOK SIGNIFICANT PERIODS OF TIME FOR THESE SYSTEMS TO BE FULLY REXTORED. BUSINESSES THAT DEPENDED ON THE VOLUMN OR PATTERNS OF COMMUTERS WERE BADLY HURT DURING THIS PERIOD.

FERRY SERVICE AT THE HOBOKEN TERMINAL, 14<sup>TH</sup> STREET AND AT LINCOLN HARBOR WERE DAMAGED IN SANDY BUT THEY WERE MORE EASILY RESTORED. THESE LOCATIONS CRITICALLY GEARED UP TO OFFER ALTERNATE TRANS-HUDSON TRANSPORTATION OPTIONS TO THOSE NORMALLY USING THE PATH OR OTHER CONNECTIONS.

THERE ARE ONLY 8 ROADS THAT INGRESS AND EGRESS HOBOKEN, THE CORE OF THE STUDY AREA. THREE TO THE SOUTH (AT MARIN, GROVE AND JERSEY/NEWARK), TWO TO OUR NORTH (PARK AND WILLOW) AND THREE TO OUR WEST UP THE PALISADES (NEW YORK, PATERSON PLANK/ FRANKLIN AND THE 14<sup>TH</sup> ST VIADUCT, NOT POINTED OUT IN DOCUMENT). LOW LYING HARBOR BLVD BELOW THE PARK AVE VIADUCT IS OF MARGINAL USE DURING FLOODING. ALL OF THESE INGRESS AND EGRESS POINTS TRAVEL THROUGH THE FLOOD PLAIN. DURING THE WORST OF SANDY FLOODING, ALL OF OUR INGRESS AND EGRESS POINTS WERE IMPASSABLE. HOBOKEN BECAME AN ISLAND THAT IT HISTORICAL WAS. THE AREA THAT HAD BEEN TIDAL MARSHES ALL FLOODED. THIS HAD A SEVERE IMPACT ON LOGISTICAL AND EMERGENCY SERVICES. GRADUALLY WATER WAS PUMPED OUT AND WE RECONNECTED TO HIGHER ADJOINING TOPOGRAPHY. THIS ALLOWED FOR CRITICAL EMERGENCY SUPPLIES AS WELL AS REGULAR FOOD, FUEL AND OTHER DELIVERY TO BE RESTORED.

WITH THE USE OF WILLOW AVE AND PARK AVE VIADUCTS RESTORED CRITICAL NJT BUS SERVICE WAS RESTORED TO NYC VIA THE LINCOLN TUNNEL. LOW LYING AREAS OF WEEHAWKEN WERE DEEPLY FLOODED DURING SANDY BUT THE ADJOINING AREAS REMAINED CONNECTED BY WAY OF HACKENSACK PLANK ROAD AND KENNEDY BLVD TO UPLAND AREAS BEYOND THE LINCOLN TUNNEL.

WITH PATH SERVICE OUT NJT BUS SERVICE GEARED UP TAKING MANY MORE PASSENGERS. BUS SERVICE BECAME ALL THE MORE CRITICAL. WITH ROAD CONNECTIONS TO THE SOUTH AND WEST RESTORED BUS SERVICE TO AND THROUGH HOBOKEN WAS RESTORED.

UNDER NORMAL CONDITIONS NORTH/SOUTH ROAD TRANSIT THROUGH HOBOKEN SERVES AS A CRITICAL LOWLAND LINK BETWEEN THE HOLLAND (I-78 & RT 1&9) AND LINCOLN TUNNEL (RT 495) WHICH IS MOST IMPORTANT FOR EMERGENCY AND OTHER NEEDS. ACCESS TO THE HOBOKEN HOSPITAL IS CRITICAL TO ADJOINING COMMUNITIES. THESE ROADS ALSO PROVIDE ACCESS TO THE HOBOKEN TERMINAL. PORT AUTHORITY PERSONNEL REGULARY PASS THROUGH HOBOKEN BETWEEN THEIR FACILITES. NORTH HUDSON FIRE DEPARTMENT MORE READILY ACCESS DIFFERENT PARTS OF THEIR

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DURING TIMES OF REGIONAL EMERGENCIES (AS SEEN IN 9-11) ACCESS BY FERRY, PATH OR OTHER MEANS TO THE HUDSON WATERFRONT BECOMES A CRITICAL EVACUATION ROUTE FOR NYC. WE NEED TO BE MINDFUL THAT TENS OF THOUSAND WERE TAKEN TO HOBOKEN AND AREAS OF WEEHAWKEN AND JERSEY CITY ON THAT DAY.

ADDITIONAL MENTION SHOULD BE MADE IN REGARD TO BIKE AND PEDESTRIAN EGRESS. NOT ADJOINING OUR ROAD NETWORK. THE HUDSON RIVER WALKWAY IMMEDIATELY FOLLOWING THE SANDY HIGH TIDE WAS MOSTLY PASSABLE. IT SERVED AS A NON VEHICULAR PATHWAY TO GET TO NORTH OR SOUTH WHICH WAS OTHERWISE PREVENTED BY THE NEED TO CROSSING RAIL ALIGNMENTS OR ENTRAPPED HIGH WATER. THE ELEVATOR AT THE 9<sup>TH</sup> ST (NOTE ALSO ADD CONGRESS STREET DESIGNATION) IF IT HAS POWER, CONNECTS THE “BACK OF TOWN” TO JERSEY CITY HEIGHTS. IT CAN BE USED BY PEDESTRIANS TO SCALE THE PALISADADES.

IF IT IS NOT ALREADY INCLUDED, BACK UP DOCUMENTS IN REGARD TO NORMAL PATH, NJT, HBLR, NJT BUS (RT 126 ETC). SCHEDULES AND USAGE SHOULD BE INCLUDED TO UNDERSTAND THE IMPACTS AND ORDER OF MAGNITUDE OF THE RBD WORK ON OUR TRANSPORTATION SYSTEMS. THE INTERCONNECTION OF THESE SYSTEMS IS VITAL TO HOBOKEN AND THOSE THAT USE THOSE SYSTEMS.

FIGURE 4.92 TRANSPORTATION MAP.

- ADDITIONAL INFORMATION SHOWING INGRESS/EGRESS POINTS (NEW YORK AVE, PATERSON PLANK ROAD AND 14<sup>TH</sup> STREET VIADUCT) NEEDS TO BE INCLUDED ON THE MAP. INGRESS/EGRESS PATHS AT ALL LOCATIONS SHOULD BE BETTER NOTED OR HIGHLIGHTED PERHAPS USING ARROWS.
- NOTATION SHOULD BE MADE ON FERRY ROUTES AS TO NYC DESTINATIONS. 14<sup>TH</sup> STREET FERRY IS INCORRECTLY SHOWN AT 13<sup>TH</sup> STREET LOCATION.
- MARK HUDSON RIVER WALKWAY ON MAP ALONG WATERWAY.
- 9<sup>TH</sup> STREET HBLR SHOULD BE MARKED WITH CONGRESS ST DESIGNATION AND ELEVATOR CONNECTION
- THE HBLR IS LABELED AT THE HOBOKEN TERMINAL BUT NOT THE PATH STATION (25K+/- DAILY) OR NJT BUS STATIONS (5K > 10K? ON NJT BUS DAILY?)

4.9.2.1.1 ROADWAY OPERATIONS  
DATA COLLECTIONS

STUDY AREA OPERATIONS

4.9.2.1.2 PEDESTRIAN NETWORK

4.9.2.1.3 STUDY AREA BIKE NETWORK ROUTES

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THERE IS A GREAT DEAL OF INFORMATION ON BIKE SHARING PROGRAMS. ADDITIONAL BACK UP IS NEEDED FOR OTHER TRANSPORTATION SYSTEMS

4.9.2.1.4 BUS TRANSIT

4.9.2.1.5 RAIL TRANSIT  
NOTE POTENTIAL FUTURE HBLR STATION AT WILLOW AND 14TH

4.9.2.1.6 FERRY SERVICE  
FERRY SERVICE PROVIDE A FLEXIBLE TRANSPORTATION SYSTEM ONCE WATERSIDE INFRASTRUCTURE IS SECURE.

4.9.2.1.7 ON STREET PARKING (SHOULD INCLUDE INFO ON OFF-STREET PARKING)  
ADDITIONAL DATA IS NEEDED HERE. THE DOCUMENT DOES NOT CLEARLY INDICATE THE ORDER OF MAGNITUDE OR DENSITY OF CARS PARKED IN THE STUDY AREA. BY MOST STANDARDS ESPECIALLY CONSIDERING OUR ROAD BOTTLENECKS OUR CONCENTRATION OF CARS WOULD SEEM TO BE VERY DENSE. WE NEEDS TO BE PROVIDED ADDITIONAL INFO IN REGARD TO ON STREET AND OFF STREET PARKING IN HOBOKEN. MY UNDERSTANDING IS THAT THERE ARE APPROXIMATELY 10,000 +/- LEGAL STREET PARKING SPOTS IN HOBOKEN AND A FEW THOUSAND CARS WITH PARKING STICKERS OVER AND ABOVE THAT NUMBER. HOW MANY CARS ARE REGISTERED IN HOBOKEN? HOW MANY CARS ARE USED FOR DAILY COMMUTES? WHAT HOW MANY OFF STREET SPOTS ARE AVAILABLE IN OFF STREET PARKING LOTS AND GARAGES? HOW MANY OF THESE ARE AVAILABLE TO THE PUBLIC AND HOW MANY PRIVATE? IS THIS INFO AVAILABLE IN BACK UP DATA? NOTE: APPROXIMATELY 2000 CARS WERE DESTROYED IN HURRICANE SANDY. ZIP CARS AND OTHER SUCH SYSTEMS HAVE PROVIDED TRANSPORTATION ALTERNATES NOT PREVIOUSLY AVAILABLE.

ADDITIONAL PARKING AND VEHICLE DATA IN REGARD TO THE PORTION OF WEEHAWKEN IN THE STUDY AREA SHOULD BE REVIEWED. SOME OF IT IS LINKED TO ISSUES IN ADJOINING HOBOKEN (BUS SERVICE) OTHER ISSUES ARE UNIQUES (PARKING AND ROAD EGRESS)

AREAS OF JERSEY CITY INSIDE THE STUDY AREA ARE LARGELY NORTH OF THE NJT RAIL RIGHT OF WAY AND SHARE SIMILAR TRANSPORTATION AND INFRASTRUCTURE ISSUES WITH ADJOINING SOUTHERN PORTIONS OF HOBOKEN

NOTE: THERE IS LITTLE REFERENCE TO THE PATH SYSTEM IN THIS DOCUMENT. IT IS A MAJOR FORM OF TRANSPORTATION. MY UNDERSTANDING IS THAT 25,000 OR SO PEOPLE USE THE PATH TRAIN IN HOBOKEN ON A DAILY BASIS. WHEN THE PATH WENT DOWN IN SANDY IT HAD A SEVERE IMPACT ON LOCAL PEOPLE IN HOBOKEN WHO USE IT TO COMMUTE TO MANHATTAN, AND TO A SMALLER DEGREE TO JERSEY CITY AS WELL AS THE GROWING NUMBER OF THOSE “REVERSE COMMUTING” INTO HOBOKEN. WITH THE PATH OUT AND WITH SHORTER TERM OUTAGES OF NJT SURFACE RAIL AND THE HBLR, THE ABILITY TO CONNECT AND TRANSFER AT THE HOBOKEN TERMINAL BECAME LIMITED.

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4.9.2.2 INFRASTRUCTURE

SANITARY AND STORM SEWER

COORDINATION WITH THE NHSA SYSTEM IS ONE OF THE SINGLE MOST CRITICALLY IMPORTANT ASPECTS OF ASSURING THE SUCCESS OF OUR RBD PROJECT. WE NO LONGER HAVE CREEKS WHICH DRAIN HOBOKEN INTO THE HUDSON. OUR COMBINED SANITARY AND SEWERS CAN FULLY PROCESS APPROXIMATELY 35,000 GALLONS A DAY. SEVERAL TIME A YEAR DURING HEAVY RAIN EVENTS PARTICULARLY AT HIGH TIDES THE SYSTEM IS OVERWHELMED. THIS MANIFESTS ITSELF IN LOCALIZED FLOODING AND THE NEED TO PUSH UNPROCESSED COMBINED SEWERAGE DIRECTLY INTO THE RIVER. WE WILL BE MODIFYING AND ADDING ON TO THE EXISTING SEWER SYSTEM.

IT HAS BEEN CALCULATED THAT APPROXIMATELY 500,000 GALLONS OF SURGE WATER FLOWED INTO HOBOKEN AND THE ADJOINING STUDY AREA AND WAS ENTRAPPED DURING HURRICANE SANDY. THIS SURGE OVERWHELMED SYSTEM. DURING NORMAL OPERATIONS THE NHSA CAN FULLY PROCESS APPROXIMATELY 35,000 GALLONS A DAY. WE ALL NEED TO UNDERSTAND THE ORDER OF MAGNITUDE OF THE WATER ENTRAPED BY THE SURGE. EVEN BEFORE THE ADDITION OF ANY STORM OR SANITARY SEWERAGE SUBSEQUENT TO THE STORM IT WOULD HAVE TAKEN 15 DAYS OR SO TO FULLY PROCESS ALL THE ENTRAPPED WATER. WITH THE SYSTEM OVERWHELMED AND WITH OUR EVACUATION, LOGISTICS AND EMERGENCY NEEDS. THE SURGE WATER AND WHAT WAS COLLECTED IN IT WAS PUMPED OUT MOSTLY UNTREATED AS QUICK AS POSSIBLE. THIS WAS DONE BY USING OUR STORM PUMPS AND BY OTHER MEANS. AS WATER LOWERED IN THE STREETS ADDITIONAL AREAS OF TOWN WERE MORE EASILY ACCESSED, POWER COULD BE BROUGHT BACK ON LINE WHEN IT WAS DETERMINED TO BE SAFE AND WATER PUMPED OUT OF BASEMENTS AND OTHER LOW LYING PLACES WHERE WATER HAD COLLECTED.

OUR SYSTEM CANNOT TAKE ANOTHER SURGE SUCH AS SANDY. WE NEED TO KEEP THE SURGE OUT.

THE ADDITION OF HIGH WATER SEWERAGE SYSTEMS “OUTBOARD” OF THE RESIST STRUCTURE IN NE HOBOKEN AREA ADJOINING THE SHIPYARD AND SE HOBOKEN BY THE MAIN POST OFFICE WILL PRESENT LOGISTICAL AND CONSTRUCTION CHALLENGES WITH EXCAVATION AND WORK IN AREAS WITH HEAVY VEHICULAR, PEDESTRIAN AND COMMERCIAL USE.

THE ADDITION OF HIGH WATER SEWER SYSTEMS ADJOINING THE NEW SW PARK WILL PRESENT COORDINATION AND LOGISTICAL ISSUES PARTICULARLY IN REGARD TO ROAD TRAFFIC.

THE ADDITION OF HIGH WATER SEWER SYSTEM WILL PRESENT UNIQUE CONSTRUCTION SAFETY COORDINATION ISSUES AT THE ACTIVE HBLR AND AT THE ADJOINING HOBOKEN PUBLIC HOUSING AREA AND THE RESIDENTS THERE.

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THE ADDITION OF A HIGH WATER SEWER SYSTEM AT NW HOBOKEN AND THE BASF SITE WILL BECOME CONTINUALLY MORE DIFFICULT AS THIS AREA OF TOWN IS DEVELOPED AND WITH THE ADDITION OF THROUGH TRAFFIC.

FIGURE 4.104 SANITARY AND STORM SEWER MAP.

THE BETTER INFORMATION IS OFFERED ELSEWHERE AND PROBABLY IN THE BACK UP DOCUMENTS BUT THIS MAP AS SHOWN IS CONFUSING AND DOES NOT ADEQUATELY SHOW THE DIRECTION OF SEWERAGE FLOW IN FORCED MAINS AND TRUNK LINES.

A FULL SIZE DOCUMENT SHOWING THE STUDY AREA WITH ALL EXISTING AND PROPOSED SEWER LINES NEEDS TO BE GENERATED WITH RBD IN CONJUNCTION WITH THE NHSA.

PLEASE CLARIFY WHAT IMPACTS IF ANY THERE MIGHT BE IN THE PORTION OF JERSEY CITY NORTH OF THE FLOOD BARRIERS WHICH MAY DRAIN INTO THE JERSEY CITY SEWER SYSTEM NOT THE NHSA.

WATER

UNITED WATER IS NOW SUEZ (NOTE NAME CHANGE) WILL SHORTLY BE REPLACING AND UPGRADING THE MAIN TRUNK LINE ON WASHINGTON STREET. ONGOING AND ADDITIONAL WORK IS NEEDED. IT HAS BEEN SPECULATED THAT ONE OF THE RESIDUAL IMPACTS OF HURRICANE SANDY IS THAT THE SOIL SUPPORTING THE UNDERGROUND WATER LINES WAS COMPROMISED, WHICH HAS POSSIBLY ACCELERATED THE NUMBER OF WATER BREAKS WE HAVE CONSEQUENTLY EXPERIENCED. LONG TERM INVESTMENT IS NEEDED BY UNITED WATER AND THE CITY OF HOBOKEN TO UPGRADE AND REPLACE LARGE PARTS OF OUR SYSTEM.

ELECTRIC AND GAS

THE INFORMATION GIVEN IN THE DOCUMENT IS UNCLEAR. IT STATES THERE ARE “MAJOR LINES” IN CERTAIN LOCATIONS BUT FAILS TO POINT OUT IF THESE ARE ELECTRIC OR GAS LINES.

THE LOCATON OF EACH OF THE PSE&G ELECTRICAL SUBSTATIONS SHOULD BE NOTED AND STRESSED. IT IS NOT IN THIS SECTION. THESE ARE NOT SHOWN ON THE CRITICAL INFRASTRUCTURE MAP ELSEWERE IN THE DOCUMENTS. IT IS MOST IMPORTANT THAT THEY ARE SHOW. HERE IS WHERE THE FOUR SUBSTATIONS ARE. THREE ARE IN HOBOKEN AND ONE IN ADJOINING JERSEY CITY.. ALL FOUR SUBSTATIONS FLOODED, PUT OUT OF OPERATION AND NEEDED TO BE REBUILT. NOTE A SMALL PORTION OF HOBOKEN (CROSSTOWN ON 11<sup>TH</sup> STREET THEN DOWNTOWN FROM THERE ON HUDSON TO APPROXIMATELY 6<sup>TH</sup> STREET) IS SERVED BY A SUBSTATION IN UNION CITY WHICH STAVED IN

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- CLINTON AND 16<sup>TH</sup> (EAST OF THE NHSA PLANT)
- JERSEY AVE @ NJT TRAIN ROW (IN NEARBY JERSEY CITY BY RAIL UNDERPASS)

THE ELEVATION AND FLOOD EXPOSURE OF EACH OF THESE SUBSTATIONS IS CRITICAL AS THEY PROVIDE 95% OF THE ELECTRICAL POWER IN THE STUDY AREA. THE LOSS OF POWER IMPACTED EVERYONE NOT JUST THOSE IN AREAS WHICH WERE FLOODED. THE LOSS OF POWER HINDERED PUMPING OUT, EMERGENCY SERVICES AND ALL FACETS OF OUR FLOOD AND RECOVERY. PSE&G AND THE NJ BPU ARE IN THE PROCESS OF CONSOLIDATING THEIR SUBSTATIONS AND HARDENING THEM AGAINST FUTURE FLOOD EVENTS. MAJOR WORK HAS ALREADY BEEN DONE. THE CITY AND OTHERS ARE INSTALLING BACK UP ELECTRICAL GENERATORS IN VARIOUS FACILITES IN THE CITY.

ELECTRICAL TRANSFORMERS THOUGHOUT THE CITY WERE DAMAGED AND DESTROYED.

THOUSANDS OF GAS METERS NEEDED TO BE REPLACED POST STORM. THEY WERE COMPROMISED BY THEIR EXPOSURE TO SALT WATER. WE NEED TO DETERMINE WHERE WE STILL HAVE EXPOSURE TO OUR GAS SUPPLY SYSTEM?

TELECOMMUNICATIONS

THE DOCUMENTS SHOULD PROVIDE A MARKED UP MAP SHOWING THE TELECOMMUNICATION TRUNK LINES AND SUBSTATIONS. NOTE: OUR UNDERGROUND TELECOMMUNICATIONS HAVE BEEN PRIMARILY INSTALLED IN AREAS WHICH HAVE MORE RECENTLY BEEN DEVELOPED IN FORMERLY INDUSTRIAL NON-RESIDENTAL AREAS. HISTORIC RESIDENTIAL AREAS IN THE “CORE” OF HOBOKEN ARE LARGELY SERVED BY OVERHEAD WIRES.

WHAT IS OUR FIBER OPTIC AND CABLE TV EXPOSURE?

WHAT IS OUR COPPER PHONE LINE EXPOSURE?

ENVIRONMENTAL CONSEQUENCES

4.9.3.1 IMPACTS ON TRANSPORTATION.

I WILL ONLY COMMENT ON ALTERNATIVE 3 IN REGARD TO THIS REPORT AS THIS IS OUR PREFERRED ALTERNATE.

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IMPACTS LISTED AS SHORT TERM ARE SHORT TERM BY CONSTRUCTION STANDARDS BUT THEY WILL HAVE SIGNIFICANT IMPACTS OVER A PERIOD OF TIME FOR ADJOINING PROPERTY OWNERS, PEDESTRIANS, VEHICLES AND OTHER SYSTEMS. WORK WILL IMPACT TRANSPORTATION, LOGISTICS, SAFETY AND OTHERS CONCERNS. THIS WILL BE TRUE FOR THOSE OF US LIVING IN THE STUDY AREA AND FOR THOSE WHO TRAVEL OR WORK HERE.

IT SHOULD BE STRESSED THAT THE LONG TERM BENEFITS IN THE FORM OF FLOOD PROTECTION, IMPROVED INFRASTRUCTURE, RESILIANCY AND PUBLIC AMENITIES WILL BENEFIT US LONG AFTER SHORT TERM IMPACTS HAVE PASSED. NEED WE NOT FORGET WHAT HAPPENED DURING HURRICANE SANDY? LET'S PROTECT OURSELVES FROM WHAT HAPPENED BEFORE THE NEXT STORM.

NOTE THE NORTHERN ALIGNMENT WAS CHANGED DURING THE COURSE OF THE DEIS PROCESS TO MINIMIZE ITS IMPACT ON RESIDENTIAL AREAS USING THE PUBLIC PROCESS.

WE CAN EXPECT EXCAVATIONS WHICH RUN LATERALLY ACROSS OR PARALLEL TO STREETS AND/OR SIDEWALKS TO BE COMPLICATED WITH "HITS" TO EXISTING UTILITY LINES. AT THESE LOCATIONS WE MAY NEED RELOCATION. THERE MAY BE MAJOR IMPACT FOR SUCH WORK ON OUR REGULAR COMMERCIAL AND VEHICULAR TRAFFIC WITH OUR ALREADY BOTTLENECKED LOGISTICS. ALL WORK NEEDS TO BE PLANNED OUT AND WELL TIMED SO AS TO OPTIMIZE WORK AND MINIMIZE IMPACT WHICH THERE WILL BE. OFF HOURS CONSTRUCTION MAY BE NEEDED. PEDESTRIAN AND VEHICULAR TRAFFIC WILL NEED TO BE RELOCATED AT TIMES. PARKING WILL BE IMPACTED. CONSTRUCTION AT DIFFERENT LOCATIONS ON THE PROJECT NEEDS TO BE COORDINATED SO AS TO MINIMIZE COMBINED IMPACT OF SIMULTANEOUS WORK.

IT WILL BE MOST IMPORTANT TO DEVELOP A CRITICAL PATH OF CONSTRUCTION WHICH MINIMIZES IMPACTS WHILE ALLOWING FOR THE UNKNOWNNS.

EXCAVATION AND CONSTRUCTION ALONG THE NORTH WATERFRONT AND NORTH OF 14<sup>TH</sup> STREET MAY EXPOSE OLD BUILDING FOUNDATIONS, BULKHEADS, RAIL INFRASTRUCTURE AND POOR FILL CONDITIONS AS THE SHORELINE HAS MOVED AND ITS PAST INDUSTRIAL AND MARITIME ACTIVITY.

THE DISTRIBUTION AND COORDINATION OF INFORMATION AND EDUCATION OF THE PUBLIC, BUSINESS, COMMERCIAL, INSTITUTIONAL AND OTHER PARTIES IS MOST IMPORTANT. WEBSITE INFO AS WELL AS A CENTRALIZED POINT OR BULLETIN BOARD SHOWING PUBLIC INFORMATION WOULD BE MOST HELPFUL.

BUS ROUTES WILL BE IMPACTED AT WASHINGTON STREET, ADJOINING THE HOBOKEN TERMINAL, AT SOUTH EGRESS ROADS AND LINCOLN HARBOR.

CONSTRUCTION OF THE FLOOD BARRIER WHICH CROSSES THE HBLR AND ADJOINING 19<sup>TH</sup> STREET LEVEL GRADE CROSSING WILL BE COMPLICATED. THE HBLR WILL BE IMPACTED HERE NEAR LINCOLN HARBOR AND SOUTHBOUND FROM THAT POINT ALONG THE RESIST STRUCTURE ADJOINING RAIL ROW. AREAS ALSO IMPACTED INCLUDE IN JERSEY CITY BY HOBOKEN MOTORCYCLE CLUB TO JERSEY AVE AND AT BASE OF PALISADES AND WATER DETENTION SYSTEM BY HOBOKEN PUBLIC HOUSING. RAIL ROAD SAFETY CONSTRUCTION RULES WILL NEED TO BE FOLLOWED WHICH YOU CAN EXPECT TO IMPACT LIGHT RAIL TRAFFIC.

RBD DEIS SECTION 4.9  
TRANSPORTATION AND INFRASTRUCTURE  
jpc NOTES 170315x

CONSTRUCTION WITHIN AND ADJOINING NJT YARD AND RAIL TRACKS WILL BE COMPLICATED ON CERTAIN RAIL TRACKS ON THE NORTH SIDE OF THE YARD. THIS AREA HAS BEEN BUILT ON HISTORIC FILL IN THE 1800'S. THE CONFIGURATION OF THE RAIL YARD HAS BEEN CHANGED OVER THE YEARS. THERE IS MOST LIKELY ISSUES WITH UNFORESEEN CONDITIONS BELOW GRADE WHICH NEED TO BE UNDERSTOOD AS BEST AS POSSIBLE BEFORE CONSTRUCTION STARTS. WE CAN EXPECT THERE WILL BE SAFETY CONCERNS AND EXTENSIVE COORDINATION REQUIRED WITH NJT.

THE CONSTRUCTION OF THE BARRIERS ACROSS OUR THREE SOUTHERN INGRESS/EGRESS ROADS (JERSEY AVE/NEWARK, GROVE, MARIN/HENDERSON) WILL BE DIFFICULT AND HAVE SOME OF THE GREATEST IMPACT DURING CONSTRUCTION. AS WE ALL KNOW TRAFFIC AT RUSH HOUR IS VERY CONGESTED AND CRITICAL FOR OUR EMERGENCY NEEDS. THESE LOCATION WILL BE DIFFICULT TO BUILD AND ARE DIRECTLY NEXT TO THE RAIL OVERPASSES WHICH WILL PRESENT CHALLENGES.

VEHICULAR, COMMERCIAL AND BUS INGRESS AND EGRESS AT THE NORTH END OF HOBOKEN WILL BE IMPACTED WITH THE FLOOD GATE CONSTRUCTION AT 15<sup>TH</sup> AND 14<sup>TH</sup> STREETS. AT THE CROSSING OF BLOOMFIELD CONSTRUCTION AND AT THE ADJOINING ALLEYWAY AND SIDEWALKS THEY WILL BE AN IMPACT IN AREAS OF HEAVY PEDESTRIAN USE AND THE SCHOOL

CONSTRUCTION BETWEEN 15TH STREET NORTH TO WEEHAWKEN MAY CLOSE DOWN PORTIONS OF THE PEDESTRIAN HUDSON WALKWAY SPORATICALLY ON DAILY BASIS OR FOR LONGER PERIOD. REROUTING MAY BE REQUIRED DURING A PERIOD OF TIME TO ALLOW CONTINUOUS NORTH SOUTH PEDESTRIAN ACCESS BETWEEN HOBOKEN AND WEEHAWKEN.

WE SHOULD EXPECT A REGULAR HIGH VOLUME OF CONSTRUCTION TRAFFIC THROUGHOUT HOBOKEN AND ADJOINING AREAS WITH CONSTRUCTION MATERIALS, SUPPLIES AND WASTE BEING TRANSPORTED.

DURING CONSTRUCTION SOME BUS ROUTES MAY NEED RELOCATION TO ADJOINING STREETS.

NEW HIGHQ LEVEL SEWERS WILL HAVE IMPACT SIMILAR TO ONGOING WATER AND GAS CONSTRUCTION WE HAVE SEEN ON WASHINGTON STREET.

DSD CONSTRUCTION IS EXPECTED TO LARGELY HAPPEN AT A LATER TIME AND MAY NOT BE PART OF THE INITIAL CONTRACT TBD BY BUDGETARY RESTRAINTS. LOGISTICS AND OTHER CONCERNS IN INDIVIDUAL AREAS VARY DEPENDING ON LOCATIONS. IMPACTS WILL BE MORE LOCAL BUT MAY BLOCK FOR BLOCK HAVE SIGNIFICANT IMPACTS ON ADJOINING AREAS.

HOBOKEN POLICE, FIRE AND EMERGENCY SERVICE WILL NEED TO BE COORDINATED WITH CONSTRUCTION WORK. SIMILARLY WEEHAWKEN AND JERSEY CITY WILL HAVE IMPACTS. ADDITIONALLY NJT POLICE, PA POLICE AND HUDSON COUNTY AGENCIES NEED COORDINATION.

WE NEED FOR REVIEW A COMPREHENSIVE PLAN OF EMERGENCY ACTION SHOWING EMEGENCY ROUTES AND MEANS OF ACCESS TO AREAS OUTSIDE/ BEYOND THE FLOOD BARRIERS WHEN THE GATES ARE DEPLOYED. PARKING AND OTHER LOGISTICAL ISSUES NEED TO BE UNDERSTOOD. COORDINATION FOR SUCH FOR HOBOKEN TERMINAL IS OF PARTICULAR IMPORTANCE IN EMERGENCIES, CONSIDERING IT'S LOCAL AND REGIONAL IMPORTANCE. A MAP SHOWING EMERGENCY ROUTES WHEN THE STORM

RBD DEIS SECTION 4.9  
TRANSPORTATION AND INFRASTRUCTURE  
jpc NOTES 170315x

PROTECTION AS PART OF THE POTENTIAL NEEDS WHICH MAY FACE US FOR THE AREA BEYOND THE BARRIER.

EMERGENCY SEQUENTIAL DEPLOYMENT OF BARRIERS WHICH WOULD MAINTAIN THE USE OF HIGH VOLUME 14<sup>TH</sup> STREET AND ONE OF THE SOUTHERN EGRESS POINT PROBABLY JERSEY AVE WOULD ALLOW FOR LONGER CONTINUED CONNECTIONS.

DESIGN AND CONSTRUCTION NEEDS TO TAKE INTO ACCOUNT FUTURE MAINTAINANCE AND OPERATIONS. IF THERE ARE EMERGENCY SUPPLIES, TOOLS, BACK UP MATERIAL THAT IS NEEDED FOR USE AT OUR DEPLOYABLE FLOOD GATES OR OTHER NEEDS, WE NEED TO MAKE SURE THAT THIS MATERIAL IS LOCAL, SECURE AND ABLE TO BE MAINTAINED WHERE IT WILL BE NEEDED IN AN EMERGENCY.

BEFORE AND THROUGHOUT CONSTRUCTION EXTENSIVE COORDINATION WILL BE NEEDED BETWEEN THE RBD CONSTRUCTION TEAM, POLICE, FIRE AND EMERGENCY SERVICES, NJT RAIL, HBLR AND PORT AUTHORITY AND THE PATH; PSE&G, NHSa, VERIZON; THE COUNTY OF HUDSON, STATE OF NJ AND OTHERS. PRIVATE PROPERTY OWNERS, BUSINESS OWNERS, RESIDENTS AND OTHERS.

From: [Reinknecht, Dennis](#)  
To: [DEP.rhd-hudsonriver](#)  
Cc: [DEP.rhdh.archive](#); [McEvoy, Kim](#); [Schwarz, Frank](#); [Sherman, Clay](#); [Soto, Nicole](#); [Taylor, Alexis](#); [Yank, Brian](#)  
Subject: FW: jpc DEIS 4/10/17 Notes and other items.  
Date: Tuesday, April 11, 2017 2:08:50 PM  
Attachments: [JPC: REBUILD BY DESIGN notes 170410.docx](#); [170316 jpc RBD Notes for Public Meeting.docx](#); [170315 jpc notes on RBD DEIS SECTION 4 Transportation and Infrastructure X.docx](#)

FYI, for the log. Please note receipt after required due date.

Dennis

From: jpcjohncarey@aol.com [mailto:jpcjohncarey@aol.com]  
Sent: Tuesday, April 11, 2017 2:05 PM  
To: carter@outsidenewyork.net; Reinknecht, Dennis <Dennis.Reinknecht@dep.nj.gov>; cstratton@hobokennj.gov  
Cc: jpcjohncarey@aol.com  
Subject: jpc DEIS 4/10/17 Notes and other items.

Carter, Dennis, Caleb,

It was a long process but I transcribed most of the information I had put on sticky pads on a copy of the bound DEIS. I hope the information is clear. Most of what you will see here I have already talked about or stated in meeting or a public forum. I am sure there are redundancies and some of what I wrote may not be as clear as I might hope but it has to go in. I put a lot of time in a few weeks back on this when I first had the binder then again with many hours in the last few days. I've been involved with other things lately and been jockeying time for this against other items. It is a lot to do comprehensively as a volunteer. Others I know have been doing the same bringing what they have to the table. I feel my general construction and facilities knowledge, my observations before during and after the flood and my involvement as CFM here in my City brings something to the table that others might not. My notes reference the page, figure or topic which I feel need additional information or review.I have also included my notes I used for my reference and only somewhat followed at the March 16 meeting. Lastly My very rough notes which I believe were previously submitted and specific to Section 4 Transportation and infrastructure. This I am not going back to review right now as it needs to get in. I have not looked at this for several weeks but I believe they reflect my observations of a few weeks back possible before I they have been further tweaked by subsequent conversations,

Take my comments for what they are worth. I hope through the collaborative efforts we have made guided by professionals and knowledgeable experts that we will optimize the funding we have and make for a more resilient city while adding to the quality of our lives. Sounds Idealistic but that is what we should aim for.

Thanks to all for their efforts. I know that the CAG group has put a lot of time in on a schedule that needs to move along but even with that I am sure there are many items we all wish we had more time to review.

jpc

John P. Carey CFM  
209 13th Street

Certified Floodplain Manager.  
Trustee Hoboken Historical Museum  
Contributor to the Steven's Institute Study which Documented Hurricane Sandy Flooding here in Hoboken.



Office of the Vice President,  
General Counsel and Secretary  
Tel 201 216 5667 Fax 201 216 8250

April 10, 2017

VIA E-MAIL and FEDERAL EXPRESS

Mr. Dennis Reinknecht  
Program Manager  
New Jersey Department of Environmental Protection  
Bureau of Flood Resistance  
501 East State Street, Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

**City of Hoboken - Rebuild by Design  
Comments to Draft Environmental Impact Statement Dated February 2017**

Dear Mr. Reinknecht:

Please accept this letter on behalf of The Trustees of the Stevens Institute of Technology ("Stevens"). This letter provides comments to the Draft Environmental Impact Statement prepared by the New Jersey Department of Environmental Protection dated February 2017 (the "EIS") which are limited to one aspect of the EIS, namely, Chapter 4.2, "Cultural Resources."

Chapter 4.2 discusses the impact of Rebuild by Design on certain historic properties and historic districts located within the City of Hoboken. Stevens is mentioned in three locations within Chapter 4.2. First, within Table 4.14, a "Stevens Historic District" is identified as a cultural resource within Hoboken. Second, on page 4-74, a "Stevens Historic District" and background concerning Col. John Stevens and his family's contributions to Hoboken are discussed. Finally, on page 4-84, the EIS briefly analyzes whether there will be a negative impact on the "Stevens Historic District" as a result of the alternatives presented by the Rebuild by Design plan.

Stevens appreciates the work being done by Rebuild by Design and the analysis of the potential impact to Stevens' campus. However, Stevens respectfully submits that no "Stevens Historic District" has ever been legally established and it is confusing, at best, to refer to such a district in the EIS. In fact, Edwin A. Stevens Hall ("EAS") is the only building located on Stevens' campus which is a listed historic property, with EAS added to the National Register of Historic Places on February 4, 1994.

Castle Point on Hudson, Hoboken, New Jersey 07030

[www.stevens.edu](http://www.stevens.edu)

Mr. Dennis Reinknecht  
April 10, 2017  
Page 2

We understand that the EIS considers both historic properties and districts which are listed in the National Register of Historic Places and those which are *eligible* for listing. However, we believe that it is very important to distinguish between these two significantly different concepts, and make it clear that there is no Stevens Historic District actually listed in the National Register of Historic Places. We are aware that, in 1991, a SHPO opinion remarked as to the eligibility of such a district.

An interested citizen reading the EIS would be led to believe that a "Stevens Historic District" has been legally established and is in existence within Hoboken - this is simply not the case. Therefore, Stevens respectfully requests that the EIS be amended to eliminate or modify the references to the "Stevens Historic District" as such references are inaccurate and likely to mislead the public as to the proper status and classification of Stevens' campus.

Please consider this letter a formal request that the record reflected in the Draft Environmental Impact Statement be amended. If you have any questions about these matters, please do not hesitate to contact my office directly.

Very truly yours,

Kathy L. Schuiz  
Vice President, General Counsel and Secretary

cc: The Honorable Dawn Zimmer, Mayor of Hoboken  
The Honorable Jennifer Giattino, President, City Council of Hoboken

From: Sean R. Kelly  
To: [DEP.rhd-hudsonriver](#)  
Cc: ["CouncilmanBhalla@gmail.com"](#)  
Subject: Hoboken project  
Date: Tuesday, April 11, 2017 3:28:26 PM

In response to Councilman Bhalla's email today, I write to express my strong support for your flood protection plan for Hoboken. I urge the swift implementation of the plan before our city is exposed to another catastrophe of the kind we experienced a few years ago.

Thanks,  
Sean R. Kelly (1027 Garden St.)

This e-mail and any documents accompanying this e-mail may contain information which is confidential and/or legally privileged. The information is intended only for the use of the individual or entity named on this e-mail. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this e-mail information, is strictly prohibited and that the documents should be returned to Saiber LLC immediately. In this regard, if you have received this e-mail in error, please notify us by return e-mail or telephone (973-622-3333) immediately, delete the e-mail and all attachments and destroy all hard copies of same.



Building On  
Common Ground

MARK LONGO  
DIRECTOR  
973-630-1012

INTERNATIONAL UNION  
OF OPERATING ENGINEERS  
LOCAL 825

ASSOCIATED CONSTRUCTION  
CONTRACTORS OF  
NEW JERSEY

CONSTRUCTION INDUSTRY  
COUNCIL OF WESTCHESTER &  
HUDSON VALLEY

THE CONSTRUCTION  
CONTRACTORS LABOR  
EMPLOYERS OF NEW JERSEY



ENGINEERS LABOR-EMPLOYER COOPERATIVE  
The Labor-Management Fund of Operating Engineers Local 825  
65 SPRINGFIELD AVENUE, 2ND FLOOR, SPRINGFIELD, NJ 07081  
973-630-1010 • FAX 973-630-1013

April 3, 2017

Dennis Reinknecht, Program Manager  
NJDEP, Bureau of Flood Resilience  
501 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Ref.: Rebuild by Design Hudson River.

On behalf of the Engineers Labor-Employer Cooperative (ELEC 825), I would like to express our support of Option 1 of the Preferred Alternative in the proposal. We are the labor management trust fund of the International Union of Operating Engineers Local 825 (IUOE 825). We represent over 6900 members and, together with our signatory contractors, we work to secure building projects, create jobs, maintain a credentialled workforce, promote economic development, and stimulate building construction.

This project is not solely about construction jobs. Our members don't just work here. Many of them are residents of Hoboken, Weehawken and Jersey City and raise their families here too. We also know the benefits of safe, reliable, and smart planning for our communities and this project will help protect this area in the long run. In order for this area of the state to remain economically competitive and a great place to live, we need responsible infrastructure development.

Option 1 of the Preferred Alternative in this proposal is part of an integral and sound policy. As you know there is a proposed re-development plan for the south end of Hoboken, only Option 1 of the Preferred Alternative will protect the city and allow for this needed project to continue moving forward.

The project at the south end of Hoboken is the perfect example of the type of construction project that is important to our organization and its highly skilled and well trained members. Over 1000 construction jobs are at stake here, in addition to massive economic development to benefit the city, region, and state as well.

Building On Common Ground  
[www.elec825.org](http://www.elec825.org)

We respectfully ask NJDEP that Option 1 of the Preferred Alternative be moved forward. Thank you very much for your consideration.

Yours truly,



Daniel Ortega  
Community Affairs  
Engineers Labor-Employer Cooperative

1  
2 STATE OF NEW JERSEY  
3 DEPARTMENT OF ENVIRONMENTAL PROTECTION  
4 REBUILD BY DESIGN  
5 RESIST DELAY STORE DISCHARGE  
6 HUDSON RIVER  
7 RE: DRAFT EIS PUBLIC HEARING  
8 Stevens Institute of  
9 Technology  
10 24 Fifth Avenue  
11 Hoboken, New Jersey  
12 March 16, 2017  
13 6:00 p.m.  
14  
15 B E F O R E:  
16 DAVID B. ROSENBLATT,  
17 Assistant Commissioner for Engineering and  
18 Construction,  
19 The Chair  
20  
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MGR Reporting, Inc.  
1-844-MGR-RPTG

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1 PROCEEDINGS  
2 P R O C E E D I N G S  
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4 MR. ROSENBLATT: We'll be  
5 starting in about one minute, two minutes. can  
6 even everybody take their seats.  
7 All right, we are going to start  
8 this. Good evening, everyone.  
9 (Chorus of "good evenings")  
10 MR. ROSENBLATT: Thank you. My  
11 name is David Rosenblatt. I'm the Assistant  
12 Commissioner --  
13 (Applause)  
14 MR. ROSENBLATT: I'm the  
15 Assistant Commissioner for Engineering and  
16 Construction in the New Jersey Department of  
17 Environmental Protection.  
18 I want to thank the Stevens  
19 Institute, Dr. Blumberg, where are you?  
20 DR. BLUMBERG: I'm here. You're  
21 very welcome.  
22 MR. ROSENBLATT: Thank you.  
23 Thank you very much, Mayor  
24 Zimmer. Thank you.  
25 Thank you, Hoboken, for having

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1 PROCEEDINGS  
2 us again. I like Hoboken. I like it better in the  
3 summer. I haven't experienced the winter here yet  
4 to know.  
5 So we are here tonight for a  
6 public hearing inviting the community to provide  
7 public comments on the Rebuild by Design Hudson  
8 River Flood Resiliency Project Draft Environmental  
9 Impact Study, or, as referred to over the course of  
10 the evening, as the DEIS.  
11 Who has been here with us before  
12 at various meetings?  
13 (Show of hands)  
14 MR. ROSENBLATT: Most people.  
15 All right, that's good.  
16 Public participation is an  
17 integral part of the National Environmental Policy  
18 Act's procedural requirements, and, as you know,  
19 public input has played a critical role in shaping  
20 the direction of this project. From purpose and  
21 need, to selection of the preferred alternative,  
22 your input has been considered at every step and  
23 will continue to be an integral part of the design  
24 phase.  
25 So what's tonight all about?

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1 PROCEEDINGS  
2 This is a formal public hearing, and, as such, it  
3 may feel more formal procedurally than some of our  
4 earlier design workshops or open houses.  
5 You will notice a stenographer  
6 up front, who is recording our every word so that  
7 we will have a transcript of all the proceedings.  
8 Additionally, the hearing is being video recorded,  
9 and we will have a copy of the presentation  
10 available online before the end of the comment  
11 period.  
12 We'll begin with a presentation  
13 by Ken Spahn of Dewberry, giving a high level  
14 overview of the Draft Environmental Impact  
15 Statement, the DEIS. This is a thousand page plus  
16 document, so Ken is going to do what he can do in  
17 twenty minutes to cover that document. But we will  
18 direct you to various chapters in the document so  
19 you can find more information online or in hard  
20 copies.  
21 Following the presentation, I'll  
22 open up the public hearing to comments. We will be  
23 here until nine o'clock. If you plan to speak,  
24 please go to the front, sign in, and fill out a  
25 speaker card. Even if you hadn't planned to speak

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1 PROCEEDINGS  
2 but decide you'd like to, it's not too late. We  
3 have people stationed at the registration desk to  
4 take your names, and then I'll receive your comment  
5 card and call you up to speak one by one.  
6 This hearing does not mark the  
7 end of the opportunity to comment. You have until  
8 April 10th, 2017 to submit comments through the  
9 email address or by mail to the address on your  
10 handout.  
11 So, with that, I'm going to turn  
12 this over to Mayor Zimmer.  
13 MAYOR ZIMMER: So I just want to  
14 say a few words of thank you, thank you, thank you,  
15 thank you, to all of our community members who are  
16 here. What we are doing tonight is, it's a very,  
17 very important hurdle, it's a legal hurdle so it's  
18 going to be much more formal than all of our  
19 community meetings that we've been having literally  
20 for the last eighteen months. But I really  
21 appreciate everyone's feedback. The preferred --  
22 recommended preferred alternative number three is  
23 really the result of the tremendous community input  
24 and feedback that we have received. So thank you  
25 to the CAG members and thank you to each and every

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1 PROCEEDINGS  
2 one of you who have been a part of the process.  
3 I want to thank Mayor Turner,  
4 who's here tonight with us, and Mayor Phillip, you  
5 know, for their partnership in moving this project  
6 forward. And a big thank you to the DEP, they've  
7 been working, and Dewberry and OMA, they've been  
8 working extremely hard to really move this process  
9 forward.  
10 I also want to thank Caleb and  
11 Jennifer and Brandy, Juan, everyone that's -- from  
12 my administration that's been involved in really  
13 trying to move this process forward.  
14 So, just to reiterate, you know,  
15 as we -- you're going to be able to give feedback  
16 tonight. There'll be a written response to your  
17 comments. And then will there be -- you'll have  
18 until April 10th to provide additional comments.  
19 And then there will be a Final Environmental Impact  
20 Statement, and there will be thirty more days to  
21 provide feedback to that final statement that gets  
22 published as well. So there is still time to give  
23 feedback if you can -- you know, if your friends  
24 and neighbors weren't able to be here tonight,  
25 please let them know.

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PROCEEDINGS

And again, we really, really appreciate everyone coming out and helping us to move forward and check off this extremely important box so that we can make sure we have the funding and get this project completed.

Thank you.

So now I'm going to turn it over to Kenneth Spahn from Dewberry, who's going to do his presentation.

(Applause)

MR. SPAHN: Thank you, Mayor Zimmer.

I was just saying to some people this has been a year and a half, I think some of us have aged more than others over the last year and a half, except for Mayor Zimmer, she hasn't aged at all during this process. It's been an interesting year and a half.

So tonight we are going to do a quick recap of the project as there may be some people, it looks like most people have been to some of these meetings, but we are going to go through it. And it's really been six months since our last meeting too, so, you know, just to refresh people's

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PROCEEDINGS

memories a little bit.

We are going to review the preferred alternative, why it was chosen and plans to move the project forward into the next phase.

We'll do a quick review of the National Environmental Policy Act, which provides the framework for the Draft Environmental Impact Statement. We call it the DEIS.

And we'll do a high level review of our EIS, the draft EIS too.

Most importantly, you're here to comment tonight. So that's the real important part of tonight. So with that, we'll move forward.

(Slide presentation)

MR. ROSENBLATT: Thank you, Mr. Spahn, for the formal night.

Now, before we get to the reason why most of you are here, I have some process issues to go over. I want to review some important project timelines.

Tonight's public hearing is on the Draft EIS. The hearing doesn't represent the end of the comment period. We'll be accepting comments on the DEIS through April 10th, 2017.

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1-844-MGR-RPTG

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Your comments become part of the official record and will be addressed in the response to comments document, which will be published as part of the Final EIS in June 2017.

Separate and apart from this public comment period, the DEP and the Department of Community Affairs are preparing an Action Plan Amendment.

HUD requires that all RBD projects, all seven of them, create an amendment to the Action Plan. The Action Plan was a document that we first had to put together in order to spend the HUD money, Housing and Urban Development money. The Action Plan Amendments for all RBD projects are required to be completed before June 1st of this year. The Action Plan Amendment will be publicly noticed in local newspapers and on our DCA and DEP project websites.

The Action Plan Amendment will also be open to public comment, and the State will hold a public hearing on April 24th, 2017. If you have any questions about that process or the April hearing, please speak to Dennis Reinknecht or Alexis Taylor after tonight's hearing.

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All right, so the public comment process tonight. Rather than having you line up at the microphones, we are going to call you up one by one, possibly two by two so we have somebody on deck at all time.

In order to accommodate everyone, there will be a three minute limit on comments. Speakers will be -- you'll see a stop light, right here in the middle of the stage. There will be green, yellow, yellow, thirty seconds to go, and then red, stop, that's it. You need to stop at three minutes even if you don't get to all your talking points. Please feel free to provide written comments, leave those comments here tonight, or you can send them to the address above. Whether your comments are oral or written, they become part of the same record. All comments will be appended to the Environmental Impact Statement as part of the public record.

If your comments include questions, I and nobody else here will be able to answer them tonight. We have no speaking role, we have no response to what you say tonight.

Again, the Full Draft

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Environment Impact Statement is available on the Rebuild by Design website at the address shown above. And comments will be accepted through April 10th, 2017. I had forgotten this was all up there, so.

(Applause)

MR. ROSENBLATT: All right. I thought when I was reading I was saying above, above, above what?

All right. So now we get to you. The first speaker will be Mayor Turner of Weehawken. Come on up.

MAYOR TURNER: Am I going first?

MR. ROSENBLATT: To the microphone.

MAYOR TURNER: Where, which one?

MR. ROSENBLATT: Right here.

MAYOR TURNER: Oh, thank you.

Good evening. It's a pleasure.

It's a pleasure being in Hoboken for the 456th time in the last eighteen months.

I just want to add to what Mayor Zimmer said. This has been a tremendous process. It's an exhaustive process. At times it's been an

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exhausting process. But I think this, the preferred Alternative 3, which we have been talking about, I don't know, for 18 months, protects the most individuals, the most property, with the least impact on neighborhoods. And it's been a very exhaustive way of getting there. And I give credit to Mayor Zimmer and her whole team for going through meeting after meeting after meeting and meeting with the residents.

I also want to thank Commissioner Martin and his DEP team for all their assistance, the EPA, Dewberry. It's really been an enlightening process. I know more about flooding now than I ever want to know about flooding. So hopefully this section will conclude relatively quick after the comment period and we'll move on to the design phase and have the project built.

So congratulations to everyone, and especially to the public, you know. It's been many comments, many thoughts. We hope the residents, Hoboken residents, Jersey City residents and through this whole process we have come up with a plan that I think serves everybody's purposes.

So, once again, congratulations to everyone.

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MR. ROSENBLATT: Thank you, Mayor Turner.

Chief Ferrante.

CHIEF FERRANTE: Good evening, everyone. Thank you, Mayor Zimmer. Thank you for your commitment to this for the last four years plus.

We hear about this hearing tonight and about the word "impact." And we hear environmental impact, some impacts that could -- beyond some neighborhoods in the city.

I want to take you back to the impacts of October 29th, 2012. I was a police lieutenant that was one of the two commanders for the south region of Hoboken. And we began our hurricane operation at eight a.m. that morning. And every four hours you would go out with a commander and 24 officers. And after four hours you would come back in. So I'd begin my shift, my third of the day, at eight p.m. I had my driver, Officer Robert Tremer, and we'd go out with 24 officers in the south end of Hoboken. The storm is starting to hit. We take assessment at the -- about two hundred feet north of the intersection of

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Observer Highway and Washington Street. And water had already been coming from Warrington Plaza, maybe about six inches to a foot of water heading west down Observer Highway. And we watched water start to come over the tracks of New Jersey Transit from the inlet that's between Jersey and Hoboken. And when those waters hit, it became roaring rapids down into the southwest of Hoboken. And for the next 24 hours what we dealt with was rising waters that went three, four feet, five feet, six feet, as we headed west into Hoboken, into the southwest of Hoboken. We could not go into areas. For 24 hours we had the fears, how many people are going to be under these waters dead. And at that moment, about nine p.m., on October 29th of 2012, is a moment that will live with me for the rest of my life, watching that.

And when we think about impacts to the community, there have been a lot of debates over the last three years with designs. The impact that it does have is an impact that is going to stop these tragic events. With rising waters in our oceans and rivers that we know 50 years from now are going to be much higher, this is a project

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2 that is needed. And again, I appreciate the

3 commitment of both Mayor Zimmer, Mayor Turner, the

4 entire team with Kaitlin Stratton, and this is a

5 project that is so needed for the city to save this

6 community, because there won't be a community fifty

7 years from now if we don't do this.

8 Thank you very much.

9 (Applause)

10 MR. ROSENBLATT: Thank you,

11 Chief.

12 Kate Lawrence from Jersey City.

13 MS. LAWRENCE: I'm Kate

14 Lawrence, an Environmental Planner with the City of

15 Jersey City, and I've been a member of the Regional

16 Environment -- sorry, the Executive Steering

17 Committee throughout the Draft Environmental Impact

18 Statement process. And I just want to speak to the

19 fact that it's been very collaborative.

20 The team has been very

21 responsive of Jersey City's concerns, areas where

22 we wanted more information and we wanted to sort of

23 tweak the wording of the Draft Environmental Impact

24 Statement so that it met the concerns of Jersey

25 City residents. And it's been a pleasure and I

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2 look forward to working with the team going

3 forward.

4 MR. ROSENBLATT: Thank you.

5 Council Member Fisher.

6 COUNCIL MEMBER FISHER: Hi,

7 everyone. Thanks for coming out, another great

8 crowd.

9 I have been part of this process

10 actually as a CAG member for the last almost two

11 years even before I was elected to the City Council

12 in 2015. And I too want to congratulate everyone

13 that's been involved in this process. It's a --

14 from where it started to where it ended, being able

15 to take something where we had a sense of urgency

16 in our community, a sense of not really

17 understanding how we were going to brave another

18 Hurricane Sandy, a lot of moving parts, new faces

19 in Hoboken trying to figure out how to put a frame

20 around our city to protect us. And over the course

21 of two years with impact -- input from everyone in

22 our community being able to get to this point I

23 think is a huge milestone. And I really appreciate

24 the professionals that were tolerant. I remember

25 the first meeting that I hadn't even been -- I had

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2 just been elected, new, and Councilman Bhalla, we

3 sat down and said you guys don't know what you're

4 talking about and all five of your choices are not

5 going to work for our city. And we got through

6 that, and we got to --

7 (Laughter)

8 COUNCIL MEMBER FISHER: No,

9 seriously. Council Member Bhalla is nodding his

10 head. I wasn't even -- I wasn't even sworn in yet.

11 And I was set to sit in front of him.

12 But it's been a great process.

13 And, you know, listen, I think we're in a hurry to

14 get this done. I mean with a lot of the -- you

15 know, the overshadowing of the current

16 administration, whatever we can do to get the

17 input, go through this process, you know, get the

18 designers engaged and really, you know, move

19 forward as expeditiously as possible, which means

20 both as quickly but as effectively as possible.

21 So it is a really big document.

22 I didn't get through the whole thing. There's a

23 lot of people here who spent some time on it. But

24 it was clearly very thoughtful and a good outline

25 as we think about what we are actually going to do

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2 in our community.

3 The only thing I would add is,

4 you know, we're still looking forward to working

5 with you to solve or help solve some of the

6 challenges that the 15 percent are still going to

7 have, which are predominantly in my ward. And so,

8 you know, looking forward to continued input of

9 thoughts, whether official or unofficial, as part

10 of this process.

11 So thank you very much.

12 MR. ROSENBLATT: Thank you.

13 Mr. Carter Craft.

14 MR. CRAFT: Hey, good evening.

15 Thank you.

16 As the co-chair of the Citizens

17 Advisory Group, I want to preface this by saying we

18 as a group will be submitting more comprehensive

19 feedback in the Draft EIS in writing. But for

20 today's meeting I want to make four points.

21 One. Never in my lifetime did I

22 ever think I would have the opportunity to

23 participate in a project like this Rebuild by

24 Design project, one that brings the potential to do

25 so much good for all of us. But I want to stress

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2 it's not about parking. It's about people. It's

3 not about protecting our property, it's about

4 protecting the 60,000 people who live in the

5 vulnerable flood zone.

6 Number two. As we look ahead to

7 the record of decision, I think we need to look at

8 an implementation strategy that allows us to

9 implement measures in smaller increments. We need

10 an adaptable strategy, maybe one that protects us

11 from a 50 year event, from a 30 year event, and

12 then we can build on that. The purpose of this

13 project, as stated on page ES 4, is to reduce the

14 flood risk in the study area. But then under

15 section ES 3.0 we talk about minimizing the flood

16 risk.

17 I think we should not railroad

18 ourselves by having a record of decision that

19 forces us to design and build something that then

20 we cannot afford. As we stated in the

21 introduction, there's no limit to what could be

22 found once construction starts. And with the

23 limited number of soil borings and geotech

24 investigation that's been done already, we need to

25 be really conservative about what we plan to build.

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2 Therefore, I think we need to change the word

3 "minimize" to "reduce" on line two of section 3.0.

4 And we asked for that in our comments back on

5 October 7th, 2015, when they were scoping out the

6 study. We said the goal should be comprehensive

7 flood protection.

8 Point three. As stated under

9 3.1, the project can be comprehensive water

10 strategy but it's not supposed to be a coastal

11 hardening or a let's protect the wealthy people on

12 the waterfront strategy. And again, we made that

13 clear in our comments of October 7th where we asked

14 on page two, the goal and objective should be to

15 protect vulnerable people. Protect, secure, and

16 potentially improve lower and middle income housing

17 stock, and protect those people that could be

18 deemed a high risk. And to do this I think we need

19 to make investments in smaller water management

20 steps with schools and parks, because this is where

21 we need to tell the story. This is where the story

22 of climate and flood risk needs to be told,

23 especially in those communities who may live far

24 from the river, but they live dangerously close to

25 sea level.

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2 Lastly, I just want to publicly

3 say I think the process has struggled to engage the

4 diversity of Hoboken. Looking at this crowd, I

5 think most people live in the comfort of higher

6 income brackets. And I think to fulfill the

7 Rebuild by Design vision of an inclusive process,

8 serving society as a whole, we really need to open

9 up the tent a little wider, get out of the

10 community more and into the classrooms. What we

11 design and build over the next five to seven years

12 our kids will be stuck paying for it. And they are

13 not at all being prepared for that enormous

14 responsibility. And as a taxpayer and north Hudson

15 ratepayer, I'm not sure that we are either.

16 Thank you.

17 MR. ROSENBLATT: Thank you.

18 Mayor Zimmer.

19 MAYOR ZIMMER: I just wanted to,

20 you know, number one to state that I support

21 alternative number three. And I really again thank

22 the entire community for the process that we've

23 worked through doing. It's been a very extensive

24 process. We have had community meetings throughout

25 the city. Many of those meetings have been in the

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2 Housing Authority. I want to thank all the

3 co-chairs, Carter Craft being one, Councilman

4 Bhalla, and Latrenda Ross, who's the Commissioner

5 of the Housing Authority and who's here with us

6 tonight. So we have made the outreach in the

7 Housing Authority, and we want -- you know, I think

8 what's important for everyone to understand and

9 think about with Sandy is, we had 500 million

10 gallons of water come in on our city. And it came

11 in from the north and it came in from the south.

12 And the only way to protect from that water coming

13 in is to protect at the waterfront. So it's kind

14 of counterintuitive, but what we're doing at the

15 waterfront is going to help the people in the

16 Housing Authority who live on the western side of

17 the city.

18 So as a reflect on everything

19 that happened in our city, you know, people had to

20 completely gut their homes. Eighty percent of our

21 city was under water. So what happened to all of

22 our residents, to have all of the generators out in

23 the Housing Authority, everyone in the dark. To

24 have, you know, the businesses, you know, many

25 businesses destroyed, many businesses that were not

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able to come back. Our critical infrastructure, all of our substations underwater. Three of our four fire stations flooded out. Our senior center flooded out. You know, our PATH being down for three months. That really impacted all of our businesses. This had -- this was devastating for our community. And the only way that we're going to protect is to complete this alternative.

And this Alternative 3 is the result of an intense community process that I'm extremely proud of. Yes, we can always do more and we will continue to do more. But we will continue to work with the community. It will be another 18 to 24 months of a design process, of a, you know, continuous engagement process. But I think it's very, very important that we move ahead and we get this completed. And I strongly support this project. And I cannot thank everyone enough for being here tonight and for your continuous involvement in this process.

Thank you.

(Applause)

MR. ROSENBLATT: Thank you.

La-Trenda Ross. La-Trenda Ross.

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MS. ROSS: Good evening. My name is La-Trenda Ross. And I'm also part of CAG and I'm also a Hoboken Housing Authority commissioner.

Before I came tonight I wanted to be reminded of Superstorm Sandy. So I went on the Internet and I found some pictures. I'm sitting at my computer, and my eyes are swelling up. Because I lived in Hoboken for over 40 years, and I've never experienced what I experienced during Superstorm Sandy.

Alternative 3, in my opinion, is something that I'm rooting for. I have to thank Mayor Zimmer, because I never would have imagined, never would I have imagined being a part of Rebuild by Design. She's always calling me, asking me questions. She's receptive -- she's, I mean, I just appreciate you so much. Because not only with this, but it's a learning experience. It's a learning experience for me, to learn, also for the residents of the Hoboken Housing Authority.

A lot of people don't realize that the Hoboken Housing Authority is the only lowest income housing authority in the City of

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Hoboken, what 1,353 units. So can you imagine how many residents live at Hoboken Housing Authority?

What we witnessed is unbelievable. I witnessed it. Because I'm a part of Hoboken Housing Authority. To not be able to get up to go to work, to sit there in the dark, no elevators, no way out, after a couple of days was devastating. And I have to thank the entire city of Hoboken, including the police department, the fire department, the Mayor's administration, everyone that came and tried their best to help not only us but the entire city of Hoboken.

We are the most vulnerable in the City of Hoboken. And if this doesn't take place, I cannot even imagine what's going to happen next. There won't be a City of Hoboken. We might as well just pack up and leave now. So something has to be done. I am rooting for this. Not only am I rooting for this, but I'm rooting for my family and for your family's sake. Because we got to do something. This is very important.

Once again, thank you, Mayor Zimmer, for your hard work and for everyone's hard work, including I can't even get it right now --

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MR. ROSENBLATT: David.

MS. ROSS: David and your team.

I really appreciate everyone who has taken the liberty to really come out and really get to know what these designs are all about and participate in it.

Thank you.

MR. ROSENBLATT: Thank you.

(Applause)

MR. ROSENBLATT: Mr. Weiss.

MR. WEISS: My apologies for my handwriting.

MR. ROSENBLATT: It's okay.

MR. WEISS: It's terrible. My name is Heshy Weiss. I own the Monroe Center on the west side of the city. Monroe Center has over a hundred businesses and employs over four hundred people and services a few hundred families in the city.

During Sandy we had eighteen inches of water. Our businesses were closed for weeks. And we lost some of the retail businesses for good. It took us a while to rebuild, but we did.

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A while ago the Mayor and the City Council asked me to work with them on making the resist part of the park on Seventh Street happen. We donated an acre of land to that effort. I want to thank the Mayor and the City Council because that retention system has already been installed over the last month or two.

I'm not here to comment about the specific design of this effort. I'm going to leave that to the experts. But all I want to say is Hoboken cannot afford to be flooded again. And whatever could be done to prevent that, I'm supporting that.

Thank you.

MR. ROSENBLATT: Thank you.

(Applause)

MR. ROSENBLATT: Mr. Conger.

MR. CONGER: Hi. My name is Don Conger. I'm here from the North Hudson Sewage Authority. I'm the Project Director there, in charge of operation and maintenance. I'm speaking on behalf of both Dr. Richard Wolfe, the Executive Director, and Fred Poche, the Authority Engineer. They both wanted to be here, but they had another

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meeting this evening.

Sandy was absolutely devastating to North Hudson. I was actually up working in our wastewater treatment plant in West New York, and most of the rest of the team was in Hoboken. When I say it was devastating, it's putting it very, very lightly. Both treatment plants were completely down. And the Hoboken plant up on the north side of the city on 16th Street was under water. All of the basements were flooded out. And it literally did millions of dollars in damage to pumps, to electrical systems, and just the plant as a whole.

It took heroic efforts on the part of the maintenance staff and the operators. It took heroic efforts on the part of the fire department, the police department. There was even a point where, I believe it was the police department put one of our electricians in a boat to get him into the treatment plant to help try and get the system back up and running and online.

We are still recovering. Four plus years later I'm still working on projects every day. Today I was working on a project to

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help replace some of the electrical systems that were lost during Sandy that we're still not fully recovered from yet.

Rebuild by Design is extremely important to us. We have been working very closely with Hoboken, Weehawken, with Dewberry and with NJDEP throughout this process, and we're very, very happy with the results that we have seen. It's an extremely important project to get this done so that we never have to go through this again.

North Hudson Sewage Authority is fully committed to working with the city through the design and construction phase. We've been working with them through the H1 pump station project, wet weather pump station, the H5 wet weather pump station, 18th Street pump station, to stop the flooding in the shades. We've had a very successful relationship, and we look forward to continuing that through this process.

Thank you.

MR. ROSENBLATT: Thank you.

(Applause)

MR. ROSENBLATT: Mr. Holtzman.

MR. HOLTZMAN: Good evening. My

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name is Gary Holtzman. I'm a thirty year resident of Hoboken. I've also served on the planning board for numerous years.

I would like to voice my support for option three or Alternative 3. I think it's very critical that we do something. Doing nothing, I cannot envision that we would not move forward with some type of a plan. Everybody in this audience I'm sure has their own story, their own horror story of what happened to them personally, their property, their businesses. And while there are tradeoffs with any of these plans that have been reviewed over the last two years, I think that the tradeoffs and the benefits far outweigh any of the potential downsides.

That's all I've got to say.

Again, I offer my support for the plan. Thank you.

(Applause)

MR. ROSENBLATT: Councilman Bhalla.

COUNCILMAN BHALLA: Thank you.

I've had the privilege of serving on the Community Advisory Group as well as being one of the three co-chairs. And we've come a long way, and I can't

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say how grateful I am to literally every level of government working together, from the local level with the mayors, Mayor Turner and Mayor Zimmer, to the state level with the DEP, and of course with HUD and with the private consultants as well. This has through and through been a completely collaborative approach at every level of government. And it's, as many people have said, it's an extraordinarily necessary thing that we must see through to completion.  
  
I obviously offer my support for Alternative 3. You know, we saw even during the last snowstorm, you know, rising tides that almost breeched the north end of Hoboken, I believe it caused flooding in Warrington Plaza. So this notion of a 500 year storm or even a 100 year storm, I'm not sure that's actually the case. So we can't afford to wait any longer. This project must go through. It's a mandate.  
  
So I would just, in addition to express my strong support, also think that we should keep in mind and I would request that we keep in mind Hoboken's cultural and historic character in the design and construction process.

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And obviously our treasured waterfront. That's something that we don't want to, if possible, be in any way adversely impaired through this process. That said, it's an absolute necessity. And I'm very, very grateful to be a small part of it.  
  
Thank you.  
MR. ROSENBLATT: Thank you.  
(Applause)  
MR. ROSENBLATT: Mr. Recko.  
I'll also ask Mr. Solomon to come up at the end, at the other mic.  
MR. RECKO: Is this one working?  
Hello. My name is Mark Recko.  
I'm the Executive Director of the Hoboken Housing Authority. And we've had a couple folks come on up and mention the Housing Authority so far. And I want to come up as the executive director and give my full support to the option three as well.  
  
I was not here in 2012 for the storm, but I've personally been through a number of hurricanes, have had my personal property, as well as housing that I managed, be destroyed in hurricane type floods. And I have never seen a community come together so well to do such a great

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planning process to talk about what we can do to make sure this doesn't happen to our community again. And I'd really like to thank the mayor, her staff, the folks that have helped that process. They have reached out to the Housing Authority employees, the Housing Authority residents, kept that process as inclusive as possible.  
  
I have studied Sandy. I have looked at what it's done, not only to the public housing property but to the rest of the city. I've also experienced and studied some of the more minor rain events. As the Councilman mentioned, it's not just the big storms that have hit us and have hurt us. We've seen flooding throughout our properties on a continual basis. And I think it really is impressive that we're looking at a way to solve this, looking at a way to move forward as the Housing Authority grows and we change. We are glad to be a partner with the city and with everyone involved in this process, so thank you for having us as part of this process.  
  
MR. ROSENBLATT: Thank you.  
(Applause)  
MR. SALOMON: My name is Daryl

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Salomon. I live at Maxwell Place. I'm a new resident with Hoboken. I'm a geological engineer with the federal government. And I am also a volunteer on Maxwell Park, the waterfront park. I volunteer with the Kyack Club over at the Hoboken Boathouse. And also on the resident council for Maxwell Place.  
  
As a resident we just thank you guys for all the opportunities, for having opportunities, to make comments. And we just -- we are in total support of Alternative 3. And I was part of the -- an engineer that helped out with a lot of the residents in understanding what pump station H5 was doing and the benefit for the western side of the community. And we just see that as a big benefit, and we see it now. Whenever there's a heavy rain out there, that that big six foot outfall pipe is just pumping a lot of the water, wastewater from one side to the other side.  
  
And I just have one comment that I did find with this. Do you foresee any associated environmental health hazards with storing commingled waste in the -- waste and debris in the underground storage systems.

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That's all.  
MR. ROSENBLATT: Thank you.  
(Applause)  
MR. ROSENBLATT: Mr. John Carey.  
And Mr. McGrath, is that how you --  
MR. CAREY: Good evening. John Carey. I'm the commander of Hoboken American Legion Post 107.  
  
I want to commend the --  
(Applause)  
MR. CAREY: Thank you, thank you. And we have a dear friend of veterans, Mayor Turner here. He's been a great friend of veterans.  
  
And I want to thank Mayor Turner -- Mayor Zimmer. What a great job you've been doing here. We are very supportive.  
  
Something has to be done about flooding. We were very lucky. People forget that on that October night we were supposed to have 24 hours of rain. We didn't have that. And it was a very mild week. We didn't have the cold weather they predicted. We lucked out in a lot of ways. But something has to be done about flooding in Hoboken, and this is a step for doing it. It may

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not be what you all agree with it, but something definitely has to be done.  
  
I have a firefighter member, he's now retired, he was a member of our unit. He was on duty that night. He was in a rig, that's a fire engine, looking at the river on Fourth Street. I'm not sure what the time was. He was stationed on Fourth Street with the fire engine heading towards the water right on the river. He said the wave came over that, he put it in reverse, blessed himself and got the hell out of there. That's exactly was his words, okay.  
  
And I want to thank, again, everybody. I think we are moving ahead and hopefully this will be done soon.  
  
Thank you.  
(Applause)  
MR. ROSENBLATT: Thank you.  
MR. McGRATH: Good evening.  
  
Thank you for the opportunity to speak tonight. My name is Matt McGrath, and I am the Principal of Hoboken Catholic Academy. Hoboken Catholic Academy is located on the west side of town, and, as many of you know, was absolutely devastated during the

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storm.  
  
Now, I wasn't the principal at the time the storm hit. I joined the school July 1st the following -- at the end of that school year. But since students were displaced. The entire student body was moved to two locations. The pre-K was moved to the OLG campus, which is now Mustard Seed School, and the older students, K through eight, were bused into St. Nicholas School in Jersey City every day for the balance of the school year from the day of the storm.  
  
I am in one hundred percent support of Alternative 3. The plan, I feel, is comprehensive. I feel that the west side of town is advantaged by the plan with the storage tanks. We are very much looking forward to the beautiful park that will be located directly across the street from our school. So as I -- moving forward, I feel that this is a plan that will benefit the entire community.  
  
Thank you.  
(Applause)  
MR. ROSENBLATT: Thank you.  
Mr. Somerville and Mr. Fleck.

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MR. SOMERVILLE: Hi. My name is Paul Somerville. Many of you know me. I'm a member of the CAG. And our co-chair, Carter Craft, asked us to focus on different parts of the document that were consistent with our area of expertise. So what I have to say is going to get down maybe a little more to the granular level than some of the things you've been hearing so far. So in the interest of being brief, I'm sadly going to read to you. My concentration was on 4.2 and 4.5.  
  
But before I get into that, I just have to say that the DEIS document, I was very favorably impressed with the depth and breadth of comprehensive and cohesive information, woven together with some necessary redundancies, but the writers have crafted critical aspects of these chapters with language allowing adjustments to be made when or if new information is obtained. 4.2 in particular is a condensed, well researched, richly illustrated and fairly accurate distillation of Hoboken's historic resources.  
  
In the 4.2 chapter I believe individuals and organizations, as consulting parties for the Section 106 review, need to be

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identified soon and engaged with as early as possible in this process.

The areas of potential effects, the APE, name and distance of one block plus ninety feet of buffer around a historic or archaeological resource. If this circumference differs from what the federal standard is in the Section 106 review, it would be important to have a dimension as a point of comparison and explain why one was chosen over the other.

There are many references to archaeological resources not within the APE. But curiously absent, though also not within the APE, are mentioned the rarity of a geological serpentine rock formation known as Castle Point. And given that this is a living document with the potential for other applications, more information should be stated about this unique geology and the native American archaeological repositories within the Stevens Historic District.

Methods of mitigation for any adverse affects should be stated and outlined. It's just sort of left very ambiguous.

4.5. The visual and aesthetic

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resources. I served on the Historic Preservation Commission for many years, I was chair for a while. And under the Secretary of the Interior standards for the treatment of historic properties, the prevailing ethos was long thought to be that new construction within historic districts must be of its own time and not mimic the past. I don't disagree with that; however, this is now believed by some preservation experts to be a misinterpretation dating back to the Federal Historic Preservation Act of 1966. So what's the point of that? The resist barriers, by their nature, must differ --

MR. ROSENBLATT: Sir.

MR. SOMERVILLE: Oh, I'm up?

MR. ROSENBLATT: You're up.

MR. SOMERVILLE: Okay. Well, you can read my comments.

MR. ROSENBLATT: Thank you.

MR. SOMERVILLE: Thank you.

(Applause)

MR. FLETT: Hi. My name is Michael Flett. I am a parent of three children who go to Hoboken Catholic Academy. And as right

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before me our Principal McGrath spoke about how we were -- the school was displaced for, you know, from the time the storm hit until the following September we barely got in. The school was absolutely flooded, the gym floor was ruined. The diocese came out, put two million dollars up front just to start quickly paying for repairs.

As a parent it was a very stressful situation. Knowing, you know, knowing what we know as parents, as adults after all of this, you know, you have to be in support of option three. We need to be able to stop any flooding. When you look at these things as a parent, you look at it, you know, whether it's a school year or a sports year. And one of your worst things is, you know, Little League and you have one year left and, you know, something happens. That's kind of what you look at as a parent when you live in Hoboken. You're like all right, the kids are only here, they're in school for a few more years, you do everything you can, and you don't want, you know, something to come out of the blue like a flood.

And, you know, the only thing I'd like is let's do it quicker. We need to make

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sure this doesn't ever happen again. We need consistency with our children. I mean I can get through it at this point in my life, but when you have young children, and, you know, this could possibly happen again, it just really, you know, I just want -- to my support and, you know, kind of with all the other parents as well.

So thank you very much for all your hard work, everyone who's involved in this, and let's go quick and let's get this done so it doesn't happen again.

MR. ROSENBLATT: Thank you.

MR. FLETT: Thank you.

(Applause)

MR. ROSENBLATT: Councilman Doyle.

COUNCILMAN DOYLE: Hello. I'm Jim Doyle. And I too support Alternative 3. As I understand this, the purpose of tonight is to get feedback on the proposed alternative. And so while many people are saying we have to, you know, save Hoboken, I think it's important to point out that there are -- there were other alternatives and we need to comment on the alternative that is being

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proposed.

And I can tell you as a -- I happened to work for the federal government for thirty years. And I work in a program which has an analogous process to this, where you have a proposed alternative, public comment, and a record of decision is issued. And in thirty years -- I have to commend the process that has occurred here, because typically a decision is -- when the alternatives are being developed, there's sort of a command control, the government knows what's best, the public, you know, come along with us if you want, kind of attitude. Whereas here the alternatives were very significantly modified during the process, which I frankly had never seen before. So I think it's important to emphasize that, number one, the process worked. We were listened to and I think we have a better alternative than those that we had before.

I also want to commend all the hard work that so many people have put in between the CAG, the consultants, the State of New Jersey. We -- you know, this is really just focusing on the resist part of our four step process. And I want

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to commend Commissioner Holtzman. And, you know, I can say that we've heard here from the -- Mr. Weiss from the Monroe center and the Hoboken Catholic Academy with regard to the Jackson Street property, the city is really working hard to create elements of the other three. And I can tell you I serve on the planning board as the City Councilmember, and we are seeing, you know, green roofs, detention systems. We're working on all these issues. And I just enthusiastically support Alternative 3 and I hope we can get on with the project.

Thank you.

MR. ROSENBLATT: Thank you.

(Applause)

MR. ROSENBLATT: All right.

Erin Rice, Erin Rice. And Marguerite Bunyan.

Was I close?

MS. BUNYAN: Close.

MR. ROSENBLATT: Okay.

MS. RICE: Good evening. My name is Erin Rice. I'm here on behalf of the International Union of Operating Engineers Local 825, and our nearly 7,000 members to express our support for the preferred alternative number three,

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utilizing option number one for the railyard area along the southern alignment. The men and women of Local 825 train exhaustively in the construction and the infrastructure that keeps our homes and businesses safe, our economy moving, and our state competitive. On a project as important as this, we need to be sure to plan not just to fix the problems of yesterday and today, but also to plan ahead.

This project is a once in a lifetime opportunity to make a positive impact on the city for generations to come. Let's make sure it's the solution we choose towards our future. Option number one will allow this area to remain connected to the streetscape of the rest of the city, while providing the resiliency that we need for the entire city.

The lasting effects should be protecting the vital railyard area as well as the rest of the city, boosting for safety and viability not only for Hoboken residents and businesses but also for the economic development potential of its future. Businesses seek locations with reliable infrastructure and piece of mind that their

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investment and continued operations will be secure. Without this, we lose our ability to compete for these jobs and ratables businesses like that provide.

Residents also, of course, need to be able to feel safe in their homes and their neighborhoods. This project will do both of these things. Our members proudly serve the community that they call home, and look forward to bringing their expertise to this exciting project.

On behalf of the men and women of Local 825, I respectfully ask that you move forward with option one on -- on alignment three, sorry, which best helps to serve our economy moving forward.

Thank you.

MR. ROSENBLATT: Thank you.

(Applause)

MS. BUNYAN: Hello. My name is Marguerite Bunyan. I'm a member of CAG, and in that capacity, as Paul Somerville mentioned, some of us were asked to look at specific areas of the DEIS. So the area that I chose to look at was air quality.

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So air quality as relates to the DEIS report has contained a great deal of information regarding the impact as it relates to federal standards or federal regulations. The conclusions of this report is that projected emissions are in compliance with the national ambient air quality standards. However, I do have concerns regarding area quality monitoring on a local level, that level being Hoboken, Weehawken and Jersey City, as well as monitoring our substances that were not addressed in this report.  
  
So my concern is, first, that the models for emissions in the report discussed concerned Hudson County. As I understand it, large variations in pollution concentrations can result on a local urban level as opposed to the larger scale of Hudson County. Therefore, I feel we need modeling on a specific local level. So that is involved with modeling questions for the community.  
  
Second, considerable space was devoted to methodology in regard to estimating air pollutants emissions related to construction, including vehicular emissions and emergency generator pump stations. Those were just two

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examples.  
  
Now, while the estimates of the emissions were provided, my specific question is what practical measures will be taken to actually monitor and measure the local air -- local ambient air quality. I didn't see any mention of that in the report. If I missed it, I'm happy to be corrected on that.  
  
Okay, so that would be measuring.  
  
The third area that I had for concern was construction related emissions were calculated for pollutions of concern. They were carbon monoxide, BOCs, certain particulate matters below certain amounts. Now, these pollutions were discussed because they were considered nonattainment. But there were other substances that were not addressed. For example, lead, sulfur dioxide. They were not addressed because they were considered by Hudson County to be designated as attainment. So they were not addressed in the report.  
  
Again, my concern is potential failure to monitor or evaluate these substances.

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Specifically lead comes to mind. And again, pollutant concentrations, as I understand it, can vary widely from a local level to a county level. Also, demolition, auto emissions may lead to release of substances that are not currently being monitored under this report.  
  
Okay.  
MR. ROSENBLATT: Thank you.  
MS. BUNYAN: Is that it?  
MR. ROSENBLATT: That's it.  
MS. BUNYAN: It haan't hit red yet.  
  
MR. ROSENBLATT: We have got a problem.  
  
(Laughter)  
MS. BUNYAN: So I will submit the rest of the report in writing.  
MR. ROSENBLATT: Thanks.  
(Applause)  
MR. ROSENBLATT: Allen W. Kitiz.  
  
MR. KRATZ: Kratz.  
MR. ROSENBLATT: Mr. Kratz, here we go.

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MR. KRATZ: Kratz. My poor handwriting.  
  
MR. ROSENBLATT: I know you. And we have Meika Roberson.  
MR. KRATZ: Good evening. Allen Kratz, 40 year resident and homeowner here in Hoboken.  
  
Commissioner, I very much appreciate the opportunity to fully endorse Alternative 3 for the reasons that are mentioned in the DEIS. I did read portions of it, and I read the socioeconomics land use portion of the report. My comment about that is that I would like to see the final EIS even stronger from what I think is a very important aspect of the whole Rebuild by Design project we have going on here in Hoboken that the administration and your administration supported.  
  
This is not simply an engineering project to rebuild something that -- or build something for waterfront protection. This is more than an economic justice issue, this is more than a social justice issue. This is really a project that is an economic multiplier for our

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community. There are very few mentions of economics in the report that I read. Certainly there's the acknowledgment that FEMA insurance premiums can go down for homeowners. But beyond that I would identify three additional economic impacts that I -- that I believe should be mentioned.  
  
One of them is the construction period gains when there will be employment of workers in the area. That's also a magnet for other people to learn how to do resilience construction.  
  
Number two, there is the economic value of not having a tanked real estate market when people are selling because they fear the next storm. Having a predictable, reliable, sound real estate market is very important.  
  
That goes to the third point, and that is that when we have good infrastructure, barriers that prevent flooding, then we have a very predictable -- we can unlock the tax -- property tax value of land that otherwise lying low, prone to flooding, no longer is prone to flooding. It can be hardened against a storm. That then becomes

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land that can be developed, that creates real estate revenue that supports the community as a whole. It especially means we don't have to reduce or minimize or think small or think only about what we can afford in the meantime. It means that that becomes a platform for drawing in more money in public-private partnerships, by an infrastructure trust fund, things that the mayor has talked about. So yes, we have 230 million for this project. I suggest, for the reasons that are mentioned in the EIS, that we go full speed ahead, full funding, use this as a platform for not only resilience but transformation in our community.  
  
Thank you very much.  
MR. ROSENBLATT: Thank you.  
(Applause)  
DR. ROBERSON: Hi. I'm Dr. Meika Roberson. That's okay, no problem. I'm the Chief Medical Officer at Care Point Hoboken. And I was here during storm Sandy and we were completely devastated and our hospital was closed for about two weeks. And so that was our bad times; we could not help our community and the residents.

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About two years ago I was honored to be included in the Rebuild by Design CAG. I was representing the needs of the hospital and emergency services for Hoboken. And I was mostly drawn to the goal of the project to contribute to community resiliency, that made sense to me.  
  
At the beginning of the project and from the full announcement I felt like the CAG and other members of the public were well informed. We had many meetings. We had many -- we even painted or drew at one of the meetings to really represent what we were feeling and thinking about the community. All of the experts and community members were fully able to share their vision, opinions equally, and I thought there was a good level of transparency.  
  
But, then there was the meeting at Hoboken Museum. At that time I was not only working in Hoboken, I was now a resident in Hoboken. I had bought my house and I was there for now two months. And at that meeting we felt everything changed. Everything had shifted. I had no idea what was going on, but everybody was upset.

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And I was dismayed to understand and discover that my new neighbors in the community had felt as though they were not included and informed about the project. And they felt personally impacted, and their emotions were on full display. That was a major turning point for the team as well as the mayor at that point.  
  
From that time on there have been a lot more meetings, a lot more communication. Social media. Lots of articles written. Some were pro, some were con, but all of our voices were now being heard.  
  
I think at this point we've come to a good compromise. There's no way that everybody will be happy. This is a very intense community. But where we are is in a good position to maintain the aesthetics of our lovely city, my lovely city now, while contributing to the community resiliency and preserving emergency services in the event of a flood, so we're never devastated again.  
  
Thank you.  
MR. ROSENBLATT: Thank you.  
(Applause)

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MR. ROSENBLATT: So the great stop lights for a moment has ended. I will say 30 seconds, actually I will say 30 and thank you after that 30 is over. No, we're not doing it. Thirty and then thank you. All right.  
  
We have Ms. Graham, Ann Graham.  
  
And Mr. Hine.  
  
Okay, I'm going tell you 30, all right.  
  
MS. GRAHAM: Thank you. My name is Ann Graham. I'm a resident of Hoboken for nearly 16 years.  
  
Hoboken is a very intense, community oriented town, which I learned about when I first came here and began going to master plan meetings. I eventually became a member of the Hoboken Planning Board. I am also a member of the board of directors of the Hoboken Family Planning Clinic. And I say these issues because in community planning we want people to come out, we want people to be involved. And Hoboken is certainly that. And I have come to most of these meetings and have found this process to be especially invigorating and -- like many of the

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earlier planning board meetings that we experienced. I found that people I've -- we've achieved a consensus through many difficulties, many different discussions of Alternative 3, and I think it's the one going forward.  
  
In planning you need -- we hear often when we have planning board meetings about individual sites. And we are very respectful of the fact that these sites are paying attention to flood mitigation, are looking at green roofs. But we can't plan effectively in this town unless we look at the whole as well. Individual sites may be very cognizant of these issues, but unless -- when the flood waters are coming from somewhere else, that's not going to help that individual site.  
  
From a services perspective, I am on the board of directors of the Hoboken Family Planning Clinic, which was completely devastated by Sandy. So approximately 600 women in our community, most of them in the Hoboken Housing Authority were without services or they had to find transportation to go to Union City or West New York during that time. So it was a tremendous loss of

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revenue which occurred and a tremendous loss of services for very important services for women in our town.  
  
From a personal point of view, our building was flooded in the garage, about two feet of water in our garage. And because of that we had to -- our insurance rates were -- went -- doubled because of Sandy. We haven't been able to figure out a way to reduce the insurance because we are in -- the FEMA map has us in the flood plain. So unless we can do something about the rest of the city and the FEMA map --  
  
MR. ROSENBLATT: Thirty.  
MS. GRAHAM: -- can be -- can be changed to show that we are mitigating this problem, our costs are increasingly, you know, doubled by the fact that we had to pay exorbitant condo fees. And this is not just our building. That has happened throughout the city.  
  
Thank you.  
MR. ROSENBLATT: Thank you.  
(Applause)  
MR. HINE: My name is Ron Hine.  
I live -- I'm a Hoboken resident and also a member

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of the Citizens Advisory Group.  
  
I'm going to offer somewhat of a different perspective. I did review the draft EIS. And the first number that jumped out at me was that the preferred alternative, Alternative 3, which I understand was selected some time ago, the total costs for that is -- could be upwards of \$416 million. So obviously the cost of doing this project is something that we have to take a very hard look at.  
  
And when the -- when this program was first introduced to Hoboken, it was introduced as a comprehensive flood prevention program. So it was resist, delay, store, discharge. The cost of doing the resist part, according to this report, which is a number that we have seen before, could -- would be I think 190 million to 220. And so just to do the resist part of the plan is going to take the entire HUD grant. And the other alternatives, there's really not too much debate about the other alternatives, because the cost of doing them was far, far more. There's no way, given the funding that exists for this project, that it was conceivable that they would

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ever be built.  
  
Oh, I'm out of time?  
MR. ROSENBLATT: I didn't say anything.  
  
MR. HINE: No, the red light.  
MR. ROSENBLATT: No, no, pay no attention to the red light.  
MR. HINE: Okay.  
  
So anyway, one of my major concerns here is that all the money is going to be consumed in the resist part of this program at the expense of the delay, store, discharge. And I think that would be very unfortunate. And what I read in the report was that the fund -- there's no funding secured for that part of the program. And I think that's very unfortunate.  
  
I did look at the -- some of the plans for the delay, store, discharge and it looked like they had been advanced beyond what we saw the last time we met, which was some time ago.  
  
MR. ROSENBLATT: Thank you.  
MR. HINE: So anyway, that's one of my major concerns. Which I think needs to be considered.

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MR. ROSENBLATT: Thank you.  
(Applause)  
MR. ROSENBLATT: Mr. Daniel Ortega, and Mr. Hartmutt Grossmann.  
  
MR. GROSSMANN: Close.  
MR. ROSENBLATT: Close.  
  
MR. ORTEGA: Good evening. My name is Daniel Ortega. I work for the Engineers Laborers Local 25. We are the labor management fund for the Operating Engineers Local 825. We represent over 6,900 members. And, together with our signatory contractors, we work to maintain a highly skilled workforce for more development economic development and to stimulate construction.  
  
This project is not solely about construction jobs. Our members don't just work here. Many of them are residents of Hoboken, Weehawken and Jersey City, and raise their families here too. We also know that the benefits of safe, reliable, smart planning for our communities, and this project will help provide that for the long run.  
  
In order for this region of the state to remain economically competitive and a

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great place to live, we need responsible infrastructure development. Option one of the preferred alternative in this proposal is part of an integral self policy. As you know, there is a proposed redevelopment plan for the south end of Hoboken. Only option one of the preferred alternative will take the city and allow for this needed project to continue moving forward.  
  
This project is a perfect example of the type of construction projects that is important to our organization and members. Over one thousand jobs are at stake here. In addition to massive economic development, the benefit of the city, region and the state are endless. We respectfully ask the New Jersey DEP to move Option One of the preferred alternative project forward.  
  
Thank you very much.  
MR. ROSENBLATT: Thank you.  
(Applause)  
MR. GROSSMANN: Yeah, my name is Hartmutt Grossmann. I'm a resident --  
  
MR. ROSENBLATT: Could you speak into the mic?  
  
MR. GROSSMANN: Yeah. My name

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is Hartmutt Grossmann. I'm a resident at Maxwell Place.  
  
I want to commend the mayor for taking the initiative on this important project, and commend the process, her leadership, Mayor Turner, DEP and all involved in this. I think this was a very balanced process with a lot of good involvement of the public and lot of input, including a lot of input from my neighborhood. And I think it resulted in a very balanced result in product, namely, Alternative 3, which is, I think, a sound balancing act of cost impact and protection of the community.  
  
And I would also commend the mayor for thinking about resiliency more broadly. Given where I'm located I would -- I particularly appreciate her initiative on the Infrastructure Trust Fund. And I would also say as, a soft byproduct of this process I have really been impressed how this city appreciates its waterfront. And I just want to echo Councilman Shalla's comments in that respect.  
  
Thank you very much.  
MR. ROSENBLATT: Thank you.

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(Applause)

MR. ROSENBLATT: Mr. Ray Guzman.

And I will need help, Frank Margalette.

MR. MARGALETTE: Margalette.

MR. ROSENBLATT: Margalette?

MR. MARGALETTE: Yeah.

MR. GUZMAN: Good evening. My name is Ray Guzman, and I've been a resident of Hoboken for over 40 years. I run a business here. And we were deeply affected by the Sandy storm. We had over four feet of water in our location. We're right smack in the middle of Hoboken.

My major concern about the Sandy storm, the most important part for us was that we -- our police department, fire department, and hospitals were deeply compromised. And that was the part that really brought the point home that we realized we have something really serious going on here.

I am a member of the CAG group, and I took a part of the -- part of the 4.1 section of it. And I just want to make a comment about the affected environment. And that is on page 4-10.

To evaluate ground water levels, observation wells

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were installed at selected locations across the study area. Ground water levels at these wells were periodically monitored between October 2015 and May 2016. A total of 22 field permeability tests were performed in the study area. The depths of soil borings were either ten feet bgs or eight feet bgs. Ground water was encountered less than eight feet bgs. In addition, due to past industrial uses within the study area, the nature of fill used across the study area, it is anticipated that the near surface ground water would be contaminated from a variety of potential pollutants, including potentially hazardous material.

These paragraphs here, we have the word "were" periodically monitored, and then, "it is anticipated that near the surface water that will be polluted and contaminated. So I just want to make a statement. I want to know what is -- what are those materials, and the "were" and "now," we need to know if those things are existing today as the plan exists.

And the other thing I want to bring out on point is our Carter Craft had

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mentioned the children, the education, bringing the -- this whole process, it's been a great experience and I appreciate it and would love to move with Alternative 3. But also the statement was really very technical, a lot of technical jargon in there. And I think it was well written, but we're missing a whole population of people that aren't able to get the gist of the entire content of that that was there.

So thank you for your time.

MR. ROSENBLATT: Thank you.

(Applause)

MR. MARGALETTE: Thank you. I have a different story than most people here. After the storm I had no fear factors. I wasn't flooded, I didn't lose power, I had no problems whatsoever. So I can guess I can just walk in here and say do whatever you want, I don't care. But that's not what happened in my block. My block, so that morning or the next day, people put up tables, they put out power cords, they had Wi-Fi. One of my daughter's classmates, their family had no water, hot water or electricity, so they came over to our home and, you know, they needed a place to

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stay and they took the stress off of the flooding. What I'm trying to say is that, you know, what Carter said before, this is about a community, it's about people.

I think Alternative 3 makes the most sense because it's the best, it's the most amount of people for the money that was available. I wish we had more money to make it even better, to make it bigger.

And also, I'm also on the planning board with other members here. The resist part, there's not much we can do about it. We have check valves, that's about it. But as far as the delay, store, discharge, every time there's an application and we can say make the green roof bigger, make the detention system bigger, whatever it is we make them do -- we have them do, I should say. So I think this program, and I think also the amenities, the supposed wall that's being built, I think the amenities and the creativity of it puts to shame these complaints about oh, I don't want a wall on my block. You want to put a wall on my block you can do that, that's fine with me. I didn't flood, but still, I think it's about helping

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the entire community.

You know, my biggest concern is that there won't be enough money to build what's being proposed. And especially the concern about the air emissions and things like that. You know, whoever is in charge of this, I'm sure -- and, you know, we have all heard horror stories about how federal moneys get spent. They get pissed away as Carter Craft said famously at a meeting. And we have to be very careful, and that's really it. But I think Alternative 3 makes a lot of sense. It's a great compromise from what, you know, people are complaining about and what we have.

And I thank you for your time.

MR. ROSENBLATT: Thank you.

(Applause)

MR. ROSENBLATT: Nadia Rutkowski. And again, she's spelled phonetically too. They looked at me and said you can't do this. And Bill Golden.

MS. RUTKOWSKI: Good evening, hi. Nadia Rutkowski. First lieutenant of the Hoboken Community Emergency Response Team, a/k/a CERT team. We are 145 members strong, and almost

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all of us are Hoboken residents. And we are all affected by whatever happens here in Hoboken.

And we are trained in light triage and disaster medical operations, light search and rescue, as well as sheltering. Actually, we are not really lightly trained in sheltering, we are really trained in sheltering, because during the -- during and after Superstorm Sandy we opened up three shelters. We were open 24 hours a day for ten to twelve days. Now, even though we won a Community Preparedness Hero Award given to us and the Mayor in Washington in 2013 for the work that was done, we don't want to go through that ever again. We've been lucky not to have had a storm since. But that doesn't mean that the CERT team hasn't been doing anything in the meantime. We've actually been really, really busy.

There's over 26 registered CERT teams in all of the U.S. Most of them I think, I couldn't find the backup research, but I think the most CERT teams are here in New Jersey.

In 2015 Hoboken CERT team was one of the most deployed teams in the entire state, due to extreme temperatures, water main breaks,

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sorry, and nonemergency related functions. So during extreme temperatures we open up, staff around the clock and close heating shelters and cooling centers. We also open up calling centers during winter storms, like we did on Tuesday. We help out the community with clean water distribution during water main breaks if necessary. And we also help out during community events, like the spring and fall street fares, with traffic and extra eyes for security.

I'm proud to say that our team will be focusing much more on additional training this year, including mock exercises, not just within our Hoboken team but also possibly a mass casualty exercise with the Jersey City CERT team, as well as multiple teams from the Manhattan area, especially the West Side. I actually just got off the phone with them this morning so that we can hopefully make that happen.

The times are changing, and we not only -- we not only have to worry --

MR. ROSENBLATT: Thirty.

MS. RUTKOWSKI: -- about the weather, but we also have to worry about many other

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things, like terrorism attacks, whether they're cyber or in person, like we saw last year with those pressure cookers in New Jersey as well as New York.

So when it comes to the Rebuild by Design, if the city can infinitely decrease the chances of flooding within Hoboken and our surrounding areas, it would not just be great for the city as a whole but the citizens and our own CERT team members. We have a lot going on as it is. So we very much --

MR. ROSENBLATT: Thank you.

MS. RUTKOWSKI: -- are in favor of the comprehensive strategy to keep our city safe and dry.

MR. ROSENBLATT: Thank you.

(Applause)

MR. GOLDEN: My name is Bill Golden. I represent the National Institute for Coastal and Harbor Infrastructure, and the New York New Jersey Metropolitan Storm Surge Working Group, a group of 60 scientists, engineers, municipal officials, community leaders, business leaders in both New Jersey and New York, including the DEP

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2 supervisor of this project. I have a basic

3 question here, and the question really should frame

4 an alternative that wasn't considered.

5 What if Sandy was just another

6 rainy, windy day in Hoboken? What if the Hudson

7 River didn't rise? What if people's lives weren't

8 in danger? What if there wasn't need for a

9 barrier? What if there wasn't a need to do this

10 complex construction project in a densely urban

11 environment? What if there was no need to pump

12 out -- store and pump out hazardous materials and

13 septic materials? What if everybody could avoid

14 the horror that was Sandy, and Sandy wasn't even a

15 hurricane, and still not have the disruption to the

16 civic fabric and the urban fabric of this city?

17 And there is an alternative.

18 Look it, I've worked at every

19 level of government, from the White House down to

20 City Hall. I've been a city solicitor. I

21 understand the burden, that your two good, very

22 good mayors, I don't know them personally but I

23 know them by reputation, you have two of the best

24 mayors anywhere in the country. And this is a

25 difficult process.

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2 But I would like to share with

3 you, I'm not from Hoboken but I have kind of a

4 unique perspective. First, I opened the doors to

5 US EPA in 1970 after working as a team of one of

6 five people that helped create the agency. And I

7 know this process. When you have a sense of

8 urgency and a critical priority, you want a

9 solution, you want to get through this. But it has

10 to happen correctly. It can't be just a 30 year

11 solution or 50 year solution. It should be 100 or

12 150 year solution.

13 Also, I filed a lawsuit to clean

14 up Boston Harbor. I know what complex problems

15 are. I know what it's trying to -- how difficult

16 it is to build something on time and on budget. I

17 have serious doubts as to whether this will be

18 built at all, whether or not on time and on budget,

19 because of all kinds of constraints.

20 The final thing is that I know

21 what you went through. I was on a ship docked in

22 Manhattan when Sandy hit. I left and rode it out.

23 I came back to that dock, second ship in the Port

24 of New York. I know the devastation here. And

25 there is a solution, an alternative that must be

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2 considered.

3 MR. ROSENBLATT: Thirty.

4 MR. GOLDEN: And that is a

5 regional surge barrier. There's -- creates two

6 alternatives, done in connection with this project,

7 which may be necessary but not adequate, not

8 comprehensive. And looking at that as a separate

9 alternative. A regional surge barrier where the

10 project here, the funds available for this project

11 are used to build a sea level wall that protects

12 you from sea level rise, a three to six foot wall.

13 And the 15 to 20 foot wall --

14 MR. ROSENBLATT: Thank you.

15 MR. GOLDEN: -- that would

16 otherwise be necessary is finished with the

17 regional surge barriers.

18 Thank you very much.

19 (Applause)

20 MR. ROSENBLATT: Noelle Thurlow

21 and Commissioner Gardiner.

22 MS. THURLOW: Hello. So I'm a

23 more recent resident of Hoboken. I moved here from

24 Austin in 2011, during Irene. And I thought good

25 thing storms aren't as strong here as they are in

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2 Austin. Little did I know.

3 So, a year later, I was very

4 impressed with the way Hoboken pulled together.

5 People I didn't know helped me with things, they

6 helped each other. And I just was very impressed

7 with this community. And it was then that I felt

8 like a member of the community. And I was glad to

9 be here.

10 I am here to speak in support of

11 Alternative 3. I've been on the Citizens Advisory

12 Committee. And just after Hurricane Sandy I

13 started a kayaking and paddle boarding company on

14 the waterfront. We do environmental education for

15 youth as well. And I think that Hoboken, besides

16 being a wonderful community that helps each other

17 out, has this unique setting with a wonderful

18 waterfront where you actually have access to the

19 water. You can do so much education for the youth

20 of Hoboken, adults as well. They can partner with

21 the Stevens Institute. There's so much going on

22 here that you could do with that access to the

23 water.

24 Alternative 3 allows the

25 opportunity for the development of that

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2 Weehawken -- Weehawken cove or Hoboken cove,

3 however you want to call it, to develop that park

4 into something amazing that can provide education

5 for the community, something more than just a nice

6 waterfront that you can walk on and look at the

7 water. That's a unique -- that's a unique thing

8 that Hoboken has. Alternative 3 is the one that

9 will allow us to do that here. And it provides

10 even more park space to the rest of Hoboken.

11 So that's my little plug there

12 for Alternative 3. Thank you very much.

13 MR. ROSENBLATT: Thank you.

14 (Applause)

15 MR. GARDINER: Hi.

16 MR. ROSENBLATT: Can you use the

17 mic there?

18 MR. GARDINER: Oh, yeah. That's

19 probably much better for me.

20 AUDIENCE MEMBER: You can just

21 hold it.

22 MR. GARDINER: Yeah, that's

23 better.

24 Hi. My name is Kurt Gardiner.

25 I'm a citizen of Hoboken, but I'm also on the NHTSA

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2 as a commissioner, the North Hudson Sewage

3 Authority. I'll talk a little bit about

4 infrastructure.

5 During Sandy, we, the Sewage

6 Authority, the Adam Street plant was hit pretty

7 hard. And just imagine what it would be like if

8 the storm was slightly worse, and imagine being

9 without your sewage system for not weeks but

10 months. That's one of the reasons why I'm up here

11 now tonight, supporting the project, that obviously

12 if we had more money we'd build a higher wall, but

13 we have the money we have. Option three is the one

14 that's economically possible. And I think that's

15 something we should strongly support.

16 I know this point has been

17 brought up before, but fire and police were also

18 impacted. This is a public safety issue on top of

19 everything else. And we live in a community that

20 is near the sea level. New York City is not going

21 to build a \$50 billion sea wall to protect us.

22 This is the option that we have that's on the table

23 in my lifetime. So that's why I support this

24 project.

25 Thanks.

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2 MR. ROSENBLATT: Thank you.

3 (Applause)

4 MR. ROSENBLATT: John Carey and

5 Brian Battaglia.

6 MR. CAREY: He's John Carey.

7 MR. CAREY: There are two John

8 Careys. He's the good one.

9 (Laughter)

10 MR. CAREY: And a vet. Thank

11 you.

12 Yeah, my name is John Carey.

13 I've lived in town since 1987. For the last decade

14 I've been up on 13th Street with my wife and

15 family. I've got a construction superintendent

16 background. I've been part of flood discussions.

17 I was here during the storm. I volunteer down in

18 city hall and various other capacities, the Jubilee

19 Center and things, get things going. It's been

20 interesting, it's been a great community process.

21 So I stand in support of this

22 proposal that's in front of us with option one. I

23 think it's the best -- it's the best option we

24 have. It would be -- there is the, as the

25 gentleman said, there's a proposal to build, as

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2 Allen here at Stevens has put forth, a large flood

3 barrier out, you know, across the Hudson canyon.

4 But right now that's not practical. And our unique

5 topography. We're standing on an island. Behind

6 us was a tidal marsh. And what we're doing is

7 we're connecting this island back to the base of

8 the Palisades, and we're trying to keep the water

9 from coming in.

10 I think there's been a lot of

11 great public discourse. It was contentious at

12 times, as the mayor knows, when I stood up there at

13 the museum as a trustee and opened the door and

14 people were screaming at each other. I'm happy to

15 see since that time that there's been, within our

16 neighborhood and elsewhere there have been -- you

17 know, we've found a path that probably optimizes

18 the moneys we have.

19 There have been people, like I

20 was lucky enough to work with Alan Blumberg and

21 people here at Stevens and documented some of the

22 flood, how it happened. And I think there's been

23 some really smart engineering and stuff that's been

24 in here. There's some people that don't think this

25 is going to happen again. The reality is I don't

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81

1 PROCEEDINGS

2 even want to -- if you don't believe it, just go to

3 the fact that 97 out of a hundred scientists say

4 that the ocean is coming up, and we're sitting here

5 at the edge of the ocean, the Atlantic Ocean

6 decided to come down your street.

7 There's all sorts of great

8 points have been brought in here about emergency

9 services and other things. It's -- the Rebuild by

10 Design process has been tremendous. I think the

11 overall, you know, resist, store, discharge, pump

12 out and stuff has been fantastic. We might not be

13 able to do that, the in-house. The city is trying

14 to -- is doing things at various places that's very

15 creative. We take some of the water that doesn't

16 have to be processed the same way as the sewage or

17 the sanitary sewage, take it off the top and be

18 able to get that out of the system. Our sewer

19 plant can only be so big. We can -- we could -- we

20 have half a billion gallons of water got trapped.

21 And we can only process -- probably somebody said

22 this already, about --

23 MR. ROSENBLATT: Thirty.

24 MR. CAREY: -- about the 35.

25 That's 15 days worth of stuff that was in the city

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1 PROCEEDINGS

2 if it was to be fully processed. So we have got to

3 be aware that we have got to keep the water out and

4 then do some smart things.

5 So I can babble on forever for

6 all sorts of things. But I give great credit to

7 the Mayor, Mayor Turner and other people for this

8 process. Carter and everybody in the CAG group.

9 There's been some really cross-section things, I

10 apologize that I didn't focus right now --

11 MR. ROSENBLATT: Thank you.

12 MR. CAREY: -- on some of the

13 construction stuff. There are construction issues

14 that I will submit that need to be dealt with.

15 Okay, thanks.

16 MR. ROSENBLATT: Thank you.

17 (Applause)

18 MR. BATTAGLIA: Hi. Brian

19 Battaglia. I'm a resident and a business owner in

20 town.

21 Well, starting with Sandy,

22 during Sandy we were flooded. We lost about half

23 of our business. Tremendous amounts of money. But

24 we moved on, like so many other people did. And,

25 you know, we went on. And we were lucky. Six more

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1 PROCEEDINGS

2 inches, one more foot, and not only would we have

3 been -- lost a tremendous amount of money, we would

4 have been out of business. There would have been

5 no way to recover.

6 As we moved forward I thought a

7 lot about, okay, what's my next step. There was no

8 real thought of, at least in my mind, of what the

9 city was going to do. What was my next step, how

10 was I going to protect the next time. And it

11 became very quickly evident to me there really

12 wasn't much I could do. I could do a few things in

13 my business to alleviate some of the losses. Maybe

14 do a few of the little walls or sandbags that

15 would -- I could pretend might do something. But

16 really there wasn't much I could do.

17 And when I heard about this

18 process starting up, I was excited to be involved.

19 And I was excited to think that the -- that

20 government, the city and the state and the federal

21 government was actually going to work on behalf of

22 this town and this area to make things better. In

23 my mind this is what government does. It takes on

24 large projects that individuals and business people

25 can't do, right? It takes on projects like this.

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1 PROCEEDINGS

2 I got involved in the CAG. The

3 process was very interesting and really well done.

4 I was very impressed with the process and the

5 amount of outreach. And really most impressed that

6 day when things seemed to go wrong, right? When

7 the people in town said this is wrong, I don't want

8 this, and were really fighting against an option

9 that I thought was a good one. But we backed up,

10 changed it, and it's a better option now.

11 Alternative 3, that is the best option. And I'm

12 here to say that I think that is the way to go and

13 I hope we move ahead with it.

14 MR. ROSENBLATT: Thank you.

15 (Applause)

16 MR. ROSENBLATT: Ciro Scalera

17 and Sandra Smith.

18 MR. SCALERA: Good evening. My

19 name is Ciro Scalera, and I represent the New

20 Jersey Laborers, 20,000 strong statewide, including

21 Hoboken residents. I'm here tonight, I've been

22 active in Hoboken for three years. We strongly

23 support the Hoboken railyard redevelopment project.

24 And I've reviewed the DEIS and we strongly support

25 Alternative 3. I really want to address my

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1 PROCEEDINGS

2 comments to the Option One, Option Two choice

3 within Alternative 3.

4 We strongly support Option One.

5 If you look at tried and true planning procedures,

6 highest and best use, to put a project like that,

7 which will bring exciting new development to this

8 city, and not have it integrated to the rest of the

9 city makes no sense. Option two would not allow

10 for the highest and best use. In fact, option two

11 would place unsightly resist walls at the street

12 level, which will require elevated steps, platforms

13 and restricted access points. This isn't good.

14 Further, option two wouldn't

15 protect the railyard development, the garage to be

16 built, the service road behind it. None of those

17 assets, and there are going to be a lot of

18 beautiful things built in this project, would be

19 protected under option two. So this is why we

20 strongly support option one. We'd like to see nice

21 grass, small trees, public access, green spaces,

22 sidewalks integrated to the rest of the city. Not

23 barriers, flood gates and steps. These options are

24 nowhere equal. Option one is clearly superior.

25 Thank you.

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1 PROCEEDINGS

2 MR. ROSENBLATT: Thank you.

3 (Applause)

4 MR. ROSENBLATT: Sandra Smith.

5 MS. SMITH: My name is Sandra

6 Smith. I represent Hoboken Housing Authority. I'm

7 the Vice President of the Tenant Association of

8 Housing, and also the West Side Woman.

9 When Sandy storm came to

10 Hoboken, down in housing we was the Hudson River.

11 We couldn't get out. Everything was damaged. The

12 stores all on Jackson and Harrison was all flooded.

13 Where I live at on Harrison Street the water came

14 so quickly that we couldn't even get out in time

15 because it just flooded up and it stayed -- well,

16 it lingered for about a week and a half there in

17 Housing Authority. And being that I live there,

18 this was my first time ever seeing that. We always

19 been flooded all the time down in housing, but

20 never like this. The water just sat there. And we

21 couldn't even get out. We ate. It was very cold,

22 the generator went out, no power, no lights,

23 nothing. The food that we had in the house, we ate

24 everything up. We tried to cook.

25 Some of the big buildings,

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1 PROCEEDINGS

2 people live on the tenth floor, people who was

3 asthmatic, didn't have their machine on. The

4 senior citizen buildings there, they didn't have no

5 power. Some of them was on their oxygen, that they

6 didn't have no electricity. The generators didn't

7 kick in. And when we finally -- the waters

8 deceased (sic) down, it had such a smell that it

9 was so bad that the sewer, the gasoline, everything

10 was all around. And we just like devastated and it

11 was just so bad that we don't to see another one

12 like that.

13 So this project here that is

14 going on, and I went to maybe about two or three

15 meetings, they came to Housing Authority in 221

16 Jackson, it was a good crowd of people and I got a

17 better understanding of what was going on. But

18 also, we want to be a part of it too as well down

19 in that end, because when the water is up this way

20 it goes all the way down and it settles right there

21 and it don't move.

22 Our doors in Housing Authority

23 is just starting to work. We have a new director

24 that came in, Mr. Recko. We finally got doors.

25 So, you know, there's a lot of things that still

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1 PROCEEDINGS

2 are not working. Business came back in, new

3 owners. The old ones left, new ones came in. So

4 they had to start everything from scratch.

5 Thank you.

6 MR. ROSENBLATT: Thank you.

7 (Applause)

8 MR. ROSENBLATT: Mr. Freidrich.

9 MR. FRIEDRICH: Hi. My name is

10 Ed Friedrich. Oh, yeah, this would be better.

11 Ed Friedrich. I've been a

12 resident of Hoboken since 2001. I've been the vice

13 president of my condo association since 2004, the

14 president of my condo association since 2011. So I

15 was the president and in the building when Sandy

16 hit. I am also -- I've been involved with the

17 Rebuild by Design project and trying to make as

18 many CAG meetings as possible. And most recently

19 I've also been made a commissioner of the North

20 Hudson Sewage Authority starting in February.

21 To add to what Kurt mentioned

22 before from the North Hudson Sewage Authority

23 perspective, when Sandy hit we were within six

24 inches of having a plant flooded, which would have

25 been a disaster for this town. I think the

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3  
4 STATE OF NEW YORK )  
5 COUNTY OF ORANGE ) SS:  
6  
7  
8 I, KARI L. REED, a Registered  
9 Professional Reporter (Stenotype) and Notary  
10 Public with and for the State of New York, do  
11 hereby certify:  
12  
13 I reported the proceedings in the  
14 within-entitled matter and that the within  
15 transcript is a true record of such  
16 proceedings.  
17  
18 I further certify that I am not  
19 related, by blood or marriage, to any of the  
20 parties in this matter and that I am in no  
21 way interested in the outcome of this matter.  
22  
23 IN WITNESS WHEREOF, I have hereunto  
24 set my hand this 17th day of March, 2017.  
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16-17 holoken public hearing

March 16, 2019

creates (2)	dear (1)	designers (1)	69,16,61,13,19; 19,18	30,9,40,8,53,7,51,19; 17,9,18,1,6,86,10,19;
54,2,75,5	37,13	deposits (2)	16,21,28,6	87,8,18,20
creative (1)	debate (1)	descent (1)	80,11	87,8,18,20
81,15	60,22	deserted (2)	80,11	87,8,18,20
creativity (1)	debts (1)	deserted (1)	80,11	87,8,18,20
68,21	16,20	deserted (2)	80,11	87,8,18,20
credent (2)	debris (1)	deserted (2)	80,11	87,8,18,20
12,6,2,6,2	16,20	deserted (2)	80,11	87,8,18,20
critical (5)	decade (1)	detention (2)	80,11	87,8,18,20
5,19,25,2,32,7	79,13	detention (2)	80,11	87,8,18,20
40,17,74,8	87,11	devastated (5)	80,11	87,8,18,20
crow-section (1)	decide (1)	devastated (2)	80,11	87,8,18,20
82,9	72,2	devastated (2)	80,11	87,8,18,20
crowd (3)	decided (1)	devastated (2)	80,11	87,8,18,20
18,8,3,8,87,16	81,5	devastated (2)	80,11	87,8,18,20
33,24	21,718,45,8,10	devastated (2)	80,11	87,8,18,20
curiously (1)	decide (1)	devastated (2)	80,11	87,8,18,20
41,14	12,6	devastated (2)	80,11	87,8,18,20
current (1)	decrease (1)	devastated (2)	80,11	87,8,18,20
19,15	22,7	devastated (2)	80,11	87,8,18,20
currently (1)	decrease (1)	devastated (2)	80,11	87,8,18,20
51,6	22,7	devastated (2)	80,11	87,8,18,20
cyber (1)	decrease (1)	devastated (2)	80,11	87,8,18,20
72,3	22,7	devastated (2)	80,11	87,8,18,20
<b>D</b>				
damage (1)	depth (1)	devoted (1)	69,16,13,19; 19,18	30,9,40,8,53,7,51,19; 17,9,18,1,6,86,10,19;
30,12	65,11,17	devoted (1)	16,21,28,6	87,8,18,20
5,10,6,15,10,9,25	DEIN (9)	devoted (1)	80,11	87,8,18,20
damaged (1)	DEIN (9)	devoted (1)	80,11	87,8,18,20
86,11	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
danger (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
72,8	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
dangerously (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
22,24	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
Daniel (2)	damaged (1)	devoted (1)	80,11	87,8,18,20
62,4,9	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
dark (2)	damaged (1)	devoted (1)	80,11	87,8,18,20
24,23,27	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
Dars (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
32,25	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
dating (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
42,11	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
daughter's (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
67,23	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
Day (9)	damaged (1)	devoted (1)	80,11	87,8,18,20
41,11,28,23	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
David (8)	damaged (1)	devoted (1)	80,11	87,8,18,20
12,21,30,25,9,11	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
12,6,21,70,11,73,6	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
84,6	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
days (5)	damaged (1)	devoted (1)	80,11	87,8,18,20
8,20,27,80,7,11	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
81,25,89,10	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
DCA (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
dead (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
16,15	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
deaf (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
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death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,25	devoted (1)	80,11	87,8,18,20
death (1)	damaged (1)	devoted (1)	80,11	87,8,18,20
11,18	5,10,6,15,10,9,2			



3-16-17 hoboken public hearing

Roberson (3) 52,5,54,18,19 Robert (1) 15,22 rock (1) 41,16 rode (1) 74,22 role (2) 5,19,12,23 Ron (1) 59,24 roof (1) 68,16 roofs (2) 46,9,58,12 rooting (4) 26,14,27,19,20,20 ROSENBLATT (92) 4,4,10,11,14,22, 5,14,10,16,13,8,15, 18,15,2,17,10,18,4, 20,12,23,17,25,24, 28,2,9,11,14,29,16, 18,31,22,24,32,20, 34,8,10,35,23,37,3,5, 38,19,39,24,42,15, 17,20,44,13,16,46,14, 16,20,48,18,51,9,11, 14,19,21,24,52,4, 54,16,56,24,57,2, 59,14,22,61,4,7,22, 62,2,4,7,63,19,23, 64,25,63,3,6,67,12, 69,16,18,71,23, 72,13,17,75,3,14,20, 77,13,16,79,2,4, 81,23,82,11,16, 84,14,16,86,2,4,88,6, 8,9,9,9,11,15,23,9,3, 6 Ross (6) 24,4,25,25,25,26,2, 3,28,3 ruined (1) 43,6 rum (2) 62,23,65,10 running (1) 30,22 Rutkowski (5) 69,19,22,23,71,24, 72,14	sake (1) 22,21 SALOMON (2) 35,25,36,2 same (2) 12,18,81,16 sandbags (1) 83,14 Sandra (3) 84,17,86,4,5 Sandy (28) 18,18,24,9,26,7,12, 28,21,30,3,31,3,35,9, 54,21,58,21,59,9, 65,11,14,30,10,73,5, 14,14,74,22,76,12, 78,5,82,21,22,86,9, 88,15,23,90,2,3,4 sanitary (1) 81,17 sat (2) 19,3,86,20 save (2) 17,5,44,22 saw (3) 33,13,61,20,72,3 saying (4) 9,14,13,9,20,17, 44,22 scale (1) 49,18 Scalers (3) 84,16,18,19 school (10) 39,4,5,10,12,19, 43,3,5,15,21 serious (2) 65,19,74,17 seriously (1) 19,9 serpentine (1) 41,15 serve (3) 46,7,48,9,15 serviced (1) 32,3,42,2 service (1) 14,24 services (8) 28,19,55,5,56,21, 58,18,23,39,3,3,81,9 search (1) 70,6 scats (1) 4,6 Second (2) 49,21,74,23 seconds (2) 12,11,57,4 Secretary (1) 4,4 section (6) 14,16,21,15,22,3, 40,23,41,8,65,22 secure (2) 11,11,23,11	22,15,48,2 secured (1) 61,16 security (1) 71,11 Seed (1) 39,9 seeing (1) 46,9,86,18 seek (1) 47,24 seemed (1) 84,6 selected (2) 60,7,66,2 selection (1) 5,21 self (1) 63,5 selling (1) 15,20 shifted (1) 12,9 ship (2) 55,24 shop (2) 74,21,23 Show (2) 5,15,59,16 shown (1) 13,3 sic (1) 87,8 side (10) 24,16,28,17,30,10, 36,16,20,20,38,24, 39,15,71,18,86,8 sidewalks (1) 18,22 sign (1) 6,24 signatory (1) 62,13 significantly (2) 45,15,90,2 simply (1) 52,20 sing (1) 90,20 sit (2) 19,11,29,7 site (1) 58,17 sitting (2) 58,10,11,14 situation (1) 43,10 six (7) 6,24,16,4,11,36,18, 75,12,82,25,88,23 skilled (1) 62,14 skilled (1) 11,11,23,11	10,15 slightly (1) 78,8 smack (1) 65,13 small (3) 34,6,54,5,85,21 smaller (2) 21,9,22,19 smart (3) 62,21,80,23,82,4 small (1) 21,9,22,19 social (2) 55,16,74,2 Smith (4) 84,17,86,4,5,6 snow (1) 33,14 snowstorm (1) 52,24,56,11 society (1) 23,8 sociocconomics (1) 52,13 soft (1) 64,19 soil (2) 21,23,66,7 sole (1) 73,20 solider (1) 62,16 Solomon (1) 34,11 solution (6) 47,14,74,9,11,11, 12,25 soluble (1) 20,5,5,35,17 somebody (2) 12,5,81,21 Somerville (7) 39,25,40,2,3,42,16, 18,21,48,22 somewhat (1) 60,3 somewhere (1) 58,16 soon (1) 38,16,41,2 sorry (2) 17,16,48,15,71,2 sort (4) 17,22,41,24,45,11, 89,11 sorts (2) 81,7,82,6 south (4) 33,18,64,13 south (4) 15,16,23,24,11, 63,6 southern (1) 47,3
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(13) Roberson - southern

3-16-17 hoboken public hearing

southwest (2) 16,9,12 space (2) 49,21,77,10 spaces (1) 85,21 Spahn (4) 6,13,9,9,12,10,17 speak (8) 6,23,25,7,5,11,24, 17,18,38,21,63,23, 76,10 speaker (2) 6,25,13,12 Speakers (1) 12,9 speaking (2) 12,23,29,22 specific (4) 29,10,48,23,49,19, 50,4 Specifically (1) 51,2 speed (1) 54,12 spelled (1) 69,19 spend (1) 11,13 spent (2) 19,23,69,9 spoke (1) 43,2 sports (1) 43,16 spring (1) 71,10 St (1) 39,10 staff (3) 30,16,35,5,71,3 stage (1) 12,10 stake (1) 63,13 stand (1) 79,21 standard (1) 41,8 standards (3) 42,4,49,5,8 standing (1) 80,5	11,21,23,20,33,5, 45,23,47,6,62,25, 63,15,70,24,83,20 stated (5) 21,13,20,22,8, 41,19,23 Statement (10) 6,15,8,20,21,10,9, 12,19,13,2,17,18,24, 66,20,67,5 statewide (1) 84,20 station (5) 31,15,16,17,17, 36,15 stationed (2) 7,3,38,8 stations (2) 25,4,49,25 stay (2) 68,2,91,7 stayed (1) 86,15 Steering (1) 17,16 stenographer (1) 6,5 step (5) 5,22,37,25,45,25, 83,7,9 steps (3) 22,20,85,12,23 Stevens (5) 4,18,41,21,76,21, 80,2,21 still (9) 8,22,20,4,6,30,23, 24,31,3,68,25,73,15, 87,25 stimulate (1) 62,15 stock (1) 22,17 stood (1) 80,12 stop (7) 12,9,12,13,16,23, 31,18,43,13,57,3 storage (2) 36,25,39,16 store (6) 60,15,61,13,19, 68,15,73,12,81,11	65,11,15,67,16, 70,16,72,22,78,8, 79,17,86,9 storms (3) 35,14,71,6,75,25 story (5) 22,21,32,10,11, 67,15 strategy (5) 21,8,10,22,10,12, 72,15 Stratton (1) 17,4 Street (14) 16,2,29,4,30,10, 31,17,38,7,9,39,19, 46,5,71,10,78,6, 79,14,81,6,85,11, 86,13 streetscape (1) 47,16 stress (2) 20,25,68,2 stressful (1) 43,10 strong (4) 33,22,69,25,75,25, 84,20 stronger (1) 52,15 strongly (6) 25,18,78,15,84,22, 24,85,4,20 struggled (1) 23,3 stuck (1) 23,12 surface (2) 66,12,18 Surge (4) 72,22,75,5,9,17 surrounding (1) 72,9 swelling (1) 26,9 sworn (1) 19,10 system (5) 29,7,30,22,68,17, 78,9,81,18 systems (4) 30,13,31,2,36,25, 7,8,51,17,82,14 submitting (1) 20,18	50,19 summer (1) 5,3 sump (1) 89,20 superintendent (1) 79,15 superior (1) 85,24 Superstorm (3) 26,7,12,70,9 supervisor (1) 73,2 support (22) 23,20,25,18,32,5, 18,33,12,22,34,19, 36,12,39,14,43,12, 44,7,19,46,11,25, 76,10,78,15,23, 79,21,84,23,24,85,4 20 supported (1) 52,19 supporting (2) 29,14,78,11 supportive (1) 37,17 supports (1) 54,3 supposed (3) 22,10,37,20,68,20 sure (10) 9,5,23,15,32,10, 33,18,35,3,38,8,44, 47,8,13,69,7 surface (2) 66,12,18 Surge (4) 72,22,75,5,9,17 surrounding (1) 72,9 swelling (1) 26,9 sworn (1) 19,10 system (5) 29,7,30,22,68,17, 78,9,81,18 systems (4) 30,13,31,2,36,25, 7,8,51,17,82,14 submitting (1) 20,18	50,19 summer (1) 5,3 sump (1) 89,20 superintendent (1) 79,15 superior (1) 85,24 Superstorm (3) 26,7,12,70,9 supervisor (1) 73,2 support (22) 23,20,25,18,32,5, 18,33,12,22,34,19, 36,12,39,14,43,12, 44,7,19,46,11,25, 76,10,78,15,23, 79,21,84,23,24,85,4 20 supported (1) 52,19 supporting (2) 29,14,78,11 supportive (1) 37,17 supports (1) 54,3 supposed (3) 22,10,37,20,68,20 sure (10) 9,5,23,15,32,10, 33,18,35,3,38,8,44, 47,8,13,69,7 surface (2) 66,12,18 Surge (4) 72,22,75,5,9,17 surrounding (1) 72,9 swelling (1) 26,9 sworn (1) 19,10 system (5) 29,7,30,22,68,17, 78,9,81,18 systems (4) 30,13,31,2,36,25, 7,8,51,17,82,14 submitting (1) 20,18	T
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3-16-17 hoboken public hearing

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3-16-17 hoboken public hearing

13,3 websites (1) 11,19 Weehawken (6) 13,13,31,7,49,10, 62,19,77,2,2 week (2) 37,22,86,16 weeks (4) 28,23,54,23,78,9, 89,11 Weiss (5) 28,11,12,15,16, 46,3 welcome (1) 4,21 wells (2) 65,25,66,3 weren't (2) 8,24,73,7 word (4) 6,6,15,10,22,2, 66,17 working (1) 17,23 words (2) 7,14,38,13 work (17) 31,16,16 what's (7) 5,25,24,8,27,16, 42,12,45,12,69,4, 83,7 whatsoever (1) 67,18 Whenever (1) 36,17 Whereas (1) 45,14 Whereupon (2) 91,8,10 White (1) 73,19 whole (11) 14,8,23,19,22,23,8, 30,14,52,16,54,4, 58,14,67,3,8,72,10 who's (5) 8,4,9,9,24,4,5, 44,10 widely (1) 51,4 wider (1) 23,9 wife (1)	within (10) 41,13,14,20,42,7, 66,10,71,15,72,8, 80,15,85,3,88,23 Without (3) 48,3,58,23,78,9 witnessed (2) 27,4,5 Wolfe (1) 29,23 Woman (1) 86,8 women (4) 47,3,48,12,58,21, 59,3 won (1) 70,12 wonderful (2) 76,16,17 word (4) 12,11,11 yesterday (1) 47,9 York (7) 30,5,58,24,72,5,21, 25,74,24,78,20 young (1) 44,5 youth (2) 76,15,19	84,6,7 Y year (22) 9,15,16,19,11,17, 21,11,11,32,2,33,17, 17,39,6,12,43,15,16, 17,52,7,71,14,72,3, 74,10,11,12,76,3, 90,5 years (19) 15,7,16,21,24,17,7, 18,11,21,23,11, 26,10,30,24,32,4,14, 42,3,43,21,45,5,8, 55,2,57,13,65,10, 84,22 yellow (2) 12,11,11 yesterday (1) 47,9 York (7) 30,5,58,24,72,5,21, 25,74,24,78,20 young (1) 44,5 youth (2) 76,15,19	16th (1) 30,10 18 (2) 14,4,25,14 18th (1) 31,17 190 (1) 60,18 1966 (1) 42,12 1970 (1) 74,5 1987 (1) 79,13 1st (2) 11,16,39,5 2 20 (1) 75,13 20,000 (1) 84,20 2001 (1) 88,12 2004 (1) 88,13 2011 (2) 75,24,88,14 2012 (3) 15,14,16,16,34,20 2013 (1) 70,13 2015 (4) 18,12,22,5,66,4, 70,23 2016 (1) 66,5 2017 (5) 7,8,10,25,11,5,22, 13,5 22 (1) 66,5 220 (1) 60,19 221 (1) 87,15 230 (1) 54,10 24 (7) 15,19,22,16,10,13, 25,15,37,20,70,10 24th (1) 81,23 13th (1) 11,22
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URBAN DESIGN: COMMENTS WERE SOLICITED AT THE FIVE MEETINGS / DROP-IN WORKSHOPS BETWEEN APRIL 7 – JUNE 16, 2016

**ZONES 1, 2, 3**  
**Concerns re: Concepts for this Zone**

Loss of parking  
Traffic on Washington St. rush hour  
Shop access on Washington  
Cost of maintenance  
Trash - existing and future  
Shade in alleyway - not good place to relax  
Structural integrity along waterfront  
Parkour pit for jumping under the wall  
**More wall out of residential area.**  
Liability issue for structures in front of residences  
High accumulating on structures  
Hydrotec impact on historic buildings being shed  
Marine deck park - is the wall coming out towards 15th + Garden streets  
if gate built too close to the 15th + Garden residential  
building especially on 15th + Garden ground levels  
15th Street alignment is not practical - too many discrepancies in narrow

**ZONES 1, 2, 3**  
**Concerns re: Concepts for Zone**

- Putting park in middle of main road is dangerous  
+ blocking driveways?  
Lane effect?  
Access for boats

**ZONES 1, 2, 3**  
**Important Features of this Zone**

Single walls in alleyway / low table area  
Alleyway kept away from 15th + Garden residential  
behind Harborview park also it is right @ that area

**ZONES 1, 2, 3**  
**Important Features in this Zone**

Farmer's Market @ Garden St + Main  
with spillover into the alley  
Sun exposure for Urban Core Park  
BEACH ACCESS

**ZONES 1, 2, 3**  
**Important Locations w/in Zone**

Shade in Alley  
Commercial access  
Garden St Lofts access back door - differentiation in property  
Waterfront Lane Small boat access, Kayaking.

**ZONES 1, 2, 3**  
**Important Locations w/in Zone**

16TH + PARK  
ACCESS E - W UNDER PARK AVE BR  
BEACHES incl. N END HUDSON ST

**ZONES 1, 2, 3**  
**Concepts Liked for this Zone**

FLEXIBLE WATERFRONT SPACE  
MOST PROTECTION - RESIST IN WATERFRONT  
USE NATURAL PLANTS NATIVE TO AREA NOW OR FROM PAST  
UNDO THOSE WERE PLANTS / TREES NEAR WATERFRONT

**ZONES 1, 2, 3**  
**Concepts Liked for this Zone**

ENJOY space on Market days - alley  
Mural or green wall @ Garden St Lofts  
**pref:** wall to be stepped away from garden to low wall (for space for the wall)  
park Low level of programming to be a water, a harbor park  
The water-oriented waterfront park proposal  
(the urban oriented - one does not water sound as people will want to enjoy the water along the waterfront)

**ZONES 1, 2, 3**  
**Elements Missing from Concepts**

model of gate  
model of 15th St elements  
water wall design due to Harborview park space, where 15th + Garden  
CLEARLY MARKED STREET IDENTIFICATIONS

**ZONES 1, 2, 3**  
**Elements Missing from Concepts**

Elevate Park Ave from 15th + 16th to active flood protection.  
LINE LIFE IN CITY APARTMENTS + GALLERY + ARTS SPACES, BOUTIQUE  
Water that enters the river outside the wall: what happens if there flooding underground and entry into the  
VISION FOR PARK AVE BRIDGE AREA. N/S + E/W  
Lateral street - focus on river crossing above landscape. Also 15th + 16th



## WATERFRONT Zone 4/5

### Elements Missing from Concepts

- storage (H2O)
- Storm water storage at waterfront

## Important Locations w/in Zone

East  
YS

## Concerns re: Concepts for this Zone

- Solutions are very complex - proposals come very close to residential waterfront, the plan at Harborside park, where they are proposed to be 7-8 foot high (top and other "water" walls) - not proposed
- designs are very modern + not in keeping w/ historic nature of the city
- need to protect historic properties throughout the community
- 15<sup>th</sup> St agreement (Monarch) needs to be honored
- needs to recognize existing public/private partnership along waterfront (gov state waterfront law)
- need to protect existing aquatic life (shading may be a concern)
- why are glass walls now being proposed as resist structure when past guidelines was concrete walls were required
- viewshed impacts
- access w/ kayak

## Zone 4/6

### Concepts Liked in this Zone

- beach concept @ Weehawken Cove
- ~~water~~ covered parking
- Consider "DRIPS" private/comp walls for emergency deployment

## Zone 4/6

### Import Features of this Zone

- NJ transit property owned by State
- BOAT ACCESS
- 11<sup>th</sup> ST + SINATRA DR NODE
- SINATRA DR "BEHIND" OR "OF" THE FLOOD BARRIER
- Walkways along T bldg
- Potential bathhouse
- A solution that doesn't place 7-8 ft high structures too close to the Harborside loft building's west side w/ the Harborside park proposed

## Concepts Liked in this Zone

LIGHT AT CORNER  
WIDE PLAZA OF WAY

## Elements Missing from Concepts

WHAT WILL THESE STRUCTURES PROVIDE AGAINST SOUND/VISUAL NOISE FROM THE RAILROAD?

PROTECT SOUND/VISUAL BARRIER WHICH IS AN "IMPERVIOUS" BARRIER SOUND OR NOISE REDUCING

## Important Locations w/in Zone

WATER (IC TERMINAL)  
PLAZA, GARDENS - BEACHES & PARK

## Concerns re: Concepts for this Zone

NT TRAVEL INTENTION AM CLEAR  
 PATH/MS Transit station not protected  
 Potential for all out zone in event of emergency  
 Impact to traffic

What happens if the deployable barriers fail? Does All  
 the water flow a surge power there?

DSB

## Important Features in this Zone

OBSERVER HWY IS THE FASTEST STREET  
 IN HOBOKEN AND THE GENERAL ATMOSPHERE  
 MAKES IT UNPLEASANT FOR PEDESTRIANS  
 IS THERE A WAY TO MAKE WALKING DOWN  
 OBS. HWY MORE PLEASANT? LANDSCAPING? LIGHTING?  
 PEDESTRIANS MAY BE CHALLENGED WITH NOT KNOWING TO CROSS  
 TRUCKS MAY NEED TO BE CLOSER TO THE CURB  
 - 2000+ PEDESTRIANS CROSS THE BRIDGE TO PARKWAY

DSB



## Concerns re: Concepts for this Zone

RDV - stroller circulation  
 Simplicity is the key - Power Park +  
 Vegetation (trees, grass) - London Plane trees (X)  
 (X) We need active recreation  
 - good for younger generation

ROW - trees

WANT MORE METEOLS - Water retention information  
 Plan + volume reductions

DSB

## Elements Missing from Concepts

USE BALLFIELD NEAR HHA  
 (CHANGE ITS USE)

DISCUSSION / IDEAS FOR O+M  
 STEWARDSHIP

REALITY OF UTIL + SUBSURFACE ISSUES  
 GREEN INFRA REDUCING URBAN HEAT ISLAND

Trenches/Pipes from JC/Water heights to direct  
 water flow from heights out to Weehawken Cove  
 before it joins the water flowing to SW Hoboken

DSB

## Important Locations w/in Zone

HOBOKEN HOUSING AUTH.

ADD TO COMMUNITY FACILS. ESP SCHOOLS

DSB

## Concepts Liked in this Zone

Passive Use

Park amenities in Block 10 - community is under served  
 MORE GREEN IS BETTER FOR AIR QUAL  
 AND REDUCES LOCAL HEAT ISLAND  
 IMPACTS

DSB



# REBUILD BY DESIGN

## HUDSON RIVER


**\* RESIST \* DELAY \* STORE \* DISCHARGE \***

### COMMENT/QUESTION FORM

*(Handwritten comment follows)*

Name: Elizabeth Phares  
Address or Email: 320 Montross Street Apt 4 Hudson, New Jersey 07030

Please leave this form at the Sign-in table, or you can submit by :  
Email: rbd-hudsonriver@dep.nj.gov

STATE OF NEW JERSEY  
**DEPARTMENT OF ENVIRONMENTAL PROTECTION**

**Pessar, Yasmine**

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**From:** Spahn, Kenneth  
**Sent:** Friday, April 08, 2016 12:56 PM  
**To:** Schwarz, Frank; Reinknecht, Dennis; Sherman, Clay; Taylor, Alexis  
**Cc:** DEP dbdh-archive; Boulé, John R.; Iancu, Ileana Smith; Lawrence; Parab, Rahul  
**Subject:** FW: RBD Comments (1500 Garden St resident) and Irish Step at State of City Address

All – FYI email from resident attending last night.

Ken Spahn, PMP  
Regional Director, Ports & Intermodal  
Dewberry  
200 Broadacres Drive, Suite 410  
Bloomfield, NJ 07003-3154  
973.780.9326 w  
908.215.5827 c  
[www.dewberry.com](http://www.dewberry.com)

**From:** Eric Aldous [mailto:[eric.aldous@gmail.com](mailto:eric.aldous@gmail.com)]  
**Sent:** Friday, April 08, 2016 10:45 AM  
**To:** dzimmer@hobokennj.gov; vchaudhuri@hobokennj.gov; Spahn, Kenneth <[kspahn@Dewberry.com](mailto:kspahn@Dewberry.com)>  
**Cc:** [hoboken2nd@gmail.com](mailto:hoboken2nd@gmail.com); [Edward.Fischer-cedfshr@gmail.com](mailto:Edward.Fischer-cedfshr@gmail.com)>  
**Subject:** Re: RBD Comments (1500 Garden St resident) and Irish Step at State of City Address

Mayor Zimmer and Ken,

Thanks for the time and the models last night. Here are my key points (focused on the single option as I do not believe the other two are viable):

- 1) sloping barrier or structure to the far end of the parks or open spaces outside 1500 garden. This will preserve the water access, views, paths. I am also biased as I don't want to walk out the West doors directly in to some kind of structure.
- 2) To extent possible run the barrier along the parking garage to minimize impact on public use areas and to keep costs (build and maintenance) low.
- 3) If possible use the wall with appropriate reinforcements as the barrier in the ally between Bloomfield and Washington. Took a photo this morning on way to



Given our building is right at the water, decisions around the project will direct impact us both from a protection standpoint and quality of life. It is tough to balance the need for safety and preserving the waterfront aspect that is one of things that make Hoboken a unique place to live.

Given the designs presented to visualize the walls, so I would ask that 3D models of the key design be created. I also like to know the options available if our building falls outside the protected area?

We get the largest value from a robust system to deal with excess flood waters while the wall has taken center stage in the conversation, the upgrade and new infrastructure to deal with flood waters should not lose focus.

In short, walls can have many consequences and water is unpredictable. As a result, proper measurement, modeling, and stress testing is essential. I know there is a deadline, but rushing to a decision could have many unintended consequences.

I look forward to further conversations on this topic as we dig into the details.

Regards  
Eric  
1500 Garden St, 7k

## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### QUESTION FORM

1. Important features of Zone 1/2/3?

The only feasible option is #3, the back alley.  
Along 15th St a structure 8 1/2 feet high will be unacceptable no matter how pretty you think it can be. It will block views and since it has to be along the edge of the street, will be an 8 1/2 foot high wall along the street - NO!

2. Important locations in Zone 1/2/3?

Let's spend the \$ instead on a big mural by a famous artist on the garage wall!

3. What proposed concepts do you like for Zone 1/2/3?

The back alley is the only option and it's really good one as it will be low enough to see over. I like the benches in the mural design. But, I say let the people in that building choose.

4. Concerns regarding the concepts proposed in Zone 1/2/3?

I don't think we need that structures of either kind. I worry about maintenance too.

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: \_\_\_\_\_ Address or Email: \_\_\_\_\_

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### QUESTION FORM

1. Important features of Zone 1/2/3?

Like the center divider proposal for Wash Street. It does not block the buildings on the West Side. It gives more friendly space for people in contrast to cars. It would be a gradual uphill towards that building which would make it nice as a park. It would also take out the parking spaces. It only gives about 20 parking spaces, which is too small to have any effect on parking.

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: Joan Magenheim Address or Email: jmagenheim.3@gmail.com

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## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### COMMENT/QUESTION FORM

CAN DEP OR JOINED FROM THE DESIGN TEAM COME + SPEAK TO SOME LOCAL MIDDLE + HIGH SCHOOL STUDENT ABOUT THE PROJECT.  
1. ELYSIUM CHARTER SCHOOL MIDDLE SCHOOL  
2. HUDSON COUNTY HIGH TECH HIGH SCHOOL  
HAVE EXPRESSED INTEREST.

Name: CALVIN CRAFT  
Address or Email: 913 204 7371 608 GARDEN ST

Please leave this form at the sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov



## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### COMMENT/QUESTION FORM

Most important to prevent flooding from flooding.  
Do not let real estate ownership of riparian properties stop protection for the common good of the entire town.

Name: Perry  
Address or Email: \_\_\_\_\_

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov



## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### QUESTION FORM

1. Important features of Zone 1/2/3?

Keep simplicity in design and maintenance in mind when all designs.

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

Hudson's design ~~maintain~~ simplicity changes from historic to modern depending on Hudson River.

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: \_\_\_\_\_ Address or Email: \_\_\_\_\_

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## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### QUESTION FORM

1. Important features of Zone 1/2/3?

concern about fact that ~~water~~ playcape is not 7 feet tall at 15th St.

2. Important locations in Zone 1/2/3?

garage! additional parking is a safety issue - not feasible.

3. What proposed concepts do you like for Zone 1/2/3?

PREFERENCE → Alley-way solution is the solution because you can see over it (4 feet is a maximum)

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: \_\_\_\_\_ Address or Email: \_\_\_\_\_

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



## REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

### QUESTION FORM

1. Important features of Zone 6/7?

2. Important locations in Zone 6/7?

3. What proposed concepts do you like for Zone 6/7?

Make the Rail Yards developments such a part of Hoboken as possible. No barriers.

4. Concerns regarding the concepts proposed in Zone 6/7?

concern that Obispo Highway alignment (#2) does not protect the city's Planning or Rail Yards commercial/residential complex. Had to go with Option #1 - protection on south side of Rail Yards.

5. Elements missing from the concepts proposed for Zone 6/7?

Re train wall on either side should be green - enhance a necessary barrier. But space is limited. Must be self-sustaining.

Name: Terry Pranses Address or Email: pransesa@aol.com

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of Zone 6/7?

keep the maintenance simple  
cos it "keep it simple stupid"  
"don't be an asshole"

2. Important locations in Zone 6/7?

3. What proposed concepts do you like for Zone 6/7?

4. Concerns regarding the concepts proposed in Zone 6/7?

5. Elements missing from the concepts proposed for Zone 6/7?

Name: Address or Email:

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# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of Zone 6/7?

2. Important locations in Zone 6/7?

3. What proposed concepts do you like for Zone 6/7?

4. Concerns regarding the concepts proposed in Zone 6/7?

5. Elements missing from the concepts proposed for Zone 6/7?

Name: Address or Email:

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: Address or Email:

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of Zone 4/5?

2. Important locations in Zone 4/5?

3. What proposed concepts do you like for Zone 4/5?

4. Concerns regarding the concepts proposed in Zone 4/5?

5. Elements missing from the concepts proposed for Zone 4/5?

Name: Address or Email:

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of Zone 1/2/3?

Question about  
PAMA?

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: Address or Email:

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



general feedback:  
is there a place large  
enough for a municipal  
pool?

a. why so many  
gates?  
can you show/  
explain?

Zone 1/3 - has  
no dog run at  
all - would love  
a dog run!

like the idea  
of an urban  
beach.

# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of DSD?

2. Important locations in DSD?

3. What proposed concepts do you like for DSD?

4. Concerns regarding the concepts proposed in DSD?

5. Elements missing from the concepts proposed for DSD?

Name: Address or Email:

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



in Row planting shrubs trees  
Get Hoboken as green as can be  
not so much as concepts, maybe  
grand Sr.  
Housing  
first - 2 Ball fields  
2 soccer

# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of DSD?

2. Important locations in DSD?

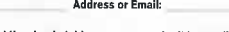
3. What proposed concepts do you like for DSD?

4. Concerns regarding the concepts proposed in DSD?

5. Elements missing from the concepts proposed for DSD?

Name: Address or Email:

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



keep the storage tanks area!

failure of tanks like @ 101 Marshall  
(sky-liners)  
the tank floating doesn't work

# REBUILD BY DESIGN HUDSON RIVER

• RESIST • DELAY • STORE • DISCHARGE •

## QUESTION FORM

1. Important features of Zone 1/2/3?

Keep 2 arguments:  
Water access for recreation boating and hands-on  
environmental education!  
- sloping soft edge or beach would be ideal  
- space for boat house with large, longer "beach" area

2. Important locations in Zone 1/2/3?

- Weehawken Cove  
- Maxwell place  
- Northern waterfront

3. What proposed concepts do you like for Zone 1/2/3?

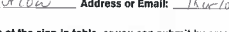
Lower water access area - sloping berm or program  
and running down to the water

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Long Dock Park - Beacon  
Consider looking @ the waterfront kayak park  
in Beacon, NY. It seems like a great match for  
Weehawken Cove - It would provide kayak/human-powered boat  
access AND terraced seating structures. It will bend an errand route!  
Name: Noelle Thurlow Address or Email: Thurlow.noelle@gmail.com

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



REBUILD BY DESIGN  
HUDSON RIVER

RESIST • DELAY • STORE • DISCHARGE

QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

I just don't think the "Resist" features like pad beaches and groynes will have any effect on resisting a storm. Unless you're building a wall, (and you should!) it's seems like a waste of money. And could cause more damage during a flood.

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: Mike Castro Address or Email: mke.castro@gmail.com

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



REBUILD BY DESIGN  
HUDSON RIVER

RESIST • DELAY • STORE • DISCHARGE

QUESTION FORM

1. Important features of Zone 1/2/3?

Access to the water, water & city views

2. Important locations in Zone 1/2/3?

Weehawken Cove is an amazing opportunity!

3. What proposed concepts do you like for Zone 1/2/3?

Weehawken Cove needs a boathouse - the landings should be pulled to create the water. For the landscape, we turned up to create the barrier. Around the water is essential. People should be able to drink the water not just look at it. The mouth of the river Cove is built back a Weehawken Cove also →

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: Ken Mushenkov Address or Email: kmushenkov@yahoo.com

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



REBUILD BY DESIGN  
HUDSON RIVER

RESIST • DELAY • STORE • DISCHARGE

QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

THE PARK BUILT BY PARK AVE & 150 GARDEN ST NORTON OF 15th STREET

3. What proposed concepts do you like for Zone 1/2/3?

#3

4. Concerns regarding the concepts proposed in Zone 1/2/3?

THE BATHING SHOULD BE SITUATED ALONG PARK AVENUE & 15th STREET FOR ALT 2 AND ALT 3 BATHED THAN RUNNING ALONGSIDE 150 GARDEN ST / HARBORSIDE LOFTS

5. Elements missing from the concepts proposed for Zone 1/2/3?

CONCERN FOR THE GRASSY FIELD BETWEEN OF 150 GARDEN ST AND USING OF THE PARK BETWEEN PARK & GARDEN NORTON OF 15th STREET

Name: David Sottan Address or Email: david\_sottan@yahoo.com

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



Questions from the Neighborhood

When your present plans (alternative 2 and 3) leave 14% of the residents and businesses vulnerable, how is that a viable plan? What are your intentions to help with the losses and damages that these 14 % incur? Insurance rates will be increased as we will most likely be in a flood zone; even without a " Super Storm" this plan will add to our insurance costs. Should we expect greater flooding and damages as these walls will redirect flood waters our way?

Are the wall heights along the waters edge that high to beat the wave action? If so, there are other designs that will defeat the wave action so that lower walls can be utilized (jetty, specifically designed walls). So in essence if smaller walls (4foot high?) could be placed around the waters edge in tandem with "wave breaking elements" is this something that would be considered and if not why? Can a design such as this be deployed at least around the Weehawken Cove as this was the point of entry for most of the river surge in northern Hoboken and the Weehawken Shades?

Has a combined wall, jetty and gate system at the mouth of the Weehawken Cove been explored? This would provide a new river walkway between Hoboken and Weehawken while incorporating the construction of a boathouse at the mouth of the Cove. The Cove would remain open for leisure activity (kayaking, boating and fishing) while at the same time engineering a gate system that would not have to span the entire Cove.

Have all the repercussions of not having the protective walls at the rivers edge been examined? Gates on city streets when deployed would prevent or hamper emergency vehicles such as fire engines from getting to a fire. We have had fires at times of heavy flooding (General Lumber and Breezy Point). Allowing flood waters into the city will infiltrate and possibly overwhelm the storm/sanitary sewer system. This will cause flooding in neighborhoods inside the wall as well. How badly will the unprotected 14% fare with flood waters directed to their neighborhood? Placing walls on city streets will add to already congested traffic flows not to mention eliminating much needed parking.

Who determines the final plan? Will it be put to a vote?  
Who is the city representative for this project?  
Is there an engineer with whom one can discuss the viability of design options?  
When is the deadline for final design alternatives to be submitted?  
How much money has been spent to this point?  
Who from the city is on the payroll for this project?  
What is the status of the Monarch Project?  
How much influence does the Tea Building have in the protective design?  
Won't the Weehawken Shades be affected by flood waters if the Weehawken Cove is not fully protected?  
Shouldn't a project of this magnitude and importance be determined by experts in the field (ie. Army Corp of Engineers, Stevens Institute, Port of Authority) and not by politicians and/or political appointees ?  
What is the status of the Trust Fund that is supposedly being set aside to assist (?) the 14% that are left unprotected? Please explain what is covered and/or offered by this fund. How responsive will the city be if it is needed? How much funding is being set aside?  
Alternatives 2 and 3 are virtually identical, does the DEP/HUD consider these to be acceptable as different options?  
Have Glass Walls been considered?

The design of alternatives 2 and 3 call for flood resistant barriers being situated along 14th and/or 15th Streets as well as Washington Street. The impact on traffic flow would be substantial. These are the two main roads leading into town from the northern border and Washington Street is the main street in town. Should the residential streets now expect to absorb this redirected traffic?

If the topography argument is to be applied where the water would not climb above the 12' elevation level shouldn't this theory apply to water flowing to lower elevations if there is no barrier to deter it?

Alternatives 2 and 3 call for no resistance barrier on the southern side of the Weehawken Cove. As it is a well established fact that this as well as the Sip Canal and the Combined Sewer system are the 3 major areas of concern for flooding in Hoboken why is any part of the Cove being left vulnerable.

Should the Cove be left exposed, wouldn't the water that would come into town along Hudson Street from the Cove be less dispersed as there are now buildings on the western side of Hudson Street? During Sandy this was an open lot and the water coming down Hudson was of the velocity that white caps were clearly visible. Now that Hudson Street has a building on both the eastern and western side will the street serve as more of a funnel for the water to travel along?

Are the structure heights on the 3 alternatives the elevation height or the height of the structure from the street level. Could jettys placed in the Cove, breaking up the wave action, not reduce the required heights of these walls.

Has all available sources of financing for the project been exhausted? Green Acres money for the berms, county money (everyone always complains about Hoboken taxpayer money going elsewhere in the county), Federal Grant money for Steven's to assist in the design, Port of Authority money?

Please take out from the selling of alternatives 2 and 3 the additional seating for restaurants that Can be included in the barriers along Washington Street. This would not be legal.

REBUILD BY DESIGN  
HUDSON RIVER

RESIST • DELAY • STORE • DISCHARGE

COMMENT/QUESTION FORM

To whom it may concern  
After viewing various designs of walls, I think you are on the right track. The European/steak feel of the designs is appropriate for that community.  
Alec Chuchat

Name: Address or Email:

Please leave this form at the Sign-in table, or you can submit by :

Email: rbd-hudsonriver@dep.nj.gov



REBUILD BY DESIGN  
HUDSON RIVER

QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: GAYLE SPART Address or Email: 608 KARDEN HOBOKEN

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov

REBUILD BY DESIGN  
HUDSON RIVER

QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: Address or Email:

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REBUILD BY DESIGN  
HUDSON RIVER

COMMENT/QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: JESSIE SPART Address or Email: 608 KARDEN HOBOKEN

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov

REBUILD BY DESIGN  
HUDSON RIVER

QUESTION FORM

1. Important features of Zone 1/2/3?

2. Important locations in Zone 1/2/3?

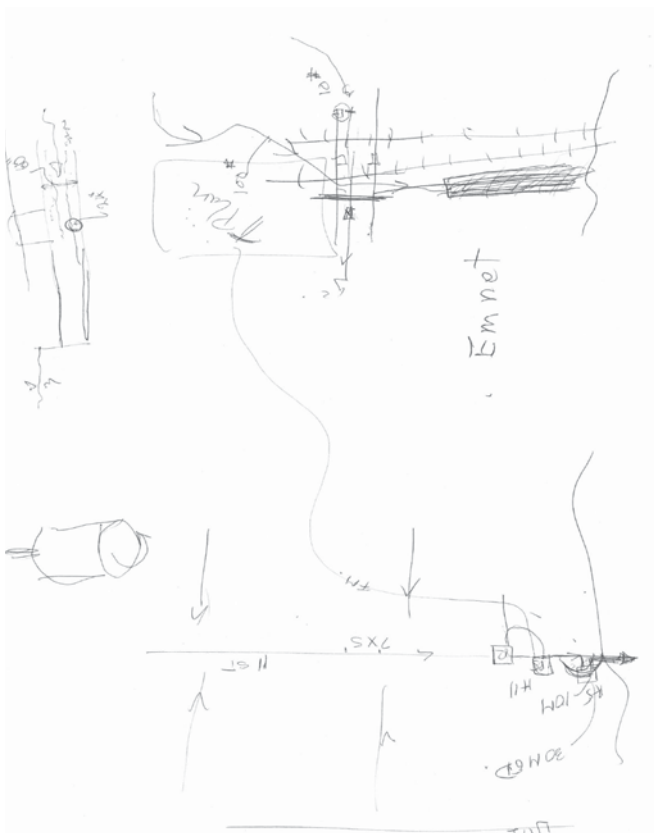
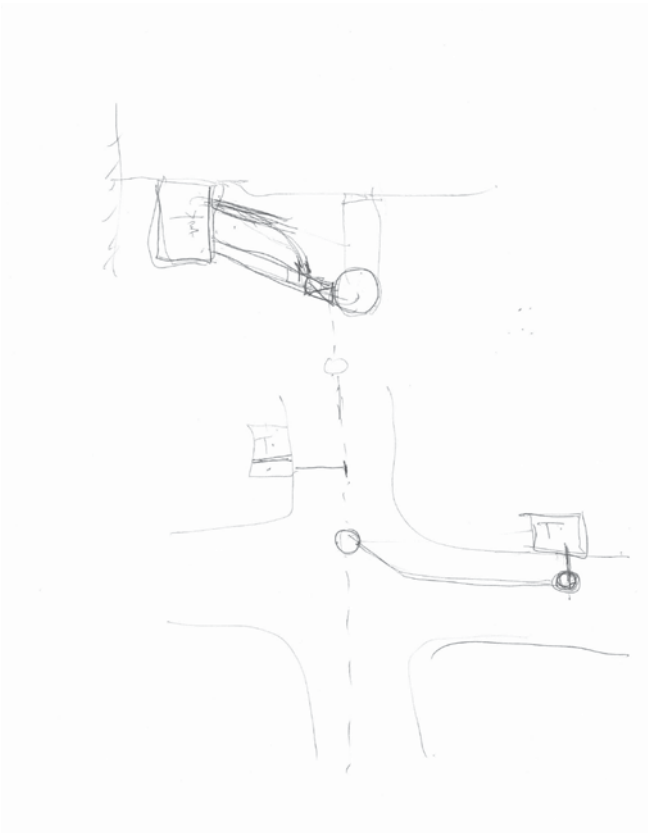
3. What proposed concepts do you like for Zone 1/2/3?

4. Concerns regarding the concepts proposed in Zone 1/2/3?

5. Elements missing from the concepts proposed for Zone 1/2/3?

Name: JESSIE SPART Address or Email: 608 KARDEN HOBOKEN

Please leave this form at the sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov



REBUILD BY DESIGN  
HUDSON RIVER

COMMENT/QUESTION FORM

IN ZONE 1 ALT 2 & 3:

THE WALL AT THE INTERSECTION OF HARBOR BLVD AND WATERFRONT TERRACE WILL OBSTRUCT VIEWS FOR DRIVERS GOING INTO A VERY BUSY INTERSECTION.

INSTEAD, COULDN'T THE GATE THAT CROSSES OVER THE RAILS BE MOVED TO THE STREET EDGE SO THE WALL THEN CONTINUES ALONG THE OVERPASS AWAY FROM THE SIDEWALK ON WATERFRONT TERRACE?

ALSO, FOR ALT. 3 THE WALKING PATH ALONG THE RAIL IS ONE OF ONLY TWO WALKING/BIKING ENTRYPOINTS INTO HOBOKEN FROM VEENAWKEN.

INSTEAD OF JUST A WALL WITH A MURAL ON IT, TREAT THAT AREA AS A GATEWAY INTO HOBOKEN, MAKING IT INVITING AND WELCOMING (AND SAFE)!

Name: Address or Email:

Please leave this form at the Sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov

REBUILD BY DESIGN  
HUDSON RIVER

COMMENT/QUESTION FORM

ALT #1 PROPERTY OWNERS PROBABLY DON'T WANT IN THAT IT BLOCKS VIEW AND LIMITS ACCESS TO WATERFRONT

ALT #2 PROTECTS A PIECE OF PROPERTY NOW WITH NO BUILDING. THE GRADE CAN BE CHANGED & RAISED SO A "WALL" IS NOT NEEDED

OPTION #3 IS BEST (AND LEAST EXPENSIVE) ALSO ON ROW.

Name: John Carey Address or Email:

Please leave this form at the Sign-in table, or you can submit by email at: rbd-hudsonriver@dep.nj.gov

COMMENT/QUESTION FORM

Eric Winkler - 1450 Washington St - near Mac playground and across from children. Dangerous are also 23 families multiple stories in the area. Basketball courts take too much space and does not serve the community well. Should be modeled like the park near Maxwell.

Please leave this form at the Sign-in table, or you can submit by :  
Email: rbd-hudsonriver@dep.nj.gov



COMMENT/QUESTION FORM

Regarding the wall behind the Hudson river building with the steps you create a hazard for young children climbing up & falling. Removal of backboard, young children move quickly & safety is a big concern

Please leave this form at the Sign-in table, or you can submit by :  
Email: rbd-hudsonriver@dep.nj.gov



COMMENT/QUESTION FORM

6/16/16  
At the next community planning session, I think it would be helpful to have visual models for each alternative to make presented concerns with alternative 2 is the longest building and construction period  
Who will pay for the maintenance and upkeep of the stairs & stairs Vlt

Please leave this form at the Sign-in table, or you can submit by :  
Email: rbd-hudsonriver@dep.nj.gov



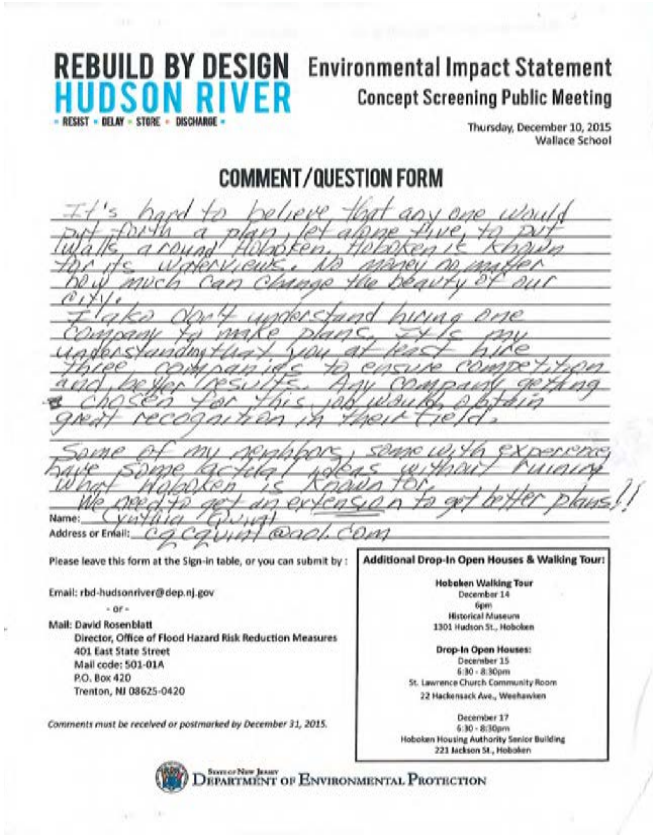
COMMENT/QUESTION FORM

I am strongly opposed to Alternative 2 - wall/structure along the waterfront. It will destroy short-term view for all of Hudson's residents, hurt property values, and increase costs to taxpayers without meeting need to build the infrastructure of these structures over time. I am in favor of alternative 3 or 2a but not 4 or 5. I believe Alt 1 would significantly detract from the waterfront & is not in the city's best interest, particularly as the less attractive alternative exists

Please leave this form at the Sign-in table, or you can submit by :  
Email: rbd-hudsonriver@dep.nj.gov



CONCEPT SCREENING COMMENTS  
DECEMBER 10 – 31, 2015



**From:** Matthew Begley [mailto:mgbegley@gmail.com]  
**Sent:** Monday, December 14, 2015 10:15 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild By Design - Hoboken Proposals

To whom it may concern -  
I am writing to express my very strong opinion that moving forward with any of the B, C, or D concepts would be a tragic mistake for the entirety of Hoboken.

My young family and I specifically moved into Hoboken, due to the proximity to NYC, but also because of the beautiful, unparalleled access to the waterfront and its NYC views. We planned to stay and even decided to purchase in Maxwell Place and have chosen to raise our young family right here in town.

We chose a townhome in Maxwell Place as it fit our needs and wants and specifically thought the North Hoboken waterfront was so safe and beautiful. We stayed throughout Sandy and Irene storms, and had Zero damage to our property - the building and our unit specifically. I do not understand how 3 of the 5 proposed plans would include anything along the North Waterfront where we did not have any significant damage or issues with rising storm surge.

My unit had water out-front, but it did not even reach the first step of our townhome during the peak of Sandy's fury. There has to be a better, more temporary way, to build proper fortifications laong the North waterfront when an expected event (hurricane, storm surge) is imminent. I agree with the Resist and Delay Strategy, and I think there is definitely more temporary walls that can be setup and fortified prior to an extremely rare surge event that would offer the same level of protection that one of these "permanent wall structures" in the B, C, or D concepts currently offer.

On another note, It is very evident, that our investment and many of our neighbors in Maxwell Place would also be significantly de-valued with any restricted access to the current views and waterfront walkway. The property values, and corresponding tax revenue based upon these rising property values would be severely decreased and hurt Hoboken's current and future residents.

I firmly believe that moving forward with any of the B, C, or D concept proposals would be a serious detriment to the community as a whole. I think we would simply move out of town.

None of the designs in B, C, or D are worth the small incremental benefit to the community, specifically the North waterfront Hoboken community by building walls along the waterfront.

Regards -  
Matthew and Carey Begley  
1125 Maxwell Place Townhome #6

**From:** Rikke Frojk Lauridsen [mailto:rikke.frojk@hotmail.com]  
**Sent:** Sunday, December 13, 2015 8:47 PM

**To:** DEP rbd-hudsonriver  
**Subject:** Plan A - Garden Street

I am a resident on 1300 block of Garden Street and to my utmost disbelief have been informed of a plan to erect a sea wall on my street.

Being from the Netherlands I cannot belief that you think a sea wall can keep any surge out. You cant!! The way water is managed in my country is by directing it from populated areas to non populated areas. None of your options do this.

You cannot go ahead with Plan A, as this plan erects sea walls on areas that NEVER flooded during Sandy. I lived here at the time and saw with my own eyes how far the water came up.

The fundamental issue with plan A is that 1200 and 1300 block of Garden Street do not flood and do not need to be protected, so why erect a wall???????? It makes no sense and is both morally wrong and not legal.

If you are so keen to put up walls then reserve them to areas that actually flood!

I will fight this option A with all my energy and if need be with legal action.

Rikke

1235 Garden Street

201 988 0820

**From:** Joe Rhodes [mailto:jrhodes@stocktonroad.com]  
**Sent:** Sunday, December 13, 2015 3:22 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Flood Protection Draft Ideas

I am writing this email in response to the various draft ideas for the coastal flood protection in Hoboken. I live on Garden street between 12<sup>th</sup> and 13<sup>th</sup> streets.

I vigorously oppose Concept A which is an outrageous affront to the property owners and town esthetics/logistics along Garden Street (which is some of the most valuable single family real estate in Hoboken), and indeed a large portion of North Hoboken. Do we want to drive down the value of this property and drive away these high tax paying residents and deface what is currently one of the nicest areas in town? Deface the Northeast corridor which is enjoyed by so many.

This concept appears to come at significant cost to the people that live in this area of town, which is not equitable. It also provides the least amount of protection vs a storm surge. So, why

is this even on the table? It frankly seems completely ridiculous and short-sighted to build a partial wall that will simply keep the water pinned on certain residents to protect some others.

Do we want Hoboken to be a first-rate town? Let's not select a plan to "do things on the cheap" as Hoboken has done so often in the past. The cheapest is not the best way. Let's choose a plan that best protects Hoboken and doesn't come at the extreme sacrifice of one set of residents.

Joe Rhodes

Joe Rhodes  
1234 Garden Street, Hoboken  
201-683-9293 (o)  
917-301-1308 (c)  
[jrhodes@stocktonroad.com](mailto:jrhodes@stocktonroad.com)

**From:** Christiaan Van der Kam [mailto:cvanderkam@unigestion.com]  
**Sent:** Saturday, December 12, 2015 5:32 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Plan A involving Garden Street

I live on 1235 Garden Street and have just found about this preposterous plan. We live on blocks where the Sandy surge never hit as these blocks are above the sea level. By building this wall on our blocks you effectively push the water to an area where it never would get to. So suddenly you make it our problem to fend off areas that are below the surge level. I am shocked this option is even on the table. And we will fight this option with tooth and nail, including legally.

Christiaan van der Kam

1235 Garden Street  
Hoboken  
201 589 8636

**From:** Sean Kron [mailto:seankron@pira.com]  
**Sent:** Saturday, December 12, 2015 9:16 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design Questions

1. In the 5 concepts can you provide the assumptions underpinning the approximate percent of study area within the 100-year coastal floodplain receiving flood risk reduction benefits? Specifically, the denominator (i.e. total population and the split btwn Hoboken and Weehawken, if applicable) and the numerator (i.e. those receiving reduction benefits or conversely those not receiving reduction benefits and who would not be receiving benefits). Or point me to where the documentation is that includes this information.

Thank you.

Regards,

Sean D. Kron  
917-539-2105

**From:** Hartmut Grossmann [mailto:hgrossmann25@gmail.com]  
**Sent:** Saturday, December 12, 2015 8:16 AM  
**To:** DEP rbd-hudsonriver  
**Cc:** dzimmer@hobokennj.gov; rbhalla@hobokennj.gov  
**Subject:** Rebuild by Design/ Comments on Concept Presentation/December 10, 2015/Hoboken

Dear Mr. Rosenblatt,

I am a Hoboken resident, who has been living here for about 7 years and intends to live here for the very long term. I am invested in the flood reduction efforts in Hoboken and, as a matter of general principle, strongly support the project.

I attended the above-referenced meeting including the presentation and discussion at the tables, which I found both encouraging and extremely disturbing at the same time. Here are my comments:

1. Delay/Store/Discharge

While certain details seem to be open including potential additional sites, I found the information encouraging, especially the potential of a 1 million gallon storage tank on the BASF site.

2. Resist

I am taken aback and clearly shocked where the presenters from the engineering firm in substance and tenor took this. Plans A and E were virtually dismissed as insufficient, with a bit of lip service to "substantial risk reduction". Plans C and D were a priori described as essentially not feasible for reasons of cost, complexity, engineering challenges, and maintenance. The presenters seemed to be clearly invested in Plan B. That almost appeared as a foregone conclusion.

3. Plan B is unacceptable in its current form for both residents at the waterfront and Hoboken as a whole/The walls destroy the waterfront and thus a core attraction and feature of life of Hoboken

The uninterrupted (with a current small exception) waterfront of Hoboken is a jewel of the city. It is used by all residents for recreation, exercise and enjoyment and links up with the waterfront in Jersey City, Weehawken and beyond. Plan B essentially destroys access to to the waterfront in the North, where there is great activity of residents and their families including Pier 13 (food and

drink). As one resident at the meeting who lives several blocks away from the waterfront put it: "We came to Hoboken in 1971 and we did not have a waterfront then. This proposal is a regression to that time".

It is completely perplexing that a 12 foot wall would be built at the North end of the city under this plan when, apart from the Weehawken cove, this part of town was spared from the floods in Sandy, and most damage occurred on the south side. Questioning this at the table discussion, vague or incoherent answers were given by the engineers: "the requirements are now higher and go beyond Sandy". When I asked whether the walls could be lower, say, 3 or four feet and perhaps avoiding the 3 1/2 year total rebuild of infrastructure: "No, the Feds" would a have a problem with that". Which "Feds"? "Congress" (?!?!). Also, lowering the walls would be "unfair to the other competitors for the grant money". What is that supposed to mean? Bidding rules would be violated? Surely not. Otherwise, Concepts A and E would per se be violative! I just hope that there are no self-serving motives by the engineering firm at play here.

4. Next steps

My assumption based on the presentation by the engineers is that the 5 concepts will be reduced to A, E, and B. I was told that previously there was not meant to be "mix and match" between design aspects of the concepts. I would strongly suggest that this limitation be lifted for the next stage and a better compromise explored (starting from concepts A and E, which has 90% reduction after all). There is no perfect solution here. In any event, the extreme Concepts of B, C, and D are unacceptable. It makes no sense "protecting" Hoboken by destroying its attraction.

**From:** Leslie Howard [mailto:leslieahoward@gmail.com]  
**Sent:** Thursday, December 10, 2015 9:38 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** Peter Cunningham  
**Subject:** Comments: RBD Concept Screening Public Meeting

Leslie Howard  
[leslieahoward@gmail.com](mailto:leslieahoward@gmail.com)  
1200 Grand Street, 519, Hoboken, NJ 07030

Leaving this evening's meeting, my foremost concern is a matter of funding allocation, not design. I fear that DSD implementation will not occur b/c it will not receive funding from the \$230mil grant and will thus be left unfunded.

1. Was told that the process is not advanced enough to have reliable cost estimates for Resist and DSD components.
2. Was told that in terms of allocation the \$230mil, Resist components would take priority over DSD components because "when will the City ever again have \$230 mil to 'close the envelope?'"
3. Built into that statement is an assumption that the costs of implementing the DSD components are far lower than implementing the Resist components; and that the City will have other means to fund the DSD components in a comparable timeframe.

COMMENT/QUESTION FORM

LONG TERM MAINTENANCE!  
SEPARATED BY AUTHORITY!  
AS FAR INSULATED FROM THE POLITICAL  
POLITICIANS.  
MOSTLY IN FUNDING - LONG TERM!  
LEAD IN!

Name: Jim Vance  
Address or Email: jmv@betterwaterfront.org

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



COMMENT/QUESTION FORM

If we need to balance surge resistance versus  
community access to & enjoyment of the waterfront,  
I prefer the lower impact barriers, even if flood  
abatement is lower. The most important component  
is the "Delay-Store-Discharge" component,  
to minimize the water intrusion into basements  
and backing up on streets in SW section (and backing  
up on streets). We must prioritize investment toward  
the elements that provide the most relief for  
the greatest number of residents.

Name: Melissa Abernethy  
Address or Email: melissa.abernethy@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
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COMMENT/QUESTION FORM

Please prioritize the "Delay/Store/Discharge"  
components of the plan if you have to make  
trade-offs due to investment constraints.  
The "resist" component will be very important every  
10-20 years when we get a bad storm surge, but  
the city desperately needs to address "resist" flooding  
from storms & high-tide convergence.

I began this process favoring a stronger storm surge  
barrier, but I now believe that the community on the  
waterfront can better afford to repair surge-related damage  
than the rest side and basement  
buildings can deal with constant flooding.

Name: Melissa Abernethy  
Address or Email: melissa.abernethy@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
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COMMENT/QUESTION FORM

A description of Concept may work best  
- Testimony for infrastructure needs to be  
provided?  
- Monitor if the height of the wall in certain  
places is overkill

Name: Chris DeLore  
Address or Email: cdelore@rebuildbydesign.org

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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COMMENT/QUESTION FORM

Room Setup- Having worked with large group meetings, I commend you on  
the process. And you may have been able to deal with the  
sound issue if you had not put all the break-out tables  
in one area. You tried to use an auditorium setup  
with a compressed break-out area. Use the whole room  
more effectively.  
While outside of this project, there appears to be things that  
residents can do to contribute to the solution. What is being  
done in terms of talking about sidewalk construction, use of  
rain barrels. Part of this is a major adult education project.  
In a way, it is an adult literacy effort. It's like in health  
care, financial management, why not on this environmental  
issues? You need residents buy-in.  
What were the stakeholder groups, you had (in the room)  
? Residents, Builders, Govt. officials etc?  
What data will be available about what NJ is doing to  
take care of the issues at hand?

Name: Rita  
Address or Email: R2.kowalska@live.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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COMMENT/QUESTION FORM

Concept A in the North side  
Concept E in the South side  
These are my votes for best protection and least  
impact on river front views.  
In the future I suggest having a vote at the end of  
the session.

Name: Philip Phillips - Professional Engineer  
Address or Email: philip.phillips@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
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COMMENT/QUESTION FORM

FEMA has - maybe we forget about that a just come up with  
a creative plan where the protection devices are hidden  
inside the promenade & come up when needed. We should  
engage streets to help devise a system that is passive  
and low maintenance and open up/pops  
up/retards/whatever when water is a certain height.

Think about more creative solutions like how airbags  
are tucked away & inflate when needed.

There are so many brilliant minds - we need to think  
outside the box

If they come up with a great idea and we  
voted it then it's best we could get FEMA  
to approve after the fact.

Name: Laura Edelma  
Address or Email: spacesbylaura@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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COMMENT/QUESTION FORM

The waterfront is a HUGE part of our  
city. We worked so hard to make it what  
it is. These plans will ruin our city, our  
property values. We must maintain our  
views - it's too integral to what makes Hoboken  
special. Not just climbing up on some wall,  
but on our front streets too.  
WE NEED A MORE CREATIVE SOLUTION!!!  
NONE OF THESE ARE ACCEPTABLE!!  
You're asking us to be a wall-to-city like a prison.  
Not worth it!!

Name: Laura Edelma  
Address or Email: spacesbylaura@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015 Wallace School

COMMENT/QUESTION FORM

The Tea buildings are raised up (the first floor is above where Sandy hit). We have insurance & can cover flooding ok. Why should we have an ugly high wall blocking our view of the water & city? Don't build a wall around the outside of the TEA building! It's not necessary - not wanted by us at all!! I have spoken to many people who couldn't be here tonight and they agree! Please don't ruin our home!

Name: Lanie Edelman Address or Email: sparesbylanie@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov - or - Mail: David Rosenblatt Director, Office of Flood Hazard Risk Reduction Measures 401 East State Street Mail code: 501-01A P.O. Box 420 Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.

Additional Drop-In Open Houses & Walking Tour: Hoboken Walking Tour December 14 6pm Historical Museum 1301 Hudson St., Hoboken Drop-In Open Houses: December 15 6:30 - 8:30pm St. Lawrence Church Community Room 22 Hackensack Ave., Weehawken December 17 6:30 - 8:30pm Hoboken Housing Authority Senior Building 221 Jackson St., Hoboken



REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015 Wallace School

COMMENT/QUESTION FORM

No maintenance / Low maintenance is most important factor in the Hoboken environment

Name: Address or Email:

Please leave this form at the Sign-in table, or you can submit by:

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REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015 Wallace School

COMMENT/QUESTION FORM

I don't understand the proposal of a wall btwn 13th & 14th on Garden St. Since it's a working street it does not have the room for a wall as btwn 14th & 15th Street. Plus, during Sandy Garden St south of 14th St did not receive water from the surge

Name: SEAN KERN Address or Email: SBK2102@HOTMAIL.COM 1233 GARDEN ST

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov - or - Mail: David Rosenblatt Director, Office of Flood Hazard Risk Reduction Measures 401 East State Street Mail code: 501-01A P.O. Box 420 Trenton, NJ 08625-0420

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REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015 Wallace School

COMMENT/QUESTION FORM

With all the large underground surge tanks store the Rain fall as it coming down. We need to built Single Stage Capacity Equal to amount of water come in from the ocean for a Backup keep it seal and until the water raise up enough high to the hallway ground level then that single stage can then allow huge storage space open and let the water go in, built this storage under lowest level in Hoboken Dig Deep Down

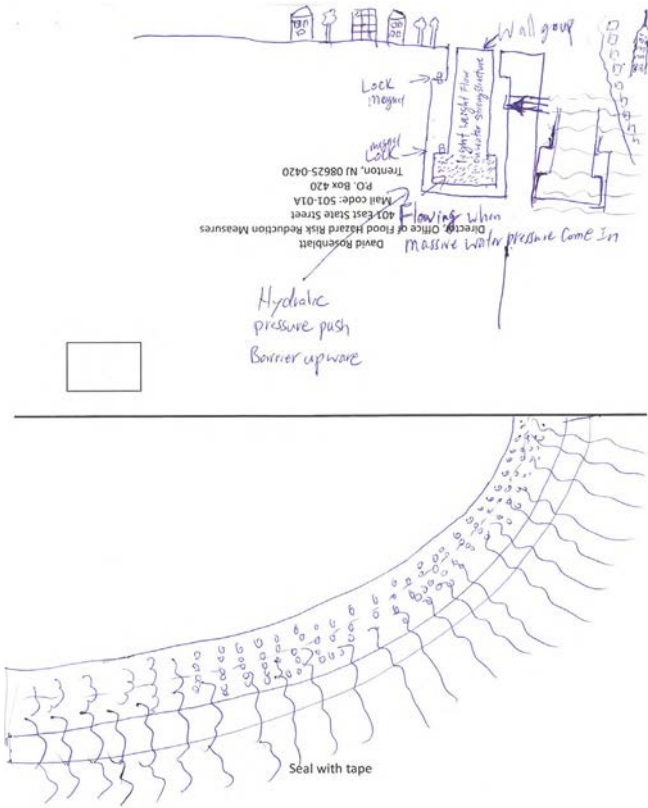
Name: Danny Luo 301 Jackson Hoboken NJ 07030 Address or Email: DLUO@GMAIL.COM

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov - or - Mail: David Rosenblatt Director, Office of Flood Hazard Risk Reduction Measures 401 East State Street Mail code: 501-01A P.O. Box 420 Trenton, NJ 08625-0420

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From: Loni Blair [mailto:lonir@aol.com] Sent: Tuesday, December 22, 2015 10:28 AM To: DEP rbd-hudsonriver Subject: IMPORTANT

To whom it may concern:

As residents of Hoboken since 2002, we have grave concerns about the Rebuild by Design Project.

All five concepts for the Rebuild by Design project are completely unacceptable. No one in Hoboken (other than the Mayor) asked for these funds or asked to pursue a strategy to combat hurricane storm surges. There has been no scientific proof presented that this surge is ever statistically likely, and moreover, no proof has been presented that these extreme concepts would successfully combat these storm surges, if they were to ever happen.

Please do not destroy the one valuable asset this city has which is its view and the charm of the tree-lined streets. Also as owners of an expensive piece of property right across from the waterfront, please do not destroy our value in our property.

All of the concepts contain a wall and/or an erosion to the quality of life for all Hoboken residents.

We respectfully reject all five concepts and ultimately reject these funds.

Thank you for your time in reading this letter.

Sincerely,

Theo and Loni Garatziotis

From: Cathy McCabe [mailto:kikomccabe@optimum.net] Sent: Tuesday, December 22, 2015 11:41 AM To: DEP rbd-hudsonriver Cc: avonbythesea@optionline.net Subject: Rebuild by Design-Hudson River: Comments

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. We were able to attend the session held at the Hoboken Historical Museum but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided. We were on business travel for the Jackson Avenue event and could not attend and are submitting our comments here.

First, let me begin by saying we want to help protect Hoboken, a place we have come to love in our over four years living here. However, we oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on

the Streets of Hoboken or Hoboken's waterfront. Second, we question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.

Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged (we, in fact, lost our car to the flooding). Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

We left a very desirable neighborhood in the West Village four years ago and friends questioned "why we would ever leave NYC for Hoboken". We wanted a little more space but an urban setting. We explored Hoboken at the recommendation of friends who have lived on Bloomfield Street for 25 years and encouraged us to consider it. We were drawn to Hoboken specifically for the beautiful and unobstructed views of Manhattan and the short commute to Manhattan. Though the price for our condo at Maxwell Place was more reasonable than NYC for the space, it was still a considerable amount as are our taxes.

We have come to love many things about Hoboken and support Hoboken locally—the restaurants, boutiques and shops, fitness, etc. The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,

Cathy McCabe & Jill Popovich 1125 Maxwell Lane, unit 570 Hoboken, NJ 07030

Sent from my iPhone

From: Tom Garske [mailto:tpgarske@gmail.com] Sent: Tuesday, December 22, 2015 1:17 PM To: DEP rbd-hudsonriver Subject: Hoboken Wall

Building a wall down a street is a ridiculous solution in today's modern era. Are you trying to put us back to the stone age with this idea? Why is no one thinking about technology?

Dig up the streets that are the lowest area and that get water the most water. Put in a separate large 48" pipe in these streets that is connected to a separate pumping station to move the water some place else. Blocking water is primitive and who ever came up with that idea should not be working in this sector.

Regards, Tom Garske 201-388-4375

From: Roseanne Dickovitch [mailto:rdickovitch@gmail.com] Sent: Tuesday, December 22, 2015 1:41 PM To: DEP rbd-hudsonriver; Tiffany Fisher; Dawnzimmer@gmail.com Subject: THE GREAT WALL ON THE HOBOKEN WATERFRONT

I live at 1500 Garden Street and watched the water come over the railing with Sandy.... it was minor to my building.... the bulk of the water in Hoboken come up out of the sewer system.... so number one the valves that lead runoff into the river must be CLOSED at the time of high water conditions in the river and number two.... wouldn't it make sense to build a new multi town sewer plant on the top of the ridge and close down the one in a flood zone?.... If you build this wall you will destroy the beauty of our neighborhoods.... and you will negatively impact property values.... Harborside Lofts and the Hudson Tea Building have many first floor residences that you will directly impact in a negative way....And if you build it you will have to maintain it.....I have been to Red Hook and seen their ugly wall..... we can't even get new light bulbs put in the lights along the walkway and by the kids playground.... they have been out for 8 months.... and some of the light posts on the walkway have electrocuted dogs and we can't get that fixed or maintained..... thanks Roseanne Dickovitch 1500 Garden street Apt 4D....

From: Rachel Chang [mailto:rachel@byrachelchang.com] Sent: Tuesday, December 22, 2015 3:07 PM To: DEP rbd-hudsonriver Subject: Blocking Hoboken Happiness

Dear Rebuild By Design,

When I moved across the country on my own and decided to settle in New Jersey a decade ago, I was so relieved to find Hoboken. It was tough being so far from family and friends, learning to navigate urban life, and experiencing seasons for the first time! But when I first stepped foot in Hoboken, it immediately felt like home.

I started out renting downtown in a lovely little studio on First Street between Clinton and Grand. I never anticipated staying here permanently, but five years passed so fast that it seemed it was time to invest in property.

Fortunately, my parents were looking to invest in property too, so we decided to go in on something together. And despite their hesitations and skepticism about the New York City-area, they embraced Hoboken on their visits as well. (On one of my Dad's visits, he made so many friends around town that he got more "Hello"s than I did when we walked around after I got back from work!)

After much research (and a serious dip into savings), we settled on Maxwell Place — and competed to get a spot pre-construction because it seemed like the only safe investment. Back then, all three of us had to be on two phone lines to finally get through and get a number to get spot! But it was the only space they felt comfortable investing in on the entire east coast. We were so grateful.

And now, six years after moving in, they've been pleased with their investment — and I've felt so lucky to be a homeowner in the Hoboken community. And proud 11-year Hoboken resident.

The plan last year to put the sewage pump literally in my front yard put a huge dent in our Hoboken Happiness, but we accepted the inconvenience and possibly devaluation in property because the pump would help our neighbors.

My understanding at the time was that it would help alleviate all the problems with the flooding, being a waterfront community, so to hear this plan about the 12-foot wall was quite a shocker. The fact it was even proposed and presented to the City of Hoboken is unbelievable. The whole draw of Hoboken, which has been at the root and core of the New Jersey Gold Coast community, is the waterfront — and literally blocking it seems like the ultimate detriment to our community.

I know there has been so much muddled in the politics of this issue that I'm confused about what the truth is — and wanted to inquire what exactly is happening, so that I don't fall prey to all these rumors. Unfortunately, holding all these meetings during the holiday week and requiring a "deadline" of comments by the end of the year just seems like this plan is trying to fly under the radar while everyone is distracted.

Because of my work schedule, I wasn't able to make any of the meetings as soon as they were announced. Had I been able to, I would have been at all three — particularly the one that spilled outside the Hoboken Historical Museum. I think the fact this many

people were able to make an impact should say something about the community's response to this and I hope you won't let that all just go without taking it into account, as it felt like it happened with the pump.

Of course, I understand Hoboken needs to alleviate the flood problem. We can't have Sandy happen again. But I'm just wondering if there's a way to put it in a more discreet place to minimize the impact on the residents who are so grateful to call Hoboken our lovely and serene home. Looking forward to the answers!

Thank you,  
Rachel

1125 Maxwell Lane  
Hoboken NJ 07030  
201-683-0171

**From:** McIntyre, Robert F [mailto:rob.mcintyre@bnymellon.com]  
**Sent:** Tuesday, December 22, 2015 3:28 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Flood Preparedness

As a Hoboken resident, I have been familiarizing myself with the concepts that have recently been proposed as possible solutions for Hoboken's potential future storm flooding. I have sincere concerns over the implications of what is referred to as "concept A," which includes building a wall along an interior (not along the coastline) street.

I do not understand how this solution would not adversely affect the homes on the "exterior" of the wall. Most of them had no previous flood issues and this solution certainly introduces a new level of risk for future flooding where there was none prior. Why cause a new problem to solve the first one? Secondly, there must be a solution that is not so unsightly and causes unnecessary challenges and potential safety risks that such a physical barrier would introduce.

There was a past proposal which included a wall along the coastline. A physical barrier there, should a barrier solution be deemed the most effective, seems to alleviate the negative consequences from the "concept A" proposal. Please consider this input and/or provide proven assurance that new goosing risks will not be introduced by the determined solution.

Rob McIntyre  
BNY Mellon Corporate Trust  
212.815.7141  
646.825.1540 cell  
The information contained in this e-mail, and any attachment, is confidential and is intended

Dear Mr. Rosenblatt,

As a resident of Hoboken I am sending this email to you as my official submission of comments on the Rebuild by Design proposals. Hoboken is a historic city, and the residential streets in the north-east of the town have been an integral part of the character of the city for more than a hundred years. It is the combination of these attractive streets and their vibrant community – just ask the thousands of people who visit the north-east of Hoboken from neighboring towns what a wonderful place it is at Halloween for example – along with the waterfront and the large buildings that make the town such a special place to live in.

Garden Street is at the center of this community. Concept A would divide and spoil this neighborhood through the construction of a storm wall on Garden Street. This plan is flawed for so many reasons I is difficult to know where to start.

- Increase flood risk where it was lower without a wall:
  - The wall in concept A introduces flood risk to neighborhoods which were not flooded by Superstorm Sandy. I live on Garden Street and I was extremely fortunate not to have a drop of water in my sump pumps as a result of the storm. The floodwaters stopped one block from my house, and my fear is that the proposed wall would act to channel water into this neighborhood in the event of another large storm. The Dewberry engineers claim that that will not be the case. They suggest that in the event of a storm the waters will rise uniformly, much as happens as the volume of water increases when you fill a bath. But their logic completely ignores the impact of force on a body of water, and when challenged on this at one of the recent community meetings by neighbors who are engineers, they could not respond. They tried to suggest that water does not flow uphill, but that is simply not true. Go to the beach – as tides rise water does flow uphill as a result of tidal force. Any calculation of what will happen to water when confronted by a wall cannot just take into account volume; it also has to consider the effects of force. And if there is one thing we know about storms, it is that they are highly unpredictable. We do not know how strong they will be, or from which direction, or directions, they will hit us, or even for how long. Given this, it seems foolish to construct an artificial barrier which could act to channel water along it. And I would point out that if water flows along the wall and gets to 13<sup>th</sup> Street, it will then flow downhill very easily onto Park and down into the western side of Hoboken, defeating the supposed purpose of the wall.
  - Concept A will cost a lot of money – maybe less than some of the other options – but it will also deliver the least protection to the Hoboken community as a whole. The original maps that were handed out at the first community meeting acknowledged that this option resulted in the least protection, ignoring almost 15% of the city. When it became clear that there was resistance to the concept, the words on the maps were changed in what I can only assume was a cynical attempt to “spin” the story in a more positive way and to cover this fact up. See a copy of the original below – the “revised” version can be seen on the website.
  - I would point out that the concept maps contain errors. The berms around Weehawken Cove that have been discussed on numerous occasions are not on the maps. I raised this with a representative of Dewberry at a community meeting, and she agreed that this was a mistake. This does not exactly fill me with confidence – what else has been missed and will suddenly appear on the next drafts?
- Public Safety:
  - 14<sup>th</sup> Street and 15<sup>th</sup> Street are major east-west arteries in the north of Hoboken. Closing them off with gates will make evacuation of residents in an emergency much harder and will close off two important routes for police, fire and

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**From:** Stephanie Dearmont [mailto:sdearmont@aol.com]  
**Sent:** Tuesday, December 22, 2015 4:07 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Comment re: Concept A of the “Resist Delay Store Discharge” flood plan proposal for Hoboken

REBUILD BY DESIGN  
HUDSON RIVER

Environmental Impact Statement  
Concept Screening Public Meeting

COMMENT/QUESTION FORM

December 22, 2015

Dear Mr. Rosenblatt:

This comment concerns **Concept A** of the 'Resist Delay Store Discharge' flood protection proposal for the city of Hoboken.

I urge you to **reject Concept A** for the following reasons:

- The plan does not protect the north eastern section of Hoboken, including areas that flooded during Sandy and will flood again.
- Driving an 8 foot wall down the center of a residential street will create a ghetto followed by a ghost town, destroying the financial lives of hundreds of people. Property values on Garden Street and affected cross streets will plummet. Adjoining unprotected areas like upper Bloomfield and Hudson at 14<sup>th</sup> Street will also suffer property value declines. For some, this will be economically ruinous – the value of the property will sink below its mortgage value, causing some to abandon their homes and/or declare bankruptcy. While this plan is considered the “cheapest”, I am sure that if the destruction of property value were factored in, it would be far from cheap.
- ambulance services to move around the city during a time of crisis. They would be forced to use the narrower and tree-lined cross-streets as alternatives. We all know that trees get blown over and branches come down in big storms. That could happen on any of the narrow cross-streets during a future storm, closing off those streets as well to emergency workers. Our public safety teams have a hard enough job during a major storm without tying their hands behind their backs by closing off important routes around the city.
  - For a wall to work properly, the join between the wall and the gate buried in the street has to be flush. This will require that either the wall is built right to the edge of the kerb, or that the sidewalk somehow becomes part of the gate. If a wall is built, pedestrians will either have to walk out into 14<sup>th</sup> Street to cross Garden Street going east or west, or be exposed on a section of sidewalk on the lowered gate which may be difficult to distinguish from the road surface. 14<sup>th</sup> Street is extremely busy with heavy car, bus and truck traffic. There is a pediatricians office and a school at the intersection of 14<sup>th</sup> and Garden, and another school a block away. There are plans to put a Trader Joe's store at 14<sup>th</sup> and Willow which will just add to foot traffic. As a result there are a lot of children, parents with strollers and general pedestrian traffic using the intersection of Garden and 14<sup>th</sup> all the time. Ask the police and they will tell you that drivers pay next to no attention to the crosswalks today and people are hit at this intersection fairly frequently. Adding a wall will just make the Garden / 14<sup>th</sup> intersection even more dangerous than it already is.
  - A wall on Garden Street will impede the ability of fire, police and ambulance personnel to access homes behind the wall and will slow their response times.
  - A wall, however low, effectively creates an alley, and offers a place for people to hide behind who want to cause mischief. At night the street is already not well lit. I have 2 young daughters and my wife is registered legally blind, and the idea of there being a wall on my street makes me concerned for their safety.
  - A wall would also remove the ability to quickly cross the street in the event of a problem, adding another element of danger.
  - A wall would make it harder for elderly and disabled members of the community to access their homes. It would no longer be possible to drop someone off outside their house. I would point out that, in addition to my wife's disability, there are 2 other people with disabled license plates for their cars living on the 13 block of Garden Street.
- Day-to-day living:
  - A wall will make the job of the City's sanitation workers harder and will inevitably slow them down – they will have to walk back and forth around the wall to collect garbage and recycling bins at night. The sanitation crews also collect larger items (old furniture etc.) from the street edge during the day – what are the residents supposed to do with these – go and dump them in front of someone else's house who doesn't live behind the wall?
  - In the event of snow, residents are required by law to clear the pathway in front of our houses. Where are we supposed to put the snow if there is a wall in front of the house, and how will it ultimately get cleared away by ploughs?
  - A wall will increase the danger of flooding during rainstorms by blocking the ability of rainwater or snow-melt to drain off into the street to then be channeled to the storm drains. Unless the entire sidewalk of the east side of the 13 block of Garden Street is dug up, re-pitched and re-laid (adding to the cost of the project) it will not be possible to ensure that rainwater and snow-melt runs off into the storm drains at the ends of the block, rather than backing up and flooding houses and basements.

- There does not seem to have been any consideration of how the wall will affect the delivery of essential services to the street, which is entirely made up of brownstones with no side yards or alleys. With vehicular traffic made impossible by the wall, there is no way fire trucks, sanitation trucks or vehicles for the disabled or elderly will be able to reach these homes.
- The plan treats similarly situated people differently. If you have the bad luck to live on the east side of Garden Street, you will not only experience the financial, aesthetic and safety issues caused by the wall, but you will also likely flood. West siders will helplessly watch their neighbors across the wall fill up with water in a Sandy-like scenario. This is just horrific.
- Many people in the area are still unaware that these plans are under consideration. Very little effort has been made by the city to inform even those directly affected by the concepts. From the initial announcement on the 10<sup>th</sup>, we have only been given three weeks (during the holidays) to react to what may completely change our lives and our futures.
- The mayor's rhetoric surrounding Concept A has been divisive, pitting neighbor against neighbor and uptown against downtown. Being called “lucky” for having not flooded during Sandy (which is untrue for many of us), we have been called “selfish” for “choosing Garden Street over the rest of Hoboken”. This kind of language just reinforces the feeling that this plan is being shoved down our throats and that our homes, families and lives don't matter.
- This is a historically important neighborhood, one of the best examples of late 19<sup>th</sup> and early 20<sup>th</sup> urban domestic architecture in the area. To destroy it in the hope that some, not all, of Hoboken will flood less, seems particularly cruel and thoughtless.

We will not accept the unnecessary and inequitable blighting of our neighborhood and therefore cannot accept Concept A. No response to the devastation of a city should require devastating one of its most significant neighborhoods.

Sincerely,

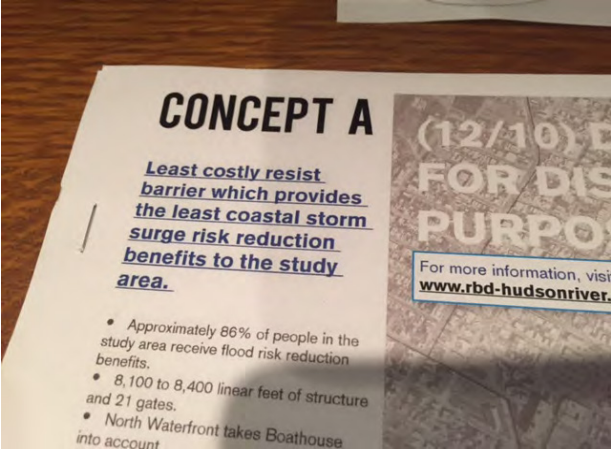
Stephanie Dearmont

**From:** K T [mailto:tengkevin@hotmail.com]  
**Sent:** Tuesday, December 22, 2015 8:51 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** K T  
**Subject:** Feedback for Hoboken Concepts Screening

- Building a wall will make access much harder for moving in and out of houses, taking deliveries of pieces of large items such as pieces of furniture, and for contractors doing work in homes.
  - Parking is already at a premium in northern Hoboken - a wall would inevitably mean a loss of parking spaces when the reality is that the city needs more.
  - The "attractive" planters or benches that we are told will be built rather than a wall will attract graffiti, and who would look after them? Will that be the responsibility of the city or the local residents?
- Street infrastructure:
    - Hoboken's under-street water, sewage and gas infrastructure is in a perilous state. There are numerous water-main breaks and half the time Suez/United Water doesn't even know where the pipes are. If a wall is built how will repairs be done – will Suez/United Water/PSEG have to demolish and then replace the wall if they have to get under the street?
    - The water supply pipes into the houses on the 13 block on Garden Street are, in many cases, the original lead infrastructure put in when the houses were built in the early 1900s. As such they are extremely fragile. A couple of years ago the water pipe to 1302 Garden Street was crushed by the weight of a small contractor Bobcat being used to dig a trench for an oil tank to be removed. Given this, it is reasonable to expect that a solid and heavy concrete wall could crush these pipes. As a result, before any wall can be built, all of these pipes would have to be replaced, adding further to the cost of the project.
  - Northern Hoboken Historic District:
    - Garden Street south of 14<sup>th</sup> Street has been a part of the NJ DEP Historic Preservation Office recognized Northern Hoboken Historic District (ID#5414) since it was established in 1985. This status needs to be taken into consideration given the radical effect that Concept A would have on the street.
    - Garden Street is a pleasant tree-lined street. Part of the plan to reduce flooding is to encourage the planting of more trees. And yet building the wall would have the opposite effect – the trees on the east side of the street would have to be cut down, removing the shade and moisture uptake that they provide.
    - In the past when residents have asked for permission to add a floor to the top of their houses on the 13 block of Garden Street, they have been turned down on the basis that it is part of the Historic District and the ONL.Y uniform block in Hoboken – all of the houses are the same height and construction. It is clearly applying a double standard to say that the character and uniformity of the street needs to be protected from building up, but not from building a wall down the street.
    - If protecting our communities is the goal of this process, how can the concept which provides the least protection for both Hoboken and for our neighbors in Weehawken even be given serious consideration?
  - Space constraints:
    - It would seem to me to be much more logical to try to keep water out of Hoboken in the first place, rather than to try to deal with it by building artificial walls to stop water after it already has broken in. If that has to be the plan then Hudson Street is a more practical place to build a wall. While Garden Street is narrow and single lane, Hudson Street is more than twice as wide. The sidewalk on the eastern side of Hudson Street is also at least double the width of that in front of the houses on Garden Street. It would be possible to build a wall on the Hudson Street eastern sidewalk without impeding pedestrian traffic or losing parking spaces, and the wall would not obstruct houses. Any gates that had to be built at the intersection of Hudson and 14<sup>th</sup> would also have much less impact on the ability of the emergency services to move around the city.

I could go on, but to me it is very clear that concept A is quite simply a bad choice. Walls divide communities and drive wedges between them. I have seen the pernicious effects of this in Belfast, Northern Ireland. This is not the path that we should be exploring to protect Hoboken. We need, and I would support, a solution for the whole city, not one that creates new risks where they weren't before, and that ignores other areas altogether. I strongly encourage the NJ DEP to take the factors I mention above into consideration, and to come up with a plan that would both protect the entire Hoboken community, while not endangering the public safety of any of our citizens as concept A clearly does.

Sincerely,  
Ben Park



**From:** Wytiaz, Beth [mailto:elizabeth.wytiaz@bankofamerica.com]  
**Sent:** Wednesday, December 23, 2015 9:18 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken rebuild by design resident feedback

David Rosenblatt,

I am writing to express my concern over some aspects of the proposals under the Rebuild by Design project. I am certainly excited about the potential and strongly believe that we need to protect the city against climate change. That said, I have spent some time looking over the plans

and attended a session but will say that it is all still a little hard to understand. What is clear is that multiple proposals include permanent walls along the waterfront. This is absolutely not something that I could support as this would have a tremendous impact on the access to the waterfront and the views of the city which is one of the main things that makes this city so special. This would affect the amount of visitors coming to the area for the views as well as affect the tax revenue for the housing affected as property values would decrease. I would like to see C and D removed and perhaps even B from the final round. Ultimately the best solution would be some type of barrier that could be retracted perhaps so that it does not impact the signature views and the overall joy experienced by those who walk along the waterfront.

Thank you for taking my concerns into consideration as this moves to the next step.

Sincerely,

Beth Wytiaz  
Hoboken resident and homeowner

**From:** Gina Giannasio [mailto:junkmail.gg@gmail.com]  
**Sent:** Wednesday, December 23, 2015 9:47 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Re: Rebuild By Design - Hudson River Project Website Update

I would like to provide feedback to the recent meetings, drawings and concepts for the Rebuild by Design Hudson River project.

In my opinion the city of Hoboken should not make use of the \$230 million bond if it means moving forward with any of the current designs. A rush to spend money because it is there (and it is not a gift, but monies that need to be repaid) is a complete waste of our dollars and will surely put the city of Hoboken on path to decline yet again.

I am opposed to any walls that are directly in front of residential or commercial buildings in which the jewel of Hoboken (the Hudson River) is completely cut off from view while walking. The city and several groups worked hard and long to maintain that open view to the public and any design that removes that view is just unacceptable. So that also means the burns, the trees but most especially any walls.

If I had to choose I would move forward with A or E with many modifications. In my opinion rather than trying to keep the river out which is most likely an expensive losing battle, use the money to have the areas that do flood build higher, buy people out, let the market decide that those areas are no longer economically viable. To purposefully move forward with anything on the river that will most certainly have a negative impact on real estate values which will translate into a negative impact on Hoboken as a whole is irresponsible.

It takes a painfully long time for a city to recover from a long economic decline (i.e. Hoboken not that long ago) but a very swift, ruthless time to go into decline. To willfully move in that direction based on a lot of what it's ludicrous.

There is a 3rd step in the above; 1st being deploy S.A.C then 2nd sell insurance ahead of 3rd = divestiture and hope to lay off risk of cost to maintain wire in multi-unit dwellings upon landlords. California seems to have complied. Other states may actually be advising tenants hire electricians. Tenants may be lawfully able to perform their own telco "wire maintenance" but it is very doubtful any insurance policies cover injuries to tenants in landlord crawlspaces.

Again the reclaimed copper from disused cabling has a value which can offset the updating of those last few yards of "subscriber line". I've yet to find either AT&T or Verizon to be willing to provide landline service they deem capable of DSL service! Obviously they all prefer that customers power up terminal equipment for broadband. DSL includes non-customer-powered basic telephone service in addition to digital, rather broad but hey it ain't optical [being non-optical it has it's own power].

Power from a Central Office has been guaranteed by Back Up generation since the inception of what was Earth's premier phone company; America's [not with standing the peninsula of Florida nor the island of Manhattan where in humid and cramped environments respectively copper was valiantly "maintained" with use of sealing current bias to keep electrons flowing].

All the other parts of America, including NJ; which was home to telco R&D, should not have to go-with-out just so billionaires can reap ever increasing dividends from continually reducing costs and reliability of the most basic telephone service powered entirely by the provider classified as a utility or not.

NJ BPU refuses to reply anymore after form letter states Verizon reports my land line good to THE N.I.D.???? Homeowners have an actual NID, Network Interface Device, which they can open with just a coin or flat blade screwdriver, unplug their house wire, plug in working phone determine that the subscriber line to their premises is working or not - or if fault lies in the wiring inside their home. Most apartment complexes have the SAC multi-cabling entering a central locked "basement" to a non-UL-listed for customer use "punch field cross-connect" to the "terminal" block beneath each apartment building which seems to house the lightening protection, to which the last few yards of subscriber line are connected, again in a non-UL-listed for customer use screw terminals under torque of hex nuts. This leaves, guess what - the rental unit RJ-11 jack the ONLY NID facility available to NJ apartment tenant customers; yet Verizon can, and does, refuse to maintain landlines to that NID. Obviously managing access to occupied rental units is not trivial. Verizon fails even for unoccupied rental units. Further details available upon request.

Complaints to county gov't seems to have driven the recent Verizon effort to re-route subscriber line "inside apartment buildings" as the telco wires strung from terminal blocks under buildings up exterior walls trough holes made in exterior sheathing have been removed.

50% of telco techs actually meeting with customer indicate the plastic tubing can under no circumstances be used for routing landlines to rental units. The other 50%, upon lamenting supervisor instructions to "under no circumstances repair that landline without payment" state that simply routing the wire out the building to the FIOS boxes upon exterior wall and into those plastic tubes is a means of providing landline/POTS to rental unit(s)! NOTE: such wire runs also circumvent any lightening protection proved by terminal block under building as down stream length exposed to lightening which is know to strike any exterior surface.

Sincerely,

Gina Giannasio  
1125 Maxwell Lane  
Hoboken, NJ

On Wed, Dec 16, 2015 at 6:39 PM, Schwarz, Frank <Frank.Schwarz@dep.nj.gov> wrote:  
The Rebuild By Design – Hudson River project website has been updated. Based on comments received, we have reduced the file size of the 5 Concepts for download. The new file is located in the Public Meetings Section and is titled: 5 Resist Concepts and Delay, Store, Discharge Strategy 11"x17" Handout (pdf, 33 Mb). Please note that while it is significantly smaller, the file is still large.

Additionally, please see that a link has been established to allow you to provide comments on the concepts either by email or by printing the comment form and mailing. This is also located in the Public Meetings Section.

Also note that there is one more Public Drop-In Session this week. The session information is as follows:

December 17th  
6:30 – 8:30 pm  
Hoboken Housing Authority Senior Building  
221 Jackson St., Hoboken

Thank You

Frank Schwarz  
Project Team Manager  
Rebuild By Design Hudson River Project

For additional information concerning the Rebuild By Design Hudson River project go to:  
<http://www.rbd-hudsonriver.nj.gov>

New Jersey Department of Environmental Protection  
Office of Flood Hazard Risk Reduction Measures  
501 East State Street-1st Floor  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

-----Original Message-----

From: Reinknecht, Dennis  
Sent: Wednesday, December 23, 2015 11:25 AM

Having read this far let me end by re-stating that the unknown, yet large amount of copper wire being simply left unused in US should be reclaimed. Thieves have proven its worth in having stolen eclectic power cables of large gauge and RR cables of even larger gauge to sell illegally into the reclamation industry. THE smaller gauge, yet plentiful, telco wire will negatively impact even those citizens with still working or even newly installed brand new landline service regardless what price they pay each month to keep it as politicians keep laying on laws that drive desperate folk to steal what can be properly removed for reclamation and provide telco biz the opportunity to access US rental properties and upgrade what they began forty years ago.

Many interested parties will scoff at all the above, dismissing it, "get a cellphone", "here's one for free" batteries not included. When Con Edison pushed their staff to hurry up and make below grade repairs, dogs and even some persons got eclectic shocks from incomplete splice insulation beneath manholes covers!

Lastly copper reclamation work is staffable:

The WORK is available. NO entity is willing to hire for that needed work.

501c3 time? Maybe. But a gov't of the people, for the people, ought to support work by the people to keep landline service reliable to call 911 even when there are no police available to respond, as hiring bodega staff on demand is probably cheaper than deputizing on demand.

My thoughts. My solution(s) will require re-writes I'm not presently funded to perform. I've got jobs to apply for.

steveb

-----Original Message-----

From: Reinknecht, Dennis  
Sent: Wednesday, December 23, 2015 11:26 AM  
To: DEP rbd-hudsonriver  
Subject: FW: please excuse my delay in gmailing the previous...

-----Original Message-----

From: still moreinfo [mailto:stillmoreinfo@gmail.com]  
Sent: Wednesday, December 23, 2015 10:39 AM  
To: Reinknecht, Dennis  
Subject: please excuse my delay in gmailing the previous...

Happy Holidays Dennis,

To: DEP rbd-hudsonriver  
Subject: FW: the "landline" situation I mention last time in Hoboken...

-----Original Message-----

From: still moreinfo [mailto:stillmoreinfo@gmail.com]  
Sent: Wednesday, December 23, 2015 10:36 AM  
To: Reinknecht, Dennis  
Subject: the "landline" situation I mention last time in Hoboken...

Hi Dennis,

The text BELOW the "====" line I really wish to NOT be disseminated so that thieves are NOT inspired to steal and vandalize residences in quest for more copper.

If by chance, you should feel that I'm advocating US gov't nationalize the landline system of telecommunication, eliminating the profit motives that refuse to maintain it; I'm fine with that although I feel telco biz can rise to the occasion to reclaim copper. There have been BIG banks found to be hoarding copper to maintain prices.

Executive Summary=

1) more money for telco firms & less reliable Plain Old Telephone Service 2) more money for banks hoarding copper & less reliable P.O.T.S.  
3) cheaper copper & more reliable POTS

Before plunging into my attempt at making THE point that tenants should not have to maintain the wire to the phone jack. I know gov't is difficult work. Politicians can only move fwd so far at a time, I get that. BUT when they shove a stick in front of motivated criminals with NO carrot, the prospect for more crime increases it really doesn't decrease.

The new Fraternal Cable Cabal no longer classifies telcom firms as utilities. The proof is in most telephone books where under the "utilities" section are found only cable TV firms. Oh, the US has lost so much.

Let me state that the reliability of Central Office powered landline service, with no need to run around "pronging" for power that folks practice in keeping their mobile phones charged, is being "stolen" from any citizen wishing to call 911. I'm aware of legal precedent, in even the District of Columbia, that no police department is obligated to actually respond to any 911 call but when kids in Long Island sound have their cell phone battery die in midst of 911 call; while technology exits to light a lamp simply by dipping battery in water, one has to speak on this situation.

=====

Specifically when Senator Schumer put another law atop the laws prohibiting folk invading Rail Road properties where they'd been stealing copper cabling I have to approach his staff and alert them to the massive amount of copper cable/wire still under US apartment complexes, which when circumvented in

the late 70's, early 80's, cost approx \$0.40 - \$0.60 per foot and now sells for \$4.50 - \$4.60 per foot in good but not necessarily brand new condition.

This circumvention seems to have been part of telco biz implementing "Subscriber Area [Control/from Cabinet access at curbside]" or just SAC, as written on workorders to not clear noise from landlines. The next step was selling "insurance" to apartment tenants for their "wire maintenance" as homeowners were offered option of maintaining their own "inside wire". Except in California which has law requiring landlords provide at least one "working" RJ-11 telco jack per rental unit.

I am in NO WAY WHATSOEVER suggesting NJ LANDLORDS increase rents to comply with same/similar law. I wish the proceeds form reclaiming "apparently abandoned wire" BUT in use as mounting structure; for the replacement cabling described above - be used to offset costs of "actually replacing last few yards of subscriber line wire to the apartment telco jack. That last point is needed as when tenant paid the \$125.00, at the time fee to have modular, RJ-11, jack installed for the purpose of using customer owned phone set = the tech simply cut and dressed end of existing subscriber line at the face plate in rental unit and installed jack. Result;

- a) replaced muti conductor cable
- b) replaced jack
- c) leaving old, falling upon dirt of sometimes damp crawl space the last few yards of subscriber line. Which tenant customers required to pay for replacing yet again? What replace dirt part for now, then again, until putting up off dirt reveals in wall is faulty; then replace that? This is no way to maintain = hey all the multi conductor was done as massive wire "upgrade"!!

That there is an example of "things" biz does to keep cost low. Citizens have to endure such "happen"ings as more and more US gov't is supporting biz's, perceived right, to maximize their profits at expense of customer; who in specific case of telco service [must power their equipment, if not provide that equipment; while telco biz sits back accruing monthly billings with NO incentive to even provide back up power to all their antenna towers they can find the funds to "beautify" so as not to remind us all of their ever increasing revenues in light of decreasing service(s). Meanwhile congress folk all have "priority calling" by default should POTUS need to speak with them at anytime. IF the tech exists to ensure congress can call, then it's also available for billionaires and we the common citizenry. I've 2 decades on telco payroll. I like landlines :-)

So, if telco supervisors have staff NOT perform what customer is paying for it is high time that incentives be in place for landline customers to be serviced.

[ HEY how about the shielded variety of subscriber pair wire that will short to ground any Electric Power wire that may come into contact, which telco techs instructed to classify as simply "a short"; for which there is no incentive for them to "clear" ]

Another reason for my effort here is that no entity seems willing to eliminate such possible causes of electrical fires in apartment buildings! While the most qualified to do so are the actual telco techs who know what wire is supposed to go where; even though that was not always the case; that's another story.

Late last week I ascertained that my gmails to a NJ politician had not gotten very far. Seems there is a multitude of email addresses for various staff.

Nothing new to you , i'm sure.

Well the re-gmailing out of the way I finally gmailed you just a few moments ago.

Not sure if ANY of the folk you included in the RBD emails should be included in the "landline" point(s) I'm also advocating.

Happy New Year,  
steveb

**From:** John Hendricks [mailto:jdhendricks@gmail.com]  
**Sent:** Wednesday, December 23, 2015 11:56 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design

Please see the attached comment form.



REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

COMMENT/QUESTION FORM

1. Has Concept A been used in other cities with success?
2. Are there concepts without walls?
3. Where are the plans to PROVE that any of these concepts will work to avoid flooding on Garden/Bloomfield and help flooding in other areas?
4. NO WALL - delay, store and discharge
5. Hoboken needs to focus on the flooding protection more than a possible surge protection plan.
6. Other concepts should be developed to PROTECT and SOLVE the problem of flooding.

Name: Alexandra Frio  
Address or Email: 1300 Garden St. Fl.2 Hoboken, NJ 07030  
afrio04@gmail.com

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -

Mali: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

COMMENT/QUESTION FORM

Please do not move forward with the proposal for the wall that would block the river in front of my building 1125 Maxwell in Hoboken. This would not only be upsetting to us but would greatly decrease the value of my property. I put all of my money into this building as an investment. This is one of the greatest and most attractive parts of living here. If you block this view you will ruin it so much so what is the point about living and being in Hoboken. I understand that flood measures must be taken but there has to be another solution besides this one. Please reconsider this as an option. Thank you!

Name: Carly Elentuck  
Address or Email: carly.elentuck@gmail.com

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -

Mali: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

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REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

COMMENT/QUESTION FORM

I am very strongly against the proposed sea wall along the waterfront. Our sea water front defines the community we live in and makes it such a beautiful attractive area to live. Why ruin the progress to make it so nice along the water? It will ruin the skyline views throughout Hoboken.

If the wall is built, so many members (including myself) will leave Hoboken and people will not want to move in. It will destroy our property value. My girlfriend and I decided to purchase a place in Maxwell Place because of the water front. Its young 2+ year old, we cannot afford to lose the value of this property. I would rather a flood (that has not destroyed property values) impact us than a wall that ruins our quality of life.

Name: Jay Robinson  
Address or Email: 1125 Maxwell Lane, Apt 403, Hoboken, NJ 07030

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -

Mali: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

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REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

COMMENT/QUESTION FORM

I went to the Dec. 14 drop-by session. I was unable to submit a comment during the session because attendees were directed outside the museum by Mayor Zimmer, thus the comment sheets and the submission table (which were inside) were not available. I have several comments concerning these plans and submit them here. First: the plans I were given were vague and deficient. The street names on the maps are illegible, and the proposed features of the respective plans were not sufficiently defined or graphically rendered. In short, no lay person would be able to clearly understand how the different plans will impact the city based on the material provided so far.

Second: from what was explained to me, "Concept A" calls for a concrete wall about 4 feet high to run down Garden Street from 14th Street to 12th Street. This is unacceptable. This industrial feature would be completely out of place on an otherwise tree-lined residential street, and thus would be an aesthetic blight that would destroy the character of the neighborhood. The wall would also apparently cause the adjacent houses to flood, whereas they would not be subject to such damage otherwise. Further, the wall would likely diminish the value of the adjacent homes by 50% or more, which would likely constitute a constructive taking for which the State of New Jersey would be liable. While none of the other "Concepts" have been clearly explained, any of them are preferable to Concept A, and no mediation is preferable to the blight that would be created by Concept A.

Last, Concept A should be stricken from consideration immediately. Its inclusion invites other Hoboken residents to seek a windfall (in the form of flood mediation for low cost), by advocating for hardship to be visited on a select minority of citizens. This violates principles of citizenship and fairness and should not be considered further. Its inclusion so far indicates an alarming lapse of judgment by Mayor Zimmer and other planners.

Name: Gregory Johnson  
Address or Email: gjohnson@law.gwu.edu; 907 Garden St., Unit A, Hoboken

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -

Mali: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



BLAKE PERKINS  
COUNSEL

26 BROADWAY  
NEW YORK, NEW YORK 10004

212-797-1007  
212-797-2149 FAX  
perkins@blake-perkins.com  
www.blake-perkins.com

Mr. Rosenblatt:

This concerns Concept A of the 'Resist Delay Store Discharge' flood protection proposal for the city of Hoboken.

It is an outrage that Concept A has even been proposed as a means of protecting Hoboken from riverine flooding. Concept A does not protect a significant proportion of northeast Hoboken, much of which flooded during Sandy, and would disfigure and likely destroy as viable properties several residential blocks in the area.

Concept A is cheap and would cause severe distress to only a proportion of the Hoboken population. Those considerations apparently make it attractive to Mayor Zimmer and others but do not render it either fair or effective.

I understand that a considerable amount of uncertainty, inaccurate information and even misinformation now surrounds Concept A. A number of facts, however, are not in dispute.

Concept A would not even attempt to protect some 14% of Hoboken taxpayers. By protecting the rest of Hoboken but abandoning the northeastern section of it, property values there inevitably will decline relative to values elsewhere in the city.

Concept A would drive a wall ranging in height from a projected 3.5 to 8.5 feet down the center of one of the most significant corridors of domestic architecture in Hoboken. The term 'projected' is appropriate because as more modeling and other studies are undertaken the dimensions of the wall may change. We do not know what shape it actually would take.

The existence of any such wall, however, would deface the corridor. More significantly, questions have been raised about the viability of the corridor as a residential area if it is divided by a wall. Those questions remain unanswered by the city or DEP. How will fire equipment and emergency vehicles gain access to the blocks? How will refuse and recycling be removed? Who will want to purchase properties blighted by such concerns and by the very existence of the wall itself? In light of those and other impediments to habitability, does the city intend to condemn the housing along the corridor?

During the meeting held at the Hoboken Historical Museum on 10 December Mayor Zimmer had the appalling judgment to ask whether we would sacrifice the entire city of Hoboken for Garden Street. That is an insulting question that demands a false

choice. We do not want to sacrifice the city: We do not, however, want to sacrifice a portion of it, as Concept A does sacrifice a portion of it.

It is true that we live on Garden Street-between Twelfth and Thirteenth Streets-and on the west side of the street. We therefore would be blighted by a wall only if the '500 year storm' solution is chosen, and whether or not it is chosen we would share whatever flood control benefit Concept A confers on the city.

Those considerations do not justify Concept A. We do not want to watch as the houses of our neighbors across the street and on Bloomfield Street flood, nor do we want to watch them flood over a wall between us. We do not want our neighbors to the north to see their homes blighted by a wall, and do not want to look out at a wall at all.

Again, and more significantly, we cannot countenance the notion that a flood protection system would be designed to sacrifice our neighbors. At the 10 December meeting Mayor Zimmer insisted that we "are the lucky ones" because we "did not flood" during Sandy. She was wrong - many of us were flooded and would be flooded if Concept A were adopted. We do not want our friend's restaurant and neighborhood gathering place at 14th and Hudson Streets to flood again; it would, however, flood.

We will not accept the unnecessary and inequitable blighting of our neighborhood and therefore cannot accept Concept A. No response to the devastation of a city should require devastating one of its most significant neighborhoods.

Sincerely,

Blake Perkins

BLAKE PERKINS

REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

COMMENT/QUESTION FORM

Opposition to Concept A is embodied

Name:  
Address or Email:

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -

Mali: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

COMMENT/QUESTION FORM

I reside in Hoboken near the waterfront. Please accept this objection to the proposed sea wall and eliminate Options C and D of the RBD project. This is a poor choice that brings the community of a decline in property values, tax revenue and obstruction to the view and use of the waterfront that brings a valuable resource to Hoboken. While these considerations will result, there is no certainty that another "Frank" storm will ever return to the NYC/Hoboken Area.

Moreover, we do not live in New Orleans (prime hurricane path) but yet the plan would construct similar levees that failed to prevent flooding during Hurricane Katrina. Why spend money and space I that do not guarantee the very protections afforded by design?

Lastly, Hoboken already constructed two water pump stations (upstream/downstream) to alleviate flooding concerns. Let there be a test run to see if these pumps can work.

Name: Daniel Latorra  
Address or Email: dclatorra@gmail.com

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -

Mali: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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Trenton, NJ 08625-0420

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REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015 Wallace School

COMMENT/QUESTION FORM

I can honestly not believe that you think building a 11ft wall along the Hudson is an idea that should even be considered. You will ruin the water front of Hoboken that is used by all Hoboken residents.

When is the best time to build - a Thomas Sawyer style in the Hudson that is only raised when flood into Hudson is possible - what about Manhattan - don't you care about our neighbors - the one flood water on the side will either push it to the best or flood Manhattan -

Why not use the better sewer pumping - what is already there - you are adding to you should consider that as an option

This is the worst thing I have ever seen

Name: Susan McCabe  
Address or Email: ~~susanmccabe@dep.state.nj.gov~~ [susanmccabe@dep.state.nj.gov](mailto:susanmccabe@dep.state.nj.gov)

Please leave this form at the Sign-in table, or you can submit by:

Email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)  
- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

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Office of Flood Hazard Risk Reduction Measures  
David Rosenblatt, Director  
401 East State Street Trenton, NJ 08625-0419  
[rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Dear Mr. Rosenblatt,

December 15, 2015

As a resident of Hoboken I am writing to provide comments on the Rebuild by Design proposals - specifically proposal A. I would like to point out some immediate concerns regarding a wall built along the vibrant Garden Street community that would significantly impact the community during non 100/500 year events. This list is by no means exhaustive and does not include the impact of aesthetics, which I would hope would be taken into account as Garden Street has proven to be an iconic Hoboken neighborhood (regularly featured every Christmas and Halloween in print, television and social media).

1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services (emergency personnel would have to navigate a barrier before addressing an emergency situation).
2. A wall would severely limit evacuation routes in case of an emergency (an immediate response of crossing the street would no longer be an option).
3. A wall would create an accessibility hardship for the elderly and handicapped members of the community (no ability to pick-up or drop-off residents in front of their homes with the proposed barrier; no simple evacuation routes from homes).
4. A wall would create a public hazard for those walking between the wall and Garden Street residences (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken including the Tylan School at 1460 Garden Street).
5. A wall would increase the probability of flooding from a rain event (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on Bloomfield Street).
6. A wall would increase the threat of flooding from a surge event to an area that previously was not in a flood zone (funneling water down Garden Street beyond 14th street which did not flood during Hurricane Sandy).
7. A wall would impede public services of snow and garbage removal (how would trash be collected and snow cleared when there is a wall in the way?)
8. A wall would necessitate the removal of public parking, significantly reducing already limited public parking in the neighborhood.

I strongly encourage the NJ DEP to take into account the aforementioned impacts and significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets if you were to proceed with building a wall in a vibrant, highly trafficked neighborhood. I am all for resiliency measures that would protect the entire Hoboken community but not at the expense of public safety for any of our citizens, which is what Proposal A imposes. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives of residents at additional risk.

Sincerely,

Christian van der Kam  
1235 Garden Street  
Hoboken, NJ 07030  
201-589-8636

Pagan, Maria

From: Steve Fulop <[fulop5@njrc.org](mailto:fulop5@njrc.org)>  
Sent: Monday, December 21, 2015 11:02 AM  
To: MBOYLE@lefrak.com  
Cc: DEP Commissioner, Marcos Vigil, Jamie LeFrak  
Subject: Re: Newport - Rebuild by Design Project

Commissioner  
We share these concerns exactly and I reached out to mayor Zimmer last week to personally discuss these concerns. She and I are getting together in January but I told her that the current plan from Hoboken would ultimately be aggressively opposed in the current form as it would have an adverse impact on JC.

Steven M. Fulop  
Mayor  
Jersey City, New Jersey

> On Dec 21, 2015, at 10:59 AM, "MBOYLE@lefrak.com" <[MBOYLE@lefrak.com](mailto:MBOYLE@lefrak.com)> wrote:

>  
> Dear Com. Martin  
>  
> Attached is a letter concerning Newport and the Hoboken Build By Design Project.

> Marcy Boyle  
>  
> Marsilia A. Boyle  
> Senior Vice President  
> The LeFrak Organization  
> 40 West 57th Street  
> 23rd Floor  
> New York, NY 10019  
> Phone: 212 708 - 6652  
> Fax: 212 708 - 6653  
>  
>  
>  
>

> Legal Disclaimer:

> "This message is intended only for the use of the individual or entity to which it is addressed, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of the message is not the intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. To the extent this email discusses the terms of a proposed contract or transaction, this e-mail is not intended to, and shall not, bind the party sending the e-mail, its affiliates or its principals, and any contract may be formed only upon the subsequent negotiation of a formal written document, hand signed by both parties. Although we attempt to sweep e-mail and attachments for viruses, we do not guarantee that either are virus-free and accept no liability for any damage sustained as a result of viruses. If you have received this e-mail in error, please notify the sender immediately, and delete the message along with any attachments. (ReOpenDed)"  
>

86



111 TOWN SQUARE PLACE  
SUITE 1505  
JERSEY CITY, NEW JERSEY 07310

T: +1 201 626 2010  
NEWPORT.NJ.COM

December 21, 2015

Commissioner Bob Martin  
NJDEP  
401 East State Street  
7th Floor, East Wing  
P.O. Box 402  
Trenton, NJ 08625-0402

Dear Commissioner Martin:

Newport has been following the Hoboken Rebuild By Design Project. We met with DEP Deputy Commissioner Dave Glass and Frank Schwartz at a meeting hosted by the Jersey City Mayor's office as well as at the beginning of this project to register our dismay at the lack of clarity in the process as well as our conceptual concerns about Hudson River flood mitigation studies focused on a single municipality rather than on the natural boundaries of the Hudson River. Our concerns were further conveyed through our draft scoping document comments that were submitted on October 6, 2015. We also asked to be placed on the Executive Committee since Newport owns 350 acres of land on the Hudson River immediately south of Hoboken although that did not happen.

Not surprisingly, this study has now produced a series of concepts that fail to even consider the impact of these proposals on adjacent property in Jersey City which is primarily Newport property. The idea of proposing massive walls that are potentially upwards of 20' in height or many of the other schemes in the Concept study between Hoboken and Jersey City without first vetting these concepts for fatal flaws based on their implications for adjacent properties is wasteful of time and energy - not to mention the funds in the grant. The schemes that have been identified fail to consider the potential enormous negative impacts on adjacent properties. The fatal flaws associated with the schemes presented diminish the value of this study to Hoboken and other waterfront communities.

All Hudson River waterfront communities and property owners are rightly concerned about the impacts of another event such as Sandy. To that end, Newport's current and future developments will be built to the new elevation standards of the FEMA maps and compliant with NJDEP Flood Hazard Area regulations. Attached are summary comments on the five Concepts on the table today. We question whether any of the concepts has a realistic chance of surviving an environmental impact analysis, much less of surviving potential litigation should they be adopted.

-----Original Message-----

From: Lars Peitersen [<mailto:ljp@afpharma.com>]  
Sent: Thursday, December 17, 2015 12:11 AM  
To: DEP rbd-hudsonriver  
Subject:

To whom it may concern,

To a city that so far has been unable to secure our water supply, bring our roads in order (last winter I spend more than \$8000 on tires and rims due to Hoboken's inability to repair the roads). Now you are venturing into a project that most likely will make it less desirable to live at the Hudson River and most likely put a major dent in our home values. Thank you very much, great job.

Welcome to Hoboken.!

Best regards,  
AF PHARMA LLC

Lars J. Peitersen  
President

Apartment owner in the Hudson T and 1500 Garden Street.

Phone: 908-769-7040  
Mobile: 646-431-8529  
Fax: 908-769-7041  
[www.afpharma.com](http://www.afpharma.com)

-----Original Message-----

From: jim putt [<mailto:james.putt@me.com>]  
Sent: Thursday, December 17, 2015 5:34 AM  
To: DEP rbd-hudsonriver  
Subject: No to the Wall

Sir/Madam:

Please consider this my unequivocal opposition to the proposed wall down Garden St. I am a 5 year resident/owner in Hoboken and I view this project as a poorly designed overreaction to low probability events.  
Thanks,  
James Putt

From: Painter, Justin [<mailto:Justin.Painter@rbc.com>]  
Sent: Thursday, December 17, 2015 9:35 AM

Jamie LeFrak and I respectfully request a meeting to discuss the future of this study with the hope that it can be turned into something that is viable with respect to addressing Hoboken's legitimate concerns without the negative implications for adjacent properties.

Sincerely,  
  
Marsilia A. Boyle  
Senior Vice President, Development

Cc: Mayor Steven Fulop  
Deputy Mayor Marcos Vigil  
James T. LeFrak



111 TOWN SQUARE PLACE  
SUITE 1505  
JERSEY CITY, NEW JERSEY 07310

T: +1 201 626 2010  
NEWPORT.NJ.COM

December 21, 2015

1. General: Albeit these are concepts, it is impossible to analyze these concepts properly from our standpoint because detailed flood model information is not provided. With the Maximum Design Flood Elevation at 20', a flood model analysis must be performed. This information was asked for during the meeting and they responded that a detailed flood model analysis will not be performed until the alternatives analysis.
2. Concept A: This concept proposes to construct 6.5' to 16' walls along Observer Highway. As discussed in our October 6<sup>th</sup>, 2015 letter, this concept does not take into account the potential development "The Crossing at Hoboken Terminal" and the flood mitigation measures that would be associated with their building design. Additionally, the southern flood wall Maximum Design Flood Elevation for this concept is 20' which would have the top of their wall sit several feet above our first floor in the NEQ if that were the case.
3. Concept B: This concept is similar to Concept A with regard to Newport and the size of the walls that would be constructed along Observer Highway. The major differences for this concept are on the Weehawken side.
4. Concept C: This concept pushes the flood wall to either along our property or on our property (Site 8). Again the wall within this section is 6'-12' within a Maximum Design Flood Elevation of 20'. I have concerns with regard to the close proximity and height of the walls in this concept. It would be difficult to construct a wall of this magnitude without impacting the Light Rail or entering our property to construct foundations. Additionally, the southern flood wall maximum Design Flood Elevation for the concept is 20' which would have the top of their wall sit several feet above our first floor in the NEQ. This concept also proposes to construct a 12'-18' sea wall and 8'-17' flood walls to protect the Hoboken Terminal. In my opinion, the potential cost to build this concept also makes it infeasible.
5. Concept D: This concept is similar to Concept C with regard to Newport and the size of the walls that would be constructed along our property (Site 8). The differences here are in Weehawken Cove and also a different alignment for the Hoboken Terminal that would only offer flood risk reduction benefits to its critical infrastructure. Their concept rendering for the Longslip Canal shows the Waterfront Walkway ending at a large wall. I am sure this is a mistake but should be noted.
6. Concept E: This concept is similar to Concept A with regard to Newport and the size of the walls that would be constructed along Observer Highway. The difference here is the additional of a berm, raised path and deployable walls on the Southern side and a different alignment in Northern

REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015 Wallace School

COMMENT/QUESTION FORM

FAIL

Stillington & Toti  
1200 Garden Street  
Hoboken, NJ 07030

Name:  
Address or Email:

Please leave this form at the Sign-in table, or you can submit by:

Email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.

Additional Drop-In Open Houses & Walking Tour:  
  
Hoboken Walking Tour  
December 14  
6pm  
Historical Museum  
1301 Hudson St., Hoboken  
  
Drop-In Open Houses:  
December 15  
6:30 - 8:30pm  
St. Lawrence Church Community Room  
22 Hackensack Ave., Weehawken  
  
December 17  
6:30 - 8:30pm  
Hoboken Housing Authority Senior Building  
221 Jackson St., Hoboken





Dear Mr. Rosenblatt,

I am writing you to add my voice of protest to the proposed "Option A" contained in the Rebuild by Design proposal for Hoboken. I join and echo my neighbors' deep concerns regarding the negative impact such a wall would have on our homes and community at large:

1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services (emergency personnel would have to navigate a barrier before addressing an emergency situation?).
2. A wall would severely limit evacuation routes in case of an emergency (an immediate response of crossing the street would no longer be an option).
3. A wall would create an accessibility hardship for the elderly and handicapped members of the community (no ability to pick-up or drop-off residents in front of their homes with the proposed barrier; no simple evacuation routes from homes).
4. A wall would create a public hazard for those walking between the wall and Garden Street residences (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken including the Elysian School at 1460 Garden Street).
5. A wall would increase the probability of flooding from a rain event (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on Bloomfield Street).
6. A wall would increase the threat of flooding from a surge event to an area that previously was not in a flood zone (funneling water down Garden Street beyond 14th street which did not flood during Hurricane Sandy).
7. A wall would impede public services of snow and garbage removal (how would trash be collected and snow cleared when there is a wall in the way?)

8. A wall would necessitate the removal of public parking, significantly reducing already limited public parking in the neighborhood.

Sincerely,

Will Wuillamey  
1239 Garden Street  
Hoboken, NJ 07030  
201.972.0342

-----Original Message-----  
From: Jenevieve Chimento [mailto:jchimento29@gmail.com]  
Sent: Thursday, December 17, 2015 2:50 PM  
To: DEP rbd-hudsonriver  
Cc: Stephen Gruenstein  
Subject: RBD - ENVIRONMENTAL IMPACT STATEMENT

Please read the attached in regard to the Rebuild By Design Hudson River plan.

Thank you!  
Sincerely,  
Jenevieve Chimento

From: Dwayne Durn [mailto:ddurn1@yahoo.com]  
Sent: Thursday, December 17, 2015 2:50 PM  
To: DEP rbd-hudsonriver  
Subject: Comments of Waterfront Options

To whom it concerns,  
Please find attached the comment form regarding the proposed waterfront options.  
Thanks  
Dwayne

REBUILD BY DESIGN Environmental Impact Statement

HUDSON RIVER

RESIST DELAY STORE DISCHARGE

Concept Screening Public Meeting

Thursday, December 17, 2015

Wallace Sch

COMMENT/QUESTION FORM

Please eliminate options C and D. The seawalls will have a negative impact of property values, starting at the waterfront, which will then propagate to the backside of town.

It destroys the beautiful waterfront which brings in businesses, tax revenue, and property values.

A better option is to limit development in the backside of Hoboken, unless

the proper infrastructure in that neighborhood is installed to handle the flood risk. It makes no sense to depreciate all the good things on the waterfront to benefit the lower values and less developed areas of Hoboken.

Name: Dwayne Durn  
Address or Email: ddurn1@yahoo.com

REBUILD BY DESIGN Environmental Impact Statement

HUDSON RIVER

RESIST DELAY STORE DISCHARGE

Concept Screening Public Meeting

Thursday, December 10, 2015

Wallace School

COMMENT/QUESTION FORM

To Whom It May Concern,

I very strongly oppose Option C and Option D of the Rebuild by Design Project. I request that the elimination of Options C and D are considered immediately. The proposed Options will directly impact the waterfront area of Maxwell Place.

- As a Maxwell Place resident my concerns are:
1. Proposed Sea walls 8 to 12 feet high. The proposed sea walls in front of Maxwell Place will limit access to the beautiful waterfront that has come to define our community and all of Hoboken. The waterfront area is a signature asset of our city and has contributed to the many accolades the city has received over the last few years. Proposed sea walls will obstruct views and change the open access to pathways from Weehawken to Jersey City.
  2. 1. Economic impact to the city. The spectacular waterfront development has brought residential housing units and many commercial establishments to Hoboken, plus the associated tax revenues. Wasting off this part of the city could lead to an economic decline as real estate values fall, commercial revenues drop, and as property tax revenue declines.

I urge you to eliminate Option C and Option D from your proposal, as it negatively impacts the Maxwell Community.

Sincerely,  
Lee Rappaport

Name: Lee Rappaport  
Address or Email: lee1409900@aol.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



Additional Drop-In Open Houses & Walking Tour:

Hoboken Walking Tour

December 14

6pm

Historical Museum

1301 Hudson St., Hoboken

Drop-In Open Houses:

December 15

6:30 - 8:30pm

St. Lawrence Church Community Room

22 Hackensack Ave., Weehawken

December 17

6:30 - 8:30pm

Hoboken Housing Authority Senior Building

221 Jackson St., Hoboken

-----Original Message-----  
From: Jenevieve Chimento [mailto:jchimento29@gmail.com]  
Sent: Thursday, December 17, 2015 2:51 PM  
To: DEP rbd-hudsonriver  
Cc: Stephen Gruenstein  
Subject: CHIMENTO - RBD ENVIRONMENTAL IMPACT STATEMENT

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
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Hoboken Housing Authority Senior Building

221 Jackson St., Hoboken

-----Original Message-----  
From: Michele Park [mailto:micheleapark@gmail.com]  
Sent: Thursday, December 17, 2015 3:05 PM  
To: DEP rbd-hudsonriver  
Subject: Comments Regarding Concept A

Dear Mr. Rosenblatt,

Please use this email to register my comments and concerns regarding Concept A for the Hoboken Rebuild By Design project. As a resident of upper Garden Street, who lived through the effects of Sandy, I am quite appalled that you are planning to put a wall down a portion of Garden Street, south of 14th Street. To do so would be to expose residents to new flooding risks, where none existed before. We are in the FEMA "no flood" zone so I cannot understand why anyone would want to divert water to a location where flooding does not occur. In addition, the presence of the wall poses other hazards for residents: How will fire trucks and ambulances be able to respond to emergencies for those residents behind the wall? How will residents be able to quickly exit their homes in case of an emergency? Does the wall not pose a convenient location for would be burglars or rapists to hide, regardless of how high or low it is? As a person who is registered as legally blind and the mother of two young daughters, this issue concerns me greatly, especially since the street lighting on the block is very poor. We have already had a bicycle stolen from our front garden that was securely chained to our front window so I can see that it might not be such a stretch for thieves to take advantage of the wall's protection to escalate to more serious crimes.

There are also the more mundane problems of everyday life: how is garbage collected and snow removed? The 1200 and 1300 blocks of Garden are comprised of 3 and 4 story townhouses, with narrow sidewalks and a heavily travelled narrow road. Where would the wall be placed? There is barely enough room for double strollers if there is a tree on the sidewalk, let alone a wall that must be substantial enough to stop water. If the wall is put on the road, it will attenuate the already narrow

Please read the attached in regard to the Rebuild By Design Hudson River plan.

Thank you!  
Sincerely,  
Jenevieve Chimento

REBUILD BY DESIGN Environmental Impact Statement

HUDSON RIVER

RESIST DELAY STORE DISCHARGE

Concept Screening Public Meeting

Thursday, December 10, 2015

Wallace School

COMMENT/QUESTION FORM

To Whom It May Concern,

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- As a Maxwell Place resident my concerns are:
1. Proposed Sea walls 8 to 12 feet high. The proposed sea walls in front of Maxwell Place will limit access to the beautiful waterfront that has come to define our community and all of Hoboken. The waterfront area is a signature asset of our city and has contributed to the many accolades the city has received over the last few years. Proposed sea walls will obstruct views and change the open access to pathways from Weehawken to Jersey City.
  2. 1. Economic impact to the city. The spectacular waterfront development has brought residential housing units and many commercial establishments to Hoboken, plus the associated tax revenues. Wasting off the part of the city could lead to an economic decline as real estate values fall, commercial revenues drop, and as property tax revenue declines.

I urge you to eliminate Option C and Option D from your proposal, as it negatively impacts the Maxwell Community.

Sincerely,  
Jenevieve Chimento

Name: Jenevieve Chimento  
Address or Email: jchimento29@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
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P.O. Box 420  
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Comments must be received or postmarked by December 31, 2015.



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Hoboken Housing Authority Senior Building

221 Jackson St., Hoboken

street. As it is a major north-south route for those entering Hoboken, as well as emergency personnel, blocking off those one or two blocks to traffic will not be an option.

One last thought is that as our in-street infrastructure (water & sewer) is so fragile, the actual construction and, potentially, the weight of the wall would lead to numerous water main breaks. This occurrence happens quite regularly in Hoboken with small construction projects. I can only imagine that it would be amplified with such an undertaking as the wall. The entire infrastructure would have to be replaced, otherwise we would have continual water main breaks and flooding.

I completely support that Hoboken needs to protect against future storms and I am impressed that our city was able to win the grant of \$230 million to do so. However, Concept A is not the right plan. Putting people deliberately at risk is not the answer!

Regards,  
Michele Park

Sent from my iPad

From: Suzanne Collins [mailto:suzannekcollins@hotmail.com]  
Sent: Thursday, December 17, 2015 7:01 PM  
To: DEP rbd-hudsonriver  
Subject: Feedback: Rebuild by Design

To whom it may concern,

All 5 concepts for the Rebuild by Design project are UNACCEPTABLE. No one in Hoboken (other than a power hungry mayor) asked for these funds or asked to pursue a strategy to combat hurricane storm surge. There has been no scientific proof that this surge is ever likely and no proof that these concepts would successfully combat it.

Please do not destroy the one valuable asset this city has which is its view and the charm of tree-lined streets. All of the concepts contain a wall and/or an erosion to the quality of life for Hoboken residents.

I respectfully reject all 5 concepts and ultimately reject these funds.



-----Original Message-----  
From: Cynthia Celentano [mailto:cjcelentano@optonline.net]  
Sent: Friday, December 18, 2015 9:13 AM  
To: DEP rbd-hudsonriver  
Subject: Opposition to sea walls in Hoboken

Please be advised that as a resident of Hoboken I strongly oppose any plan to build walls along the Hudson River and into our neighborhoods. Hoboken's unique character and greatest asset is its accessibility to the Hudson River. While recognizing the dangers associated with flooding, there must be a better way to address this issue than sea walls.

Thank you.

Cynthia Maguire  
1500 Washington Street  
Hoboken, NJ 07030

-----Original Message-----  
From: Michelle [mailto:mdsa5646@aol.com]  
Sent: Friday, December 18, 2015 10:26 AM  
To: DEP rbd-hudsonriver  
Subject: Rebuild design

To whom it may concern,

All 5 concepts for the Rebuild by Design project are UNACCEPTABLE. All the options are ill conceived. And the expedited time period for comments is ridiculous. There has been no scientific proof presented that this surge is ever statistically likely and no proof has been presented that these concepts ( for the next 100 or 500 years, that's just bizarre) would successfully combat it. The city needs to clearly distinguish between flood management and catastrophic incidents which scientists state have low percentage and FEMA's approval rules - out temporary barriers and less intrusive solutions used in Holland and England.

We need new options.

No walls, what needs to be fixed is the infrastructure that is not able to support all this development.

I Strongly oppose any option specially which includes walls. Why are you putting neighbor vs neighbor?

Please do not destroy the one valuable asset this city has which is its view and the charm of tree-lined streets. All of the concepts contain a wall and/or an erosion to the quality of life for Hoboken residents.

I respectfully reject all 5 concepts and ultimately reject these funds unless smarter, well thought out, new options are presented.

Michelle  
1125 maxwell lane

From: Colleen Poole [mailto:colleen.e.poole@gmail.com]  
Sent: Friday, December 18, 2015 1:29 PM  
To: DEP rbd-hudsonriver  
Subject: Hudson River Rebuild By Design Comments

Dear Mr. Rosenblatt,

All 5 concepts for the Rebuild by Design project are UNACCEPTABLE. No one in Hoboken asked for these funds or asked to pursue a strategy to combat hurricane storm surge. There has been no scientific proof presented that this surge is ever statistically likely and no proof has been presented that these concepts would successfully combat it.

Please do not destroy the one valuable asset this city has which is its view and the charm of tree-lined streets. All of the concepts contain a wall and/or an erosion to the quality of life for Hoboken residents.

I respectfully reject all 5 concepts and ultimately reject these funds.

Sincerely,  
Colleen Johnson

From: Christopher Johnson [mailto:cjohnson1567@hotmail.com]  
Sent: Friday, December 18, 2015 1:51 PM  
To: DEP rbd-hudsonriver  
Subject: Hudson River Rebuild by Design Comments

Dear Mr. Rosenblatt,

All 5 concepts for the Rebuild by Design project are UNACCEPTABLE. No one in Hoboken asked for these funds or asked to pursue a strategy to combat hurricane storm surge. There has been no scientific proof presented that this surge is ever statistically likely and no proof has been presented that these concepts would successfully combat it.

Please do not destroy the one valuable asset this city has which is its view and the charm of tree-lined streets. All of the concepts contain a wall and/or an erosion to the quality of life for Hoboken residents.

I respectfully reject all 5 concepts and ultimately reject these funds.

Sincerely,  
Christopher Johnson

Sent from [Outlook Mobile](#)

From: Jennifer Whitney [mailto:jennifer.smolansky@gmail.com]  
Sent: Friday, December 18, 2015 3:37 PM

To: DEP rbd-hudsonriver; tiffanlefisher@hotmail.com; Dawn Zimmer  
Subject: Hoboken- RBD feedback

Where's the green infrastructure?

I am writing out of concern for how far the options on the table are from the winning project for the grant and the renderings and images being shown publicly (like the park bench image posted on the city's Facebook page on December 15). If the solution is a park bench-like structure like the depiction posted, it belongs in a commercial area like Washington Street or Hudson Street-- not along a residential street. Why not include this in the re-design of Washington Street? And if a park bench really was an option, why would this be an issue along the waterfront?

I am hopeful that the repeated statements from Mayor Zimmer and our leadership about being open to and considering new ideas are true. I feel like the characterization has become either build these walls or lose the grant. **Walls were almost an afterthought in the winning Hoboken RBD project. Our winning proposal discusses "green infrastructure" 57 times and "walls" ONLY APPEARS 3 TIMES IN 166 PAGES**. (1) a possible measure for new development; (2) Hoboken considering using seawalls along the land it owns on the Weehawken Cove and (3) a mention of possible deployable sea walls.

**PLEASE INTRODUCE AN OPTION THAT FOCUSES PRIMARILY ON INNOVATIVE GREEN INFRASTRUCTURE RATHER THAN WALLS. GREEN INFRASTRUCTURE IS A WIN-WIN FOR EVERYONE.**

Is any other urban area considering fixed walls through residential neighborhoods? Downtown NYC faces many of the same obstacles as Hoboken, is MUCH more densely populated and was devastated-- there are no proposals to built fixed walls.

This is not a residential neighborhood:



Please focus on creative, innovative solutions that will make our city a nicer place to live and protect us at the same time.

Jennifer Whitney

From: Mark Virgona [mailto:mark@virgonarchitects.com]  
Sent: Friday, December 18, 2015 5:23 PM  
To: DEP rbd-hudsonriver  
Subject: Hoboken Rebuild By Design

-----Original Message-----  
From: Neil Banbury [mailto:neil.banbury@gmail.com]  
Sent: Friday, December 18, 2015 11:00 PM  
To: DEP rbd-hudsonriver  
Subject: Flood Prevention Concepts

Dear Sirs

I was recently made aware of the plans to prevent future flooding in Hoboken and that currently 5 concepts exist ... one of which involves building a wall along the top end of Garden Street. As a resident of the top end of Garden Street I clearly object to this concept.

I presume there will be the opportunity to understand more what the processes will be, to be followed by the State, before making any kind of decision?

I also presume legal recourse, likely class action, will also be an option if the appalling idea of Concept A is chosen.

As I'm sure you are aware properties along what is one of the best streets in Hoboken (a reason I chose to call it home) range from \$1m to 2.5m in value. These values would plummet if a wall were built - Does the budget for this build include the purchase of properties along the streets (including those adjacent to the end of the wall - as those will see increased risk of flooding) affected by Concept A? I see Concept A was marked as lowest cost, surprising if \$25-40m per block would need to be provided to the owners in compensation. Please could you opine further on this point.

Thank you

Yours faithfully

Neil Banbury

From: perkins@blake-perkins.com [mailto:perkins@blake-perkins.com]  
Sent: Saturday, December 19, 2015 1:37 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild By Design Hoboken flood control 'Concept A.'

Mr. Rosenblatt:

Attached is a letter articulating my opposition to 'Concept A' of the "Resist Delay Store Discharge" planning undertaken on behalf of your office.

Sincerely,  
Blake Perkins

Blake Perkins - Consultant

Dear Mr. Rosenblatt,

I am an architect in Edgewater, New Jersey who has worked on numerous projects that have dealt with flood plain issues, many of which are on the Hudson River. Most recently we designed the Gateway building in Weehawken (just west of Weehawken Cove) so I am quite familiar with the existing FEMA guidelines and strategies for flood-proofing a building post Sandy. More importantly, I live at 1138 Garden Street in Hoboken and have concerns and comments regarding some of the options proposed in Concepts A through E.

After having attended the recent meetings in Hoboken and Weehawken, I have a good understanding of the challenges that the design team is facing concerning timing, FEMA requirements for the grant, legal and permitting issues, aesthetics, as well as budget. From having presented numerous projects in front of planning and zoning boards, I also understand the difficulty in gaining consensus.

One of the biggest issues to me is in reference to scheme A and it's lack of inclusiveness. It is the only scheme that leaves a good portion of the residents (7,500+?) without any flood protection beyond what is existing. Further, it leaves exposed historic one, two, and three family house districts along Bloomfield, 13th, 14th, and Garden Streets. These homes would see no benefits from the entire project and will likely see significant negatives. The inclusion of the flood wall extending into Garden street feels particularly callous as not only will the homes directly in front of it have to deal with all of the negatives that the wall will bring but they are ironically the people who are NOT protected by it. The wall raises a host of other practical issues such as sidewalk drainage, access to the homes by emergency personnel, trash collectors and moving and construction vehicles, access for elderly residents, possible damage to existing landscaping and trees and historic bluestone sidewalks, parking space losses, and the list goes on. The chosen design needs to completely rethink the location of this wall.

- Some questions and ideas I hope you will consider:
1. I understand that the current FEMA flood elevations are advisory. Is it possible to negotiate these elevations to be lower? Do we need to be Elevation 14'-0"? Can this number be reduced by even a foot to El. 13'-0". Every bit counts and reduces the cost and impact of the resist strategy significantly.
  2. Can the 4' freeboard be lowered? I know that in the past this freeboard requirement was either non-existent or significantly lower.
  3. We already have a number of large walls along the waterfront. They are called buildings. Can the buildings be used as the flood barriers where possible? We've designed buildings with flood walls in the past and the possibility exists to use the buildings themselves as the flood walls. If need be, they can be strengthened from the exterior and temporary flood barriers can be added at windows. This will be a win to the building owners as they will be protected from storm surge where they are currently not (and will only need to do so on two sides of the building at most) and they would do so without spending their own money. The city benefits as well as they don't have to look at 8' high flood walls instead of the NY skyline.
  4. Can deployable (either temporary or permanent automatic) walls be used instead of permanent barriers at the waterfront? The concept of staring at permanent walls for a storm that has a 1% chance of hitting is a hard one to swallow. For 99% of the time the waterfront would lose its view in many of the schemes proposed. Deployable walls would make a huge difference. I know that FEMA does not seem to like deployable walls but perhaps if a maintenance regimen was agreed to and the systems tested, FEMA would be satisfied. Is this something that can be pursued with FEMA? Taking away the view from the river walk and all of the retail and restaurants along the wall negatively impact Hoboken in many ways for years to come.
  5. Can glass walls be used in freeboard areas instead of solid concrete walls? I understand that glass walls are not as strong but I also understand that glass flood walls exist for coastal applications that can be used up to 4'-0" high. Can we pursue an option of partial concrete knee wall with glass above to alleviate some of the issues regarding views? If the railing along the waterfront were 4' of concrete (with possible filled in landscaped areas) with 4' of glass above, it would go a long way towards making the schemes with those options palatable.

6. Possibly the best option would be to take care of the flood water before it hits land. I understand that the normal lengthy permitting process required by DEP and Army Corps of Engineers to do any work in the river could jeopardize the project timeline and grant money. It seems completely logical that this project could be a candidate for expedited permitting and that since the federal government is the one giving the money that the permits form the ACOE could be fast tracked. If so, wouldn't a break water or other system (essentially a pile of large rocks like a rip-rap) be the best flood control system, cost aside? And would it really be more money? Can a break water be installed at the edge of the existing pier with gates for use at marinas and ferry stops?

7. I understand that the 500 year flood design is pretty much being ruled out due to cost. I personally think we should ignore the 500 year storm due to cost and impact and pursue the 1% storm with the hope that in the future better options will exist.

I appreciate your time in reading this and hope you consider some of the issues raised. If you'd like to contact me to discuss this further or if I could be of any assistance, please contact me at any time.

Thank you,

Mark Virgona [ARCHITECT](#)

**V / V / A**

Virgona & Virgona Architects  
115 River Road Suite 1031  
Edgewater, NJ 07020  
201 945 2999 tel  
201 945 3033 fax  
<http://virgonarchitects.com>

From: Kelli Rieger [mailto:keliieger@yahoo.com]  
Sent: Friday, December 18, 2015 8:04 PM  
To: DEP rbd-hudsonriver  
Subject: Hoboken Plans

Mr. Rosenblatt,

Attached please find my comments regarding the five 'solutions' proposed for Hoboken's flooding issues. All of these solutions serve to diminish the value of our properties and ruin the waterfront that so many people have fought so hard to develop and defend.

It is as if these plans were developed by someone who had never even set foot in Hoboken and they are being pushed through the process based solely on green and monetary gain. What a disappointment in a city that some believed was actually turning around. I'm optimistic that SOMEBODY will step up and do the right thing by rejecting all of these designs.

Regards,  
Kelli Rieger

Page 1 of 1

**REBUILD BY DESIGN HUDSON RIVER** Environmental Impact Statement  
Concept Screening Public Meeting  
- RESIST - DELAY - STORE - DISCHARGE -  
Thursday, December 18, 2015  
Wallace School

**COMMENT/QUESTION FORM**

All five of the proposed concepts are unacceptable. We are rushing to make a decision based on no evidence simply because money is available. It is like a 5 year old who can't stand having \$1 in his pocket and needs to spend it right away. In particular, RCD which blocks the waterfront are ridiculous, even insulting to the city.

Name: Kelli Rieger  
Address or Email: keliieger@yahoo.com


Please leave this form at the Sign-In table, or you can submit by:

Email: rbd.hudsonriver@dep.state.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mailcode: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Additional Drop-In Open Houses & Walking Tour:

**Hoboken Walking Tour**  
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6:30 - 8:00pm  
St. Lawrence Church/Community Room  
22 Harkness Ave., Weehawken  
December 17  
8:00 - 8:00pm  
Hoboken Housing Authority Senior Building  
231 Jackson St., Hoboken

Comments must be received or postmarked by December 21, 2015.

 **DEPARTMENT OF ENVIRONMENTAL PROTECTION**

file:///C:/Users/ksr5494/AppData/Local/Microsoft/Windows/Temporary%20internet%20... 12/16/2015

26 Broadway, 17th Floor  
New York, New York 10004  
212-797-1007

Mr. David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton  
NJ 08625-0420

19 December 2015

Re: 'Rebuild By Design' Hudson River flood protection proposals

Mr. Rosenblatt:

This concerns Concept A of the 'Resist Delay Store Discharge' flood protection proposal for the city of Hoboken.

It is an outrage that Concept A has even been proposed as a means of protecting Hoboken from riverine flooding. Concept A does not protect a significant proportion of northeast Hoboken, much of which flooded during Sandy, and would disfigure and likely destroy as viable properties several residential blocks in the area.

Concept A is relatively cheap and would cause severe distress to only a proportion of the Hoboken population. Those considerations apparently make it attractive to Mayor Zimmer and others but do not render it either fair or effective.

I understand that a considerable amount of uncertainty, inaccurate information and even misinformation now surrounds Concept A. A number of facts, however, are not in dispute.

Concept A would not even attempt to protect some 14% of Hoboken taxpayers. By protecting the rest of Hoboken but abandoning the northeastern section of it, property values there inevitably will decline relative to values elsewhere in the city.

Concept A would drive a wall ranging in height from a projected 3.5 to 8.5 feet down the center of one of the most significant corridors of domestic architecture in Hoboken. The term 'projected' is appropriate because as more modeling and other studies are undertaken the dimensions of the wall may change. We do not know what shape it actually would take.

The existence of any such wall, however, would deface the corridor. More significantly, questions have been raised about the viability of the corridor as a residential area if it is divided by a wall. Those questions remain unanswered by the city or DEP. How will fire equipment and emergency vehicles gain access to the Midtown West area and the Hudson River waterfront? How will the Hudson River waterfront be protected from flooding?

In light of those and other impediments to habitability, does the city intend to condemn the housing along the corridor?

During the meeting held at the Hoboken Historical Museum on 10 December Mayor Zimmer had the appalling judgment to ask whether we would sacrifice the entire city of Hoboken for Garden Street. That is an insulting question that demands a false choice. We do not want to sacrifice the city: We do not, however, want to sacrifice a portion of it, as Concept A does sacrifice a portion of it.

It is true that we live on Garden Street-between Twelfth and Thirteenth Streets-and on the west side of the street. We therefore would be blighted by a wall only if the '500 year storm' solution is chosen, and whether or not it is chosen we would share whatever flood control benefit Concept A confers on the city.

Those considerations do not justify Concept A. We do not want to watch as the houses of our neighbors across the street and on Bloomfield Street flood, nor do we want to watch them flood over a wall between us. We do not want our neighbors to the north to see their homes blighted by a wall, and do not want to look out at a wall at all.

Again, and more significantly, we cannot countenance the notion that a flood protection system would be designed to sacrifice our neighbors. At the 10 December meeting Mayor Zimmer insisted that we "are the lucky ones" because we "did not flood" during Sandy. She was wrong - many of us were flooded and would be flooded if Concept A were adopted. We do not, for example, want our friend's restaurant and neighborhood gathering place at 14<sup>th</sup> and Hudson Streets to flood again; it would, however, flood.

We will not accept the unnecessary and inequitable blighting of our neighborhood and therefore cannot accept Concept A. No response to the devastation of a city should require devastating one of its most significant neighborhoods.

Sincerely,

Blake Perkins

Via e-mail and USPS

-----Original Message-----  
From: Lisa M McIntyre [mailto:hobokenlisamc@gmail.com]  
Sent: Saturday, December 19, 2015 2:43 PM  
To: DEP rbd-hudsonriver  
Subject: Hoboken Flood Preparedness

As a Hoboken resident, I have been familiarizing myself with the concepts that have recently been proposed as possible solutions for Hoboken's potential future storm flooding. I have sincere concerns over the implications of what is referred to as "concept A," which includes building a wall along an interior (not along the coastline) street.

I do not understand how this solution would not adversely affect the homes on the "exterior" of the wall. Most of them had no previous flood issues and this solution certainly introduces a new level of risk for future flooding where there was none prior. Why cause a new problem to solve the first one? Secondly, there must be a solution that is not so unsightly and causes unnecessary challenges and potential safety risks that such a physical barrier would introduce.

There was a past proposal which included a wall along the coastline. A physical barrier there, should a barrier solution be deemed the most effective, seems to alleviate the negative consequences from the "concept A" proposal. Please consider this input and/or provide proven assurance that new goosing risks will not be introduced by the determined solution.

Lisa McIntyre  
201-960-2363

Sent from my iPhone

-----Original Message-----  
From: Tom DePatie [mailto:thomas.depatie@gmail.com]  
Sent: Saturday, December 19, 2015 3:03 PM  
To: DEP rbd-hudsonriver  
Subject: RBD Feedback - Hoboken

Dear Mr. Rosenblatt,

Attached is our feedback on the RBD Project in Hoboken.

Sincerely,

Thomas T. DePatie  
Irina A. Faskianos  
1216 Garden Street  
Hoboken, NJ 07030  
201-798-5421

December 19, 2015  
Office of Flood Hazard Risk Reduction Measures  
David Rosenblatt, Director  
501 East State Street Trenton, NJ 08625-0419  
Rbd-hudsonriver@dep.nj.gov

Dear Mr. Rosenblatt,

As residents of Hoboken, we are writing to provide comments on the Rebuild by Design proposals and communicate our concerns about how the process is being handled.

We would like to start by saying that we are in favor of exploring resiliency measures that protect the entire Hoboken community. But they should be done in a way that does not impact the public safety for any of our citizens. With this guiding principle, it is clear that Concept A should have already been eliminated.

**CONCERNS WITH CONCEPT A**

We have safety and feasibility concerns with Concept A.

**Safety Issues**

Immediate safety concerns that come to mind include:

- 1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services** (emergency personnel would have to navigate a barrier before addressing an emergency situation?).
- 2. A wall would severely limit evacuation routes in case of an emergency** (an immediate response of crossing the street would no longer be an option).
- 3. A wall would create an accessibility hardship for the elderly and handicapped members of the community** (no ability to pick-up or drop-off residents in front of their homes with the proposed barrier; no simple evacuation routes from homes).
- 4. A wall would create a public hazard for those walking between the wall and Garden Street residences** (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken including the Elysian School at 1460 Garden Street).

- 5. A wall would increase the probability of flooding from a rain event** (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on Bloomfield Street).
- 6. A wall would increase the threat of flooding from a surge event to an area that previously was not in a flood zone** (funneling water down Garden Street beyond 14th Street which did not flood during Hurricane Sandy).
- 7. A wall would impede public services of snow and garbage removal** (how would trash be collected and snow cleared when there is a wall in the way?).
- 8. A wall would necessitate the removal of public parking**, significantly reducing already limited public parking in the neighborhood.

**Feasibility**

There are many feasibility questions that call into question whether Concept A would work, such as:

- 1. Would the deployable wall work?** Putting aside the safety issues, would the walls that would be deployed across 14<sup>th</sup> Street even work in an emergency situation? How can we be sure they would work?
- 2. Engineering Questions.** It would seem like the walls to be constructed would need to be very thick and deep into the ground, given the weight of the water. Wouldn't such thick, deep walls disrupt the underground infrastructure (gas, water, sewer) that services the homes on the 12 and 13 blocks of Garden Street?

**CONCERNS ABOUT THE PROCESS**

We have serious concerns with how the process has played out thus far, as well as what the proposed schedule is going forward:

- Process to Date:** This process is moving too fast, in a manner that does not foster transparency and public input into the decision-making process. The five concepts were only disclosed to the public recently, leaving insufficient time for public interaction before narrowing to three concepts. This issue is even more acute given that the public meetings are happening during December, in the middle of the holiday season, when it is much more difficult to get good public participation at meetings because of other commitments.
- Why Only One Firm?** Why is Dewberry the only firm that is putting forward concepts? Given the complexity of the problem, it would make more sense to seek the input of multiple firms to increase the possibility of getting a broad range of ideas to solve the

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problem. Instead, we have five concepts, all of which have walls. We should have a broader range of concepts to consider.

- Cost of Concepts:** There has not been transparency on the cost of the concepts, yet one of the key criteria mentioned is the cost/benefit ratio. There have to be some level of cost estimates – how else could you calculate a cost/benefit ratio? On December 17, we learned that Concept C might cost 2-3x the potential \$230 million allocated for the project, according to a city official. These cost estimates should be transparently disclosed to the public, with necessary caveats, not something that comes up in conversation but is not formally disclosed. Given how expensive some of the alternatives are, why are they even being considered? They do not appear to be "real" alternatives.
- Future Process (Through December 2016):** On Thursday, we discussed the future process with a city official, which gave us great concern. It was explained that once it has been narrowed down to three concepts in January, the concepts will be narrowed down to one by April so that they would have time to fully analyze the one concept to make sure that it worked. This is problematic for two reasons. First, four months is not enough time to sort through alternatives for complex problem, discuss them with the public, and incorporate feedback. Second, why only do the "full" analysis on one concept? We wouldn't want to be in a position where we were testing/analyzing one solution, only to find that the solution doesn't work. We raised this concern with the Mayor, and she indicated that a full analysis would be done on all three alternatives (she also said they are pushing for more time). Thus, there seems to be some confusion regarding the level of work that will be done on the three alternatives. **The right answer is clear – there should be more time to complete the full analysis on all three concepts under consideration.**
- Organization of Meetings:** The organization of the public meetings should be changed. We went to the meetings on Monday, December 14 and Thursday, December 17. There seems to be a preference to having more one-on-one dialog rather than formal presentations. On both occasions, there ended up being a Q&A session for the broader group, but that was only because the participants demanded it. We think these sessions need to have a formal presentation to start, followed by Q&A for the large group, with time for small breakouts at the end. The presentation at the start would be helpful to make sure there is a common base of knowledge/information. There is a large group of interested parties who are coming at it with different levels of understanding.

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We have spoken to many concerned Hoboken citizens about the Rebuild by Design Project. People are in an uproar about this because of the ideas that have been generated, as well as how this process has been handled. The combination of lack of transparency, the speed of the process, and the lack of answers to many basic questions makes people highly uncomfortable with the process. People are wondering - will our input really be considered and incorporated into the planning, or has a decision already been made and the public process is just window dressing for a pre-ordained outcome? The city has tried to assure the public that no decision has been made and that the feedback will be considered; however, people remain skeptical because of how this has unfolded thus far.

In closing, we would like to highlight two key points:

- Concept A should be eliminated from further consideration because of the obvious safety concerns and feasibility issues.
- The process going forward needs to be improved with greater transparency and more time to thoughtfully consider alternatives that would protect our entire Hoboken community without putting the daily lives of residents at additional risk.

Sincerely,

Thomas T. DePatie  
Irina A. Faskianos  
1216 Garden Street  
201-798-5421

4

-----Original Message-----  
From: Stanley Kron [mailto:stan4xray@aol.com]  
Sent: Saturday, December 19, 2015 5:04 PM  
To: DEP rbd-hudsonriver  
Subject: Building a wall on Garden St. in Hoboken, NJ.

This is by far the most ridiculous plan I have ever heard of. You are going to ghettoize a nice neighborhood that has never flooded in the name of a half baked scheme that will never protect all of Hoboken. And what will become of the residents who will have to live behind that wall? Do you consider their safety, quality of life and property values? Why is this being done without input from the residents of the town? It sounds like typical Hudson County politics. It's all about the money. If a wall is to be built it should be built along the Hudson River.

Stanley Kron  
Parsippany, New Jersey

Sent from my iPad

From: Anne-Marie Pelletier [mailto:ampreatly@gmail.com]  
Sent: Saturday, December 19, 2015 6:08 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Terrible Concept A

Mr. Rosenblatt,

I am a homeowner at 1136 Garden Street in Hoboken. I went to a public meeting regarding the proposed Rebuild by Design presentation.

I have been a resident of Hoboken for over 25 years. I have never heard of a more upsetting an unsettling idea than the one put forward in Concept A which includes a wall down Garden Street.

Concept A is a terrible concept. During Sandy we all came together to help each other. Where the proposed wall would be located was an area that did not flood during Sandy or any other storm. By placing a wall in front of the houses on the east side, a new flood zone would potentially be created. This is unacceptable, it is tantamount to picking some losers. How can one claim to help flooding if the solution is to create new flooding areas inside residential sectors?

In addition, the homes behind the wall would be cut off in case of fire or health emergencies.

Building a wall a few feet from historical homes would negatively impact the neighborhood and leave too many homes without flooding protection. The historical character of the neighborhood would be lost.

Please do not support Concept A.

From: Barry Shoot [mailto:bshoot@barryshoot.com]  
Sent: Sunday, December 20, 2015 12:30 PM  
To: DEP rbd-hudsonriver  
Subject: REBUILD BY DESIGN HUDSON RIVER: COMMENT FORM  
Importance: High

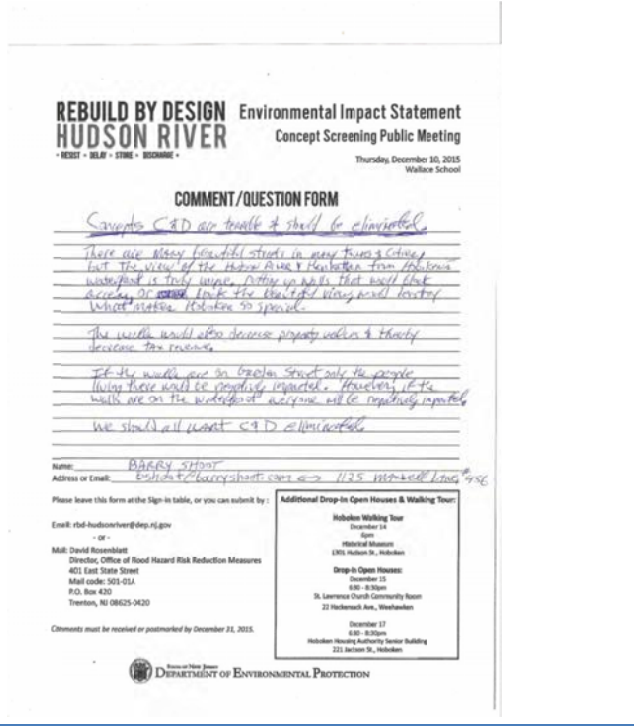
Attached is the Comment/Question Form for "Rebuild By Design Hudson River".

CONCEPTS C AND D SHOULD BE ELIMINATED.

Barry Shoot

1125 Maxwell Lane, #456  
Hoboken, NJ 07030

201-848-1492  
bshoot@barryshoot.com

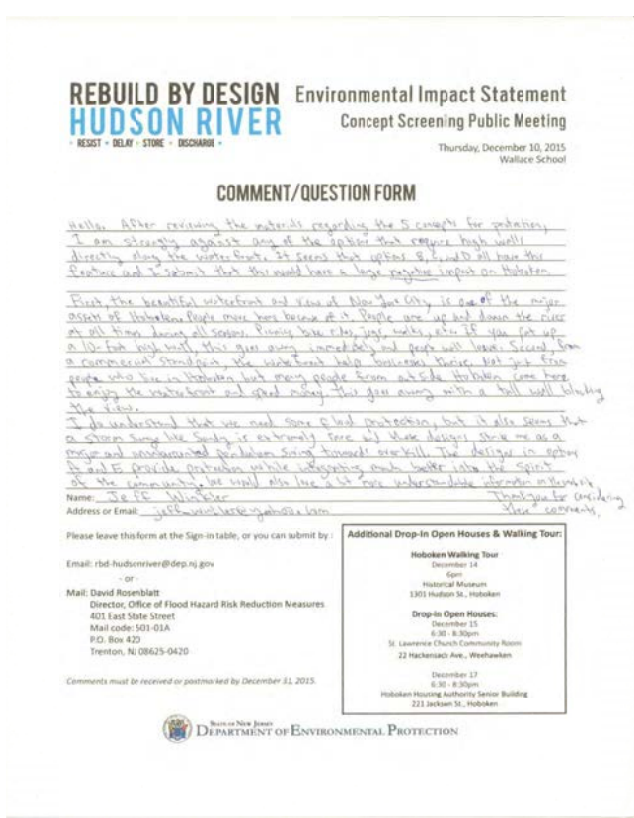


-----Original Message-----  
From: Jeff Winkler [mailto:jeff\_winkler@yahoo.com]  
Sent: Sunday, December 20, 2015 4:44 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Comment Form

Hello. Attached are comments for the rebuild by design project.

Thank you,

Jeff Winkler



I lived here during Superstorm Sandy and I know that this area along Sinatra drive north was **not** flooded. It makes no sense to consider proposals to build these high walls that essentially create a prison-like environment and ruin the waterfront of North Hoboken.

You have to do better - take proposals B, C & D off the table all together and have better engineers and minds think of creative solutions. Tap into resources like the Stevens Institute and ask for new proposals. Do not allow such preposterous ideas ruin the quality of life for thousands of residents.

Sincerely,

Payal Arora

--  
Payal Arora  
[pagraw@gmail.com](mailto:pagraw@gmail.com)

From: Peter Milman [mailto:peter.milman@gmail.com]  
Sent: Monday, December 14, 2015 11:27 PM  
To: DEP rbd-hudsonriver  
Subject: DEAR FRIENDS

Please please please put this wall idea to a rest. It will literally destroy the beloved northern Hoboken area which I've called home for 10 + years. The water front is such an amazing part of this town, being able to walk with the family, show friends, see the gorgeous view....I know for sure that building these walls will make people FLOCK out of this town. I saw the PDF and concept A & E looked the most reasonable. PLEASE delay the store discharge ideas as well.

Sincerely,

Peter Milman  
917 886 1127  
1100 Maxwell Lane unit 902

From: David Bren [mailto:davidhbren@gmail.com]  
Sent: Tuesday, December 15, 2015 7:59 AM  
To: DEP rbd-hudsonriver  
Subject: Comments on Hudson River Rebuild by Design concept proposals

From: Tim Murphy [mailto:tsmurphy74@yahoo.com]  
Sent: Sunday, December 20, 2015 9:46 PM  
To: DEP rbd-hudsonriver  
Cc: Ann Murphy  
Subject: Rebuild by Design Hoboken

Office of Flood Hazard Risk Reduction Measures  
David Rosenblatt, Director  
501 East State Street Trenton, NJ 08625-0419  
[Rbd-hudsonriver@dep.nj.gov](mailto:Rbd-hudsonriver@dep.nj.gov)

Dear Mr. Rosenblatt,

I would like to offer my feedback on the Rebuild by Design concepts affecting flood prevention in Hoboken.

Fundamentally, I support the initiative. I believe it is important that we protect Hoboken and our neighboring cities in the face of climate change and more powerful storms.

Despite – or in line with – my support, I would like to advance two points-of-view.

- (1) Options focusing on the entire Hoboken waterfront must remain on the table (Options B, C & D).
- (2) Option A should be eliminated immediately as impractical and unethical.

Regarding waterfront options, Mayor Zimmer has stated her desire to minimize the effects of the project on the Hoboken Waterfront. While most people would fundamentally agree with her, I believe we have no choice if we hope to protect the entire city. We must find a more viable solution than the three current options (B, C & D), but we must optimize those options and keep them on the table.

I liken it to the families on the Jersey Shore. They do not necessarily want the dunes that have been constructed on their beaches, but they accept that they need them in order to protect their communities. That is where we unfortunately find ourselves in Hoboken. We need to address the entire waterfront in order to protect the entire community. Leaving any neighborhoods exposed should not – and must not – be an option.

- I believe that further exploration of the waterfront options (B, C & D) opens the community to more flexibility, innovation and creativity.
- The features can be natural (like the dunes at the Shore) or designed – as opposed to simple concrete walls in the limited space on Garden Street.
  - There is more open space to incorporate into the designs – so the barriers will not be as directly intrusive to residents and neighborhoods.
  - Fewer residents and neighborhoods will be directly and negatively affected – in terms of both general quality-of-life and flood risk.
  - And the entire city is protected – not just parts of it. This must be non-negotiable.

I strongly oppose proposals B, C, and D due to the blight the sea walls would cause to the community. It would be an astonishing denigration of the waterfront - Hoboken's most valuable and enjoyable natural asset.

Clearly, the engineering team needs to absorb and incorporate the local residents' perspectives into their engineering ideas. Like most residents, I find it disturbing that these 5 "finalist" proposals were developed without resident input. It is hard finding any concept except possibly E to be palatable to the community.

David Bren  
Hoboken resident, homeowner and taxpayer since 2007

-----Original Message-----  
From: Joe Herman [mailto:joe@jce5.com]  
Sent: Tuesday, December 15, 2015 8:44 AM  
To: DEP rbd-hudsonriver  
Subject: Hoboken walls

The residents of the town do not want walls in front of the water front and certainly not down streets that are already impassable for fire trucks and ambulances.

We have a city Searw system that was built over a hundred years ago. Fix the sewers first.

Rather than worry about 100 year scenario, let's focus on the daily scenario of water that backs up into people's homes from the decrepit sewer system.

Fix the immediate concern.

From: Holcombe, Amy [mailto:Amy.Holcombe@morganstanley.com]  
Sent: Tuesday, December 15, 2015 10:51 AM  
To: DEP rbd-hudsonriver  
Subject: No Wall for Hudson Waterfront Uptown - Concept A please

To Whom it may concern,  
Understanding that you are receiving a flood of emails (no pun intended), letters and calls in complaint of the Uptown Hoboken Seawall, I ask you to please read this email.  
I have been a resident of Hoboken for just over 10 years now. When I first moved there a few years out of college, my boyfriend got mugged our first night and many parts of it were not at all safe to be in. It was the "poor" town to move into if you couldn't afford NYC. Watching this city transform (for the better!) over the past decade has been unbelievable. trulv. I am a proud



To: DEP rbd-hudsonriver  
Subject: Rebuild by design concepts

i am a resident in the Hoboken community adamantly opposing the plans put forth by Rebuild by design. It is shocking to me that the concepts even proposed seawalls be used on our waterfront and on Garden street. The waterfront is the most special thing about Hoboken, we need to preserve the views all the residents in Hoboken and outside of Hoboken enjoy. This waterfront is used for recreational activity, wedding pictures, movie shoots, tourism you name it! Please do not destroy our waterfront with giant 12 -14 foot walls. Garden street should also not have a wall placed on it as it is a residential neighborhood, an already narrow road that we should not be considering a destination for a flood wall. We need to look at new options that do not involve flood walls.

My recommendation is we pass on the 230 million dollar grant entirely and do nothing OR only use the money for delay and store elements of the concept as well as updating our antiquated sewage lines in Hoboken which pose many issues with flooding as well . Do not pursue RESIST as a concept.

Thanks for taking my feedback,

Bonnie Murray

From: Amy Landucci [mailto:amylanducci@yahoo.com]  
Sent: Tuesday, December 15, 2015 3:29 PM  
To: DEP rbd-hudsonriver  
Subject: Feedback on available options

Dear David,  
I am writing you with my detailed feedback after attending on of your events and also trying to make sense of what has been made publicly available on new outlets, websites and facebook.  
If you wish to discuss any of this feedback I will make myself available for a phone call or an in person discussion +1.973.723.1944. I will plan to be at most of the public hearings as I feel passionately about the need for citizens to be involved and heard!

Overall feedback on the process and all plans:

- Having lived through the flooding on 4<sup>th</sup> and Jefferson, the issue was not that that water came (we may not be able to stop this no matter how many walls we build.) but that the water had nowhere to go and therefor remained trapped in the low areas of Hoboken. The flooding was not immediate, we watched the wave come down the street and it was not until hours later when the water sat and continued to rise and that we ended up with water in the house and the loss of our cars. I believe we need to put the money the mayor has helped us get towards the Delay, Store and Discharge elements and not the resist as it will be hard and costly to figure out how to wall off the entire city and in the end the really issue is how to quickly get rid of the water before it breaches structures

Greg Johnson  
(240)472-2182

## REBUILD BY DESIGN Environmental Impact Statement

RESIST - DELAY - STORE - DISCHARGE

Thursday, December 10, 2015

Wallace School

### COMMENT/QUESTION FORM

I went to the Dec. 14 drop-by session. I was unable to submit a comment during the session because attendees were directed outside the museum by Mayor Zimmer, thus the comment sheets and the submission table (which were inside) were not available. I have several comments concerning these plans and submit them here. First: the plans I were given were vague and deficient. The street names on the maps are illegible and the proposed features of the respective plans were not sufficiently defined or graphically rendered. In short, no lay person would be able to clearly understand how the different plans will impact the city based on the material provided so far.

Second: from what was explained to me, "Concept A" calls for a concrete wall about 4 feet high to run down Garden Street from 14th Street to 12th Street. This is unacceptable. This industrial feature would be completely out of place on an otherwise tree-lined residential street, and thus would be an aesthetic blight that would destroy the character of the neighborhood. The wall would also apparently cause the adjacent houses to flood, whereas they would not be subject to such damage otherwise. Further, the wall would likely diminish the value of the adjacent homes by 50% or more, which would likely constitute a constructive taking for which the State of New Jersey would be liable. While none of the other "Concepts" have been clearly explained, any of them are preferable to Concept A, and no mediation is preferable to the blight that would be created by Concept A. Last, Concept A should be stricken from consideration immediately. Its inclusion invites other Hoboken residents to seek a windfall (in the form of flood mediation for low cost) by advocating for hardship to be visited on a select minority of citizens. This violates principles of citizenship and fairness and should not be considered further. Its inclusion so far indicates an alarming lapse of judgment by Mayor Zimmer and other planners.

Name: Gregory Johnson  
Address or Email: gjohnson@law.gwu.edu, 907 Garden St., Unit A, Hoboken

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

or  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 430  
Trenton, NJ 08625-0430

Comments must be received or postmarked by December 1, 2015.



**Additional Drop-In Open Houses & Walking Tour:**  
**Hoboken Walking Tour**  
December 14  
8:00am  
Historical Museum  
1301 Hoboken St., Hoboken  
**Drop-In Open Houses:**  
December 15  
6:30 - 8:30pm  
St. Lawrence Church Community Room  
22 Hackensack Ave., Weehawken  
December 17  
6:30 - 8:30pm  
Hoboken Housing Authority Senior Building  
221 Jackson St., Hoboken

- If we are going to invest as a state and a community in the resist part of the strategy then only plans that have >95% of the people living in the study area receiving a flood risk reduction should be considered as viable options eliminating option A & E

- When a neighbor is building outside of the listed codes, we receive by registered mail a notice of the request and an invite to an open forum where comments can be voice prior to their ability to get approval for the modification to their dwelling, yet in this case where the entire look and function of our city is being impacted you choose to only communicate via a pull based channel (e.g. Facebook). This really needs to be changed moving forward as you have lost the trust of the town by looking like you are moving faster than necessary and with very limited public awareness (at a minimum anyone that would have a dwelling directly impacted by a wall location across the 5 options should have received a registered mail notice with an invite to the public forums)

- The work to this point is very high-level and conceptual and very basic questions cannot be answered when asked for each of the plans (e.g. where will the water go, will it create new flood prone areas) these questions were posed to the EPA representative, the mayor, a project engineer and the principal planner and all of them answered by say they have no idea... they do not believe it will cause issues but they have to model it and investigate further to know. To be honest a response like makes me question the entire process, how can we say we have five concepts and not have done the basic modeling to understand if these are the right 5 concepts. The process of having a single company work on this has resulted in suboptimal work. If this had been a traditional Request for Proposal process (three bid process) like you see in the business world the proposals would have come with more of this worked out at the expense of the proposing company as a right to even have the potential to win the work

- Seems that there are three iterations of the same concept (e.g. different walls in different places) but no really creativity for something other than a permanent structure that alters significantly sections of the town. Are there no options that do not result in us trying to build walls?

- I personally believe we should focus on dealing with the more often event of rain and water main breaks and subsequent flooding in this town as these items cause pain

#### Specific Plan feedback:

**Option A: Do not support ranked 5<sup>th</sup> of the options destroys a historic set of homes, has the smallest protection granted and does not protect the important infrastructure of the train station**

- Least amount of flood risk reduction (86%) and large amount of damage to a historic set of homes and the look and feel of a well-established 100+ year old neighborhoods
- Given no one can answer the basic question of what happens to the water that hits the wall, it seems to raise the risk of flooding from Garden to the waterfront, all areas that did not have a significant issue during the super storm or other river events (all areas of Hoboken have issues with rain and drainage)
- Will have traffic and parking impacts that are not necessary

From: Allan Corby [mailto:allancorby@gmail.com]  
Sent: Tuesday, December 15, 2015 4:45 PM  
To: DEP rbd-hudsonriver  
Subject: Objection to Hoboken Option A

The proposal by DMA and the City of Hoboken to obtain the \$230 million federal grant was premised on using the funds for a plan that "galvanizes a diverse community of beneficiaries, and defends the entire city, its assets and citizens." Option A does neither of these things. Option A divides Hoboken, both literally and figuratively, and creates new flooding dangers for the residents of Garden Street. Option A does not effectuate Hoboken's proposal to receive the funds, and should be dropped immediately with no further research.

Allan Corby  
1450 Washington St  
Hoboken NJ 07030  
917-576-6466

-----Original Message-----

From: Jim [mailto:jamesrputt@yahoo.com]  
Sent: Tuesday, December 15, 2015 5:48 PM  
To: DEP rbd-hudsonriver  
Subject: No to a Wall

Sir/Madam:

I am totally opposed to the building of a wall in north Hoboken. Such a project is an overreaction and reflects unfounded fear of a very low probability event. Please pass along my objection. I can be reached for further comment, if needed.

Regards,

James Putt

1500 Garden St #3E  
Hoboken NJ 07030

From: Jim Bhacka [mailto:jbhacka@hotmail.com]  
Sent: Tuesday, December 15, 2015 7:44 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Opinion

- Would require the city or the state to buy out residence that will be impacted by this decision or at least pay damages that will be incurred due to this decision (loss of home value, damage from flooding due to the wall...)

**Option B: Do not support ranked 3<sup>rd</sup> of the options does not protect the terminal (train and path stations)**

**Option C or D: if walls are absolutely necessary then I support option Cor D, if we are going to impact the look and feel of the city then at least we need to select a plan that brings a 99% reduction in the people who experience a flood risk reduction while also saving the essential services of the terminal. Ranked 1&2**

**Option E: does not seem to give enough risk reduction as it is less than 95% ranked 4<sup>th</sup> in my list**

From: Matthew Begley [mailto:mgbegley@gmail.com]  
Sent: Tuesday, December 15, 2015 4:04 PM  
To: team@dawnzimmer.com; DEP rbd-hudsonriver  
Subject: Rebuild By Design - non-Permanent Resist Structure Options

Hi Mayor Zimmer, -  
Thank you for your time and thoughts last night on the 5 concepts regarding the Rebuild By Design plans to safeguard our city.  
After speaking with you and so many others last night, it really seemed like people are fully on-board that we have a great opportunity to make major improvements throughout the city with the Delay, Store and Discharge components of the plans. However, major concern amongst all residents is the Resist strategy.

Putting up Permanent structures - walls, etc - no matter where they are located, but particularly in North Hoboken, along the waterfront, or in communities on Garden or Hudson Streets - is going to be a issue for a lot of people. It seemed like the concepts last night were simply pitting neighbors against neighbors and None of the current Resist strategies were favorable to any majority. It seems like the city would be making a significant investment in permanent structures that are not necessarily needed that frequently.

With that thought, it would be more ideal to possibly look at using a non-permanent or less intrusive options to add to the waterfront in order to offer similar benefits to the Resist strategy.

In the past week since these concept designs were first released, myself and some other concerned residents have done some research into other potential solutions. I thought I would at least pass along in an email some of these alternatives that could prevent and Resist the tidal storm surges that are infrequent but very damaging.

Attn: David Rosenblatt

I would like to voice my opinion being a long time Hoboken resident(17 years) that i am against building/directing a wall to stop the water from entering Hoboken. Of the five options that i quickly saw i believe that only some portions of each have any meaningful help. We are not the only community in the US that have flooding issues, and i am sure no other city, state has ever built a barrier wall to stop POTENTIAL flooding. During Sandy storm they kept saying it was a hundred year storm. This does not mean that we build a wall to ruin property values and hudson river pollution issues in case another storm does arise in the next hundred years. Has the state thought of maybe fixing the infrastructure of NJ to deal with flooding instead. Maybe they should fix 50-100 year old piping to alleviate the flooding issues. We currently have one water pump that was installed 1-2 years ago and Mayor Zimmer says that a total of 4 will/should be adequate to alleviate water flooding problems. I know this because my community is having construction done for 18 months with a water pump being installed right in front of my building. Concept B,C,D are not viable and concepts A, E have some merits that need many engineers to look at and see other options.

Thank You

James Bhacka

From: Kelly Friel [mailto:frielkelly@yahoo.com]  
Sent: Tuesday, December 15, 2015 8:04 PM  
To: DEP rbd-hudsonriver  
Subject:

No walls in Hoboken. In particular I live on Garden Street and you would ruin my life if you put a wall in front of my house which will cause a drop in my home value and direct flood waters into my home during another storm. What was the full cost of Sandy and why can't we live with the cost of an every 100 or 500 year event and use funds to fix the daily water main breaks in Hoboken instead.

-----Original Message-----

From: Kevin Gulvin [mailto:kpgulvin@gmail.com]  
Sent: Tuesday, December 15, 2015 9:38 PM  
To: DEP rbd-hudsonriver  
Cc: lisarothgulvin@optimum.net  
Subject: Hoboken Flood wall

I just wanted to express my severe disappointment in the proposed 12 foot wall for the waterfront - I live at 1125 Maxwell Lane, our building experienced no flooding during Hurricane Sandy - the worst we had was water up to curb level on our street and the water didn't get half way up the street. So a 12 foot

#1 - Throughout the waterfront walkway, the current pass-through black guardrails could be converted into concrete structures - which would easily 3 ft of height and aesthetically not really change the waterfront or access to it in comparison to the other current wall designs.

#2 - Self-Closing Flood Barrier, which could be built into the waterfront walkway or even sidewalks/street - and even possibly directly into the concrete barriers above in suggestion #1 - that are the new guardrails. A link to this product is below:

<http://www.presray.com/flood-protection/self-closing-flood-barrier-hyflo-scfb/>

#3 - a Deployable perimeter fence - could be bought, stored in town and deployed quickly across the waterfront in advance of a potential tidal surge event - similar to Hurricane Sandy. There a number of products that offer similar results, but one highly regarded company is in link below. The infrequency of the tidal and storm surge events, and predictability of a possible event, would allow these types of structures to be deployed and removed quickly once a team is trained on their use.

<http://aquafence.com/protecting-communities/>

Thank you for your time and consideration -

Regards -

Matt Begley

From: Gregory Johnson [mailto:gjohnson@law.gwu.edu]  
Sent: Tuesday, December 15, 2015 4:32 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Comment

Please see attached comment concerning proposed floor mediation plans for Hoboken, NJ. I am also sending this comment by mail to ensure its consideration.

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wall seems way overdone when a 1 foot planter or seat wall would have done the trick on one of the worst freak storms the USA is likely to ever see.. I strongly oppose options B, C and D and hope they won't go forward

Thank you

Kevin Gulvin, unit 218, 1125 Maxwell Lane

Sent from my iPad

From: Tony Maglia [mailto:maglia@optonline.net]  
Sent: Tuesday, December 15, 2015 10:19 PM  
To: DEP rbd-hudsonriver  
Subject: Feedback on Rebuild by Design Plans for Hoboken

I wanted to provide a little feedback on the various design plans for Hoboken. Unfortunately, the state website seems to be down tonight so I can't look at the plans in detail.  
I live on the corner of 11th Street and Garden Street. I did not experience flooding during Sandy and none of the proposed plans would have any impact on my immediate surroundings. Given this, I've tried to think about these plans in a way that considers both the benefits and the issues that residents might have with the options.

From my recollection of the plans, I wanted to make a few comments.

- From option A, it shows a wall running down the middle of Garden Street, a narrow residential street lined with rowhouses, for a few blocks. This will destroy the value of these homes, be an eyesore, and eliminate parking. Additionally, this option, although seemingly cheaper and does not block access to the waterfront, still leaves a large portion of the northeast part of Hoboken susceptible to flooding.
- As an alternative to this, it might be less obstructive and provide more protection to continue the wall down 15th street to Washington Street and then turn south down Washington Street up until 14th Street. This area has wider streets and is occupied by high-rise buildings. The new building being built on the east side of Washington Street between 14th and 15th could conceivably be modified to incorporate the wall directly into the design of the building.
- In the email below that Mayor Zimmer sent to residents today, she mentions that the North Hudson Sewage Authority sewage treatment plant

specific risk, I'd suggest that a flood wall be constructed specifically to protect this piece of critical infrastructure. This is an industrial area of town where the aesthetics of a wall should be less of a concern. This area of town also contains a power substation. I think it would be beneficial to build a flood wall around the entire area. It could run east-west along 16th street between Willow Ave and the western edge of town. It could run north-south along under the Willow Ave bridge to the edge of the light rail tracks. The wall could then run east-west from that point and work back to the wall on 16th street and the western edge of town. This could/should be done independent of any other floodwalls. If the infrastructure here is so critical and fragile, then this could be sized to have better protection while other measures for the rest of town may have a different balance between aesthetics, access, and protection.

4. I assume some of the concerns you will hear about will be views and access to the river. You probably are already aware of the company called FloodBreak (<http://floodbreak.com>) which makes passive flood barriers. I came across one of their products which is a levee topper designed to increase protection while maintaining the current height of a levee and not restricting the view. It's called the FreeView Levee Topper (<http://floodbreak.com/fvlt/>) and it could be a possibility for areas along the waterfront. Essentially it's a big wall that automatically rises if the water level rises. When the water level is normal it remains recessed within the ground. Something like this might allow protection while maintaining the existing elevation or only requiring a slight elevation increase.


Thanks for the opportunity to comment. I'd be happy to answer any questions you may have on my thoughts.

Sincerely,  
Tony Maglia  
169 11th Street  
Hoboken, NJ 07030  
[maglia@optonline.net](mailto:maglia@optonline.net)

----- Begin forwarded message -----  
Subject: Community Message: Statement from Mayor Zimmer on Rebuild by Design  
Date: 12/15/15 05:39:08 PM  
From: "City of Hoboken" <[city-of-hoboken@emails.nixle.com](mailto:city-of-hoboken@emails.nixle.com)>  
To: [maglia@optonline.net](mailto:maglia@optonline.net)

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From: C Sande [mailto:chs2027@yahoo.com]  
Sent: Tuesday, December 15, 2015 11:09 PM  
To: DEP rbd-hudsonriver  
Subject: Fw: Rebuild by Design Hudson River - with attachment

Mr. Rosenblatt,

Please find attached my comments regarding this Project and its Environmental Impact to the town my family has called home since 1943. All of us in Hoboken, from my close neighbors to those on the other side of town live here because we love this town. First and foremost any plans should do no harm. Your team are like doctors performing surgery on a wonderful town. You & your can either make it look like a cosmetic surgery gone terribly wrong or treat it as if it were your beloved town and do what is right leaving budget and politics at the sideline.

Sincerely,  
Chris Sander



City of Hoboken

[www.hobokennj.org](http://www.hobokennj.org)


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Community: Statement from Mayor Zimmer on Rebuild by Design



Dear Nixle User,

Thank you to everyone who came out last night to the Rebuild by Design drop-in session at the Hoboken Historical Museum following up on the meeting at the Wallace Gym last week. We want to continue to hear resident feedback and answer questions as we move forward towards a comprehensive plan to protect our City from future hurricanes and storm surges.

I fought hard to win the Rebuild by Design competition in 2013 so that our City would never again face the devastation of Sandy that destroyed so many of our homes and businesses across 80 percent of the City. I truly appreciate how Hoboken came together after Sandy. As a community we made it through the storm because thousands of residents volunteered and opened up their homes and helped out neighbors in need.

I recognize that people in Hoboken had different experiences when Hurricane Sandy struck our City depending on which neighborhood they live in. At last night's meeting, I heard from many residents who did not flood during Sandy who thought we should address flash flooding from heavy rains but not protect the City from coastal flooding due to storm surges. It is understandable that each person's Sandy experience creates differences in perspective about the urgency of protecting our City from future storm surges.

As I reflect on the devastation of Sandy and the recent fear from a potentially even more devastating Hurricane Joaquin, I believe we need to prepare for a different future, and doing nothing to protect from storm surges is not an option. I never want to have to call on the National Guard to save us again, and I never want our community to have to experience that kind of pain and devastation.

Rising seas will mean that even moderate storms will be a greater flood threat in the future. Many residents may not be aware that North Hudson Sewerage Authority's (NHSA) sewage treatment plant was severely damaged by Hurricane Sandy and came within inches of being completely flooded. This could have left our community and the 180,000 residents in our region that rely on sanitation services from NHSA without the ability to flush our toilets for quite some time. NHSA is located it northwest Hoboken and would be protected by implementing the resist strategy. We cannot leave thousands of residents and businesses, our sewage treatment plant, electrical substations, and hospital vulnerable.

Just as we came together as one community after Sandy, it is important that we work together to find a preferred alternative that is best for our community.

I have heard and fully understand concerns about impacts to our waterfront and residential neighborhoods. I recognize that the Hudson River is both our City's greatest treasure and potential threat to our community. For this reason, I want to be upfront that I would not support an alignment that would block access to our waterfront. I am also extremely sensitive to the impact on residential neighborhoods. The concepts that have been put forward are ideas and starting points for a conversation, and we are following a legal process through which all concepts must be improved or changed.

One of the changes that I will strongly urge the DEP to explore is an alienment for option E that

determines a different approach to the "T-Wall" along the walkway in front of the Hudson Tea Building. The alignment along Hudson Street or Shipyard Lane should be explored with a different tie-in to the waterfront that does not create a wall around the walkway and separate our community from the Hudson River.

Although there have been understandable fears about how these flood protection measures would impact our neighborhoods, the intent of this process is to develop a plan that integrates into our urban landscape. The rendering below, developed by OMA, the Dutch firm that led the Rebuild by Design competition for Hoboken, presents one possible idea of how we could both protect from future storm surges but also provide a community benefit with seating and plants integrated into a low-level flood wall. Deployable walls that are only put into place when emergencies arise are another option.

Legally, as part of the process to receive the \$230 million in funding, three possible options will need to be explored further. I will be advocating to eliminate two of the waterfront alignments, in addition to exploring changes to the initial concepts that reflect resident concerns.

I invite our community to learn more about the project by visiting [www.rbd-hudsonriver.nj.gov](http://www.rbd-hudsonriver.nj.gov), to provide feedback by emailing [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov), and by attending the upcoming drop-in sessions:

Tuesday, December 15, 6:30 pm – 8:30 pm: St. Lawrence Church (22 Hackensack Avenue, Weehawken)  
Thursday, December 17, 6:30 – 8:30 pm: Hoboken Housing Authority (221 Jackson Street)

For full details, [view this message on the web](#).

Sent by City of Hoboken  
94 Washington St, Hoboken, NJ 07030

Summary based on my understanding after Monday evening meeting:

Alternatives:  
Impact study of affects for a plan with no retaining walls should be performed:

- Majority of attendees at Mondays meeting desire a plan that does not require retaining walls
- Problem is moties are restricted, as I was told they are by plan representatives, to certain soltion options, ie: retaining walls. If funds can't be applied to alternative solutions then no one will look for alternatives

Plans in consideration:

- WaterFront (Plan B,C & D). If the goal is to do the job correctly and stand the test of time then these are the best plans that should ultimately be considered. Plans A & E should be eliminated.
- Hudson and Shipyard plans(Plan E) affect the least property owners of the remaining plans, aside from the water front designs. It would therefore seem logical that this would be considered the best design if property damage was a first consideration above all else and Waterfront designs were not considered.
- Garden St (Plan A) adds additional property damage beyond the Hudson & Shipyard plans and furthermore changes an area historically never prone to flooding and not listed as a flood zone into a man made flood zone. Additionally, it has the greatest potential for failure to contain. However, the Garden St plan comes in at the lowest cost. The risk here is that those who control budgets like to come in at the lowest cost. That approach would not take into consideration all other pertinent criteria and downsides. Additionally, Garden St may offer the least political risk as it has the least number of affected voters that would be unhappy with the current

Garden St retention wall: (Plan A)  
Areas prone to flooding under this design:

- Shipyard, Maxwell House, Sinatra Park , Waterfront between Sinatra Park and Ferry Slips. True for all designs except for waterfront wall design.

- Homes along Garden between 14<sup>th</sup> and 12<sup>st</sup> streets that have historically never flooded will now be located in a man-made flood zone and prone to flooding under 100 and 500 year predictions, which would not be the case if the Garden St retaining wal did not exist.

100 year plan is a wall along Garden St, starting at 14<sup>th</sup> st tapering down to inches at north side of 13<sup>th</sup> & Garden. The tapering will make the wall level from its peak topography rise in elevation at 13<sup>th</sup> s to the lower level at 14<sup>th</sup> st. The planners are counting on this smallelevation rise to prevent a 14<sup>th</sup> st breach from further breaching past 13<sup>th</sup> St.

Surges that reach the max elevation along the Weelawken Cove retention wall will gravitate to the only open and un-walled segment towards 14<sup>th</sup> St. Surges will push water south along the retention wall to 14<sup>th</sup> st. . Some surge waters will pool in the areas between the Cove and 14<sup>th</sup> St. and not recede back into the Hudson. Eventually the surges will continue to add water into this pooled area causing it to reach and breach 14<sup>th</sup> st. This will begin to flood the section along the Garden St wall towards 13<sup>th</sup> St. As the water volume continues to increase the water will begin to rise to a not so impressive elevation peak at its highest point at 13<sup>th</sup> st & Garden. During this rise in water level a pool s being created between 14<sup>th</sup> & 13<sup>th</sup> streets on Garden. Homes along this stretch of Garden St on the water side of the retention wall will take in water as soon as the level rises above the curb level.

Hudson or Shipyard retention wal: (PlanE)

Areas prone to flooding under this design:

- Shipyard, Maxwell House, Sinatra Park , Waterfront between Sinatra Park and Ferry Slips

- With exception of the Waterfront Wall design, these same areas are flooded under any of the proposed plans , including the Garden St design. Therefore, with exception to the Waterfront design, the Hudson St/Shipyard St designs have the least property impact of all the designs proposed.

A wall along Hudson or Shipyard would flood the Shipyard and Maxwell House areas. This is a given in any of the designs with exception of a wall along the waterfront.

Surges that reached the max elevation up along either street would gravitate to the only un-walled segment south towards 11<sup>th</sup> & River Streets. Here the water would flow down River St towards Sinatra Park where it would look to find an equilibrium with the surging waters all along River street. In essence this design recycles the surges hitting the retaining wall at the Shipyard and Maxwell House sites back into the Hudson river via River Street to the area below the Stevens cliff down to Sinatra Park.

River front retention wall: (Plan BC & D)

- Protects all of Hoboken with to or minimal property damage.
- Should be the only plans considered if the goal is to do the job correctly and

-----Original Message-----  
From: Richard Weinstein [mailto:r.m.w23456@gmail.com]  
Sent: Tuesday, December 15, 2015 11:18 PM  
To: DEP rbd-hudsonriver  
Subject: Comment on Concept Review

Since the concept review of the five proposed alternatives and their environmental impact have been published by the grantee in late November 2015 most of the Citizen Advisory Group members have merely provided anecdotal evidence at the subsequent CAG meetings run by Dewberry's subject matter experts, NJDEP and the City of Hoboken. It is absurd to expect that the CAG members would be capable of providing expert analysis themselves of the proposed alternative resist concepts designated as A -E and the delay store and discharge component common to all five alternatives first presented to the public at the meetings of the CAG on November 23 and again on December 3, 2015. It makes a mockery of the public participation process required by the HUD RBD grant and once again it points out the need, which the NJDEP continues to deny, that there be independent experts i.e expert planners, civil engineers and hydrologists to assist the CAG in making sound decisions that are in the best interest of the community.

C-81 | Appendix C: Public Comments

REBUILD BY DESIGN HUDSON RIVER: ■ RESIST ■ DELAY ■ STORE ■ DISCHARGE ■ | FINAL ENVIRONMENTAL IMPACT STATEMENT

matters contained in the maps and illustrations describing the various concepts being reviewed and considered by Dewberry Engineering to address future flooding in the Study area.

Richard M. Weinstein, Esq.  
CAG Member  
Sent from my iPhone

-----Original Message-----  
From: Patrick Ball [mailto:balecse@icloud.com]  
Sent: Wednesday, December 16, 2015 9:09 AM  
To: DEP rbd-hudsonriver  
Subject: Proposed ideas for rebuild design are harmful to our community

To whom it may concern,

I am writing this email as a concerned resident of 1100 Maxwell. I have been to the past two rebuild by design meetings and have taken the time to process the information provided and feel very strongly that proposals B,C and D would be very harmful to our community. I understand the argument the garden street residents have with proposal A and feel that in light of all the concerns the community has as a whole we need to find better solutions to our flood problem. The idea for storage and disposal seems like the best option to keep our community safe and happy. I strongly hope that you are taking everyone's feed back into consideration because I know the people of the waterfront properties are banding together to make our voice heard and recognized. Thank you for your time.

Best,  
Patrick Ball

Sent from my iPhone

**From:** Tiffany Smolansky [mailto:tiffany.smolansky@gmail.com]  
**Sent:** Wednesday, December 16, 2015 10:05 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** I oppose the building of walls

To whom it may concern:

I strongly oppose the building of any walls through residential neighborhoods, particularly historic ones like upper Garden. Option A must be eliminated.  
I would like to see more creative solutions for flood management, including more of a focus on flooding that occurs much more frequently from rain events.  
We should be upgrading our water and sewer systems, not building walls that will put more weight and pressure on them, causing more issues, and making it impossible to repair them.

Tiffany  
Hoboken Resident

-----Original Message-----  
From: Ashley [mailto:devinea7@gmail.com]  
Sent: Wednesday, December 16, 2015 11:20 AM  
To: DEP rbd-hudsonriver  
Subject: Oppose Option A

I strongly oppose the building of any walls through residential neighborhoods, particularly historic ones like upper Garden. Option A must be eliminated.

I would like to see more creative solutions for flood management, including more of a focus on flooding that occurs much more frequently from rain events.

We should be upgrading our water and sewer systems, not building walls that will put more weight and pressure on them, causing more issues, and making it impossible to repair them.

✉ Sent ✉ from ✉my ✉iPhone ✉

**From:** Peters, Nicholas [mailto:Nicholas.Peters@interactivedata.com]  
**Sent:** Wednesday, December 16, 2015 11:27 AM  
**To:** DEP rbd-hudsonriver  
**Cc:** cunrninghamforhoboken@gmail.com; A.Nickpeters@gmail.com  
**Subject:** 5 Concepts Review

Hi,  
Thanks for putting together the 5 proposals for flood mitigation. I think this is a very important step for the future of Hoboken and Hudson County. I am a homeowner in Hoboken at 13<sup>th</sup> and Grand and know firsthand the impact the Sandy had on our community. I think proposal C brings about the best protection for the resiliency of our community. Protecting the Lackawanna Station has got to be a priority and also lets us use these taxpayer funds for the greatest amount of good. Protecting the train station keeps our local economy thriving instead of cutting us off during a major flood event. Also, I think cutting a storm surge before it enters Weehawken Cove would be superior over some of the other concepts.

I would like to encourage the stake holders of this plan to stay strong during the public comment period. While a number of very vocal homeowners will inevitably be unhappy about the sea wall, it is by far for a greater good of the region. Also, I would remind them that Hoboken is not the only municipality that is going to deal with these changes. Manhattan is also reviewing similar ideas for long term protection. Below is the review doc that they have created.

[http://www.eenews.net/assets/2014/06/09/document\\_gw\\_03.pdf](http://www.eenews.net/assets/2014/06/09/document_gw_03.pdf)

Lastly, I know that the BASF is currently going through remediation and is also slated to be part of this plan in the future. I can't express how disappointed I was to see that the first parcel at 12<sup>th</sup> and Madison was paved over with blacktop yesterday. Whatever the future of the site, I can't imagine that paving it over was going to be the best option in the long run. And, it is definitely

Dear David,

The Rebuild by Design Program proposals put forth all promote the inclusion of WALLS in various locations throughout Hoboken with three of the proposals diverting flood waters into densely populated communities. I am all for protecting the Hoboken/Weehawken communities from flooding but **NOT** at the expense of **INTENTIONALLY** "sacrificing" the homes and business of any members of the Hoboken/Weehawken/Jersey City community. **It is reprehensible that anyone involved in this process would think that was an acceptable outcome.** All of the proposed concepts should subscribe to the underlying principle of DO NO HARM - which Concepts A, B and E clearly ignore. The \$230M grant should be used to improve a community but **NEVER** at the expense of the members of that and surrounding communities. I fully support the Delay, Store and Discharge elements - as do my neighbors. But the Resist proposals are poorly thought out and would do irreparable harm. Can they be revisited? Can we get additional ideas submitted from other firms/entities?

I am concerned about several things in reference to Option A.

- Safety concerns (fire, emergency responders, etc...). i.e. limited access to homes. Additionally, access to fire hydrants would be compromised (all on the east side of th street – behind the wall)
- Water redirection concerns (i.e. into single family homes).
- The block already has insufficient drainage and my home gets water at least once each year from rainfall/ drainage issues. How would this wall affect (help/harm) the neighborhood during rain? It would seem that it would trap the rain water on one side of the wall.
- Creation of a flood zone where there wasn't one before
- Elimination of parking spots in an area where parking spots are already extremely limited.
- What about people with disabilities. Obstructed access to homes.
- What will the size/weight/height of the wall actually be and is Garden Street strong enough to handle it without damage to underlying infrastructure (pipes, etc... which are very old and may be made of clay).
- How will the wall affect the ability to reach the pipes, etc...currently buried under Garden Street?
- Does Option A provide any protection to Weehawken? I believe that community was also included to be part of this grant.

I attended the meeting on Monday and plan to attend the meeting on Thursday to voice my concerns. I have reviewed the plans and other information that I have been able to find. It would seem that Option C would be the best for the city and would provide the most protection for both Hoboken and Weehawken.

Thank you.

Regards,

Amy

Amy Kron  
1253 Garden Street  
Hoboken, NJ 07030

**From:** dwchin@gmail.com [mailto:dwchin@gmail.com] **On Behalf Of** Dorothy Chin  
**Sent:** Wednesday, December 16, 2015 12:09 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Comments on Hoboken Flood Protection Proposals

To Whom It May Concern:

I am writing to offer comments and suggestions to your flood proposals. I am vehemently opposed to concept plan A, which suggests building substantial wall directly adjacent to and running through residential areas along Garden Street.

I am not opposed to every plan available, this one in particular does not serve the community well. Why divide a city that is small? You have chosen to erect a wall that negatively impacts areas that are not otherwise negatively impacted by coastal flooding is hardly a viable solution.

My personal opinion is that it's important to focus on the flooding that impacts community by rainfall and sewage system overflow. However, if that is not what the leadership of this community desires, and they'd rather focus on something that happens once or twice in a lifetime, then we need viable solutions that are acceptable to the wider community.

In concept plan A, I cannot understand why a wall is proposed to run directly next to a residential building at 1500 Garden and Harborside Park, for example. You are proposing erecting a wall that divides the property, There is no wall running through or along 1600 Park, so why is there a section of wall adjacent to Harborside Park? According to park plans, Harborside Park will become part of the proposed 1600 Park design. If you need a portion of wall at all, you should run a rail-height wall that along the western perimeter of Harborside Park and along the park at 1600 Park that is to be built. This can be designed as part of the Park plans, and wouldn't present as much disruption to residents already living there in those buildings (including the new Park and Garden site).

To have a wall at all along Garden Street in Concept A is nonsensical. So, as another alternative, again, do not run the wall through Garden Street, but instead incorporate rail-height walls along the eastern edge of the waterfront walkway. This would not restrict access to the walkway and would not overly impose on any particular residential area.

We need to think more holistically. I guarantee you, no one will want to live in an area that is next to a wall. That conjures up thoughts of class division and inner city zones. That is not good for the city.

Please reconsider.

Best regards,

not going to help with storm water runoff in the short-term! I can only hope that whoever made that decision is not in charge of the long term view of the entire parcel.

Thanks,  
Nick Peters

**Nick Peters** | Senior Fixed Income Analyst – Agency Passthru | Interactive Data Pricing  
✉ 100 Church St | New York, NY 10007  
☎ 212-497-3107 | 🌐 [Nicholas.Peters@interactivedata.com](mailto:Nicholas.Peters@interactivedata.com)

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\*\*\*\*\*

**From:** Joe Rhodes [mailto:jrhodes@stocktonroad.com]  
**Sent:** Wednesday, December 16, 2015 11:39 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design Hoboken - Flood Planning

David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures

David and colleagues,

I am very, very disappointed in the process and the options being presented for the Hoboken Flood Prevention. I feel we have five poor, unimaginative choices to select from – all involving walls - which stems from a single design firm presenting all the options. How does that happen? I would seek more diversity of ideas for a redesign of my own home, let alone the entire town. I feel like we need to go back several steps and invite firms from all over the world to present ideas and encourage creativity and the use of natural elements. Indeed, the plans now being presented for choice don't resemble the plans that won the grant money at all? That's what the residents of Hoboken were expecting. What's in front of us now stinks!

The designs have only recently come to light the people of Hoboken. And they are being presented to us by our Mayor who has clearly already decided that she supports Plan A, because it is the cheapest and for other undeterminable reasons. She made that clear at our town meeting on Tuesday night, although now she is realizing that was a political mistake and is saying nothing has been decided. She went as far as to insinuate that upper Garden street wasn't

Dorothy Chin  
Hoboken Resident

**From:** Steven Trommer [mailto:strommer1@optimum.net]  
**Sent:** Wednesday, December 16, 2015 12:17 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Garden Street Resident

Good Afternoon  
My name is Steven Trommer and I own the home @ 1205 Garden Street, Hoboken.  
I am very concerned with what I am hearing regarding the 5 proposals for flood prevention in Hoboken and I am most concerned and **Opposed** to option A.  
I do not see how putting a wall from the cove inlet to 12<sup>th</sup> street on Garden street will protect the greater good of Hoboken.  
This proposal is sacrificing one area for another and additionally creates others issues / concerns that I list below.

- Safety concerns (fire, emergency responders, etc...). i.e. limited access to homes. Additionally, access to fire hydrants would be compromised (all on the east side of the street – behind the wall)
- Water redirection concerns (i.e. into our homes). Already have insufficient drainage.
- Creation of a flood zone where there wasn't one before
- Elimination of parking spots.
- What about people with disabilities. Obstructed access to homes
- How would the wall affect (help/harm) our neighborhood during rain? It would seem to trap the water on one side of the wall.
- I am planning to oppose Option A and be in favor of C which seems to help the most people and harm none.

Please consider carefully the issues and concerns and don't make decisions based on just cost and what's easiest to implement at the expense of people's homes and neighborhoods.  
The goal of all of this should be to come up with a solution that helps the masses without harming or sacrificing anyone .

Thank you for your consideration  
Steven Trommer  
1205 Garden Street  
Hoboken NJ 07030

**From:** Sean Kron [mailto:sdk210@hotmail.com]  
**Sent:** Wednesday, December 16, 2015 12:29 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design-Hudson River-Proposal A  
**Importance:** High

December 16, 2015  
Office of Flood Hazard Risk Reduction Measures

affected directly by Sandy, and now it's our turn to share the pain. She has lost my and many, many other residents confidence.

Plan A is ludicrous. It serves to protect the largely industrial/commercial area of Northwest Hoboken by constructing a wall that would trap and push flood water onto the single family homes of upper Hoboken – i.e the wall from Hoboken Cove up Garden Street. Upper Garden and Bloomfield streets are considered some of the most desirable parts of Hoboken. They are tree lined, historic streets, where many of the brownstones have been renovated to new. Homes along these streets are valued at \$2-\$3 million per home. This is where families live. So, we would protect the bus parking lot, truck refab facility and the undeveloped Rockefeller Properties parcel at the expense of the families that live and support Hoboken – the nicest residential neighborhood in town where the whole town comes to trick or treat and view Holiday light displays? A wall along Garden Street of any sort destroys the neighborhood and property values.

Even more unfair, Garden street is not in a flood area currently, but Plan A would makes it one. It literally says to the families on the wrong side of the Garden Street wall – we don't care about you and you are going to get flooded. And the developers – e.g. Rockefeller Properties – that bought in property in the Northwest on the cheap because it is a flood zone make out like bandits. Ridiculous! I have a strong sense of corruption that a plan as ridiculously one-sided against the residents would even be in the consideration set.

I would like a complete re-do of the design process where more firms are invited to participate. An emphasis on natural barriers and where the aesthetics and logistics of Hoboken are considered. That residential property owning families, are a priority over industrial and developer-owned property. More community input is sought from the beginning. And we should only consider plans that protect all of Hoboken, not one part of town at the expense of another.

Thank you for your consideration,

Joe Rhodes

**Joe Rhodes**  
1234 Garden Street, Hoboken, NJ 07030  
201-683-9293 (o)  
973-391-3208 (c)  
[jrhodes@stocktonroad.com](mailto:jrhodes@stocktonroad.com)  
[www.stocktonroadcapital.com](http://www.stocktonroadcapital.com)

**From:** Amy kron [mailto:ajkron@verizon.net]  
**Sent:** Wednesday, December 16, 2015 11:53 AM  
**To:** DEP rbd-hudsonriver  
**Cc:** Sean Kron  
**Subject:** Rebuild by Design - Hoboken - Comment / Question Form

David Rosenblatt, Director  
501 East State Street Trenton, NJ 08625-0419  
[Rbd-hudsonriver@dep.nj.gov](mailto:Rbd-hudsonriver@dep.nj.gov)

Dear Mr. Rosenblatt,  
As a resident of Hoboken I am writing to provide comments on the Rebuild by Design proposals – specifically proposal A. I would like to point out some immediate concerns regarding a wall built along the vibrant Garden Street community that would significantly impact the community during non 100/500 year events. This list is by no means exhaustive and does not include the impact of aesthetics, which I would hope would be taken into account as Garden Street has proven to be an iconic Hoboken neighborhood (regularly featured every Christmas and Halloween in print, television and social media).  
**1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services** (emergency personnel would have to navigate a barrier before addressing an emergency situation?).  
**2. A wall would severely limit evacuation routes in case of an emergency** (an immediate response of crossing the street would no longer be an option).  
**3. A wall would create an accessibility hardship for the elderly and handicapped members of the community** (no ability to pick-up or drop-off residents in front of their homes with the proposed barrier; no simple evacuation routes from homes).  
**4. A wall would create a public hazard for those walking between the wall and Garden Street residences** (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken including the Elysian School at 1460 Garden Street).  
**5. A wall would increase the probability of flooding from a rain event** (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on Bloomfield Street).  
**6. A wall would increase the threat of flooding from a surge event to an area that previously was not in a flood zone** (funneling water down Garden Street beyond 14th street which did not flood during Hurricane Sandy).  
7. A wall would impede public services of snow and garbage removal (how would trash be collected and snow cleared when there is a wall in the way?)  
8. A wall would necessitate the removal of public parking, significantly reducing already limited public parking in the neighborhood.  
I strongly encourage the NJ DEP to take into account the aforementioned impacts and **significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets** if you were to proceed with building a wall in a vibrant, highly trafficked neighborhood. I am all for resiliency measures that would protect the entire Hoboken community but **not at the expense of public safety for any of our citizens**, which is what Proposal A imposes. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives of residents at additional risk.  
Sincerely,  
  
Sean D. Kron  
1253 Garden Street

917-539-2105

Sean D. Kron  
917-539-2105  
[sdk210@hotmail.com](mailto:sdk210@hotmail.com)

**From:** Jennifer Whitney [mailto:jennifer.smolansky@gmail.com]  
**Sent:** Wednesday, December 16, 2015 12:30 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Fwd: Resist, Delay, Store, Discharge: A Comprehensive Strategy for Hoboken

Dear Mr. Rosenblatt,

As a resident and homeowner in Hoboken, I am shocked and appalled by the plans before us. Erecting walls in our city would be a public embarrassment. People move to Hoboken for the community-- and we are actively contemplating walling-off our city in one form or another. No other recipient of this grant (to my knowledge) is considering using fixed walls in an urban area. NYC (used 10 firms, including Parsons, instead of 1) and has all sorts of creative ideas, including green places and DEPLOYABLE walls. It does not appear that a single idea from the Dutch engineer was incorporated in the Hoboken options.

To be clear: Option A is a disaster-- running a WALL through an entirely residential neighborhood, destroying home values, throwing homes that didn't flood into a flood zone and raising all sorts of infrastructure and public safety issues should be eliminated from the consideration. Please know that a large, active homeowner group representing is in the process of interviewing legal counsel-- **WE WILL PROCEED WITH LITIGATION AND FILE FOR AN INJUNCTION IF OPTION A PROGRESSES.**

**Where are the more creative solutions like green areas that also retain water, water permeable sidewalks, etc.? We need to upgrade our water and sewer systems (which is an option with the grant) rather than building concrete walls. We need to deal with the regular flood events-- not destroy our town.**

How will the city provide emergency services (fire, police and ambulance) to people living behind a wall?

How will the streets and the underlying water and sewer infrastructure supports tons of weight from the walls and gates? The water pipes regularly burst, requiring the street to be dug up for repair.

How would they support the weight of the water in the event of a storm surge?

How would the cove to Weehawken (which is west of Garden) fit into this?

How would traffic and parking be impacted?

How would safety be impacted when people could hide behind a wall?

How will people even access the homes? Cross the street?

How do you propose to deal with the fact that residents on the other side of a wall may not be able to obtain flood insurance given the intense risk a wall poses?

If the North Hudson Sewer Authority is a significant concern, we should protect that-- it isn't in a residential area.

Thank you,  
Jennifer Whitney  
Hoboken, NJ

**From:** Christiaan Van der Kam [mailto:cvanderkam@unigestion.com]  
**Sent:** Wednesday, December 16, 2015 12:33 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** Rikke Frøjk Lauridsen (rikke.frojke@hotmail.com)  
**Subject:** Proposal A

To David Rosenblatt, Director

As a resident of Hoboken I am writing to provide comments on the Rebuild by Design proposals -- specifically proposal A. I would like to point out some immediate concerns regarding a wall built along the vibrant Garden Street community that would significantly impact the community during non 100/500 year events. This list is by no means exhaustive and does not include the impact of aesthetics, which I would hope would be taken into account as Garden Street has proven to be an iconic Hoboken neighborhood (regularly featured every Christmas and Halloween in print, television and social media).

- 1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services** (emergency personnel would have to navigate a barrier before addressing an emergency situation?).
- 2. A wall would severely limit evacuation routes in case of an emergency** (an immediate response of crossing the street would no longer be an option).
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- 4. A wall would create a public hazard for those walking between the wall and Garden Street residences** (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken including the Elysian School at 1460 Garden Street).

curb. Obviously with a wall you need a few feet of clearance from the wall to open the door which would make parking impossible on that side of the street. This significantly reducing already limited public parking in the neighborhood.

The residents of upper Garden St. are outraged that a wall is being considered without even basic thoughts to the day to day disruptions which it would impose. Property values would drop for those on the wrong side of the wall. We strongly encourage the NJ DEP to take into account the aforementioned impacts and significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets if you were to proceed with building a wall in a vibrant, highly trafficked neighborhood. I am all for resiliency measures that would protect the entire Hoboken community but not at the expense of public safety for any of our citizens, which is what Proposal A imposes. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives of residents at additional risk. Sincerely,

Brian Neville  
1251 Garden Street  
Hoboken, NJ 07030  
201-803-3923

Brian J. Neville  
Lax & Neville LLP



1450 Broadway, 35<sup>th</sup> Floor  
New York, NY 10018  
T: 212.696.1999  
F: 212.566.4531  
E: [bneville@laxneville.com](mailto:bneville@laxneville.com)  
[www.laxneville.com](http://www.laxneville.com)

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**From:** Olita, Deborah [mailto:dolita@websense.com]  
**Sent:** Wednesday, December 16, 2015 2:07 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Proposals for the 100 year storm

- 5. A wall would increase the probability of flooding from a rain event** (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on Bloomfield Street).
- 6. A wall would increase the threat of flooding from a surge event to an area that previously was not in a flood zone** (funneling water down Garden Street beyond 14th street which did not flood during Hurricane Sandy).
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I strongly encourage the NJ DEP to take into account the aforementioned impacts and **significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets** if you were to proceed with building a wall in a vibrant, highly trafficked neighborhood. I am all for resiliency measures that would protect the entire Hoboken community but **not at the expense of public safety for any of our citizens**, which is what Proposal A imposes. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives of residents at additional risk.

Sincerely,

Christiaan van der Kam

135 Garden Street  
Hoboken  
07030  
201-589-8636

-----  
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\*\*\*\*\*www.unigestion.com\*\*\*\*\*

**From:** Cheryl Gackstetter [mailto:cherylgg@gmail.com]  
**Sent:** Wednesday, December 16, 2015 1:35 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Concept Screening Public Meeting

To Whom it May Concern:

Last Thursday was the first time that I became aware of the 5 proposals that Hoboken is considering for protection against the 100 year storm. It is extremely disturbing to me that first we as tax payers were not better informed of what Mayor Dawn Zimmer and the state are considering for Hoboken.

I believe it was very short sighted to engage with one engineering firm that has no knowledge of Hoboken and our flooding problems and not even consider having an opinion from Stevens Institute. But with that said we are now in a situation that we are stuck with 5 proposals that really are all the same proposals which are walls just where to place them.

I am a resident of Garden Street for the last 16 years I love my home and the thoughts of facing a wall is absolutely horrible for me. Taking the emotional aspect out this I would like you to consider the additional problems that this will cause:

1. Emergency situations on the block—how would we get people in and out of the homes quickly?
2. Elimination of parking spots
3. The effect on the infrastructure on the road. Our sewer pipes are old and with additional weight and pounding could cause collapse. If there was a wall how would we repair the pipes from the main into the homes with a wall next to the sidewalk.
4. Creating a flood zone where one does not exist, aren't we just moving the problem?
5. We will still need to have water redirection where does this water go once it crosses 13<sup>th</sup> street?

And lastly our problem is not the 100 year storm but the drainage problem when we have a normal rain. We could use pumps, and new sewer pipes not walling up our city.

Lower Manhattan is spending 100 million dollars and putting in landfill and walls that are in the water and will go up when the storm occurs. Could we not us the West side of Hoboken to have a Sump that would catch the water and then we could redirect back to the Hudson? There are other ways to protect Hoboken rather than walls in residential areas that have never flooded including during Sandy. I think Mayor Zimmer is a rush to get a proposal in to the state just to secure the money but not for the protection of Hoboken! There must be other solutions we can take a look at.

Thank you

Debbie

Debbie Olita  
Sr. Account Manager  
cell ph: 201 417 8730  
[www.websense.com](http://www.websense.com)  
**Raytheon websense**  
ENTER A NEW ERA OF CYBERSECURITY

To: David Rosenblatt  
Director of Flood Hazard Risk Reduction Measures

Dear David,

I have lived in the uptown section of Hoboken since 2008. My family owns 3 apartments in the area. One of which is our residence, two others are rentals.

We are strongly against these proposals. All the plans on the table will make Hoboken less desirable to live in, make the waterfront community an eyesore and negatively effect the property values in the community.

There are areas in Hoboken that flood every time we have a strong rainfall. Building a HUGE CEMENT wall will not alleviate flooding in hoboken.

Why were no plans put forward to correct the infrastructure in Hoboken? Raise up the homes in the low level areas? (Like they do in areas like the Jersey shore) Dig under the town to build a new sewage and draining system, create holding tanks underneath the town to hold the water until the storm surge is over.

The modern, tall developments near the water (Tea building, shipyard, Maxwell) held strongly during the storm. The proposals that you have put on the table will make this an undesirable place to live and potentially create flooding issues within this area while protecting other parts of hoboken. Once the water were to break into the area with all the HUGE walls you will create large areas of standing water that have no place to drain.

The areas of town with the older developments need to be modified so that their area can withstand the storm as well as the waterfront community did during Sandy.

No one will want to live in a place with HUGE walls between the community and the river. This will bring down the quality of life in the area as well as all the property values.

All the best

-  
Cheryl Gackstetter  
917.209.2029

**From:** Brian Neville [mailto:bneville@laxneville.com]  
**Sent:** Wednesday, December 16, 2015 1:38 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** j.mestre@hoboken.nj.gov; 'Maureen Melnick (memelnick@hotmail.com)'; Tiffanie Fisher  
**Subject:** Garden Street wall otherwise known as Option A

**From:** Steven Trommer [mailto:strommer1@optimum.net]  
**Sent:** Wednesday, December 16, 2015 2:20 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Rebuild by Design proposals

December 16, 2015  
Office of Flood Hazard Risk Reduction Measures  
David Rosenblatt, Director  
501 East State Street Trenton, NJ 08625-0419  
[Rbd-hudsonriver@dep.nj.gov](mailto:Rbd-hudsonriver@dep.nj.gov)

Dear Mr. Rosenblatt,  
As a resident of Hoboken I am writing to provide comments on the Rebuild by Design proposals -- specifically proposal A. I would like to point out some immediate concerns regarding a wall built along the vibrant Garden Street community that would significantly impact the community during non 100/500 year events. This list is by no means exhaustive and does not include the impact of aesthetics, which I would hope would be taken into account as Garden Street has proven to be an iconic Hoboken neighborhood (regularly featured every Christmas and Halloween in print, television and social media).

- 1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services** (emergency personnel would have to navigate a barrier before addressing an emergency situation?).
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- 8. A wall would necessitate the removal of public parking, significantly reducing already limited public parking in the neighborhood.**

I strongly encourage the NJ DEP to take into account the aforementioned impacts and **significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets** if you were to proceed with building a wall in a vibrant, highly trafficked neighborhood. I am all for resiliency measures that would protect the entire Hoboken community but **not at the expense of public safety for any of our citizens**, which is what

Proposal A imposes. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives of residents at additional risk.  
Sincerely,  
Gabriella Giglio  
1205 Garden Street  
Hoboken, NJ 07030  
(201) 683-6512

-----Original Message-----  
From: Lisa Julian [mailto:lisa.m.julian@mac.com]  
Sent: Wednesday, December 16, 2015 2:30 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Comments

Both my husband and I tried to attend the open meeting on Monday at the Hoboken Historical museum. Unfortunately the crowds made it difficult for us to share our thoughts. We have lived in Hoboken for nearly 10 years, and believe the waterfront is the life of our community. Options C and D would tear apart this unique, special and beautiful part of our town. We simply cannot allow this to happen - we will all feel the economic impact as this vital attraction to our town is lost - we urge you to consider how negatively this will be felt by all residents of Hoboken.

Sent from my iPhone

**From:** Heather Feinstein [mailto:heather.feinstein@icloud.com]  
**Sent:** Wednesday, December 16, 2015 2:31 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Feedback

As a Maxwell Place Resident I want to provide feedback that I do not support the proposed 8-12 ft sea wall. It will destroy property value.

Best,

Heather Feinstein

**From:** Laura Miani [mailto:lgmiani@gmail.com]  
**Sent:** Wednesday, December 16, 2015 2:34 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Proposal A

David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A

Trenton, NJ 08625-0420

Dear Mr. Rosenblatt,

I am writing to convey my concerns over Proposal A, which calls for a Wall on upper Garden Street in Hoboken. I am shocked and disappointed that this is even being considered a viable idea. Chief among my concerns is that this idea does is not fully tested for the challenges of knowing what a "100 year" or "500 year" storm would look like.

What we know is that during Superstorm Sandy, the water traveled West on 14th St and then moved South as it found lower ground levels as would be expected with Hoboken's geography. I find it difficult to believe that this plan would do little more than effectively channel water South on Garden Street until it finds a lower point on 13th, 12th, or 11th (depending on where this proposed wall would end) and then move West and South again.

Meanwhile, Hoboken residents would be forced to live with a wall that would inhibit the Fire Department from protecting homes, reduce parking, further challenge snow removal, and ruin a beautiful neighborhood. Now that we have a new school in this area (1460 Garden), Upper Garden street is a major corridor for school children and their parents and caregivers who walk to school every day.

I would prefer to see further water retention, better technology to predict these Storm surges, and further study of the potential unforeseen aspects of these proposals.

Please understand residents are willing to look at reasonable proposals to increase the resiliency of Hoboken and neighboring towns, however putting up a wall that:

- a) would almost certainly flood an area that previously did not flood
- b) is untested and may not work anyway
- c) would reduce public safety
- d) causes hardship for residents with no measurable known benefit

does not seem either prudent or effective.

Further, I am well aware that concerned residents are pursuing legal action against Proposal A. I hope this groundswell of negative opinion is being strongly taken into consideration by those who are trying to move this proposal forward.

Please remove Plan A from consideration.

Thank you for your time.

Regards,

Laura Miani  
1302 Park Ave 4N  
Hoboken, NJ 07030

**From:** Henry Brock [mailto:hcbrock@hotmail.com]  
**Sent:** Wednesday, December 16, 2015 2:46 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** Henry Brock  
**Subject:** Waterfront Project Hoboken

As residents of Maxwell Place, our concerns are:

**1. Proposed Sea walls 8 to 12 feet high.** The proposed sea walls in front of Maxwell Place will limit access to the beautiful waterfront that has come to define our community and all of Hoboken. The waterfront area is a signature asset of our city and has contributed to the many accolades the city has received over the last few years. Proposed sea walls will obstruct views and change the open access to pathways from Weehawken to Jersey City.

**2. Economic impact to the city.** The spectacular waterfront development has brought residential housing units and many commercial establishments to Hoboken, plus the associated tax revenues. Walling off this part of the city could lead to an economic decline as real estate values fall, commercial revenues drop, and as property tax revenue declines.

Sincerely,  
Henry C Brock  
1100 Maxwell Lane apt 711  
Hoboken, NJ 07030

\*\*\*\*\*  
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201-988-3830

**From:** Anabelle P. Gray [mailto:anabelle@healthcogroup.com]  
**Sent:** Wednesday, December 16, 2015 2:35 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Option A - Garden Street Wall

To whom it may concern or Mr. David Rosenblatt:

I live on 1224 Garden Street and am opposed to Option A or any sort of wall down a residential street. I am sensitive to the needs of all of Hoboken and do not want my neighbors to experience the flooding and blackouts that they did during Sandy. The Garden Street residents do care about the whole community but we would like you to explore other options besides building a wall down a residential street. I have the following concerns which are shared by my neighbors which I don't believe have been thought through namely the following:

- 1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services** (emergency personnel would have to navigate a barrier before addressing an emergency situation?).
- 2. A wall would severely limit evacuation routes in case of an emergency** (an immediate response of crossing the street would no longer be an option).
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**From:** Eder, Lauren [mailto:Lauren.Eder@brevanhoward.com]  
**Sent:** Wednesday, December 16, 2015 2:54 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** 'ederlauren@gmail.com'; 'tborghard@gmail.com'  
**Subject:** Environment Impact Statement

David,

Please find attached our comments regarding the proposed Hudson River project.

We strongly oppose a sea wall that would impact the waterfront that we live on. We ask that options C and D not move forward.

Please feel free to reach out with any questions. Happy holidays.

Best,

Lauren  
Lauren Eder  
Investor Relations  
Brevan Howard US LLC  
direct : +1 212 418 8226  
mobile: +1 646 725 8247  
email: [lauren.eder@brevanhoward.com](mailto:lauren.eder@brevanhoward.com)  
590 Madison Avenue  
9th Floor  
New York, NY 10022

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I strongly encourage the NJ DEP to take into account the above impacts and **significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets** if you were to proceed with building a wall in a vibrant, highly trafficked neighborhood. I am all for resiliency measures that would protect the entire Hoboken community but **not at the expense of public safety for any of our citizens**, which is what Proposal A imposes. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives of residents at additional risk. Please note that we reserve all rights to proceed with litigation and file for an injunction if Option A moves forward.

Best regards,  
Anabelle Perez Gray  
General Counsel, Chief Compliance Officer

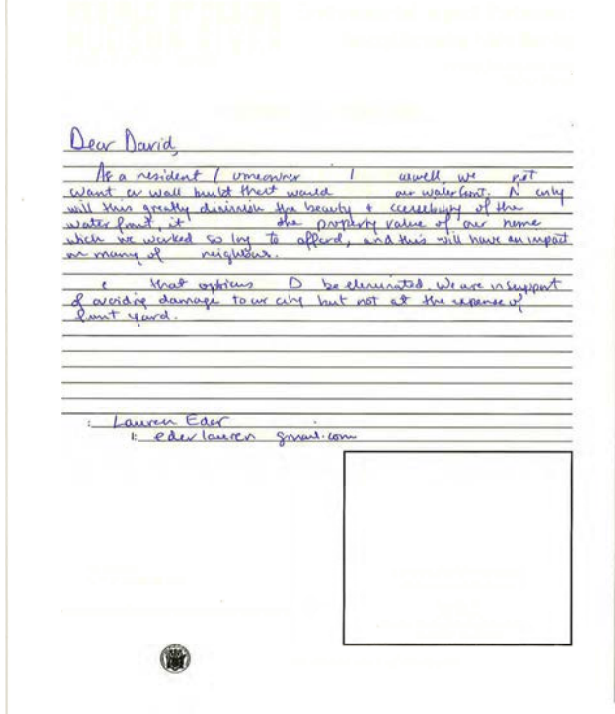
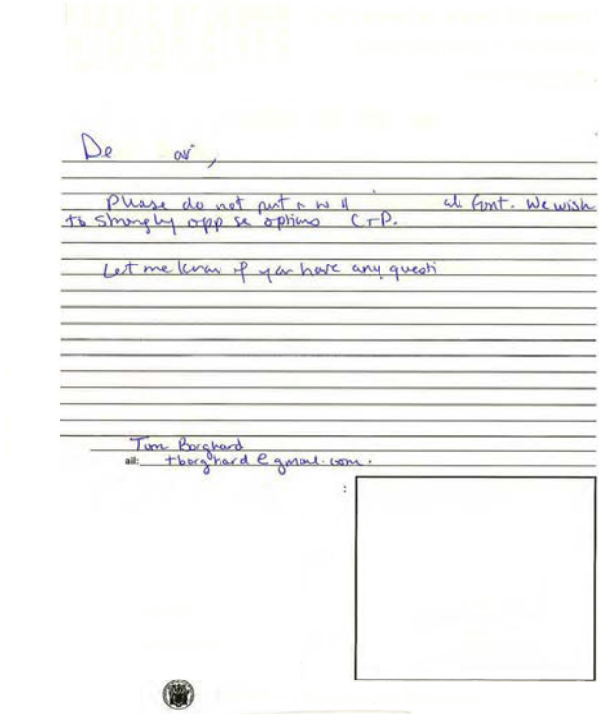
HealthCor Management, L.P.  
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New York, NY 10019  
212-622-7731  
[anabelle@healthcogroup.com](mailto:anabelle@healthcogroup.com)

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**From:** Sharon Poole [mailto:sharontpoole@gmail.com]  
**Sent:** Wednesday, December 16, 2015 2:42 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design Hudson River Environmental Impact Stmt Comment Form

Please see attached. Thank you.

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-----Original Message-----  
From: LESLIE FLORIO [mailto:leslie.florio@gmail.com]  
Sent: Thursday, December 24, 2015 10:05 AM  
To: DEP rbd-hudsonriver  
Cc: Florio Dale  
Subject: Hoboken Rebuild by Design

Dear Mr. Rosenblatt,

I am a resident and a Condominium Association Board member at Maxwell Place, a riverfront community in Hoboken. The recently released concepts for flood protection are of concern on a number of fronts. I am very proud that Hoboken has won the \$230MM grant and I am supportive of working together to protect our city from another devastating flood. However, any flood protection concepts must balance impact on the Hoboken economy and impact on the quality of life for residents in our city. I have several comments:

1. The Mayor and RBD team seemed surprised at the community outrage upon the release of the 5 concepts. As a Maxwell Place Board member, I attended meetings over the past several months during each phase of the project. I asked questions of the engineers and wrote concerns about waterfront access on the concept boards. However, in those meetings, no one could (or would) tell me exactly what the sea walls might look like or how high they would be at any point on the waterfront. This information was revealed to the public for the first time on Thursday, December 10. That is why the public outcry followed.

2. The Hoboken waterfront vision has been carefully designed and implemented in order to provide unobstructed access to a waterfront park system from the George Washington Bridge to Bayonne. The waterfront park system is one of Hoboken's greatest assets and it is the legacy of this and former City administrations. The waterfront parks are used by residents from all parts of Hoboken and provides a respite from city living that other nearby communities do not offer. Because of this unique access to the waterfront, people from all over have purchased homes in Hoboken. Businesses and restaurants have followed, resulting in a thriving economy for our city. If you propose to permanently change access to the waterfront with walls from 8-12 feet high, you will surely change the legacy of this Administration from economic growth to the downturn of the Hoboken economy. The most devastation this city will see will be in the form of a drop in property values, the loss of commercial businesses, and reduced tax revenues.

3. If built, the proposed sea walls will require maintenance to insure that they are maintained in keeping with the beauty of our City and waterfront. Has long and short term maintenance been built into the budget or is that something the taxpayers would have to support? The last thing the City would want is graffiti-filled structures that are deteriorating due to the exposure to the elements along the waterfront.

4. All of the 5 concepts impact the quality of life of Hoboken residents and pit neighborhood against neighborhood as we are forced to select 3 of the 5 concepts. I am personally opposed to concepts B,C and D which propose 8-12' walls along the waterfront, but I also question the merit of the other 2 concepts with walls running down Hoboken's iconic streets. If you must eliminate 2 concepts, please eliminate C and D. However I urge the RBD team to regroup based on resident feedback and look for other viable options that consider quality of life and economic impact on the residents of Hoboken. Due

to the substantial cost and permanent nature of this project, I strongly urge your team to take the necessary time to explore all alternatives rather than rushing to meet government imposed timeframes.

Thank you for your consideration.

Best regards,

Leslie Florio  
Maxwell Place Condominium Association

**From:** John [mailto:jreagan@hotmail.com]  
**Sent:** Thursday, December 24, 2015 11:43 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Another concept

Might we leverage the Gateway Project's massive Hudson River rail tunnel excavation, to build multi-purpose levees along the river bank? Such an approach could have multiple superior economic and functional benefits vs. a flood wall design. The levee concept might borrow from research already conducted for NYC's Southern Manhattan Coastal Protection Study.

ref: [http://www.nycedc.com/sites/default/files/filemanager/Projects/Seaport\\_City/Southern\\_Manhattan\\_Coastal\\_Protection\\_Study\\_-\\_Evaluating\\_the\\_Feasibility\\_of\\_a\\_Multi-Purpose\\_Levee.pdf](http://www.nycedc.com/sites/default/files/filemanager/Projects/Seaport_City/Southern_Manhattan_Coastal_Protection_Study_-_Evaluating_the_Feasibility_of_a_Multi-Purpose_Levee.pdf)

**From:** Ross Seiden [mailto:hrseiden@gmail.com]  
**Sent:** Thursday, December 24, 2015 12:19 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design

Dear Mr. Rosenblatt,

I am writing to express my strong concern about many of the Rebuild by Design proposals. As a resident of Hoboken, the waterfront is the lifeblood of our city. Throughout the entire year, you will always see people running, playing with their children in the many parks and open spaces, or just admiring the unbelievable view of the NYC skyline from the waterfront along Sinatra drive around the Maxwell and Shipyard buildings. By putting sea walls along our waterfront, you will be taking away a primary reason why people move to Hoboken and will have a significant negative impact on the lives of people in the city. I urge you to please not move forward with any concept that includes sea walls along our waterfront. Additionally, given the State's prescribed timeline, I would strongly advocate to eliminate concepts C and D from consideration, as these two proposals would have the biggest negative impact on the citizens of Hoboken.

If you have any questions, I would be more than happy to provide any feedback that would be helpful with this process.

I hope you and your family have a happy holidays and great New Year.

Best Regards,

Ross Seiden

-----Original Message-----  
From: Rhona Nack [mailto:plannack77@yahoo.com]  
Sent: Thursday, December 24, 2015 12:28 PM  
To: DEP rbd-hudsonriver  
Subject: comment on rebuild by design

The plans need to be totally reworked. I can speak directly to the area in uptown Hoboken, along 11th and 12th Street, which did not flood during Sandy, probably a worst case scenario storm. Why, then, would we need a full time wall, blocking Hoboken's most valuable asset?

I have read that there is a one percent chance each year that we could face a storm as severe as Sandy. Do we want to permanently block access on that probability? The city is already installing wet weather pumps to deal with flooding from rain in the low lying areas of Hoboken. One of the pumps is being built right outside of my windows. That is the most important water problem, not a rare hurricane. As for the future likelihood of hurricanes, that is open to debate.

I raise my strong objection to all of the concepts. I urge you to go back to the drawing board and come up with concepts that provide an effective cost/benefit analysis of the problems and assets of Hoboken.

I know that the Mayor doesn't want to return the money — what politician does? And, in my estimation, the costs of the project will far outweigh the dollars that have been provided, as well as take years and years to build. We should be addressing the severe infrastructure problems that exist today.

Thank you.

Rhona Nack  
1025 Maxwell Lane

PS I have written and supervised the use of federal and state grants for 35 years. I am fully aware that grants can be modified and deadlines can be extended. There is no need to rush on this vital matter.

PPS A wall along Garden Street. Are you seriously considering this?

**From:** Bonnie Murray [mailto:bonniemurraygma@gmail.com]  
**Sent:** Thursday, December 24, 2015 12:28 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Opposed to options C and D for Hoboken Rebuild By Design

I am sending this to state my opposition to any sea walls placed our beautiful and special water front. The thought that these would even be considered is unfathomable to me. We cannot ruin our waterfront and our special views that ALL residents in Hoboken enjoy.

I oppose Options C and D. In fact my preference is to have our town refuse the grant money entirely or use the money for other flood preventative measures like water pumps (for storage), or to fix our age old sewer system and water main system.

Please do not pursue these C & D concepts. It is a waterfront that is special to many, it is Hoboken's one special attraction. To destroy it is tragic.

Thanks-you for listening.

Bonnie Murray

**From:** olegfom [mailto:olegfom@aol.com]  
**Sent:** Thursday, December 24, 2015 12:37 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** HOBOKEN

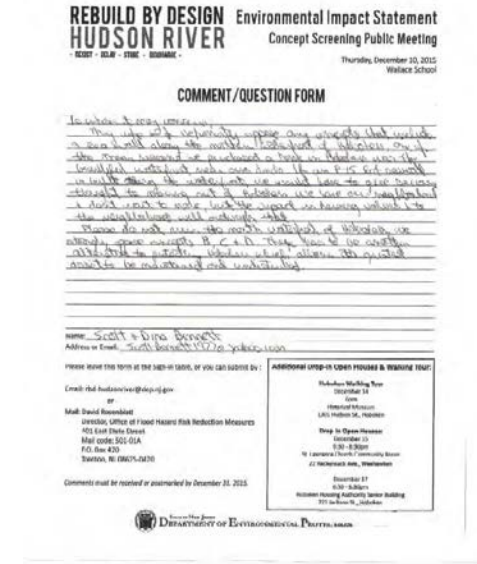
Good afternoon  
Just wanted to bring to your attention :not to build walls at the waterfront. And eliminate concept C and D  
Thank you  
Maxwell place resident  
Oleg Fomitchev  
Unit 1012

Sent via the Samsung Galaxy S® 6 edge, an AT&T 4G LTE smartphone

**From:** Scott Bennett [mailto:scottbennett1977@yahoo.com]  
**Sent:** Thursday, December 24, 2015 12:35 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design Comments

Thank you for reading our comments and please do not ruin our north waterfront by building a sea wall along it.

Best,  
Scott & Dina Bennett



**From:** Mark Viehland [mailto:mark.viehland@gmail.com]  
**Sent:** Thursday, December 24, 2015 1:20 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild By Design Comment - No for C and D

Mr. Rosenblatt-

I'm writing you to strongly urge the elimination of options C and D for the Rebuild by Design project and I am opposed to any option that builds sea walls along the waterfront. I am one of the five members of the Maxwell Place Board of Trustees. My residents are all adamantly opposed to sea walls. This will destroy the aesthetic quality of life that the waterfront brings to my residents. It will also destroy the market value of all waterfront properties and the economy of Hoboken that is tied to the waterfront views. Be advised that many residents are calling for class action litigation if any option that has sea walls is selected.

Regards,  
Mark Viehland

**From:** David Adam [mailto:dadam@usmx.com]  
**Sent:** Thursday, December 24, 2015 1:22 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken - REBUILD BY DESIGN UPDATE - EMAIL ADDRESS FOR COMMENTS

Dear David,

First let me wish the Happiest of Holidays to you and your family and apologize for emailing you on Christmas Eve.

My name is David Adam, my wife Julianne and I own Apartment 560 at 1125 Maxwell Lane in the Maxwell Place development. We are of the same opinion as everyone in our complex we have discussed the issue with :

\* We understand that it is in our community's best interest to be as prepared as possible for any future storm of Sandy type magnitude.

\* We are in complete disagreement with concepts C and D or any design that includes a permanent sea wall around our waterfront.

We understand this is a challenging process and that everyone must work together so that all options receive a fair and equitable review. But, in the end, we are determined that the outcome will not completely ruin the quality of life we came to Maxwell for.

Thanks and regards,

David F. Adam



I also disapprove of any concept that obstructs, compromises, impedes or limits Water front access in Hoboken between 14th street and 10th street. This water front is a crown jewel not only for Hoboken but visitors from everywhere.

Thank You,

Louis Sperazza  
Hoboken Resident

**From:** Adam Fazio [mailto:adamfazio21@gmail.com]  
**Sent:** Thursday, December 24, 2015 7:35 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Waterfront

I am writing this email to express the following ...

**1) the desire to specifically eliminate concepts C and D from consideration and 2) OPPOSE all concepts that include sea walls along our waterfront.**

Regards,

Adam Fazio  
1125 Maxwell Lane  
Hoboken NJ  
551-208-0308 (mobile)  
[adamfazio21@gmail.com](mailto:adamfazio21@gmail.com)

**From:** Allison Amsterdam [mailto:amsterda@gmail.com]  
**Sent:** Thursday, December 24, 2015 7:36 PM  
**To:** Dawn Zimmer; DEP rbd-hudsonriver  
**Subject:** Comments regarding Rebuild by Design-Hudson River  
**Importance:** High

Dear Mayor Zimmer and Mr. Rosenblatt,

My husband and I were able to attend the "Rebuild by Design-Hudson River" session held at the Hoboken Historical Museum, but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided. We reviewed all 5 of the proposals and are very disappointed in the offerings that are currently available to comment on.

As a life-long New Jersey resident and an almost 9-year homeowner in Hoboken who lives next to the Hudson River, I want to help protect Hoboken. However, I oppose ALL five plans that have been proposed. From traveling to Venice, Amsterdam, Vancouver and other waterfront cities, I know that there are much more creative, less drastic approaches to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's

waterfront. Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged. Yes, we lost power for many days, but so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC and other waterfront communities.

Second, why was only one firm chosen to provide five options rather than several firms chosen to compete to provide the best possible options to consider? In the corporate, medical and even condominium Board worlds, when looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.

After living in Washington, DC for 4 years during graduate school, I had the opportunity to live in Manhattan, close to work, in housing subsidized by my employer. I chose to live in Hoboken, where I have resided for over 15 years because of the City's charming streets, shops and restaurants and its proximity to my work. Most importantly the one thing I could not get from living in Manhattan: The unobstructed view of New York City's skyline. And in more recent years when I was fortunate enough to the opportunity to buy a home, I chose to stay in Hoboken at Maxwell Place for the same reasons despite the considerable amount of taxes that we pay in this City.

I love many things about Hoboken and support Hoboken locally—the restaurants, boutiques and shops, fitness, etc. The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked so hard over the years to create and maintain. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city. It has also begun to pit neighbors against one another creating a rift in a City that had only started to come together in recent years.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long-term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred-year event. I urge you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals. If options A-E are indeed the only choices available, then I implore you to return the money to the State of New Jersey in the best interests of the City of Hoboken and everyone who lives here.

Sincerely,

Alison Amsterdam, MD, FACP  
1025 Maxwell Lane #810  
Hoboken, New Jersey 07030

**From:** Marguerite Zaira [mailto:margueritezaira@gmail.com]  
**Sent:** Thursday, December 24, 2015 8:37 PM

**From:** Eliasson, Asa [mailto:asa.eliasson@novartis.com]  
**Sent:** Friday, December 25, 2015 9:23 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Please save Hoboken without destroying Quality of Live and Economy for its Inhabitants

Dear Mayor Zimmer and David Rosenblatt,

Thank you very much for listening to Hoboken / Maxwell resident feedback and for your ambition to talk to the NJDEP about alternative options that may protect Hoboken from impact of Storm and Flooding. I completely understand that something needs to be done to protect the city.

However, the currently proposed options involving sea walls along our water front are not viable for residents and would eliminate the reasons why we love Hoboken and why we moved here. The destroyed scenery would also impact the entire image of Hoboken. Lastly, I have invested all my savings into the Hoboken Condo which will disappear when the walls go up. There is no need to comment on what that will mean for my economic stability in the future.

I ask you to please consider alternative options to protect Hoboken from water damage. It is hard to believe that the city and the mayor of Hoboken support would support building a huge wall destroying its citizens quality of life and economy.

Thanks a lot in advance for taking my plea into account.

Åsa

**Åsa Eliasson**  
1100 Maxwell Lane, Unit 905  
Hoboken, NJ 07030, USA  
Mobile +1 (862) 246 3214  
[Asa.Eliasson@Novartis.com](mailto:Asa.Eliasson@Novartis.com)

-----Original Message-----  
From: SUGAM Mehta [mailto:sugammehta1@gmail.com]  
Sent: Friday, December 25, 2015 10:16 AM  
To: DEP rbd-hudsonriver  
Cc: Monika Korolkiewicz  
Subject: Rebuild by Design

David,

We recently moved to Maxwell place and love the waterfront. Any plans to compromise access to the waterfront by building sea walls will be a total disaster. Our son (and many other children in the community) benefit greatly from the beautiful waterfront.

We specifically oppose options C and D but as mentioned above we do not support any plans to alter access to the waterfront.

Thank you,  
SUGAM Mehta and Monika Korolkiewicz  
1125 Maxwell Lane, Apt. 800

Sent from my iPad

-----Original Message-----  
From: Kevin Marchetti [mailto:kmarchetti79@yahoo.com]  
Sent: Friday, December 25, 2015 1:19 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design - Feedback

To whom it may concern,

My name is Kevin Marchetti and I am a property owner at 1125 Maxwell Place in Hoboken, NJ.

My wife and I attended one of the public meetings regarding the flood planning and I STRONGLY OPPOSE ANY PLAN THAT INCLUDES A FLOODWALL!!!

As a homeowner in Maxwell Place I pay my fair share of taxes (as do all of the unit owners of the higher priced properties along the waterfront) and any plan to build a wall along the waterfront risks devaluing properties, and is a terrible idea.

I know we are supposed to provide feedback eliminating certain plans, please eliminate C, D, and scrap any idea of a floodwall that would block our waterfront making Hoboken a less desirable place to live, drive down home values and cause significant frustration amongst the residents that pay a significant share of the city's taxes that allow many of the great things about Hoboken to actually happen!

I already have to stare at 50x50 hole in the middle of 11th street for the next 2 years for a flood pump that could have been built before the condos were developed, please don't continue to make bad choices by adding a floodwall to the list!

All the best,  
Kevin Marchetti

1125 Maxwell Lane  
Hoboken, NJ

Sent from my iPhone

**From:** Yara [mailto:ym2020@yahoo.com]  
**Sent:** Friday, December 25, 2015 1:48 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by design opposition to options C and D and ANY concept that includes a wall along the maxwell waterfront!!!!!!!!!!

**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design

Mr. David Rosenblatt

I have attended the last two Concept Screening Public Meetings and I am writing to voice my strong objection to Concept A. I find it unfathomable that a plan that would construct a wall down a residential block in a historic neighborhood is even being considered. Also this plan does not protect a large portion of the city east of the wall. This is the least effective plan offered in terms of protecting Hoboken.

Garden Street is a narrow block with 100-year-old three and four story buildings. A quick visit to the following website

<http://challengeforsustainability.org/resiliency-toolkit/levees-floodwalls/> raises this issue

"Barriers must be located a sufficient distance away from structures with basements to prevent damage to basement walls from the additional pressure from saturated soils. Regular maintenance is crucial to maintain service life."  
From another website  
[http://www.stcplanning.org/usr/Program\\_Areas/Flood\\_Mitigation/Floodproofing/FProof\\_06\\_Levees\\_Floodwalls.pdf](http://www.stcplanning.org/usr/Program_Areas/Flood_Mitigation/Floodproofing/FProof_06_Levees_Floodwalls.pdf)

A house with a basement can still experience flood damage even if a levee or floodwall protects the structure from surface water. Saturated soil can exert hydrostatic pressure on basement walls, causing them to crack, buckle, or even collapse.

I can see no place for the water channeled from Weehawken cove to go other than south and east of the wall built on Garden Street, flooding previously unflooded areas. So on this narrow block, not only will you be condemning residents to floodwaters filling their basements, you will be providing the means necessary to damage the foundations of these homes with constant water saturated soil.

- And what about the years of excavation needed outside of our homes to build these walls. How much damage will this do to the foundations of these buildings?

Again this is a narrow street. Access by public service vehicles, garbage trucks, fire trucks will be severely compromised.  
How will local drainage be affected. Flooding can occur from snow melts. What will happen to melting snow along the wall. How will snow removal vehicles operate on this narrow street with a wall running down it.

Also as regards these plans only one offers comprehensive protection to the Hoboken terminal. Why is this important transportation hub providing vital access to Manhattan where many residents live, being so poorly considered.

David,

**Please specifically eliminate concepts C and D from consideration!!!! I also OPPOSE all concepts that include sea walls along our Hoboken waterfront!!!!**

Please do not destroy our waterfront, economy and our quality of life and what makes Hoboken attractive to live in and visit. Please do not rush into these substantial and costly projects just to say that you did something in the name of "flood protection". I adamantly oppose options C and D and any option that proposes a ridiculous sea wall!!!!!!

Yara Mouded, Esq. 1025 Maxwell, Hoboken,

Sent from my iPhone

-----Original Message-----  
From: Nicole Sliger [mailto:nsliger@outlook.com]  
Sent: Friday, December 25, 2015 2:52 PM  
To: DEP rbd-hudsonriver  
Subject: Comments on Resist Project

As a resident on Hoboken's waterfront, I wanted to express the desire to specifically eliminate concepts C and D from consideration and overall, I feel that the whole idea needs to be revamped -- in other words, I OPPOSE all concepts that include sea walls along our waterfront.

I urge you to regroup and evaluate other viable options for flood protection that do not impact the quality of life and the economy of our great city. Due to the substantial cost and the permanent nature of this project, decisions should not be forced into an artificial timeframe without time for proper vetting or comment.

Take care,

Nicole & Sean Sliger

-----Original Message-----  
From: Jay Robinson [mailto:jdrobinson519@gmail.com]  
Sent: Friday, December 25, 2015 2:54 PM  
To: dzimmer@hobokennj.gov; DEP rbd-hudsonriver  
Subject: RBD Plans

Dear Mayor Zimmer and Mr. Rosenblatt,

As a resident of Garden Street I will do everything within my power to continue to oppose Concept A.

Sincerely

Marguerite Z. Bunyan  
1309 Garden St  
Hoboken, NJ

-----Original Message-----  
From: Matthew Kutner [mailto:kutner.matthew@gmail.com]  
Sent: Thursday, December 24, 2015 9:09 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild from Design

My time living in Hoboken has illustrated the fact that the drainage system in the inner parts of the city is in need of an update. Even a modest amount of rain fall causes flooding and for water to accumulate. My experience during hurricane sandy demonstrated this fact, as the heavy rain fall overwhelmed the sewage and drainage system and resulted in massive pooling of water. I don't recall any damage being the result of water surging upwards from the Hudson River. It is because of this that I don't feel the construction of a sea wall would be the best use of the grant received by the city of Hoboken. Instead I think the grant would be put to better use if the drainage and sewage systems ( especially in the inner parts of the city) were updated and improved. A sea wall would be of limited use.

Matthew Kutner

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. We were able to attend the session held at the Hoboken Historical Museum but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided.

First, let me begin by saying we want to help protect Hoboken, a place we have come to love in our three years living here. However, we oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Second, we question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.

Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged (we, in fact, lost our car to the flooding). Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

I lived at 415 Newark Street at the time, which was an area of Hoboken greatly impacted by the downhill flooding. The areas of Hoboken that seemed most affected were the areas where the water had nowhere to go. A wall may help prevent some of the water, but the areas where the water is retained will continue to be the most affected. Why aren't there more plans that aim to create systems that move out the water?

I moved to Maxwell Place because we wanted to be closer to the area of Hoboken that drew us to Hoboken in the first place. The open, green parks, views of the running waters of the Hudson River and the skyline views of Manhattan.... An area that we still enjoyed and utilized when I lived at the other end of Hoboken. We invested our money into this home to build our future here.

We have come to love many things about Hoboken and support Hoboken locally—the restaurants, boutiques and shops, fitness, etc. The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community

this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,

Jay Robinson and Carly Ellentuck  
1125 Maxwell Lane, unit 403  
Hoboken, NJ 07030

-----Original Message-----  
From: Jay Robinson [mailto:jdrobinson519@gmail.com]  
Sent: Friday, December 25, 2015 7:28 PM  
To: Jay Robinson  
Cc: dzimmer@hobokennj.gov; DEP rbd-hudsonriver; Carly  
Subject: Re: RBD Plans

To follow up from my previous email, I'd like to specifically eliminate concepts C and D from consideration but I OPPOSE ALL concepts that include sea walls along our waterfront.

> On Dec 25, 2015, at 2:53 PM, Jay Robinson <jdrobinson519@gmail.com> wrote:  
>  
> Dear Mayor Zimmer and Mr. Rosenblatt,  
>  
> Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. We were able to attend the session held at the Hoboken Historical Museum but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided.  
>  
> First, let me begin by saying we want to help protect Hoboken, a place we have come to love in our three years living here. However, we oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Second, we question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.  
>  
> Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged (we, in fact, lost our car to the flooding). Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.  
>  
> I lived at 415 Newark Street at the time, which was an area of Hoboken greatly impacted by the downhill flooding. The areas of Hoboken that seemed most affected were the areas where the water had nowhere to go. A wall may help prevent some of the water, but the areas where the water is

in from the force of the water that was travelling from the South to north I think it's important to not underestimate the protection needed along the southern side of town. We also got a river of water on Jefferson travelling from the north. So both sides are important to address. I worry that we are leaving the southern side of town in the hands of NJ Transit and that may not be the wisest thing - they should certainly contribute but let's not plan on them "taking care" of that area on their own.

I also know that we're trying to get our flood insurance rates down and hoping that with FEMA certification we may be able to do that and I heard alot of discussion regarding this, but I would caution that this should not be the deciding factor for which plan we choose. There are no guarantees that FEMA will take any of Hoboken out of the flood zone and more importantly we have to find the right balance of protection and what is right for our community in terms of views etc. We all chose to live here partially because of the beauty of the river and there's a risk to that as well. I think we can make it better and minimize that risk (and we should) but no one wants a "walled in" town.

Lastly I will say that as a resident who lives in the west side of Hoboken, it's important that the voices of the people who live on the river don't speak louder than the rest of Hoboken. I understand that people who live in the Tea Building, The Shipyard, and Maxwell Place paid a lot of money to purchase and the idea of a wall blocking their view is horrifying but we have to think of the city as a whole. We all want to have water access and views but we might not be able to have it from the comfort of out couch any longer.

Christine Adair  
456 9th Street #21  
Hoboken  
201-563-4165

From: Paul Lichstein [mailto:palichstein@sprintmail.com]  
Sent: Sunday, December 27, 2015 10:23 AM  
To: DEP rbd-hudsonriver  
Subject: Citizens advisory committee

I would like you to restart the entire process with a citizens advisory committee that represents the citizens. Our local citizen's advisory committee is headed by a politician not a citizen. Our local government is focused on distributing contracts. This project has to potential to result in hundreds of millions of dollars in contracts. The politician in charge of the citizens advisory committee has a long history of trading contracts. Giving the politicians the opportunity to steer this project gives them to power to give contracts here and receive contracts or favors outside of this project. This creates a bias towards maximizing patronage not representing the will of the community.

Paul Lichstein  
Carpathian Industries

retained will continue to be the most affected. Why aren't there more plans that aim to create systems that move out the water?

>  
> I moved to Maxwell Place because we wanted to be closer to the area of Hoboken that drew us to Hoboken in the first place. The open, green parks, views of the running waters of the Hudson River and the skyline views of Manhattan....An area that we still enjoyed and utilized when I lived at the other end of Hoboken. We invested our money into this home to build our future here.  
>  
> We have come to love many things about Hoboken and support Hoboken locally—the restaurants, boutiques and shops, fitness, etc. The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.  
>  
> Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.  
>  
> Sincerely,  
>  
> Jay Robinson and Carly Ellentuck  
> 1125 Maxwell Lane, unit 403  
> Hoboken, NJ 07030

-----Original Message-----  
From: Alexandre Barcinski [mailto:abarcinski@yahoo.com]  
Sent: Friday, December 25, 2015 8:22 PM  
To: DEP rbd-hudsonriver  
Subject: Concepts for Hoboken plans - resident from Bloomfield street

To whom it may concern,

I am a resident of Hoboken - 1238 Bloomfield - for the last 13 years. I was deeply concern to learn in the last few weeks about the possible plans for flood prevention in our city. We all saw the destruction that storm Sandy brought to our town and nobody wants to see history repeat itself. That said, nobody also wants to destroy some characteristics that make our city unique. I went to 2 meetings and the issue that most called my attention is the lack of information given to the population but most of all the lack of basic information from the people involved in the project, including the representations from the state, the DEP and Drewberry.

51 Newark Street  
Hoboken NJ 07030  
USA

Phone: 201.386.5356  
Fax: 201.850.1280  
Mobile:201.532.5241

From: Leigh Fleet [mailto:leigh.ivan@gmail.com]  
Sent: Sunday, December 27, 2015 10:42 AM  
To: DEP rbd-hudsonriver; dzimmer@hobokennj.gov  
Subject: ReBuild by Design Hudson River Feedback

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken.

We agree that it is utmost important to protect Hoboken, a place we have come to love in our over nine years living here. That includes the years of Hurricane Irene and Hurricane Sandy, where our old building was impacted at 415 Newark Street on both events. Hurricane Sandy, being more extreme as we were stuck in our apartment for 3 days. Even going through that, when it came time to become homeowners, we decided to stay in Hoboken and purchase a condo in Maxwell Place. We want to protect our city for flood waters and know first hand how even a just a heavy rain can cause damage to the town - so that is why we were confused by the plans proposed to build wall structures in or around Hoboken.

We **strongly oppose all five plans** that have been presented and believe there could be a much less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Which would greatly impact the entire community of Hoboken and visitors alike. While it is refreshing to hear that it seems the [change.org](#) petition started by reputable Hoboken citizens, including Nathalie Morales, had impact for Option A, please listen to others just as intently as we agree all options will greatly impact our city. Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged. However, much of this water came for the surge through the sewers and in the back of Hoboken, isn't that why we have a pump being built through our condo complex as I write? Hoboken was not the only waterfront city impacted by Hurricane Sandy, NYC and Jersey City have not considered permanent 10-18 foot walls.

Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged. Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as a number of other states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC. One would argue even more than our neighbors, Hoboken offers THE MOST beautiful waterfront view of the skyline, with walk spaces that are well

I am writing to express my opposition to some parts of the plans:

- permanent wall in historical streets: the thought of having a permanent wall on historical blocks of Garden Street where we have very narrow sidewalks with beautiful tree lines can only be a proposal from someone who has never walked through our city. I am sure we have potential solutions that will not include a permanent wall on such a historical and narrow street/blocks.

- nobody from DEP or Drewberry addressed issues with safety related to permanent walls. Issues like access to emergency services (firefighters, ambulances), handicap access, among others.

- I will urge the DEP and Drewberry to guarantee the residents that no area from the city will be transformed into flood zones when they were previously not one.

- Hoboken deserves 5 concepts from which we can choose from, not 5 concepts where 2 of them are automatically eliminated because they are too expensive. The way the concepts were designed we really do not have 5 to chose from.

Thank you for the attention  
Alexandre Barcinski

From: Steve Shirreffs [mailto:steveshirreffs@gmail.com]  
Sent: Saturday, December 26, 2015 1:17 PM  
To: DEP rbd-hudsonriver  
Cc: 'Steve Shirreffs'; 'Kelli Shirreffs'  
Subject: REBUILD BY DESIGN COMMENTS

David,  
I wanted to 1) express the desire to specifically eliminate concepts C and D from consideration and 2) comment that I OPPOSE all concepts that include sea walls along our waterfront. Thank you,

Steve Shirreffs

TO: David Rosenblatt,

My name is Ricardo Khan. My wife and I live in Maxwell Place at the river in Hoboken. We lived through the Sandy ordeals so we know how important having a plan is for the next time. We also appreciate your efforts and efforts of others in this regard. However, we oppose the concepts C and D and ask that you eliminate these plans. Additionally, any plan to erect a sea wall would, in our opinion, change Hoboken for the worse, causing more harm to our environment, the beauty of our city, and our economic investment.

kept walkways and parks along the river. This Thanksgiving, we took a stroll along the river feeling thankful for being in Hoboken, as we passed the Mayor and her husband on a walk. I feel that all of the proposed sea wall plans would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city. We are not the only citizens who would seriously consider selling and moving to Jersey City if an option was chosen and the plan did move forward.

We also question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here and the lack of transparency seems to be on point to when Hoboken government plans and policies.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,  
Leigh & Eric Fleet  
1125 Maxwell Lane Unit 322  
Hoboken NJ 07030  
--  
Leigh Fleet  
[www.ThreadsForThought.com](#)

From: Eric Fleet [mailto:eric@14tapparel.com]  
Sent: Sunday, December 27, 2015 11:00 AM  
To: dzimmer@hobokennj.gov; DEP rbd-hudsonriver  
Subject: ReBuild by Design Hudson River Feedback

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken.

We agree that it is important to protect Hoboken, a place we have come to love in our over 9 years living here. That includes the years of Hurricane Irene and Hurricane Sandy, where our old building, 415 Newark St, was impacted by both events. Even after being stuck in our apartment for 3 days during Hurricane Sandy, when it came time to become homeowners, we decided to stay in Hoboken and purchase a condo in Maxwell

Ricardo Khan  
Nita Khan  
1125 Maxwell Lane, #1111  
Hoboken, New Jersey 07030  
732.539.9777

From: chris adair [mailto:adaichristine@yahoo.com]  
Sent: Saturday, December 26, 2015 6:22 PM  
To: DEP rbd-hudsonriver  
Subject: Hudson River/Hoboken Comment/Question Feedback Form

The following is my feedback from the Concept Screening Meeting and Presentation from Thursday Dec 10th at Wallace School in Hoboken.

Concept C and D  
These are both most likely too expensive to build and more importantly to maintain. Building across Weehawken Cove in the water seems too expensive and I think that since much of this northern area in Hoboken has yet to be developed it's an easier sell to build out the protection along the shoreline and then as buildings are constructed they build with that existing structure in mind (ie - don't put residential windows below 12 feet).

Concept A  
I just don't think this plan has enough protection. I also don't particularly care for a wall down Garden street. The only way that I would consider a Garden St wall would be if that section would be closed to vehicular traffic. That might make a nice pedestrian area and the wall that would get built could be wider and enhance rather than being a narrow structure. Good luck selling the residents of the area on that one! Another downside is not enough southern protection.

Concept B  
I like the northern coverage area on this concept, although there is some concern with the vertical T-walls in that Weehawken Cove area. Again I have to wonder since that area has yet to be developed if that's much ado over nothing. Could these walls be built further in a bit so as to keep the walking/biking lane that's there now?

Concept E  
This is the concept I like the most, although I wish it went a bit further north. I do like the idea of having walls along Sinatra Blvd (option2). I also like that there is some extra southern protection that I don't see in other concepts from Pier A to Pier C area along the waterfront. I think we need this.

I live on 9th Street between Jefferson and Adams and have for about 10 years. I've seen the flooding from rain events in this area and I saw what Sandy and Irene did to us. I will say that we got storm surge from both the north and SOUTH sides of town. Many of our garage doors on Adams where actually pushed

Place. We want to protect our city from flood waters and know first hand how even a heavy rain can cause damage to the town.

We **strongly oppose all five plans** that have been presented and believe there could be a much less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Which would greatly impact the entire community of Hoboken and visitors alike. While it is refreshing to hear that it seems the [change.org](#) petition started by reputable Hoboken citizens, including Nathalie Morales, had impact for Option A, please listen to others just as intently as we agree all options will greatly impact our city. Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged. However, much of this water came for the surge through the sewers and in the back of Hoboken, isn't that why we have a pump being built through our condo complex as I write? Hoboken was not the only waterfront city impacted by Hurricane Sandy, NYC and Jersey City have not considered permanent 10-18 foot walls.

Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged. Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as a number of other states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC. One would argue even more than our neighbors, Hoboken offers THE MOST beautiful waterfront view of the skyline, with walk spaces that are well kept walkways and parks along the river. This Thanksgiving, we took a stroll along the river feeling thankful for being in Hoboken, as we passed the Mayor and her husband on a walk. I feel that all of the proposed sea wall plans would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city. We are not the only citizens who would seriously consider selling and moving to Jersey City if an option was chosen and the plan did move forward.

We also question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here and the lack of transparency seems to be on point to when Hoboken government plans and policies.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,  
Leigh & Eric Fleet  
1125 Maxwell Lane Unit 322  
Hoboken NJ 07030

--  
Eric Fleet  
**Threads 4 Thought**

c. 973-985-1452  
www.threadsforthought.com



~ **Live Sustainably**

**From:** Rena Katz Durn [mailto:rena.k.durn@gmail.com]  
**Sent:** Sunday, December 27, 2015 11:18 AM  
**To:** dzimmer@hobokennj.gov  
**Cc:** DEP rbd-hudsonriver  
**Subject:**

Dear Mayor Zimmer and Mr. Rosenblatt,  
Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. We were able to attend the session held at the Hoboken Historical Museum but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided. We were on business travel for the Jackson Avenue event and could not attend and are submitting our comments here.

First, let me begin by saying we want to help protect Hoboken, a place we have come to love in our over four years living here. However, we oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Second, we question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.

Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged (we, in fact, lost our car to the flooding). Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

We left a very desirable neighborhood in the West Village four years ago and friends questioned "why we would ever leave NYC for Hoboken". We wanted a little more space but an urban setting. We explored Hoboken at the recommendation of friends who have lived on Bloomfield Street for 25 years and encouraged us to consider it. We were drawn to Hoboken specifically for the beautiful and unobstructed views of Manhattan and the short commute to Manhattan. Though the price for our condo at Maxwell Place was more reasonable than NYC for the space, it was still a considerable amount as are our taxes.

We have come to love many things about Hoboken and support Hoboken locally—the restaurants, boutiques and shops, fitness, etc. The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract

outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,  
Rena Durn  
1100 Maxwell Lane #508  
Hoboken, NJ 07030

-----Original Message-----  
From: Anthony Pasquale [mailto:acpasquale@optonline.net]  
Sent: Sunday, December 27, 2015 2:18 PM  
To: DEP rbd-hudsonriver  
Subject: Sea Walls

I am totally against Options C and D any options where a sea wall is warranted. Our views of New York should not be hard to see because of the walls. I have grown up in Hoboken as a kid the only way to be near the river was by the little league field. Now the waterfront has been open and the State mandated the a walkway be build from Bayonne to the GW bridge this seems at of line with any proposal that effects the river.

**From:** David Fuller [mailto:david.fuller@theglidescape.com]  
**Sent:** Sunday, December 27, 2015 3:12 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** REBUILD BY DESIGN

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken.

We oppose all five plans - especially concepts C & D. We believe there are more innovative, less drastic approaches to protecting Hoboken than any plan that would create permanent walls on the streets of Hoboken or Hoboken's waterfront. To create walls that divide tree-lined streets or obstructs the open views and access to the waterfront, would forever change the appeal, character and charm that Hoboken has worked hard over the years to create.

**From:** Franz Paetzold [mailto:franzpaetzold.nj@gmail.com]  
**Sent:** Monday, December 28, 2015 9:21 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Comments from a Hoboken resident

If we are going to build flood walls, then everyone should benefit. We should not build walls that cause us to sacrifice certain buildings.

The Shipyard building complex is located in the upper north east corner of town.

Some of the "Rebuild by Design" plans call for building a flood wall directly to the west of the Shipyard. I think this means the Shipyard and other nearby buildings would be sacrificed if we experience another tidal surge. Think about it - the water would be stopped at the wall but would then flow right back into the Shipyard.

The Shipyard is my home. I don't want to see it put at risk. Instead, I would like to see it protected.

Please, if you we are going to build a food wall then let's also protect the Shipyard.

Sincerely,

Franz Paetzold  
Two Constitution Court, Apt. 414, Hoboken, NJ, 07030

Sent from my iPhone  
Sent from my iPhone

**From:** Diva Plus Pugs [mailto:afrankfinance@aol.com]  
**Sent:** Monday, December 28, 2015 9:25 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Waterfront rebuild

Mr. Rosenblatt,

I am a resident and property owner in Hoboken. I am strongly opposed to concepts C and D in the Rebuild by Design plans. In addition, I am opposed to any other options which include a sea wall along our waterfront.

It is my wish that your team can regroup and evaluate other viable options for flood protection that do not impact the quality of life and the economy of our great city by building sea walls. Due to the substantial cost and the permanent nature of this project, decisions should not be forced into an artificial timeframe without time for proper vetting or comment.

Amy Frank Goldman  
And Morgan Goldman

Sent from my iPhone

**From:** jrmariojr [mailto:jrmariojr@gmail.com]  
**Sent:** Monday, December 28, 2015 10:28 AM  
**To:** DEP rbd-hudsonriver; Team@dawnzimmer.com  
**Subject:** Rebuild By Design

Hello Mayor Zimmer and Mr. Rosenblatt,

By way of introduction I am a resident of Hoboken living in the Maxwell Place community. I would like to express my concern with building a sea wall along our waterfront. This would limit access not only for residents along the water but the city's many visitors as well. In addition to this it would greatly affect home values in the area in which much of the city's tax revenue is derived. Building the proposed sea wall is an extreme reaction to a 1 in 100 year storm that greatly takes away from the charm and character that this city has worked so hard to maintain along its uptown waterfront. **That being said I strongly urge the committee to eliminate concepts B, C, and D from consideration.** Thank you for your time.

Sincerely,  
James Marino

--  
James R. Marino

**From:** Michael Dick [mailto:mdick1@gmail.com]  
**Sent:** Monday, December 28, 2015 10:48 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Comments on Rebuild by Design

Good morning. I'm a Hoboken resident of 10+ years and currently live uptown with my wife.

Building permanent walls is an extreme way in which to deal with the possibility of future flooding – there may be dozens more options that serve to mitigate damage and be less invasive on our way of life. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,

David & Shari Fuller  
Maxwell Place, Hoboken

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**From:** michael@mkgroupproperties.com [mailto:michael@mkgroupproperties.com]  
**Sent:** Sunday, December 27, 2015 8:06 PM  
**Subject:** rebuild by design

When the mayor first ran for office she kept stating people are tired of politicians and she was a concerned citizen...well she has clearly become a lying politician. I was at the museum meeting when she said no less then 6x that if the public decides that a wall was not wanted that was an option and we can concentrate on all the other parts of the plan which have to do with flooding from rain...yet two days later she sent an email stating that eliminating the resist part was not an option...clearly she said it could be eliminated because she was both tired of people yelling and she did not have the answers that she should have to answer all our questions.

I asked her if the plan was encompassing Jersey City, Hoboken and Weehawken then how is their choice of what to do going to effect Hoboken's choice.....i would imagine if diff towns had different solutions they wont be as beneficial as if they are all tied together....the mayor looked like deer eyes in headlights and just skipped the question like so many other

All I keep hearing is the process, yet this isnt a process...this was forced down the throat of residents with a ridiculous time frame to make a choice which is so permanent. Im not saying that something should not be considered but the vision of \$230 million dollars shouldnt speed up the process of doing what is right.

Yes we flooded during Sandy....1st flood in approx 100 years. why does everybody keep talking about Irene when my recollection is all the flooding was the rain and sewer problems NOT the overflow of the Hudson

Firstly, I strongly oppose Concepts C & D and think these should be eliminated from consideration.

Secondly, I attended the Monday meeting two weeks ago and did more listening than speaking. In my humble opinion, this process feels very rushed and not as well-thought-out as I'd envision a \$200mm+ project with potentially permanent changes made to one of the most iconic cities in all of NJ. I am remarkably passionate about the seawalls being a bad idea for so many reasons. Unobstructed city views is one of the most treasured parts of this city, and I think "walling the borders" would hurt aesthetics, would hurt culture, and would hurt home values. Whenever an out-of-town family member or friend visits, we go to the waterfront. I've often heard "wow, why live in the city when you can have this view?" I feel similarly and it's among the reasons I've been a loyal Hoboken resident for so long.

I recognize the importance of protecting our town from future flooding and another storm disaster, but seawalls seem like a drastic, rushed, and vehemently opposed option. I, for one, am strongly against it.

Regards,

Michael Dick

**From:** Shari Fuller [mailto:sharihope110@gmail.com]  
**Sent:** Monday, December 28, 2015 11:23 AM  
**To:** DEP rbd-hudsonriver  
**Subject:**

Good morning,  
Please see the attached form regarding the Rebuild by Design Project for Hoboken. Please register my comments and concerns as a homeowner and taxpayer in Hoboken.  
Thank you,  
Shari Fuller  
Maxwell Place, Hoboken

The mayor was also asked if the money would still be given to the city if we did all parts of the plan accept the wall...once again she had no answer and we still dont know.

Obviously the mayor acts more like a pupet without answers instead of being a leader and coming prepared with the answers.

I think the timeline is ridiculous and instead of makeshift meetings that dont hold enough people or there isnt sufficient planning so people can hear what has to be said and having somebody that can clearly explain the concepts...they should set up a series of meetings...maybe in the Highschool auditorium and have people show up on designated days according to their address.



**Michael Klein**  
Realtor® Associate  
Luxury Property Specialist  
Liberty Realty  
1 Marine View Plaza  
Hoboken, NJ 07030  
Cell: 201.320.5371  
Office: 201.659.1143

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*Information received in this email is deemed reliable but not guaranteed.*

**REBUILD BY DESIGN HUDSON RIVER** Environmental Impact Statement  
Concept Screening Public Meeting  
Thursday, December 31, 2015  
Wallace School

**COMMENT/QUESTION FORM**

*Please eliminate options C and D from consideration from the Rebuild by Design Project.*

*My family opposes all of the options that include sea walls along our water front. This goes against everything that has led to the regeneration of Hoboken. Please do not allow a sea wall in Hoboken.*

Name: Shari Fuller  
Address or Email: 115 Maxwell Ln #720 Hoboken, NJ 07030

Please leave this form at the Sign in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

or

Mail: David Rosenblatt

Director, Office of Flood Hazard Risk Reduction Measures

402 East State Street

Mail code: 101-431A

P.O. Box 420

Hoboken, NJ 07030-0420

Comments must be received or postmarked by December 31, 2015.

**Additional Drop-in Open Houses & Meeting Times**  
Hoboken Meeting Room  
December 14  
6:00 - 8:00 PM  
1305 Hudson St., Hoboken  
Open-by Open House  
December 15  
6:00 - 8:00 PM  
St. Lawrence Church Community Room  
20 Hudsonland Ave., Hoboken  
December 17  
6:00 - 8:00 PM  
Hoboken Training Building/Police Building  
221 Jackson St., Hoboken

U.S. DEPARTMENT OF ENVIRONMENTAL PROTECTION

**From:** Esther Y. Kwon [mailto:esykwon@yahoo.com]  
**Sent:** Monday, December 28, 2015 1:45 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Proposed Concepts for Hoboken-opposition to Concepts B, C and D

Dear Mr. Rosenblatt:

I am writing to you to let you know my opposition for Concepts B, C, and D, which would block the waterfront view. As an almost 20 year resident of Hoboken, I have lived in several different parts of the city on the waterfront as well as away from it. When I first moved to Hoboken in 1985, I lived in the western section, the area that is prone to flooding. This was before the waterfront area was even developed,

but the view was a spectacular then as it is today, despite all the litter and dissipation on the waterfront at the time. I used to run from the back part of the town and along the waterfront several times weekly. I greatly enjoyed the waterfront views on my runs even though I did not live in close proximity to it. To block or obstruct Hoboken's most valued asset would be a real injustice. This is an asset that all in the town enjoy whether they live on the waterfront or elsewhere in town. While many may oppose the other concepts due to Not In My Backyard syndrome, I think this is short-sighted and elitist. Hoboken is the waterfront. And the waterfront is part of its history, most famously memorialized in the film "On the Waterfront."

Again, I oppose Concepts B, C and D. Thank you for your consideration.

Best regards,  
Esther Kwon

From: Michael Susi [mailto:michaelsusi@msn.com]  
Sent: Monday, December 28, 2015 2:14 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild By Design

Attn: David Rosenblatt,

Please open attachment, comments/question form.

Thank you,

Mike and Sally Susi

REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting Thursday, December 28, 2015 Wallace School

COMMENT/QUESTION FORM

As condo owners of an 1100 Hudson River unit we are opposed to an 8'-12' high seawall along the Hudson River waterfront. The seawall would limit access to the waterfront which has defined our community. Without question the views of New York City and the Hudson River are significant assets for the City of Hoboken. Building up any part of the waterfront would drive this city, lead to a major depreciation in property values as well. We therefore request that you eliminate Concepts C and D from consideration of the Rebuild by Design Committee. We also strongly oppose all concepts that include any seawalls along our waterfront period. Thank You

Name: Michael and Sally Susi  
Address or Email: Ricks/Susi Family Co.

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.state.nj.gov

or

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
403 East State Street  
Mail code: 501-01A  
P.O. Box 430  
Trenton, NJ 08625-0430

Comments must be received or postmarked by December 31, 2015.

Additional Drop-In Open Houses & Walking Tour

Hoboken Walking Tour  
December 28  
9am  
Historical Museum  
1301 Hudson St., Hoboken

Drop-In Open Houses  
December 29  
6:30 - 8:30pm  
St. Lawrence Church Community Room  
22 Henderson Ave., Westchester

December 31  
6:30 - 8:30pm  
Hoboken Housing Authority Senior Building  
201 Hudson St., Hoboken

Division of New Jersey  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

From: Joe Rhodes [mailto:jrhodes@stocktonroad.com]  
Sent: Monday, December 28, 2015 4:17 PM  
To: DEP rbd-hudsonriver  
Subject: Hoboken Flood Planning Design - Rebuild by Design Comments

NJDEP Commissioner Martin & Colleagues,

RE: Hoboken Flood Planning Design – Rebuild by Design

Kirill Chubaev  
Hoboken, NJ

REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting Thursday, December 28, 2015 Wallace School

COMMENT/QUESTION FORM

Dear David,

We are Hoboken residents. We are extremely concerned about the plans to put permanent walls along Hudson waterfront. We believe that the walls would affect the aesthetics of the waterfront, the attractiveness of the area for the tourists and businesses, as well as the quality of life for the residents.

We particularly oppose concepts C and D, which, in our opinion, would bring the most negative impact to the area.

Regards,  
Kirill Chubaev and Elena Kononova,  
Homeowners at Maxwell Place

Name: Kirill Chubaev, Elena Kononova  
Address or Email: kchubaev@gmail.com

Please leave this form at the Sign-In table, or you can submit by:

Email: rbd-hudsonriver@dep.state.nj.gov

or

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
403 East State Street  
Mail code: 501-01A  
P.O. Box 430  
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Division of New Jersey  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

-----Original Message-----  
From: Danielle Manderioli [mailto:dmanderioli@gmail.com]  
Sent: Monday, December 28, 2015 7:08 PM  
To: dzimmer@hobokennj.gov; DEP rbd-hudsonriver  
Subject: Rebuild by Design options assessment

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. While I was unable to attend the sessions held for live feedback due to business travel, I have read up on the proposed options.

I have lived in Hoboken since 2001, and spent 2.5 years both living and working in Weehawken prior to that so I have come to know this area quite well and love my home. I believe the #1 goal is to protect our waterfront community and all it offers. However, I oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront.

Why was only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider? In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.

Hoboken had massive flooding due to Hurricane Sandy and homes, cars and businesses were damaged; power was lost for many days. But hundreds of thousands of others throughout NJ and NY as well as 20 plus states faced the same scenarios and yet they are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

I love many things about Hoboken and support Hoboken locally—I am a yoga teacher at Devotion Yoga, I love the restaurants, boutiques and shops, etc. The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.

Options A-E have been presented as concepts and concepts that have not been thought through as their long term impact on Hoboken as the gorgeous Gold Coast gem that it is Building permanent walls is an extreme measure to combat a once in a one hundred year event and I implore you to explore other more creative and less drastic options, ones that allow access to the waterfront for all including those who may need assistance (e.g. Wheelchair access to see over a wall?) There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,

Danielle Manderioli  
1025 Maxwell Lane, unit 909  
Hoboken, NJ 07030

I would like to lodge my strong belief that any Flood Plan for Hoboken should as a core premise benefit all the residents, and not be at the expense of one set of residents in order to benefit another.

Plan A extremely benefits one set of property owners at the high expense of those single family homes of upper Hoboken/Garden Street.

I use the term "property owners" purposefully because the section of town that is most benefitted by Plan A is the Northwest section of town. That section of town is largely commercial/industrial property or owned by property developers such as the Rockefeller Property Group. Other parcels in this area serve as a bus parking lot, gas stations, automotive repair etc. There are virtually no single family homes in this area of town because it is a known flood zone. Anyone that has purchased property or constructed in this section of town has done so knowing it was in a flood zone, and has bought the land on the cheap as a result (there is some recently developed multi-family properties in this area).

Plan A changes all that. It contemplates a wall from Hoboken Cove up the highly desirable residential property of Upper Garden Street, thereby diverting flood water into this section of town and protecting the Northwest corner of town. On top of the purposeful diversion of flood water onto these single family homes, it would be unsightly and destroy the logistics (basic safety and otherwise) and aesthetics of what is considered the most desirable place for families to live in Hoboken. Even more unfair, Upper Garden Street is not in a flood plain and did not flood during Hurricane Sandy. It is where families live and the wall would absolutely ruin the area and destroy property value – its mere existence is already affecting property value.

Plan A is so ludicrous and egregious that it calls into serious question the motives of the planners that it would even be contemplated. Who would think it is a good idea to protect the bus parking lot and vacant parcels in a known flood plain, at the expense of single-family home owners who don't live in a flood plain? I'm all for protecting Hoboken, but not at the expense of the (one of) the nicest neighborhoods in town.

How is it that we have one engineering firm doing all the planning? Where are the other ideas and options? I'd get more input variety for a renovation of my home, let alone a \$230MM project to renovate an entire town. And how is it that these plans have been kept under wraps up to this point? There is something seriously and fundamentally wrong with this process.

Most basically, I asked city leadership if they had checked the engineering design firm doing the planning - the Dewberry Group - for conflicts of interest with the major property developers that own land in Hoboken, and in particular the Northwest section of town (i.e. the Rockefeller Property Group among others). The answer is they had not. Is that why such a ludicrous plan exists today? – graft and under the table dealing is all too common in Hoboken and indeed NJ.

*"The relationship between the Hoboken Mayor and Governor Christie and members of his*

-----Original Message-----  
From: Patricia Aquino Barcinski [mailto:pmirandade@hotmail.com]  
Sent: Monday, December 28, 2015 9:25 PM  
To: DEP rbd-hudsonriver  
Subject: NO TO OPTION A - NO WALL - HOBOKEN PLAN

Dear Mr Rosenblatt

I was in the last meetings regarding this issue and through this letter, I am opposing to Option A. My reasons are stated below. Further, the process should be more transparent in terms of the choice of the firm/researchers/etc who are brainstorming and proposing the solutions.

Thank you for you attention,  
Patricia Barcinski  
1238 Bloomfield street.

- Safety concerns (fire, emergency responders, etc...). i.e. limited access to homes. Additionally, access to fire hydrants would be compromised.
- Water redirection concerns (i.e. into homes). Already have insufficient drainage.
- Creation of a flood zone where there wasn't one before
- Elimination of parking spots.
- People with disabilities. Obstructed access to homes
- How would the wall affect (help/harm) our neighborhood during rain? It would seem to trap the water on one side of the wall.
- Damage some of the most historic blocks in Hoboken

-----Original Message-----  
From: tom jacobson [mailto:jakeaudra@live.com]  
Sent: Monday, December 28, 2015 10:10 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design - Hudson River

Mr. Rosenblatt,

With regards to the Resist component of the Rebuild By Design - Hudson River project, please see below my comments regarding selection of 3 options for further consideration & development.

My family has resided in Hoboken since early 1999. During Superstorm Sandy our primary residence on upper Garden Street was not flooded while a rental property on lower Park Avenue experienced about 2 feet of flooding in the basement. We have many friends and acquaintances who's homes were significantly flooded or otherwise impacted by this historic event. I am very supportive of the Rebuild by Design - Hudson River project in terms of its objectives and 4 component design strategy (Resist, Delay, Store, Discharge).

Most simply, of the 5 options brought forward for further consideration and development, I am most supportive of options A, B and E. However, I would not accept any of these options as currently described by the available documentation and therefore believe that significant improvements must be brought forward to make any of these options an option that is acceptable to all relevant stakeholders. The key challenge in my mind for the next stage of this project will be to find an acceptable balance between the benefits and costs (both hard and soft). The priority among benefits should be to minimize

*administration was fractured when she alleged that they threatened to withhold Sandy aid if she did not support a development project in Hoboken that they favored. Earlier this month, Federal investigators terminated their investigation into the mayor's allegations, concluding that there was no collaborating evidence to support her claims. This could create a problem for the Hoboken project given the governor's penchant for dealing harshly with those who have the temerity to challenge him."*

But beyond that, Plan A simply makes no sense to anyone with a shred of common sense. And it violates what I think should be an absolute core premise of the planning – to not benefit one set of property owners/residents, at the expense of others.

Thank you for your consideration.

Joe Rhodes

Joe Rhodes  
1234 Garden Street, Hoboken, NJ 07030  
201-683-9293 (o)  
917-301-1308 (c)  
jrhodes@stocktonroad.com

-----Original Message-----  
From: Kirill Chubaev [mailto:ktchouba@gmail.com]  
Sent: Monday, December 28, 2015 6:43 PM  
To: DEP rbd-hudsonriver  
Subject: RBD comments

Dear David,

Please find our comments regarding the RBD project attached.

Regards,

the risk of catastrophic flooding for as many Hoboken residents as possible; by catastrophic flooding I mean long term flooding in low lying areas of Hoboken (e.g. west of approximately Park Avenue) where flood waters have nowhere to go. In my mind some amount of short term flooding related to storm surge (e.g. the Hoboken waterfront) is an acceptable risk due to the transient nature of this flooding. Another consideration regarding the benefit of each option is the robustness and reliability of the associated flood barriers. The fewer and lower the barriers I would expect the robustness and reliability to increase. Regarding cost, hard cost (e.g. cost) will generally increase with the length, height and number of flood barriers. These considerations directionally favor options A, E and B. A very important soft cost consideration is each option's impact on the community. Options B, C and D could significantly reduce access to the Hudson River while options A and E could significantly disrupt the real property of homeowners adjacent to the inland flood barriers. I cannot understate the significance that should be given to these soft cost considerations.

My written words cannot do justice to the significance I place upon minimizing the community impact of any option which may ultimately be selected for implementation. While expressing support for options A, B and E I am doing so only to contribute to the process of selecting options for further consideration and development. The key challenge during the next phase of the project will be to develop an option which represents an acceptable balance of cost, benefit and community impact. We must keep in mind that community impact is a soft cost which is experienced daily while the benefit of reduced flood risk is experienced only for a handful of days each year. If an acceptable balance between these considerations cannot be developed, then I would advocate that we abandon or minimize the Resist component of the Rebuild by Design - Hudson River project.

Many thanks for your consideration of my input, especially the significance I attribute to community impact consideration of the Resist options.

Best Regards,  
Tom Jacobson

From: Richard Weinstein [mailto:r.m.w23456@gmail.com]  
Sent: Tuesday, December 29, 2015 1:57 AM  
To: DEP rbd-hudsonriver  
Cc: Carter Craft: trendaross@yahoo.com; rbhalla@psflawfirm.com; Alan Blumberg: thomas.herrington@stevens.edu; cstratton@hobokennj.gov  
Subject: My Second Comment on Concepts Phase of RBD

The recent update dated December 23rd by Hoboken Mayor Dawn Zimmer of the status of the RBD grant project cited the involvement of Stevens Institute and it's "peer review" role in assisting Dewberry Engineering decisions on how to address future flooding resulting from storm water runoff as well as surges from the surrounding surface waters abutting the Study Area. While this is a welcome improvement in the public participation process it is still deficient in at least two respects. First, Stevens institute does not work for the Citizens Advisory Group as its technical expert. Second, although it's understanding, from a reading of the findings of the report entitled "Street Scale Modeling of Storm Surge Inundation along the New Jersey Hudson River Waterfront", Stevens Institute of Technology, Davidson Laboratory, October 2014," cited by Dewberry in its Draft Scoping Document (September 2015), indicates an extensive understanding of the dynamics of the storm surge that occurred during Hurricane Sandy, unless the specific advice that it provides to Dewberry and the NJDEP is memorialized and made part

of the Record of Decision its input will be inconsequential and indeterminable by anyone relying on the ROD decision in the future.

Richard M. Weinstein, Esq.  
Member of CAG

Sent from my iPhone

**From:** Kav Ghai [mailto:kav.ghai@gmail.com]  
**Sent:** Tuesday, December 29, 2015 5:08 AM  
**To:** DEP rbd-hudsonriver  
**Cc:** Divmeel Mehta  
**Subject:** Rebuild by Design (RBD) - Resident Feedback

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. Unfortunately, we have been on business/vacation travel so haven't had the opportunity to share our thoughts so are submitting our comments here.

Firstly, we want to state that we want to help protect Hoboken, a place we have come to love in our stay here. **However, we oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront.**

Second, we question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here. Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged. Yes, we lost power for many days but so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

We left a very desirable neighborhood in NYC 3 years ago and friends questioned "why we would ever leave NYC for Hoboken". We wanted a little more space but an urban setting. We explored Hoboken at the recommendation of friends who encouraged us to consider it. We were drawn to Hoboken specifically for the beautiful and unobstructed views of Manhattan and the short commute to Manhattan. We have come to love many things about Hoboken and support Hoboken locally.

The beauty of Hoboken's magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging "destination" vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of

enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals. **We would like your help to eliminate Options C and D which directly impact the waterfront area at Maxwell Place.**

Thanks in advance

Kav Ghai, Divmeet Ghai  
1100 Maxwell Lane – Unit 413  
Hoboken, NJ, 07030

-----Original Message-----  
From: Nunu [mailto:nunu\_t99@yahoo.com]  
Sent: Tuesday, December 29, 2015 8:22 AM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by design

Hi  
I'm a resident of 1125 Maxwell. I strongly oppose for the sea wall to be build right in front of my building or anywhere close to my building

Can we please engage in other design firm to find out some other alternatives on protecting Hoboken against future flooding? Or host a design competition for all graduate engineer students? I would prefer opening the opportunity to other firms and students instead of just engaging one firm that provide proposal that no one in Hoboken is happy or like. By opening up the design opportunity I think there has to be a design that we can all come to an agreement without destroying our beautiful waterfront

Thank you  
Doris Chi  
Sent from my iPhone

Sent from my iPhone

**From:** Reinknecht, Dennis  
**Sent:** Tuesday, December 29, 2015 9:29 AM  
**To:** Kenneth Spahn; Pflugh, Kerry; Larry Smith; Mike Sears; Rahul Parab ; DEP rbdh-archive; Reinknecht, Dennis; Schwarz, Frank; Sherman, Clay; Soto, Nicole; Yank, Brian  
**Cc:** DEP rbd-hudsonriver; Baker, Christine; Kuehne, John; Rosenblatt, Dave  
**Subject:** RBDH: Weinstein Letter My Second Comment on Concepts Phase of RBD

I have copied this into the rbd-hudsonriver comments. Please see

Dennis

deliveries, just getting into a car would all be more costly in time, effort, and money. Fourth, do the wall construction costs incorporate the huge downsides of three to seven years of active construction (that's what the Dewbury personnel said) to the affected residents? Fifth, structures near the Option A and E walls would see a steep drop in property values, particularly those on the river side of the wall that suffer the negatives of the walls but receive none of the benefits. Sixth, the inevitable lawsuits from affected residents will be costly both to those bringing the lawsuits and those defending them.

I understand that the options presented were for public comment and discussion. And I appreciate your work in reviewing these comments in the process to develop an effective response to storm surge from the Hudson River.

Yours truly,

Mark F. Meyer  
1206 Garden Street  
Hoboken, N.J. 07030

**From:** Laurie Letvak [mailto:lauriel78@aol.com]  
**Sent:** Tuesday, December 29, 2015 11:16 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Fwd: Highly opposed to options C and D

-----Original Message-----  
From: Laurie Letvak <lauriel78@aol.com>  
To: <mailto:rbd-hudsonriver> <<mailto:rbd-hudsonriver@dep.nj.gov>>  
Sent: Tue, Dec 29, 2015 11:04 am  
Subject: Highly opposed to options C and D

To David Rosenblatt:

I have studied the proposals and am opposed to any plan which involves constructing seawalls along the Hudson River. I am most strongly opposed to options C and D.

My husband and I moved to Hoboken 5.5 years ago specifically for the waterfront access and views of the Hudson and NYC from our Hoboken apartment. We enjoy the waterfront daily, as do so many other residents and visitors to Hoboken. We are concerned that these plans present serious negatives for the community and in addition seriously detract from the desirability of the area (presumably also justifying re-

**From:** Alan Blumberg [mailto:ablumber@stevens.edu]  
**Sent:** Tuesday, December 29, 2015 9:18 AM  
**To:** Schwarz, Frank; Yank, Brian; Soto, Nicole; Rosenblatt, Dave; Kuehne, John; Baker, Christine; Reinknecht, Dennis; Thomas Herrington  
**Cc:** Alan Blumberg  
**Subject:** Fwd: My Second Comment on Concepts Phase of RBD

dennis - in case you all didn't get this. I wasn't going to respond since it was not addressed to me. alan

Begin forwarded message:

**From:** Richard Weinstein <r.m.w23456@gmail.com>  
**Subject:** My Second Comment on Concepts Phase of RBD  
**Date:** December 29, 2015 at 1:57:23 AM EST  
**To:** [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)  
**Cc:** Carter Craft <[carter.craft@minbuza.nl](mailto:carter.craft@minbuza.nl)>, [trendaross@yahoo.com](mailto:trendaross@yahoo.com), [rbhalla@fpsflawfirm.com](mailto:rbhalla@fpsflawfirm.com), Alan Blumberg <[ablumber@stevens.edu](mailto:ablumber@stevens.edu)>, [thomas.herrington@stevens.edu](mailto:thomas.herrington@stevens.edu), [cstratton@hobokennj.gov](mailto:cstratton@hobokennj.gov)

The recent update dated December 23rd by Hoboken Mayor Dawn Zimmer of the status of the RBD grant project cited the involvement of Stevens Institute and it's "peer review" role in assisting Dewberry Engineering decisions on how to address future flooding resulting from storm water runoff as well as surges from the surrounding surface waters abutting the Study Area. While this is a welcome improvement in the public participation process it is still deficient in at least two respects. First, Stevens institute does not work for the Citizens Advisory Group as its technical expert. Second, although it's understanding, from a reading of the findings of the report entitled "Street Scale Modeling of Storm Surge Inundation along the New Jersey Hudson River Waterfront, Stevens Institute of Technology, Davidson Laboratory, October 2014," cited by Dewberry In its Draft Scoping Document (September 2015), indicates an extensive understanding of the dynamics of the storm surge that occurred during Hurricane Sandy, unless the specific advice that it provides to Dewberry and the NJDEP is memorialized and made part of the Record of Decision its input will be inconsequential and indeterminable by anyone relying on the ROD decision in the future.

Richard M. Weinstein, Esq.  
Member of CAG

Sent from my iPhone

**From:** Mark Meyer [mailto:mafomeyer@gmail.com]  
**Sent:** Tuesday, December 29, 2015 10:51 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Comments on "Rebuild by Design" options for Hoboken

valuation of our property). All of this while putting focus on an area less seriously impacted than other areas in Hoboken.

During Hurricane Sandy, we watched over the course of many hours as the Hudson River water level gradually rose and eventually overflowed its banks. From our vantage point at the River and 12th street, we watched as the water rushed onto the street, but rather rapidly receded back into the river . Although some ground floor neighbors did endure flooding, most did not in this area. Most of the heavy impact of the flooding was quite far from this area and would not be impacted much if at all, by these proposed measures. Areas such as the PATH and southern (and western) parts of town seem to have a much greater need for protection, as these were areas where thousands were crippled by inability to access transportation and even exit their homes.

In case the priority was put on the northeastern part of the city, though I can't understand why it would, I would strongly suggest consideration of barriers which could be positioned only in the case of rising water levels. As noted above, the water levels were rising over approximately 18-24 hours prior to the flooding, and would appear to give more than adequate notice to raise movable barriers.

Although it is a "coup" to obtain federal funding to help prevent future flooding, it is no "coup" to rush into producing a "folly" which we will need to live with for a very long time.

Thank you for taking this into consideration.

Laurie Letvak,MD  
1125 Maxwell Lane Apt 456  
Hoboken NJ 07030

**From:** Rockhill, Geoff [mailto:Geoff.Rockhill@am.jll.com]  
**Sent:** Tuesday, December 29, 2015 3:21 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design Hoboken - Comments

Dear Mr. Rosenblatt

I am a resident of 1025 Maxwell Lane. I live here with my wife and 18 month old daughter and plan to raise my daughter in Hoboken.

I was attracted to Hoboken because of the vibrancy of the community and especially because of access to the Hudson River – I have lived along the Hudson my entire life and grew up boating and swimming in the river.

As a real estate professional, I understand the importance of preparing for potential flooding events – having been responsible for the operation and, in some instances, recovery of several major commercial buildings in Lower Manhattan and Jersey City during and after the Sandy event.

As a resident of Hoboken, I am glad that the 11<sup>th</sup> street pumping station is being upgraded to help prevent the routine flooding events faced by my neighbors to the west.

Reviewing the proposals for the Hoboken/Weehawken water front I am deeply concerned about both their impact on the City of Hoboken and their ultimate effectiveness in actually preventing floodwaters from entering Hoboken.

My specific concerns are as follows:

Mr. David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
State of New Jersey, Department of Environmental Protection

Dear Mr. Rosenblatt:

I am writing with comments on the "Rebuild by Design" project recently introduced for the city of Hoboken. I am a long time resident of Hoboken (over 30 years) and I live on the north side of the city. Indeed, under proposed Option A, the flood wall could end in front of my house.

Having lived through Sandy and a number of other nor'easters that have hit Hoboken, I understand all too well the need for a response to the frequent flooding of the city. I also understand that, originally, Hoboken was an island and during Sandy it became an island again as the storm surge came in from the south and the north to inundate over 60% of the city. I understand the need to impede future storm surges. I have reviewed the five options presented. I will restrict my comments to the proposal(s) for the north end of Hoboken as I am extremely familiar with the topography and flooding proclivities there.

As I understand, Option A has a flood wall running down Garden Street from Weehawken Cove at the north end of Hoboken until somewhere around 13<sup>th</sup> or 12<sup>th</sup> Street. Option E has a flood wall running down either Hudson Street or Shipyard Lane, which are several blocks to the east of Garden Street. Options B, C, and D have variations on flood walls along the Hudson River itself.

It is important to highlight that Options A and E would sacrifice those structures and families living on the river side of the flood wall(s) at the north end of town. In the case of Option A, reports are that the around 14% of Hoboken residents live in the area to the east of Garden and the north of 12<sup>th</sup> Street. Under Option E, reports are that around 10% of the residents of Hoboken live to the east of Hudson Street or Shipyard Lane. For your information, this is a very desirable area of Hoboken in which to live. At one point a few years back, then Governor Corzine, U.S. Senator Menendez, and New York Giants quarterback Eli Manning (among other notables) all lived in the area that would be sacrificed under Option A.

- The waterfront is a resource available to all residents of Hoboken and the surrounding communities, the lack of imagination of the current engineering-based solutions will greatly reduce waterfront access with a Berlin wall style set of measures. We can do better than this.
- For instance, the 15+ foot high berm that is proposed to extend from 12<sup>th</sup> to past 11<sup>th</sup> streets destroys the 11<sup>th</sup> street view corridor. This is one of two streets in the north part of town that have clear views of Manhattan from Washington Street on westward. This destruction of a valuable, shared resource is unacceptable and impacts everyone living in the northern half of Hoboken. The 11<sup>th</sup> street view corridor must remain open.
- Who is looking at the tradeoffs between ultimate protection and economic impacts to Hoboken? Looking to prevent a 500 year event with walls will have a certain, significant negative impact on Hoboken's economy, relegating Hoboken to a walled city (Lincoln tunnel to the north, Holland tunnel to the south, Palisades to the west and floodwall to the east.) We may be economically better off targeting the 100 year (or even 50 year) event as a more effective compromise between definite negative economic impact and potential flood impact. Is this being discussed?
- The actual success of the project will be measured by the impact of the first major flooding event to occur. Which means that all of the various gates and deployable barriers must be in place and functioning at that time. Looking at the sheer number of these elements and their complexity, significant thought must be given to a) what funding will be required to adequately maintain these assets (and it will be significant given the salt water exposure they will have) and b) who will perform this work? (I have strong doubts about the ability of Hoboken's municipal workforce to engage in the type of detailed preventative maintenance and testing that is required). In my view all proposals must be reviewed with an eye on maintainability – where is this in the review process?

I would also like to add that compressing the public review process into the month of December is entirely inappropriate and smacks me as a deliberate way to look to minimize the public's ability to comment on the proposals. I, for instance, had a number of key work events during each of the public meetings and could not attend any of them.

Thank you for listening.

Geoffrey Rockhill  
Managing Director  
Corporate Solutions



[geoff.rockhill@am.jll.com](mailto:geoff.rockhill@am.jll.com)  
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[content/uploads/briefing/OMA\\_IP\\_Briefing\\_Book.pdf](#) and what’s being proposed here. Certainly there were no walls down streets in the winning proposal. It seems to me like what’s really missing from the current proposals are the “Dutch Innovation” that we desperately need, the kind of engineering that’s kept Amsterdam dry for hundreds of years and makes it beautiful still today. Instead, what we’re being asked to accept are “Berlin-Wall-Style-Barriers”, using old-school techniques that look like they’re inspired by what little kids build on the beach in the summer (where’s the sand tunnel?). There are no walls in Amsterdam, and yet that city is mostly below sea level. This can be done and done well, it’s just a matter of the correct engineering.

This is a big deal - it will affect Hoboken in perpetuity - for our kids, grandchildren and their grandchildren. Let’s get it right. In closing, there’s some really great ideas that Stevens Institute of Technology has been working on and should be incorporated - check this out if you haven’t seen it already: <https://www.youtube.com/watch?v=XxrfnJa3IpY>

Sincerely,

Mike Baldassari

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Mike Baldassari

MIKE-O-MATIC Industries L. L. C.  
156 Thirteenth St.  
Hoboken, NJ 07030

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**From:** Christiaan Van der Kam [<mailto:cvanderkam@unigestion.com>]  
**Sent:** Wednesday, December 30, 2015 6:08 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Concept A - Hoboken

To Mr. David Rosenblatt

See attached letter.

Regards

Christiaan



Christiaan Van der Kam  
Director  
Investment Director  
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\*\*\*\*\*www.unigestion.com\*\*\*\*\*  
Mr. David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton  
NJ 08625-0420  
  
30 December 2015  
  
  
Re: 'Rebuild By Design' Hudson River flood protection proposals  
  
Mr. Rosenblatt:  
  
This concerns Concept A of the 'Resist Delay Store Discharge' flood protection proposal for the city of Hoboken.

It is an outrage that Concept A has even been proposed as a means of protecting Hoboken from riverine flooding. Concept A does not protect a significant proportion of northeast Hoboken, much of which flooded during Sandy, and would disfigure and likely destroy as viable properties several residential blocks in the area.

Concept A is relatively cheap and would cause severe distress to only a proportion of the Hoboken population. Those considerations apparently make it attractive to Mayor Zimmer and others but do not render it either fair or effective.

I understand that a considerable amount of uncertainty, inaccurate information and even misinformation now surrounds Concept A. A number of facts, however, are not in dispute.

Concept A would not even attempt to protect some 14% of Hoboken taxpayers. By protecting the rest of Hoboken but abandoning the northeastern section of it, property values there inevitably will decline relative to values elsewhere in the city.

Concept A would drive a wall ranging in height from a projected 3.5 to 8.5 feet down the center of one of the most significant corridors of domestic architecture in Hoboken. The term 'projected' is appropriate because as more modeling and other studies are undertaken the dimensions of the wall may change. We do not know what shape it actually would take.

The existence of any such wall, however, would deface the corridor. More significantly, questions have been raised about the viability of the corridor as a residential area if it is divided by a wall. Those questions remain unanswered by the city or DEP. How will fire equipment and emergency vehicles gain access to the blocks? How will refuse and recycling be removed? Who will want to purchase properties blighted by such concerns and by the very existence of the wall itself? In light of those and other impediments to habitability, does the city intend to condemn the housing along the corridor?

During the meeting held at the Hoboken Historical Museum on 10 December Mayor Zimmer had the appalling judgment to ask whether we would sacrifice the entire city of Hoboken for Garden Street. That is an insulting question that demands a false choice. We do not want to sacrifice the city: We do not, however, want to sacrifice a portion of it, as Concept A does sacrifice a portion of it.

It is true that we live on Garden Street-between Twelfth and Thirteenth Streets-and on the west side of the street. We therefore would be blighted by a wall only if the '500 year storm' solution is chosen, and whether or not it is chosen we would share whatever flood control benefit Concept A confers on the city.

Those considerations do not justify Concept A. We do not want to watch as the houses of our neighbors across the street and on Bloomfield Street flood, nor do we want to watch them flood over a wall between us. We do not want our neighbors to the north to see their homes blighted by a wall, and do not want to look out at a wall at all.

Again, and more significantly, we cannot countenance the notion that a flood protection system would be designed to sacrifice our neighbors. At the 10 December meeting Mayor Zimmer insisted that we "are the lucky ones" because we "did not flood" during Sandy. She was wrong - many of us were flooded and would be flooded if Concept A were adopted. We do not, for example, want our friend's restaurant and neighborhood gathering place at 14<sup>th</sup> and Hudson Streets to flood again; it would, however, flood.

We will not accept the unnecessary and inequitable blighting of our neighborhood and therefore cannot accept Concept A. No response to the devastation of a city should require devastating one of its most significant neighborhoods.

Sincerely,

deployment of these walls when needed. Permanent floodwalls could still exist north of 16<sup>th</sup> Street, extending into Weehawken.

- Examples:
- o [http://ekofloodusa.com/ground\\_level\\_foundation.php](http://ekofloodusa.com/ground_level_foundation.php)
  - o <https://vimeo.com/63911495>
  - o <http://aquafence.com/protecting-communities/>.

Constructed **wetlands that reduce storm surge** around Weehawken Cove and along the northern waterfront.

In addition to my great concern regarding floodwalls within our city, it must be noted that none of the five options presented address Hoboken's infrastructure —our sewer system and our water system in particular. Both of these systems are put under greater pressure during floods. With a \$230 million budget, options that protect the city from future storms while improving basic necessities should be made a priority.

I urge you to take my thoughts, as well as those of other Hoboken residents, into strong consideration as the five options are narrowed down to three, and revision to existing options are made. The impact to the daily lives of Hoboken residents—not just in times of emergency—should be of the utmost importance.

Sincerely,

Kimberly Papa

Email: [kimberlympapa@gmail.com](mailto:kimberlympapa@gmail.com)

Christiaan van der Kam

1235 Garden street  
Hoboken  
07030, NJ

**From:** Roseanne Dickovitch [<mailto:rdickovitch@gmail.com>]  
**Sent:** Wednesday, December 30, 2015 9:32 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** dont want a permanent wall built on the waterfront

can't stress it enough..... it would destroy our neighborhoods..... only one engineer was used to design a system... i believe this approach and flawed.... not enough input from other experts for a solution that would be better for residents.... thanks Roseanne Dickovitch

-----Original Message-----  
From: Mike Belasco [<mailto:mikebelasco@yahoo.com>]  
Sent: Wednesday, December 30, 2015 2:52 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Feedback - No Sea Walls

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. We were able to attend the session held at the Hoboken Historical Museum but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided.

First, let me begin by saying I want to help protect Hoboken, a place we have come to love in our over 14 years living here and owning a business in town. However, I oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Second, I question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service", a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.

Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged (we, in fact, lost our car to the flooding). Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once

in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

I would like to officially eliminate concepts C and D from consideration and OPPOSE all concepts that include sea wall. This is a shame we are even considering these options!!!

Sincerely,

Mike Belasco  
1100 Maxwell Lane, unit 804  
Hoboken, NJ 07030

**From:** Kimberly Papa [<mailto:kimberlympapa@gmail.com>]  
**Sent:** Wednesday, December 30, 2015 3:15 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Rebuild by Design Feedback

I am writing to share my feedback on the Rebuild by Design concepts. I fully understand that prevent flooding, like that which was experienced during Superstorm Sandy, is crucial and solutions that protect our city from potential future damage are needed. However, the current Resist strategies that propose floodwalls being built within residential communities of Hoboken are absolutely not the way to do so.

The building of permanent floodwalls in Hoboken would be devastating to quality of life for residents, especially if constructed on Garden Street (Option A), Hudson Street or Shipyard Lane (Option E).

It is appalling that these options are even being considered and I strongly oppose them. These permanent floodwalls sacrifice the daily quality of life of Hoboken citizens and destroy the beauty of our city.

Option E, which proposes floodwalls along Hudson Street as well as a T-wall in front of the Hudson Tea Building is of extreme concern. This option would have an exceptionally negative impact on the daily lives of the thousands of residents in both the Hudson Tea and Shipyard communities, as well as the many other homeowners who live along Hudson Street. Homeowners in these buildings, who have made large

monetary investments and are dedicated to building their lives in Hoboken, would see their property values plummet as a result of floodwalls being constructed along Hudson Street.

An alignment along Hudson Street would also separate our community from the Hudson River and greatly impact traffic—both pedestrian and vehicular—creating congestion in an area of Hoboken that is filled with families. And in just over a year from now hundreds of more families will call Hudson Street home when the newest building in the Hudson Tea community, 1400 Hudson Street, opens.

The NJDEP and the elected officials of Hoboken and New Jersey must seek other Resist options that do not include permanent floodwalls within these neighborhoods, as they would detrimental to quality of the life.

Just a few that could be studied as alternatives:

As **revisions to Options B and D**, very low permanent floodwalls (no more than 4 feet high) along the Northern waterfront that could be topped with temporary walls in case of emergencies. Glass barriers that would not impact sightlines to the Hudson River, could also be considered.

- Examples:
- o <http://www.wnvc.org/story/298560-instant-flood-walls-just-add-water/>
  - o <http://www.floodcontrolinternational.com/PRODUCTS/FLOOD-BARRIERS/glass-barriers.html>

**Temporary, removable floodwalls in residential areas**, such as along Garden Street, Hudson Street or Shipyard Lane, that would **ONLY** be deployed during emergencies. These could provide protection in the event of an emergency, without disrupting daily life in our community. A trust fund could be set aside as part of the grant for the

**From:** Taryn Cazares [<mailto:taryncazares@msn.com>]  
**Sent:** Wednesday, December 30, 2015 3:30 PM  
**To:** DEP rbd-hudsonriver  
**Subject:**

December 30, 2015

Office of Flood Hazard Risk Reduction Measures  
David Rosenblatt, Director  
501 East State Street Trenton, NJ 08625-0419

Dear Mr. Rosenblatt,

I would like to add my comments on my opposition to Plan A as a solution to the problem of flooding in Hoboken and its neighboring communities.

While it is the cheaper one of the five proposed plans;

- Fire, Police and Ambulatory services would have serious response issues to homes on Garden with a wall blocking passage
- Handicapped and elderly people would have issues with daily pickup, drop off, or evacuation with a wall in front of homes.
- Parking will be eliminated or significantly reduced in this area. We all know parking is already an issue for Hoboken.
- A wall could create flooding in homes in an area not flooded before just by a rain storm which would occur sooner than a 100/500 year event.
- With an event like Sandy, a wall would signify a flood in Garden Street homes. This of course is outright unfair as the proposed plan suggests this area needs to take the hit for all of Hoboken.

The proposed plan(s) should benefit all Hoboken residents.

Sincerely,

Taryn Cazares

**From:** Rikke Frojk Lauridsen [<mailto:rikke.frojke@hotmail.com>]  
**Sent:** Wednesday, December 30, 2015 4:34 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** 'Rebuild By Design' Hudson River flood protection proposals

Mr. Rosenblatt:

This concerns Concept A of the ‘Resist Delay Store Discharge’ flood protection proposal for the city of Hoboken.

It is an outrage that Concept A has even been proposed as a means of protecting Hoboken from riverine flooding. Concept A does not protect a significant proportion of northeast Hoboken, much of which flooded during Sandy, and would disfigure and likely destroy as viable properties several residential blocks in the area.

Concept A is relatively cheap and would cause severe distress to only a proportion of the Hoboken population. Those considerations apparently make it attractive to Mayor Zimmer and others but do not render it either fair or effective.

I understand that a considerable amount of uncertainty, inaccurate information and even misinformation now surrounds Concept A. A number of facts, however, are not in dispute.

Concept A would not even attempt to protect some 14% of Hoboken taxpayers. By protecting the rest of Hoboken but abandoning the northeastern section of it, property values there inevitably will decline relative to values elsewhere in the city.

Concept A would drive a wall ranging in height from a projected 3.5 to 8.5 feet down the center of one of the most significant corridors of domestic architecture in Hoboken. The term ‘projected’ is appropriate because as more modeling and other studies are undertaken the dimensions of the wall may change. We do not know what shape it actually would take.

The existence of any such wall, however, would deface the corridor. More significantly, questions have been raised about the viability of the corridor as a residential area if it is divided by a wall. Those questions remain unanswered by the city or DEP. How will fire equipment and emergency vehicles gain access to the blocks? How will refuse and recycling be removed? Who will want to purchase properties blighted by such concerns and by the very existence of the wall itself? In light of those and other impediments to habitability, does the city intend to condemn the housing along the corridor?

During the meeting held at the Hoboken Historical Museum on 10 December Mayor Zimmer had the appalling judgment to ask whether we would sacrifice the entire city of Hoboken for Garden Street. That is an insulting question that demands a false choice. We do not want to sacrifice the city. We do not, however, want to sacrifice a portion of it, as Concept A does sacrifice a portion of it.

It is true that we live on Garden Street-between Twelfth and Thirteenth Streets-and on the west side of the street. We therefore would be blighted by a wall only if the ‘500 year storm’ solution is chosen, and whether or not it is chosen we would share whatever flood control benefit Concept A confers on the city.

Those considerations do not justify Concept A. We do not want to watch as the houses of our neighbors across the street and on Bloomfield Street flood, nor do we want to watch them flood over a wall between us. We do not want our neighbors to the north to see their homes blighted by a wall, and do not want to look out at a wall at all.

Again, and more significantly, we cannot countenance the notion that a flood protection system would be designed to sacrifice our neighbors. At the 10 December meeting Mayor Zimmer insisted that we “are the lucky ones” because we “did not flood” during Sandy. She was wrong - many of us were flooded and would be flooded if Concept A were adopted. We do not, for example, want our friend’s restaurant and neighborhood gathering place at 14<sup>th</sup> and Hudson Streets to flood again; it would, however, flood.

Hoboken and local communities, but also the NJ Transit train commuters.

Thank you for your consideration of my questions and comments.

Respectfully submitted,  
Mary L. Feury

1218 Garden Street  
Hoboken, NJ 07030  
(201) 795-3351

**From:** Peter Bakarich [mailto:peterbakarich@gmail.com]  
**Sent:** Wednesday, December 30, 2015 5:01 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Feedback

Good evening

My apologies for missing the community engagement meetings but it was difficult to get back after work. I can appreciate the task at hand since my firm went through the same process in NYC with their flood protection scheme along the East Side.

I listed a few comments/questions that I have on the design alternatives:

- Who operates the movable flood walls?
- Who will maintain these proposed flood protection features? Hoboken barely has enough funding to maintain the parks in town.
- Are the proposed revetments on land all hardscape or landscaped?
- How are the Path entrances protected? Are movable barriers proposed at the top of the stairs?
- I am in favor of protecting the ferry terminal.
- Not in favor of a wall down Garden Street or Washington Street. I think more of the flood protection should be kept closer to the bulkhead.
- Are there alternatives to a T-Wall along Sinatra Drive North?
- Moving the revetment to the water in Weehawkin Cove is a much better idea.

Thanks for the opportunity to comment and I look forward to future meetings that I can hopefully attend.

Happy New Year!

Peter Bakarich, P.E.

**From:** carrowthibault [mailto:carrowthibault@optonline.net]  
**Sent:** Wednesday, December 30, 2015 6:13 PM

We will not accept the unnecessary and inequitable blighting of our neighborhood and therefore cannot accept Concept A. No response to the devastation of a city should require devastating one of its most significant neighborhoods.

Regards

Rikke Lauridsen

1235 Garden Street

Hoboken

**From:** Annemarie DiCola [mailto:Annemarie\_DiCola@trepp.com]  
**Sent:** Wednesday, December 30, 2015 4:52 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** 'frankdicola@gmail.com'  
**Subject:** REBUILD BY DESIGN-Comments  
**Importance:** High

Dear Mr. Rosenblatt,

We are the owners of Unit 1003 at 1125 Maxwell Lane, Maxwell Place, Hoboken, New Jersey. We write to you to comment on the concepts under consideration by the City of Hoboken and the REBUILD BY DESIGN (RBD) team.

Most immediately, we urge that you specifically eliminate concepts C and D from consideration.

In general, as significant property owners in Hoboken, we oppose all concepts that include any sea walls along the priceless Hoboken waterfront.

The waterfront in Hoboken distinguishes the city as a rarefied place, especially because it is designed for everyone to enjoy, whether they live near the river or not. If sea walls were to be built there, the only people who would truly enjoy Hoboken’s riverfront location would be residents able to afford living in high, river-front apartments that are high enough to see above the walls to a view of the water.

We were attracted to invest significantly in Hoboken because of the beauty of its waterfront and the openness of its community. Surely Hoboken does not want to desecrate its great natural beauty, and simultaneously become a segregated community of “haves” and “have-nots”?

We urge that you rethink the solutions to the challenges of Hoboken’s waterfront, and find a better, more modern solution than “building a wall”. Please keep Hoboken beautiful, and open-a valuable, desirable destination for residents of all ages and economic backgrounds.

Very truly yours,

**To:** DEP rbd-hudsonriver  
**Subject:** rebuild by design hudson river

Thank you for the opportunity to comment on the presentation December 10, 2015. It was very informative and the presenters did a good job with very complex information.

My comments:

- **Use the 100 yr. flood plain guidelines.** The 500 yr. flood plain requirements will be too costly and the heights of the walls will be very unpopular, thus politically difficult.

- **My preference is for a hybrid of Concepts A and E as follows:**

Concept E:

North end, concept E- the T-wall along Weehawken Cove is problematic as it cuts off views/access to the waterfront. Also, because it is a hard structure it may negatively impact the shoreline and marine life by causing erosion from currents and wave action. Instead, create a berm sloping up to the necessary height and then sloping back down to create a soft edge at water. This can provide full access and much needed additional open space as a “linear” park. As an alternate (if this too costly) run the flood wall south from the currently proposed berm in the southwest corner of the cove down to the north side of 15th street then east along 15th street to meet the north-south wall proposed for Shipyard Lane. For the South waterfront, use Concept A with some modifications.

Concept A:

South End: already well protected along the bike/walkway from pier A to the soccer field. No need for raised paths/revetments along this part of the waterfront. The strategy for the Long Slip looks workable but should be coordinated with NJT plans for the rail yard development. The treatment for the North End in Concept A is problematic because the proposed wall running down Garden Street will be too disruptive to the existing 19th century urban fabric. Any walls/barriers can be more easily accommodated along the parking garage lined modern buildings on 15th St. and Shipyard Lane. And they could be an architectural landscape feature where there is open space along the north side of 15th street.

- **Finally, There is some very vocal opposition** (from people not necessarily in the flood zones) to any sort of walls so I think there needs to be better communication on the impact to all of Hoboken of doing nothing. For example, it seems that without preventing flood waters/surges from inundating the low lying neighborhoods, their flood insurance rates will become unbearable with negative affects on the property values and thus the viability of the neighborhood.




Thank you,

carrow thibault  
[carrowthibault@optonline.net](mailto:carrowthibault@optonline.net)

**From:** Rachel Chang [mailto:rachel@byrachelchang.com]  
**Sent:** Wednesday, December 30, 2015 6:20 PM

Annemarie and Frank DiCola

Annemarie G. DiCola, Esq. | CEO | Trepp LLC  
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[www.trepp.com](http://www.trepp.com)

-----Original Message-----  
From: MARY FEURY [mailto:mfeury@optonline.net]  
Sent: Wednesday, December 30, 2015 4:59 PM  
To: DEP rbd-hudsonriver  
Cc: John Feury  
Subject: Rebuild by Design - Hoboken

David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Trenton, NJ 08625-0420

Dear Mr. Rosenblatt,

This letter is in response to the Rebuild by Design plans A through E proposed for Hoboken. Let me say first that I appreciate the opportunity to provide feedback for the 5 plans proposed. It is certainly necessary to develop a comprehensive plan to implement solutions that will allow Hoboken to become more resilient in facing future flooding. The components of the Hoboken plans, which include a resist, delay, store and discharge strategy are impressive. I look forward to learning more about how they will be developed and incorporated into our city. The plans also include our bordering communities of Jersey City and Weehawken, which is crucial. My husband John was able to attend two of the drop-in information sessions; one at St. Lawrence Church on December 15th and the other at the Hoboken Housing Authority on December 17th. While he came away with greater knowledge about the five proposed plans, he also left with many more unanswered questions.

Here are some of the questions I would like addressed along with some of my comments:

Why is there such a short period of time to review and consider all five plans? The plans were initially presented on December 10th, and our understanding is that two of the plans will be eliminated and only three will be considered going forward after the first of the year. This is a very short time to consider plans of such magnitude and expense with a major impact on our city.

**To:** DEP rbd-hudsonriver  
**Subject:** Re: Blocking Hoboken Happiness

To be specific, I oppose concepts C & D and any plan that involved putting a wall up on our waterfront. Let’s eliminate Trump thinking — walls are not the answer.

Happy New Year,  
Rachel

**From:** Rachel Chang <[rachel@byrachelchang.com](mailto:rachel@byrachelchang.com)>  
**To:** “[rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)” <[rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)>  
**Sent:** Tuesday, December 22, 2015 3:06 PM  
**Subject:** Blocking Hoboken Happiness

Dear Rebuild By Design,

When I moved across the country on my own and decided to settle in New Jersey a decade ago, I was so relieved to find Hoboken. It was tough being so far from family and friends, learning to navigate urban life, and experiencing seasons for the first time! But when I first stepped foot in Hoboken, it immediately felt like home.

I started out renting downtown in a lovely little studio on First Street between Clinton and Grand. I never anticipated staying here permanently, but five years passed so fast that it seemed it was time to invest in property.

Fortunately, my parents were looking to invest in property too, so we decided to go in on something together. And despite their hesitations and skepticism about the New York City-area, they embraced Hoboken on their visits as well. (On one of my Dad’s visits, he made so many friends around town that he got more “Hello’s than I did when we walked around after I got back from work!)

After much research (and a serious dip into savings), we settled on Maxwell Place — and competed to get a spot pre-construction because it seemed like the only safe investment. Back then, all three of us had to be on two phone lines to finally get through and get a number to get spot! But it was the only space they felt comfortable investing in on the entire east coast. We were so grateful.

And now, six years after moving in, they’ve been pleased with their investment — and I’ve felt so lucky to be a homeowner in the Hoboken community. And proud 11-year Hoboken resident.

The plan last year to put the sewage pump literally in my front yard put a huge dent in our Hoboken Happiness, but we accepted the inconvenience and possibly devaluation in property because the pump would help our neighbors.

Who will determine which of the three plans will be considered going forward? What is the criteria for eliminating two plans? How will the final plan be chosen? What are the determining factors? Greatest number of people protected? Cost?

Mayor Dawn Zimmer has expressed that she will not back three of the plans that limit waterfront access. Who has the final say? Why eliminate plans that limit waterfront access, but protect the greatest number of people without learning about alternatives that could be added to provide access in a different way, such as walkways above a wall for example?

How will it be decided whether to go with a 100 or 500 year storm plan?

If the project costs more than the \$230 grant, how will it be funded?

If a wall is built on Garden Street as proposed in Plan A, people who live to the east of the wall will be in danger of flooding when they have not flooded before. Why would we chose a plan that protects some people, but hurts others? Is it even feasible to build a wall down a residential street with so many other considerations such as fire department access? I live on the west side of Garden Street, and am not in favor of Plan A.

If deployable walls are built, how are they maintained and at what cost? How do we know they will be operable within a reasonable amount of time when a storm is imminent?

My understanding at the time was that it would help alleviate all the problems with the flooding, being a waterfront community, so to hear this plan about the 12-foot wall was quite a shocker. The fact it was even proposed and presented to the City of Hoboken is unbelievable. The whole draw of Hoboken, which has been at the root and core of the New Jersey Gold Coast community, is the waterfront — and literally blocking it seems like the ultimate detriment to our community.

I know there has been so much muddled in the politics of this issue that I’m confused about what the truth is — and wanted to inquire what exactly is happening, so that I don’t fall prey to all these rumors. Unfortunately, holding all these meetings during the holiday week and requiring a “deadline” of comments by the end of the year just seems like this plan is trying to fly under the radar while everyone is distracted.

Because of my work schedule, I wasn’t able to make any of the meetings as soon as they were announced. Had I been able to, I would have been at all three — particularly the one that spilled outside the Hoboken Historical Museum. I think the fact this many people were able to make an impact should say something about the community’s response to this and I hope you won’t let that all just go without taking it into account, as it felt like it happened with the pump.

Of course, I understand Hoboken needs to alleviate the flood problem. We can’t have Sandy happen again. But I’m just wondering if there’s a way to put it in a more discreet place to minimize the impact on the residents who are so grateful to call Hoboken our lovely and serene home. Looking forward to the answers!

Thank you,  
Rachel

1125 Maxwell Lane  
Hoboken NJ 07030  
201-683-0171

**From:** Reinknecht, Dennis  
**Sent:** Monday, January 04, 2016 7:41 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** FW: Hoboken Flood Plans

Forwarded

**From:** Feury, John [mailto:John.Feury@secom.com]  
**Sent:** Wednesday, December 30, 2015 4:59 PM  
**To:** Reinknecht, Dennis  
**Cc:** Mary Feury  
**Subject:** Hoboken Flood Plans

It was a pleasure speaking with you at the Weehawkin and latest Hoboken meetings. My comments are as follows :  
Demountable temporary flood barriers in residential areas need to be investigated in more detail .  
The gates proposed across any roadways would need to be demountable and would be impossible to guarantee 100%. A wall is only as strong as its weakest point. (Testing of these gates to keep Warranty would be expensive.)  
Life Safety issues such as emergency access would need to be the top priority .

Thanks, I will continue to e-mail additional comments as I do more research. John Feury

**From:** Frank DiCola [mailto:yoshgunn@gmail.com]  
**Sent:** Wednesday, December 30, 2015 6:31 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** REBUILD BY DESIGN - Comments

Dear Mr. Rosenblatt,

I am a resident of Unit 1003 at 1125 Maxwell Lane, Hoboken, New Jersey. I wanted to write to you about the concepts under consideration by the City of Hoboken and the REBUILD BY DESIGN (RBD) team. I urge that you reject concepts C and D from consideration.

Covering up the waterfront seems like an overkill solution that will rob the city of its charm and render the riverside deserted. I'm on the tenth floor, so I'll keep my view. But not everyone is fortunate enough to live where I do.

Please reconsider your designs and consult with the engineers at Stevens, my alma mater. I'm sure the students there would appreciate the chance to apply their knowledge to a real life problem. They can certainly help to create a solution that is more effective and less intrusive.

Very truly yours,  
Frank DiCola, Jr

**From:** Jordan Daub [mailto:jordan.daub@gmail.com]  
**Sent:** Wednesday, December 30, 2015 6:39 PM  
**To:** DEP rbd-hudsonriver; dzimmer@hobokennj.gov  
**Subject:** Rebuild By Design

Dear Mayor Zimmer and Mr. Rosenblatt

Thank you for the opportunity provide feedback on the highly debated Rebuild By Design-Hudson River" Plans for Hoboken. Unfortunately, I was unable to attend the session(s) held at the Hoboken Historical Museum as I was in London for work. As an 8 year resident of Hoboken, i have utmost concern for my our property, my neighbors, and the Hoboken community in its entirety. My wife and I plan to stay here for a long time due to the sheer character of the city, proximity to the city, and magnificent views of the city. Protecting

It seems to me that any option that doesn't protect Washington Street from flooding makes little sense as it is the heart of Hoboken. Option E, which keeps the waterfront clear but affords protection to Washington, is a much better option.

The residents of Garden Street are mobilized to fight Option A. I hope a better approach, like Option E, will be taken.

Regards,

Bob

--  
Bob Sellers  
(908) 656-2123  
[rsellers@gmail.com](mailto:rsellers@gmail.com)  
[www.linkedin.com/in/bobsellers1](http://www.linkedin.com/in/bobsellers1)

**From:** Scott Rostan [mailto:scott.rostan@trainingthestreet.com]  
**Sent:** Wednesday, December 30, 2015 11:40 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Concerns with "Option A" of Resist Strategy in Hoboken

Mr. Rosenblatt,

This letter is to express my concerns with to 'Concept A' of the "Resist Delay Store Discharge" plan for Hoboken, NJ. Everyone's goal with the Resist strategy is to stop storm surge flooding in Hoboken. There are two main problems with Concept A in this regard:

ONE. It is impossible for me to see how Concept A does not push water into the homes on upper Garden Street and presumably upper Bloomfield Street, along with 14<sup>th</sup> and possibly 13<sup>th</sup> Streets. During Sandy, water did not flow down Garden or Bloomfield Street, and did not come across 14<sup>th</sup> street at the point where these streets intersect. If water DID flow down Garden or Bloomfield streets, the homes there would flood (NOTE: Many homes on these streets DID FLOOD DURING SANDY, from sewage and rising groundwater!). Engineers at the public presentations kept trying to tell people that this was not true. I am not an engineer, but if water moves down Garden Street at a volume that requires a retaining wall to keep it back, how will it NOT go into homes there? And if the water is not actually being directed down Garden Street (as some engineers seemed to be saying), then why does building a wall there help hold water back? We are creating NEW and/or ADDITIONAL flooding for some residents, while reducing or eliminating it for others.

TWO. It creates a "wet zone" in Northeast Hoboken, which will flood in every storm surge event. While residents on upper floors of the larger buildings along the waterfront in that area may not suffer damage to their personal property, the ground floor businesses will, and residents in this area of town could feel other effects, especially if flooding becomes more common. The waterfront walkway we all treasure will eventually be damaged by repeated flooding, streets and

Hoboken from natural disasters and other unexpected detrimental events is something I take very seriously and am very interested in hearing more options, but I absolutely oppose ALL 5 potential plans (options A-E) because they clearly have not been vetted out in terms of the negative implications. Hoboken's golden ticket has always been and will forever (unless 10-18 feet walls are put up) be the magnificent views of Manhattan. There MUST be more innovative and modern ways that can help protect this city from an extraordinarily rare storm like Sandy. Frankly, it's shocking that we are only exploring ideas from what appears to be one specific firm, when in reality, we should be asking for RFPs from multiple engineering firms. There is no doubt that encasing the city with walls will forever change the living situation, economic situation, property value, and value proposition for living in Hoboken. Let me reiterate that I firmly believe it's important to come up with solution to protect Hoboken, but i have seen disaster areas that were even worse than Hoboken (e.g. Cranford NJ) and they are not even considering these drastic measures. We MUST be open minded and solicit more ideas, ideas that will not deprive the community of the very things that made Hoboken, well Hoboken. To be frank, i have heard too many people say they will leave Hoboken should we eliminate the magnificent views that are the direct reason why we are here in the first place. That is obviously not what we want, as property values will just plummet. **We have the opportunity here to lead the country with technical innovation, not by hiding behind walls.** I look forward to hearing about more options.

Sincerely,

Jordan Daub  
1100 Maxwell Lane  
#604  
Hoboken NJ 07030

**From:** Roberta & Stuart Silverberg [mailto:rss9999@gmail.com]  
**Sent:** Wednesday, December 30, 2015 9:19 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** comments on RBD draft concepts

- Overall, the concepts seem don't seem sufficiently innovative. We need more creative options that achieve protection without the negative impacts to waterfront access and neighborhood streets that are apparent in the presented options.
- Tying uptown and downtown protection features together in each option doesn't lead to the best solution for the city as a whole. Considerations are different for uptown and downtown. Options for each should be considered and evaluated separately and then combined only at the end.
- It seems like more sharing of solutions could be done with those attempting to deal with the same problems in New York City. Staff at the sessions did not seem to be familiar with the solutions being proposed there. Everyone might learn things that could lead to better and more cost effective solutions.
- Walls that go down local streets are at best undesirable and at worst totally impractical. Gates across streets pose reliability issues and risk trapping vehicles. Street

other city infrastructure at street level will all suffer. I do not know what kind of problems it introduces into the larger apartment buildings to have repeated flooding at their lobby level, in terms of their structural integrity and other essential services (electrical, etc). They will also be isolated during a storm surge event and I question how emergency responders could react to calls from this area of town (and this is without even getting into the problems introduced by walling off two of the only two-lane streets in north Hoboken). It would also greatly complicate evacuations, and perhaps make them mandatory for residents in this area. In addition, there ARE first-floor entry homes in this area, both brownstones and apartments/condos with first floor access or basement levels in the Shipyard and other buildings. Building a wall on Garden Street leaves an estimated 14% of the population in a flood zone.

Other concerns:  
The engineering firm charged with determining the "feasibility" of each of the possible concepts is planning to build a wall that will last 50 years. Sandy was somewhere between a 100 year and a 500 year storm, meaning we will not see another storm like that during the lifetime of these walls. I understand that due to climate change and rising sea levels, storms of this nature are likely to become more frequent...eventually. But even if global warming accelerates this process, how does this plan protect us beyond the 50 year window? If we build walls that go unused for 50 years, then need to rebuild them or new ones to address the next 50 years, was that an effective use of the money, when people in Hoboken suffer flooding several times a year every year NOW, from other sources? I also understand that the grant money is specifically earmarked to "resist" or build walls and other structures to hold back water from the Hudson River. But if we are building something that won't last until the next flood actually happens, what are we doing?

The feasibility study is supposed to take into account the impact of construction and the eventual structures on surrounding land use, especially schools and day cares because these populations are considered "sensitive." There are two schools (Ellysian Charter and Hoboken Montessori) on the blocks covered by Concept A, not to mention at least two daycares which will remain in the flood zone under Concept A, completely unprotected by storm surge. In addition, the residential blocks where Concept A would be built, like almost every block in Hoboken, are home to many small children. What are the likely effects of a 3.5 year construction project – in terms of air quality, noise and vibration, as well as possible hazardous materials unearthed by digging – and how will these issues affect the children in the construction zone every day?

The idea that because residents of Garden Street didn't flood because of the storm surge (NOTE: many of them DID flood during Sandy, from sewage back-up and rising groundwater!) it is now "our turn" to have our homes and immediate neighborhood negatively impacted – which Mayor Zimmer told an assembled group of residents on Monday, December 14 – is a human and understandable reaction on some level. But resentment that some residents suffered less than others during Sandy is not the right mindset to decide how to spend \$230 million, nor is it an appropriate way to govern a city of over 50,000 residents.

Residents on the streets affected by Concept A have chosen to live in Hoboken for many reasons. Some people were born here. Some have lived here for thirty or more years. Many of

walls inhibit emergency access and hurt on street parking in a city that's already short of parking space. Street walls impound water and could result in diverting water to areas that would not otherwise flood. The simplistic "water doesn't flow uphill" answer that was provided at the 12/17 session isn't enough. Surge and wind driven impounded water can create water levels that would be higher than if they weren't impounded and therefore could flow to higher elevation streets than they would if not impounded.

- Tall walls at the waterfront pose a serious economic risk to both property owners near the waterfront and the city as a whole. They would devalue a large amount of real estate, would make the city less attractive as a place to live and do business, and could result in a downward spiral of tax revenues and city services.
- A plan that doesn't protect Hoboken Terminal is very shortsighted. It's a major transit hub and having it out of service impacts not only Hoboken residents but residents of adjacent towns and counties who depend on it to get to work.
- Serious consideration and formalization should be given to Mayor Zimmer's suggestions regarding an infrastructure trust fund to provide public funding for localized flood protection measures that individual buildings not protected by the chosen plan could implement within their buildings.

Roberta & Stuart Silverberg

**From:** Gregory Nersessian [mailto:gnersess@gmail.com]  
**Sent:** Wednesday, December 30, 2015 9:48 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** tiffaniefisher@hotmail.com; margaretknersessian@me.com  
**Subject:** Concept A

Mr. Rosenblatt:  
We are writing to express our deep concerns with Concept A of the Rebuild by Design "Resist" proposals. We are longtime residents of Hoboken and are deeply distressed by the litany of safety and practical issues that would result from the existence of a wall down Garden Street. The list below identifies our key issues, though this list is not exhaustive – indeed, the more we consider the absurdity of this proposal the more questions and concerns it raises. This leads us to believe that the firm that was hired to design these concepts gave no consideration whatsoever to basic safety and practical issues (beyond flood protection) associated with the Resist measures. It's shocking and disappointing that such poorly vetted concepts would see the light of day, much less be presented to the community in the "take it or leave it" manner in which this was communicated. Moreover, Mayor Zimmer's shameful attempts to vilify affected community members that are expressing their concerns and to pit certain parts of the community against others has destroyed our confidence in her ability to effectively communicate and manage this important endeavor. Please understand, we strongly support exploring resiliency measures that protect the entire Hoboken community, however this goal must be achieved in a manner that does not compromise our safety.

Our chief concerns:  
1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services (emergency personnel would have to navigate a barrier before addressing an emergency situation).

us have raised or are raising families here. We have concerns about our homes and our families just as every person in town does. We all want the same thing – safety first, and after that quality of life.. Hoboken has an active Zoning Board and a strict building code in many ways. If you want to add on to your building or home, you often have to provide information proving that your addition will not negatively impact your neighbors. This can be as detailed as doing "shadow studies" to prove that you will not reduce the light and air your neighbors have access to, because the town considers these things the right of every resident. No one in Hoboken wants to experience flooding like we had during Sandy again. Everyone suffered in different ways. Yes, some more than others, in terms of property damage and other problems. But the needs of all residents need to be taken into consideration when proposing a solution.

The engineering firms need to figure out how to create resist structures that do not obstruct residential ground-floor-entry neighborhoods. Every resident of the proposed construction areas AND the flood zone that would remain need to think about how this plan impacts them. Every resident who sends their children to one of the schools or daycares what would be impacted needs to think about this plan. Every business owner and people who rely on the businesses in these areas need to think about how this plan impacts them. Emergency services – police, fire, ambulance – need to address how this plan impacts them and their ability to respond to emergencies in different situations in different areas. This is not just a few people who don't want a wall to block their view. Residents of Garden Street have a view of each other, not New York City or the Hudson River.

Regards,

Scott

**Scott Rostan | Training The Street, Inc.**  
[scott.rostan@trainingthestreet.com](mailto:scott.rostan@trainingthestreet.com)  
c 212-659-9060 | t 781-698-8307 | m 201-362-0336  
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- A wall would severely limit evacuation routes in case of an emergency.
- A wall would create an accessibility hardship for the elderly and handicapped members of the community (no ability to pick-up or drop-off residents in front of their homes with the proposed barrier; no simple evacuation routes from homes).
- A wall on Garden Street would expose residential areas and schools (including Hoboken Montessori School which my child attends) east of the wall to severe flooding
- A wall would create a public hazard for those walking between the wall and Garden Street residences (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken).
- A wall that is designed for seating, as is depicted in many of the designs provided by Dewberry, would encourage loitering in a residential area in which many children reside.
- A wall would increase the probability of flooding from a rain event (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on Bloomfield Street).
- A wall would increase the threat of flooding from a surge event to an area that previously was not in a flood zone.
- A wall would impede public services of snow and garbage removal
- A wall would necessitate the removal of public parking, significantly reducing already limited public parking in the neighborhood.

In summary, we strongly encourage you to "Resist" Concept A.

Respectfully,  
Gregory and Margaret Nersessian  
1203 Garden Street

**From:** Bob Sellers [mailto:rsellers@gmail.com]  
**Sent:** Wednesday, December 30, 2015 9:51 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Opposition to Garden Street wall (Option A)

To whom it may concern:

I live on Garden Street, three doors down from 14th on the east side of the street in a historic neighborhood with a block that is completely in tact from 1901. Option A would put a concrete wall directly in front of our house. We have just completed a full renovation of the home, including matching our iron fence and gate to the rest of the block (ours was the only non-original fence/gate).. This wall would dramatically hurt our property value and would result in water in our first floor and basement (we had none in Sandy). In addition, I don't know what this would do to our insurance. If this approach were to be taken, we would have to be compensated, not only for the value of the home, but also for the enjoyment of the home. Also, we have two young children. Crawling over a wall to load or unload them into the car (or anything else from the car) would be problematic. My understanding is that the plans were developed for a 500 year flood. Given that the wall would only be a few feet high on our block, sandbags would seem to be a more reasonable approach, which would mean the wall could be avoided altogether in the residential section of that plan. However, I think other approaches are better.

**From:** Aldous, Eric [mailto:Eric.Aldous@rbcm.com]  
**Sent:** Thursday, December 31, 2015 9:07 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Citizen Comments Due by 12/31/2015 on Rebuild by Design

To whom it may concern,

I am a resident at 1500 Garden St that enjoys the water front nature of Hoboken but also understand the need to mitigate flooding. The first concept appears to create a new flood zone in the area around my building and along Garden St. If the purpose is to protect Hoboken and its residents please do not increase the risk of damage to select areas in order to protect others.

In addition, balance the goal to project Hoboken in consideration of all residents while preserving the unique aspects of the community that make Hoboken a great place to live. Please choose a plan that can increase flood protection and not destroy elements that make Hoboken a great place to live.

Regards,  
Eric.

**Eric Aldous | Managing Director | Head of Futures | RBC Capital Markets**  
200 Vesey Street, New York NY 10281-8098  
Office: (212) 858 7348 | Mobile: (646) 872-8486 | Email: [Eric.aldous@rbcm.com](mailto:Eric.aldous@rbcm.com)

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<p><b>From:</b> Phil Cohen [mailto:philphcohen@aol.com] <b>Sent:</b> Thursday, December 31, 2015 10:04 AM <b>To:</b> DEP rbd-hudsonriver <b>Subject:</b> Rebuild By Design Hudson River -- community comments</p> <p>December 31, 2015</p> <p>Office of Flood Hazard Risk Reduction Measures David Rosenblatt, Director <a href="#">501 East State Street Trenton, NJ 08625-0419</a> <a href="mailto:rbd-hudsonriver@dep.nj.gov">rbd-hudsonriver@dep.nj.gov</a></p> <p>Dear Mr. Rosenblatt,</p> <p>As a resident of Hoboken, and as an elected democratic committeeman representing a number of concerned constituents, I am writing to provide comments on the Rebuild by Design proposals – specifically Concept A -- but also generally. It is critical that any design feature not compromise the aspects of a neighborhood that make it special. I hope and expect that any design will include features that enhance, and not harm, the long-term viability of the community.</p> <p>With that background, I would like to point out some immediate concerns regarding a proposed wall that is identified to be built along the vibrant Garden Street between 14th and 12th Streets community in Concept A that would significantly impact the community during non 100/500 flood year events.</p> <p>1. A wall would significantly reduce access to homes by the Fire Department, Police Department and Emergency Services (emergency personnel would have to navigate a barrier before addressing an emergency situation).</p> <p>2. A wall would severely limit evacuation routes in case of an emergency (an immediate response of crossing the street would no longer be an option).</p> <p>3. A wall would create an accessibility hardship for the elderly and handicapped members of the community (no ability to pick-up or drop-off residents in front of their homes with the proposed barrier; no simple evacuation routes from homes).</p> <p>4. A wall would create a public hazard for those walking between the wall and Garden Street residences (in essence an alley way is being created with only one way in and one way out; Garden Street is a highly trafficked route for children who attend multiple schools in Hoboken including the Elysian School at <a href="#">1460 Garden Street</a>).</p> <p>5. A wall would increase the probability of flooding from a rain event (a barrier would limit drainage and direct water into homes along Garden Street as well as bordering homes on</p>	<p>Bloomfield Street).</p> <p>6. A wall would increase the threat of flooding from a surge event to an area in uptown Hoboken that previously was not in a flood zone (funneling water down Garden Street beyond <a href="#">14th street</a> which did not flood during Hurricane Sandy).</p> <p>7. A wall would impede public services of snow and garbage removal (how would trash be collected and snow cleared when there is a wall in the way?)</p> <p>8. A wall would necessitate the removal of public parking, significantly reducing already limited public parking in the neighborhood.</p> <p>I strongly encourage the NJ DEP to take into account the aforementioned impacts and significant day-to-day safety hazards you would be imposing on the residents of Garden Street and neighboring streets and reject any proposed wall to be built between on Garden Street between 14th Street and 12th Streets. I believe it is critical that Hoboken be protected from future inevitable storms and the rising Hudson River. So, we must move forward with a plan that makes sense for our City. However, the proposed Garden Street wall between 14th Street and 12th Street in Concept A is not a viable feature in such a future plan. Please put forth a plan that protects all of the citizens of Hoboken without putting the daily lives and homes of residents in uptown Hoboken at additional risk.</p> <p>Sincerely,</p> <p>Philip H. Cohen 206 11th Street <a href="#">Hoboken, NJ 07030</a> 201 963-8586</p> <hr/> <p>-----Original Message----- From: Forde Prigot [mailto:forde@prigot.com] Sent: Thursday, December 31, 2015 11:15 AM To: DEP rbd-hudsonriver Subject: Hoboken Flooding Concepts</p> <p>To: Office of Flood Hazard Risk Reduction Measures David Rosenblatt, Director 501 East State Street Trenton, NJ 08625-0419 <a href="mailto:rbd-hudsonriver@dep.nj.gov">rbd-hudsonriver@dep.nj.gov</a></p>	<p>As a Hoboken resident of nearly 20 years I've seen a significant and noticeable increase in severity of flooding events. As far back as the mid to late 00s I remember returning to my then residence at 206 Newark Street and having to wade through hip level sewage water to get to my front door. Storm Irene produced significant flooding events as well.</p> <p>Both those events pale in comparison to the damage caused by Storm Sandy and the accompanying river surge. Living on 3rd and Park Streets I was able to see how Hoboken South West was crippled from Sandy. The intersection of 3rd and Park was the edge flooding on 3rd street. On third all to the west of Park was flooded for days.</p> <p>I recall volunteering and riding on a military truck to the low income housing on 3rd. Those residents were running short of food, some residents were running out of medicines used to treat chronic and acute conditions, and many felt abandoned. When I hear the ignorance of Natalie Morales put forward that flooding resistance is for developers I think of the people in these buildings who felt abandoned. Ms. Morales may have been safe in the aftermath of Storm Sandy but thousands of her neighbors were not.</p> <p>Hoboken WILL experience future storms and these storms are likely to increase in strength. I urge you to consider all concepts that would protect Hoboken residents, from the most vulnerable elderly or infirm, to the people who choose to stay and volunteer after storms.</p> <p>The very real question is are we as a people willing to endanger lives so as to not impact a view. If not we are truly lost.</p> <p>Please continue to consider all concepts and put forward those that could be constructed for 260 million dollars or less, Hoboken can likely raise an additional 30, and that protects lives and preserves vital sewage and electrical infrastructure.</p> <p>Best Regards Forde Prigot 17 year Hoboken Resident Storm Sand Citizen Volunteer</p> <hr/> <p><b>From:</b> Alok Sanghvi [mailto:sanghvi.alok@gmail.com] <b>Sent:</b> Thursday, December 31, 2015 12:31 PM <b>To:</b> DEP rbd-hudsonriver <b>Subject:</b> Hoboken Resident Feedback.</p> <p>Dear Sir,</p> <p>I write to voice my strongly held opinion and register feedback regarding the Rebuild by Design concepts that have been advanced to date.</p> <p>By way of background, I moved with my young family to Hoboken from Manhattan in early 2014. We were affected by Sandy while we lived in the West Village of Manhattan - our building took on water, most of the cars in our garage were destroyed, and we were without</p>	<p>power for a week. We understand the devastation that a storm like Sandy can have - we lived through it. A little over a year later, we decided to move to Hoboken. We rented a ground floor apartment at 1500 Garden St. which is directly on Weehawken Cove. It was one of the few apartments that did take on water during Sandy. We understood the risks but found the appeal of living so close to the water, with such a magnificent view and such easy access to the waterfront to be worth it. Two years later, our appreciation of Hoboken grew in large part driven by the community that uses the riverfront as a playarea, meeting place and general source of peace. As a result, we decided to buy one of the 10 river facing townhouses in Maxwell Place. The greatest appeal of this property is it's unobstructed view of the river and the Manhattan skyline.</p> <p>We lived through Sandy and were significantly affected by it. We understood the risks and we valued the waterfront enough to make the decision to rent and subsequently buy a \$2.5 property. Options B,C,D all destroy a primary reason for so many people to love Hoboken. It will irreparably harm the community of the many buildings in northern Hoboken that view the waterfront as a cornerstone to our neighborhood. I also believe it will severely damage the existing property value as well as the continued development of northern Hoboken. I believe that any plan for Hoboken should not entertain any walls along the waterfront. The buildings along the waterfront are better equipped to deal with the potential hazards of flooding and should be helped by this projects in a less obtrusive way.</p> <p>I recognize that thus far the opposition to Option A has received the most coverage. It makes sense given that a small number of people face an imminent and consequential threat. I would ask however that you keep I mind that Options B,C, and D affect more people negatively, even if they are quiet about it. Please exclude Options B, C and D from consideration.</p> <p>Regards, Alok Sanghvi</p> <hr/> <p>--</p> <p>Alok Sanghvi <a href="mailto:sanghvi.alok@gmail.com">sanghvi.alok@gmail.com</a></p> <hr/>
<p><b>Via Email</b></p> <p>David Rosenblatt Director, Office of Flood Hazard Risk Reduction Measures 401 East State Street Mail code: 501-01A P.O. Box 420 Trenton, NJ 08625-0420 <a href="mailto:rbd-hudsonriver@dep.nj.gov">rbd-hudsonriver@dep.nj.gov</a></p> <p>Dear Mr. Rosenblatt:</p> <p>I write to express my profound concerns with the proposed "Concept A" of the Rebuild By Design and Resist, Delay, Store, Discharge flood protection project in Hoboken.</p> <p>Concept A, as it is currently drafted, should be flatly rejected and replaced with another option that does more to protect all of Hoboken and that does not interfere with one of the oldest neighborhoods in the city. The current Concept A includes a wall that goes down Garden Street—a wall that would block access to people's homes, destroy a neighborhood, and inevitably create a flood zone where none exists. Moreover, Concept A fails to effectuate a comprehensive flood protection plan to protect all of Hoboken. Although I understand these concepts have not been vetted by an engineer, it is plain to see that this particular concept has irreparable flaws and must be rejected.</p> <p><b>Concept A's Proposed Wall Is Logistically and Economically Unworkable</b></p> <p>Concept A appears to include a flood wall from Weehawken Cove (at 15th Street) down Garden Street, potentially toward 12th Street. Certain images suggest the flood wall would run directly down the middle of the street, closing Garden Street to traffic entirely. Garden Street from 14th Street to 12th Street, however, is a residential block that includes many homes. All of these homes (with the exception of the corner lots) are accessible only from the front entrance. Indeed, I cannot even get to the back of my house without going through the front door. Thus, placing a wall in front of people's homes will necessarily limit access. A wall will prevent people from loading and unloading in front of their homes, block emergency access, prevent the elderly and those with disabilities from being picked up and dropped off in front of their homes, and also prevent any sort of work to be performed on people's homes (and these are 100+ year-old homes that require repairs on a regular basis). In other words, a wall will essentially destroy the neighborhood.</p> <p>Based on all of these logistical problems created by the construction of a wall, the building of such a wall under Concept A would also have to be considered a taking under the 5th Amendment of the U.S. Constitution. The condemnation process, as well as compensating homeowners for the loss of value of their homes, would add significant and unnecessary costs to the project. Moreover, residents facing the decimation of their neighborhood and property values from the construction of an unnecessary flood wall would likely be galvanized to protect</p>	<p>their homes and their neighborhood through the legal process. Thus, the costs of Concept A would far exceed any benefit bestowed by it while there are other, better, alternatives.</p> <p><b>Concept A Would Create New Flooding</b></p> <p>The construction of a flood wall down Garden Street also has the potential to cause a new flood threat where none currently exists. Significantly, Garden Street and Bloomfield Street from 14th Street to 12th Street—the area that this proposed wall is supposed to protect—did not flood during Hurricane Sandy and are located outside the FEMA flood zone. Building a wall down Garden Street therefore would seem to create new flood zone. I have read public statements that no concept may go forward if it would make flooding worse for any residents. Concept A's flood wall down Garden Street seems to do precisely that and appears to make flooding worse for residents on the “wrong side” of the wall. This goes against the entire purpose of the project.</p> <p><b>Other Alternatives Benefit The Entirety of the City</b></p> <p>From the outset, the application by the City of Hoboken to obtain the Rebuild By Design grant funds was premised on protecting all of Hoboken. Concept A, however, seems to sacrifice an old and historic Hoboken neighborhood. Clearly, all of Hoboken would not benefit from Concept A if an unnecessary flood wall destroyed the neighborhood for the sake of protecting a waterfront view. On the other hand, as the other concept proposals make clear, coastal flood walls along the waterfront do not present the same logistical problems or create new flooding. They simply have the potential to block views. Although we all enjoy the waterfront views in Hoboken, there is clearly more room for design modification for a riverfront wall. For instance, there is the potential for a raised “boardwalk”-type wall or perhaps other designs that do not destroy a neighborhood. The waterfront wall concepts would simply require some modification and elevation of certain walkways, so as to protect all of the residents of Hoboken from future flooding. There is very little that can be done, however, to modify a wall that goes down a residential street that would make it logistically feasible to homes or even drive down the street. In any event, sacrificing people's homes and an entire neighborhood for the sake of a waterfront view should never be an option.</p> <p><b>Conclusion</b></p> <p>For the above reasons, I respectfully request that Concept A be removed from consideration immediately, and that the City of Hoboken and NJ DEP pursue a truly comprehensive flood protection plan that will protect all of Hoboken without sacrificing any of its residential neighborhoods.</p> <p>Thank you for your consideration.</p> <p>Sincerely, Eric Fish 1233 Garden Street Hoboken, NJ 07030 (201) 892-5858</p>	<hr/> <p><b>From:</b> Caroline and Paul [mailto:kinley.vale@verizon.net] <b>Sent:</b> Thursday, December 31, 2015 12:54 PM <b>To:</b> DEP rbd-hudsonriver <b>Subject:</b> No wall. No to plan A.</p> <p>Mayor Zimmer and Mr Rosenblatt</p> <p>No wall. No to plan A. Protect all of hoboken. Protect Hoboken from its regular flooding. Spend on delay, store and discharge. Install shut off valves. Bring the water and sewer system into the 20th century. Put third world over head wires under ground. Build pumping stations. "No concept can be selected if it increases the flood risk for any stakeholder" - this removes Plan A from all consideration.</p> <p>Paul Wakefield 1225 Garden Street, Hoboken</p> <hr/> <p><b>From:</b> Dolores Kowalski [mailto:doloresgk@hotmail.com] <b>Sent:</b> Thursday, December 31, 2015 1:16 PM <b>To:</b> DEP rbd-hudsonriver <b>Subject:</b> Hoboken flood hazard</p> <p>December 31, 2015</p> <p>Office of Flood Hazard Risk Reduction Measures David Rosenblatt, Director <a href="#">501 East State Street Trenton, NJ 08625-0419</a></p> <p>Dear Mr. Rosenblatt,</p> <p>We would like to provide our feedback regarding the 5 Concepts that have been presented as potential approaches to address the problem of flooding in Hoboken and neighboring communities. The presentation of these five proposals has raised some significant concerns, especially with Plan A.</p>	<p>Plan A, which extends a wall into a residential neighborhood, poses serious obstacles in case of mandatory evacuation for first-floor units (which actually happened during Sandy). If you block the water by means of gates across roads (14th and 15th Streets), you are also blocking the two means of egress from the city uptown, and two main routes for emergency vehicles for the remaining residents. Additionally, the daily access to homes on Garden Street for emergency fire, police and ambulances will be impeded. There is no access to these houses other than from the front. The blocks were built in the 1880s with rowhouses forming a solid square with all the yards backing up to each other in the “donut hole”. Each home also has it own natural gas lines, water and septic that run under the sidewalk to the street. Attempting to redirect the amount of water that destroyed so much of Hoboken during Sandy into one of the few areas that did NOT flood at that time makes no sense.</p> <p>It is important to note that during even a minor rainstorm, water does not efficiently drain down the sewer on the corner of Garden and 13th streets. That sewer drain often has water pooling around it and backing up significantly. The proposed wall would, under both the 100 and 500 year storm designs, direct water to that very drain. The amount of water that would accumulate there during a surge is unimaginable.</p> <p>As presented during an information session, it appears Concept A also fails to provide protection to Weehawken to the north or Jersey City to the south.</p> <p>Concept E, appears to be a viable choice that we can afford, protecting 90% of the city without seawalls in front of buildings or endangering a residential neighborhood.</p> <p>Thank you for your time.</p> <p>Sincerely,</p> <p>Dolores and Anthony Kowalski 1236 Bloomfield Street Hoboken, NJ</p> <hr/> <p><b>From:</b> Edward Fischer [mailto:edfischr@gmail.com] <b>Sent:</b> Thursday, December 31, 2015 1:25 PM <b>To:</b> DEP rbd-hudsonriver <b>Subject:</b> Comments on Hoboken Rebuild by Design Concepts</p> <p>We are residents of Harborside Lofts (1500 Garden Street, Hoboken), and we attended the meetings at the Historical Society and Housing Authority the week of December 14. We viewed and read all the information on the Rebuild by Design (RBD) website and have taken in as much other information on this subject as we can. With information that we have, it is difficult to form an opinion and comment on the effectiveness and</p>

impact of the various proposals on flood control, potential to create new flooding issues, etc., so most of the concerns that we can express relate to view, waterfront access and other impacts of the proposals on the Weehawken Cove and North Hoboken area. We are concerned about the impact of these design and implementation decisions because they have the potential to have a direct and negative impact on quality of life for Hoboken citizens and visitors.

Clear answers have not been provided regarding the connection of the Resist concepts to other strategies (delay, store, discharge) and how much benefit the other strategies provide because they protect from both rainwater and storm surge events. Public comments made by officials have repeatedly attempted to cast these as "separate" strategies and decisions. This does not make sense to us.

Concept C offers high levels of protection but has been discounted for cost reasons. This concept addresses flood control without walls around Weehawken Cove or along Garden Street. But what is the difference in cost and have all the real negative "costs" of the other alternatives been considered? Some aspects of this proposal appear to enhance and extend Hoboken's connection to the waterfront and views of New York City rather than limit or destroy them.

Regarding the other concepts A, B, D & E, when considering negative events with low probability, concerns about access to the waterfront and views should not be minimized in the Weehawken Cove and other areas. Stated another way, we need to be sure that the side effects of the cure are not more harmful than the underlying disease. We use the smallest doses of localized radiation to treat cancer rather than expose the entire body to continuous radiation. The same logic should be applied here. While a flood event has negative consequences, we characterize them in terms of 100 and 500-year probabilities. However, citizens and visitors will look at 12-foot or higher gates, walls, barriers and ramps every day. They will make decisions about where to live, where to buy property and form opinions about the community from these very visible elements we are considering adding to the city. These potential negative impacts should be strongly considered in these designs and decisions. The City of Hoboken was reborn as a result of development of the waterfront area that replaced warehouses and other structures that blocked access. These Rebuild by Design concepts or elements of them could easily destroy hundreds of millions of dollars of personal and public value.

The concepts of high, solid sea walls or elevated T walls in the Hudson Tea/Weehawken Cove area in these concepts are very undesirable. They will separate communities, serve as permanent symbols of who is protected and who is not, are highly unattractive, subject to vandalism and graffiti, block views, limit access, reduce property values, . . . the list goes on. Have these negative benefits been included in the return calculations? While we know that the clock doesn't start ticking now related to a 500-year flood event, have the cost benefit ratios taken into account the need to maintain these structures over an extended period of time to protect from a 500-year event? Even concrete walls when exposed to weather, seawater, surf and tidal actions will require maintenance and repair to provide ongoing protection adding to the cost of these proposals.

In addition to blocking views, the elevated T wall and sea wall concepts presented in these drawings effectively cut off the community from the waterfront. All of the park spaces, sidewalks and plazas that currently integrate with the waterfront will be cutoff. This will have a dramatic and negative impact on the fabric of the community. We would argue that in the past, many people made different decisions about choosing to live in Hoboken when the waterfront was occupied by warehouses and would have made different decisions if walls were present. The walkways adjacent to the Hudson Tea and Harborside Loft buildings were built and are maintained by the homeowners in the area. How do these proposals plan to

If waterfront or near waterfront walls must be part of the solution, walls that do not dramatically impact views and access are better alternatives than 12 foot or higher solid structures. Deployable systems are less impactful to views and access. Can discharge systems effectively handle water volumes if, for example, 90% of storm surge volume is resisted? If it is necessary to incorporate deployable features into shorter walls, this is a better means to achieve flood control objectives while balancing other impacts. While there is still some undeveloped land and space in the north, it would seem like a good time to incorporate storage facilities into the design to support simple deployment of non-permanent solutions.

We are optimistic that this process can have the flexibility to develop solutions that are innovative and balance the needs of protecting the community from flood events, but also protecting some of the most important assets that have made Hoboken the vibrant, thriving community that it is today. Please do not hesitate to contact us for any reason related to this matter.

Edward and Jill Fischer  
201.689.7753

**From:** Michelle May [mailto:michelle@themayfamily.me.uk]  
**Sent:** Thursday, December 31, 2015 1:35 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken storm defenses

Dear Mr Rosenblatt,

I am writing to you today to express my concerns about the approach being taken to secure and protect my beloved town. Hoboken has been my home for nearly 20 years and I expect it to be my home until I find my rest in a pine box. I want the best for the whole town and I fear the current proposed designs simply do not achieve that aim.

The biggest issues the town faced after being hit by hurricane Sandy were:

Flooding, with insufficient drainage  
Loss of power  
Loss of sewerage processing (almost)

To safeguard us all and drastically reduce recovery time after a catastrophic event all these items needs to be addressed.

The biggest bang for your buck comes from upgrading and protecting current infrastructure; walling in (or elevating) sub-stations and sewer plants; updating our decrepit drains and completing the pumping schemes that are underway.

Next comes flood defenses to keep the water out. Note that sentence "KEEP THE WATER OUT", not channel it directly into a neighborhood that currently doesn't flood! What on earth are you thinking? Shame on you and your organization for even contemplating such an option. As a home owner in Hoboken (a town that has thoughtlessly allowed building below sea level) and a home owner in New Orleans (a town that has whole districts below sea level) and as a chartered engineer I am both very vested in this outcome and astonished at the route being taken.

Problems with "Resist" flood walls:

In General:

The construction of flood walls requires a fairly precise estimate of "flood elevation" ("FE"), the level to which the water inflowing from the Hudson River will rise. If the FE estimate, and the walls, are too low (based upon "500 year" estimates established without proper consideration of the consequences of global warming, including rising oceans due to melting polar glaciers and increased wind and water current velocities), then the flood walls will be too low to stop the flooding of Hoboken and will hold in the elevated overflowing water levels after the storm surge has ended, thus creating more water damage to Hoboken than if the flood walls were not there.

The construction of permanent flood walls will also create a barrier that blocks views and the ability to cross over the walls, which, as in described below for concepts A and E, will have a direct negative impact on those who live and work to the east of the walls.

A possible alternative to permanent flood walls would be retractable flood walls, that in non-flood conditions are effectively under the river water and do not block access to the shore but which can be elevated to whatever level is necessary in response to storm surges. Such retractable walls would be more expensive, but could mitigate the negative impacts of permanent flood walls on Hoboken and its residents.

Problems with flood walls that do not cover the entire shoreline and/or are built with properties outside the flood walls:

Example: Concept A: Problems with "resist" flood wall structures introduced into Garden Street between 15<sup>th</sup> and 12<sup>th</sup> Streets:

(A.) The flood walls will create an awkward obstacle to Garden Street, preventing passage by foot across Garden. This flood wall obstacle will block passage across Garden Street between 12<sup>th</sup> and 15<sup>th</sup> Streets.

(B.) The flood walls will block the water which rises above ground level from flowing into west Hoboken, but all properties east of the flood walls will have the water blocked from flowing west and will instead rise up to the top of the flood wall, causing the properties on the east side of the flood wall to experience much greater flooding damage than would occur if there was no wall. Thus, the intended benefit of the flood wall – blocking the water from flowing (and flooding properties) west of Garden Street – will be offset by the additional flood damage to the properties east of the flood wall caused by the water blocked from flowing west which rises substantially above ground level.

(C.) The use if flood walls that terminate at 12<sup>th</sup> Street may have an additional problem if the flood flow has a strong north to south component: the surge could then flow along the northern

Deliberate (seemingly vindictive) construction to encourage flooding seems to constitute criminal damage to an historic neighborhood on top of the fact that Concept A also provides the least flood reduction to the rest of town and to our friendly neighbor to the north, Weehawken!

Many others have belabored the very valid points about: maintenance of said walls, emergency access for services, evacuation from the northern end of town, daily living issues (garbage collection, home access for the less able bodied, snow clearance), so I'm not going to. And quite frankly I shouldn't have to as you should have thought about these yourselves and eliminated this ridiculous and professionally embarrassing proposal.

I look forward to your second efforts and sincerely hope you sharpen your pencil before applying it to the page.

Yours sincerely

Michelle May

1107 Garden Street  
Hoboken

**From:** Jeremy Vuolo [mailto:jvuolo@verizon.net]  
**Sent:** Thursday, December 31, 2015 1:41 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** dzimmer@hoboken.nj.com; Councilman Ravinder Bhalla; tiffaniefisher@hotmail.com; vchaudhuri@hoboken.nj.gov  
**Subject:** Hoboken Rebuild By Design - Resident Comments

Dear Mr. Rosenblatt,

I am writing you today to reiterate the concerns that many of my neighbors have expressed. We strongly oppose Option A as it has been proposed by Dewberry Engineering.

My family moved to Hoboken, specifically the 1200 block of Garden, in August 2014. We were seeking a refuge from Manhattan where we had previously owned a Co-Op and were looking to establish long term roots in an urban community. We represent the migration out of Manhattan/Brooklyn and into a vibrant community like Hoboken, that many publications like the NY Times have written articles about. A plan like Option A kills this positive momentum which is vital to the long term survival of our community. All of our historic homes are put into a flood zone that did not previously exist. There has been some misinterpretation of our position. **We 100% support a plan that includes the essential "resist" component of the plan, we believe that the implementation suggested in Option A is fundamentally flawed.** Our concerns are as follows:

flood wall and flow around its southern end at 12<sup>th</sup> Street, causing accentuated flooding south of 12<sup>th</sup> street.

The above example listing problems with "resist" flood wall structures introduced into Garden Street between 15<sup>th</sup> and 12<sup>th</sup> Streets to block flooding from the north (Concept A) can also be applied to flood walls in northern Hoboken along Hudson Street (Concept E, option 1) or along Shipyard Lane (Concept E, option 2).

The same reasoning in section (C.) can also be applied to the "resist" flood wall structures in southern Hoboken in Concept A, B, and E: if the flood flow has a strong south to north component, the surge could then flow along the southern flood wall and flow around its northern end causing accentuated flooding north of the flood walls.

Rebuild by Design  
Resist, Delay, Store, Discharge: A Comprehensive Strategy for Hoboken

Comments  
  
Daniel Tumpson  
December 31, 2015

Problems with "Resist" flood walls:

In General:

The construction of flood walls requires a fairly precise estimate of "flood elevation" ("FE"), the level to which the water inflowing from the Hudson River will rise. If the FE estimate, and the walls, are too low (based upon "500 year" estimates established without proper consideration of the consequences of global warming, including rising oceans due to melting polar glaciers and increased wind and water current velocities), then the flood walls will be too low to stop the flooding of Hoboken and will hold in the elevated overflowing water levels after the storm surge has ended, thus creating more water damage to Hoboken than if the flood walls were not there.

The construction of permanent flood walls will also create a barrier that blocks views and the ability to cross over the walls, which, as in described below for concepts A and E, will have a direct negative impact on those who live and work to the east of the walls.

A possible alternative to permanent flood walls would be retractable flood walls, that in non-flood conditions are effectively under the river water and do not block access to the shore but which can be elevated to whatever level is necessary in response to storm surges. Such retractable walls would be more expensive, but could mitigate the negative impacts of permanent flood walls on Hoboken and its residents.

Problems with flood walls that do not cover the entire shoreline and/or are built with properties outside the flood walls:

- *The wall suggested in Option A would increase the threat of flooding into an area that is not currently part of the FEMA Flood Zone.* The way that the Garden Street Wall is drawn in the mock ups, we would create a barrier that would then divert water into areas that did not flood during Hurricane Sandy. This would also put all areas east of the wall in danger of flooding. This would include hundreds of homes, schools and small businesses.
- *The wall would impede access to homes by Fire, Police and EMS.* Garden Street between 14<sup>th</sup> and 12<sup>th</sup> is already a very narrow one way street which is a challenge for emergency workers to access in its current form. If anyone is double parked on Garden Street it is virtually impossible for any vehicle to pass. If a wall (in any form) were put in place it would put emergency workers in the precarious position of first negotiating the wall structure before actually providing assistance to the resident that needs their help.
- *The wall would create accessibility issues for the seniors and disabled in our community.* The wall could potentially prevent HOP from being a viable option in the 1400-1200 blocks of Garden Street. Several members of our community use private transportation to get to and from their residences. If there were a wall in place they would have difficulty getting to or from their homes.
- *The wall could create a safety hazard for those walking behind it.* The wall would create an alley way with only one way in or out for those on the Garden Street sidewalks. These sidewalks connect several different schools and businesses in the area and are often crowded in daily life currently.
- *The wall would result in the removal of public parking spaces.* Our blocks are already extremely congested with few available parking spots. This wall will result in eliminating half the available spots on the street making parking virtually impossible.

I was in attendance at the meeting on December 14<sup>th</sup> at the Hoboken Historical Museum. I was offended by Mayor Zimmer's portrayal of the residents of our blocks as unsympathetic to the plight of the greater Hoboken community. We stand with our neighbors in the western and southern parts of Hoboken, imploring the Mayor and the DEP to find a plan that benefits all residents rather than pitting neighbor against neighbor. Option A, as it's currently proposed, is completely counter intuitive and puts too many residents at risk to save a select few areas. We are requesting that any wall on Garden Street is removed from the proposal. We need to focus on a resist portion that is sufficient, but realistic and focus most of our attention on the far more relevant delay, store, discharge portion of the proposal. This component will have immediate benefit to ALL residents. Let's face the reality that a Sandy like storm (or one 10x stronger as it's proposed) is an unlikely event and should not disrupt the entire community to remediate.

I would ask you, Mr. Rosenblatt, to consider our objections and reject the walls proposed in option A. Further, we would like representation in the Citizens Action Group (CAG) as this process continues. I recognize that this will be an arduous, multi-year process to get from planning to implementation. We want to have specific representatives at the CAG Meetings who can ensure that our views are expressed and thoughtfully come up with a solution that benefits all in this process.

I applaud Mayor Zimmer's hard work to win this grant of \$230 Million. Let's not turn something that should be a major positive for our community into one that pits neighbor against neighbor and benefits some at the expense of others.

Example: Concept A: Problems with "resist" flood wall structures introduced into Garden Street between 15<sup>th</sup> and 12<sup>th</sup> Streets:

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(C.) The use if flood walls that terminate at 12<sup>th</sup> Street may have an additional problem if the flood flow has a strong north to south component: the surge could then flow along the northern flood wall and flow around its southern end at 12<sup>th</sup> Street, causing accentuated flooding south of 12<sup>th</sup> street.

The above example listing problems with "resist" flood wall structures introduced into Garden Street between 15<sup>th</sup> and 12<sup>th</sup> Streets to block flooding from the north (Concept A) can also be applied to flood walls in northern Hoboken along Hudson Street (Concept E, option 1) or along Shipyard Lane (Concept E, option 2).

The same reasoning in section (C.) can also be applied to the "resist" flood wall structures in southern Hoboken in Concept A, B, and E: if the flood flow has a strong south to north component, the surge could then flow along the southern flood wall and flow around its northern end causing accentuated flooding north of the flood walls.

**From:** James May [mailto:james@themayfamily.me.uk]  
**Sent:** Thursday, December 31, 2015 2:21 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Flood Plan

Dear sir

I write as a concerned resident of Hoboken regarding the proposed plans for flood resist in Hoboken. I am also a resident of New Orleans and the CFO of a large marine terminal operator. As such, I have some qualification, and access to appropriate resource, on the subject of flood protection.

All the plans proposed by Dewberry are critically flawed - to the extent that engineers need to return to the drawing board. None of the plans offer the kind of value that a project such as this should achieve and some will destroy the historic city of Hoboken. All plans should address the critical issues following super storm Sandy - namely storm hardening against loss of electricity, drinking water and sewage treatment. None of the plans presented specifically address these items.

There are also flaws in the process being followed:  
1. First there is an inherent conflict of interest in that Dewberry will be performing the "testing" of the plans to determine the consequences of their designs. Given that it is "on them" if none of the designs qualify, they are necessarily conflicted in their approach.

2. Secondly, the conflict presented by the City of Hoboken is also false. Their position that there cannot be access to the waterfront AND flood protection is simply wrong - just visit New Orleans or Amsterdam and you will see that flood protection and waterfront access can be achieved in an attractive and aesthetically pleasing way. The Mayor's stance that she will not support any plans than limit access to the waterfront - and therefore eliminate 3 of the 5 designs - is absurd.

3. Thirdly, 2 of the proposals (A and E) simply move the flood from where it was (the back of town) to the northeast corner. This is simply unacceptable.

To date, we - the residents - have been presented with 5 designs, all of which are flawed. The process, as it has been explained to us, does not include any scope for additional designs and does not allow for residents input, other than at specific points along the way. This is clearly unsatisfactory.

Please ensure that the process is modified to incorporate new designs and more residential input.

Sincerely,  
James May

**From:** James G Russo [mailto:jgr227@nyu.edu]  
**Sent:** Thursday, December 31, 2015 2:31 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Proposed Concepts for Hoboken-opposition to Concepts B, C and D

Mr. Rosenblatt:

I am writing to you to let you know my opposition for Concepts B, C, and D, which would block the waterfront view. As a resident of Hoboken I strongly disagree with these proposed concepts. To block or obstruct Hoboken's most valued asset , its waterfront, would be a real injustice. This is an asset that all in town enjoy. While many may oppose the other concepts due to Not In My Backyard syndrome, I think that is short-sighted and elitist. Hoboken is the waterfront. And the waterfront is our history.

Again, I oppose Concepts B, C and D.

Thank you and our best wishes in the New Year.

Regards,

/s/ JGR

James G. Russo, Jr. | m. +1 (917) 701-4870 | e. [jgr227@nyu.edu](mailto:jgr227@nyu.edu)

**From:** babette cecotti [mailto:bceccotti@gmail.com]  
**Sent:** Thursday, December 31, 2015 2:38 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Comments

Enclosed please find our comments on the Rebuild By Design proposals.

Babette Cecotti

December 31, 2015

By email  
David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Trenton, NJ 08625

Re: Rebuild By Design – Hudson River

Dear Sir:

This responds to the call for comments regarding preliminary conceptual designs presented to the public for the project known as "Resist, Delay, Store, Discharge".

First, we support a feasible, effective "Resist" solution, including, where practical, more deployable structures. Following the public meeting on December 10, at which 12/10/2015 Concepts A through E were presented, and additional sessions on December 14 and 21, Mayor Dawn Zimmer issued a statement on December 23 in response to certain criticisms and questions voiced by residents, in particular, regarding the "Resist" components of the concepts. We agree with and fully support the Mayor's comments, including, principally, the pressing need for a comprehensive program that incorporates a "Resist" component to address storm surges and rising sea levels. We flatly oppose abandonment of a "Resist" strategy, even though we recognize that "Resist" options may impinge hard-fought waterfront access and public enjoyment. Ignoring the increasing prevalence of, and danger presented by, storm surges and rising sea levels in an age of advancing climate change, and the catastrophic impacts on the affected population in an area as dense as Hoboken is not possible.

Based on the work already presented in OMA's winning proposal that resulted in the award, and the scoping document, it appears to us that a waterfront, or combination of waterfront and in-water "Resist" solution presents the best practical alternative. Placing "Resist" structures in Hoboken's narrow streets (whether Garden Street or elsewhere) is simply impractical and creates needless, divisive distractions from the important goals of this project. Indeed, no justification from an effectiveness or feasibility standpoint was presented to the public for the controversial Concept A showing "Resist" structures on Garden Street. Given the work already done by OMA in preparing the winning proposal, we favor a "Resist" concept that concentrates on the waterfront, in the areas identified in the OMA proposal "Resist" exhibits. This solution presents "Resist" structures for the Weehawken Cove area, extending to the area around Castle Point, and then additional "Resist" solutions beginning at about 4<sup>th</sup> Street and extending south to the area abutting Newport in Jersey City. In addition, as shown in the OMA proposal, we support a solution that incorporates moderate use of deployable structures, in order to balance

flood defense with waterfront access and visual concerns. We also support wetland or other landscape solutions deferred, as are shown in Concepts A, B, D and E for the Weehawken Cove area. Use of these potentially more expensive solutions should be thoroughly vetted with the public. In addition, we see no reason to ignore the incorporation of amenities in designing these solutions, as some of our neighbors appeared to suggest in flatly rejecting the "wall" approach. We also request that evaluations and peer review comments by Stevens Institute and other experts, regarding feasibility, effectiveness and cost in connection with the concepts under review be made public.

Second, we support and strongly urge the incorporation of some "Delay, Store, Discharge" components in Phase 1. While the OMA proposal envisioned a multi-decade, phased in program, with Phase 1 emphasizing study, program development and the "Resist" component, alleviating Hoboken's chronic flooding problems by advancing the implementation of some of the "Delay, Store, Discharge" components will demonstrate the potential for success of a long-term, comprehensive project. Continued public support, including funding support, for a project of this magnitude is critical to the implementation of a complex, comprehensive program such as Rebuild By Design. To this end, and given the likely overall cost of the complete program envisioned by the OMA proposal, which far exceeds the \$230 million award, it is critical that third-party flooding defense and water intervention projects (such as the New Jersey Transit and NJSEA projects) already "on the boards" and/or approved, be fully coordinated with the Rebuild By Design program. We agree with the October 9, 2015 comments submitted by the Fund for a Better Waterfront in response to the draft scoping document, which includes detailed comments on the need to coordinate with these other projects.

Finally, in her December 23 statement, Mayor Zimmer indicated that NJDEP is currently reviewing alternative options within the five concepts presented. Those alternatives should be presented at a further public meeting (whether jointly with the CAG or a separate meeting) so that additional public comments can be submitted.

Sincerely yours,

Babette Cecotti  
Steven Chocine  
1004 Park Avenue  
Hoboken, NJ 07030

**From:** Mary Ondrejka [mailto:Mary.Ondrejka@macys.com]  
**Sent:** Thursday, December 31, 2015 2:39 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Regarding: Comments involving 5 concepts for Hoboken

December 31, 2015

*Re: Comments regarding 5 concept plans for Hoboken*

Dear Mr. David Rosenblatt,

Being a long time Hoboken Resident I have seen a lot of changes to the town I first moved to in the late 1980's. The over-development continues to this day and it is out of control. That development helped exacerbate the effects of Sandy in 2012. Sandy's water surge would have flowed to the back of town where there once was industry and not made its way so far up north where we saw flooding for the first time in areas that never had water. The surge hit the large developed buildings that were in the way.

What is done is done. The development needs to stop now and be checked because Hoboken naturally floods since it is an island that basically filled in its marshes decades ago. I happen to live on the island part so I am not in danger of flooding and did not flood with Sandy. The five concepts really should be three since C and D are not realistically affordable. Plus putting up partial walls will not help but cause other problems by causing flooding in other areas that never flooded because it would block the water only so far and then the water would flow around the first opening in the wall. For seawalls to work they must be implemented around an entire area completely, enclosing it like in the Netherlands. That is not what these plans show. They are band-aids that will cause greater wounds to the city.

What would work would be under sea gates at the mouth of the Hudson near the tip of Manhattan which would stop the water from flowing up the Hudson to the towns of Hoboken, Jersey City and Weehawken. But that is a cost that is in the billions. Plus using what is called deployable walls are estimated to be in the billions of dollars for cost, so that idea should not even be entertained for the citizens of Hoboken because it is not a reality because of the expense.

We must be realistic and responsible. Using walls will be a great expense to maintain and where will the money come from for that in the future? The money allotted to the city of Hoboken should be used to upgrade its pathetic infrastructure which has a combined sewer and rainwater overflow and causes tremendous flooding in our low sea level town. Plus the sewage pipes need to be cleaned and upgraded to accommodate all the thousands of more people who now live in Hoboken. I spoke to someone at the North Hudson Sewage Authority and they say that our current sewage system has a capacity for adding only 2000 more people to the system. With at least 1000 new residential units going on line right NOW and in a few months, we will overtake that 2000 figure quickly and then what will we do with a city of about 60,000 people (by the next census), who need to flush their toilets and have to deal with the flooding caused by the continual covering of all the land by concrete because of the high-rise developments? We had a very bad water main break right before Thanksgiving (too many people using the water with dishwashers, washing machines) and they could not fix it for five days. We had to hook up to Weehawken's water supply just so we could flush toilets and wash. These are real issues that need to be attended to before any wall should be erected. It is what it is. We flood. Weather is changing. We can not stop the inevitable. Let us not waste the government's money. Let us use it for the infrastructure which in turn will mitigate some of the more severe effects of the flooding that naturally occurs in Hoboken on a regular basis. Sandy was an anomaly. It will never happen again. Yes, we will possibly get a hurricane in the future decades, but that is the way it is for the people who have over-developed near the rivers and oceans in the United

States. There are no guarantees. A plan for incomplete walls is only a waste of money. Remember it is a 1% chance for a hundred year flood. We have other more pressing problems that need to be addressed right now. Plus many residents will sue with lawyers against any wall near their homes or waterfront. Much money will be siphoned off to lawyers in the end. Let us act rationally and not emotionally.

Mary Ondrejka  
Hoboken resident for 28 years

**From:** Carter Craft [mailto:carter@outsidenewyork.net]  
**Sent:** Thursday, December 31, 2015 3:45 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** latrenda Ross; Ravi Bhalla; Pflugh, Kerry; Sherman, Clay  
**Subject:** Requests and Comments on Proposed Alignments

Attached as a .pdf and pasted below. Submitted on behalf of the Hoboken CAG.

### City of Hoboken - Rebuild By Design/ Hudson River Citizen Advisory Group

#### Co-Chairs:

Ravi S. Bhalla, Esq.  
Carter Craft  
LaTrenda Ross

#### CAG Members

Melissa Abernathy  
Brian Battaglia  
John Carey  
John P. Carey  
Jaclyn Cherubini  
Peter Costello  
Bo Deiman  
Bob Ferry  
Tiffany Fischer  
Gerald Fitzhugh  
Jen Gonzalez  
Ray Guzman  
Dr. Tom Harrington  
Ron Hine  
Gary Holzman  
Rev. Marvin Krueger  
Vito Lanotte  
Richard Mackiewicz  
Fr. Bob Meyer  
Kevin O'Brien  
Rosa Perry  
Dr. Melika Roberson  
Renee Russell  
Paul Somerville  
Noelle Thurlow  
Rich Tremistelli  
Ruthy Tyrroler  
Francoise Velez  
Dana Wefer  
Richard Weinstein, Esq.  
Ora M. Welch

December 31, 2015

Mr. Dave Rosenblatt, Director  
NJDEP Office of Flood Hazard Risk Reduction Measures  
501 East State Street  
Trenton, NJ 08625-0419

Dear Mr. Rosenblatt

Re: Requests and Comments and on Conceptual Alignments for NJDEP Hudson River RBD Project

As we reach this milestone in selecting the three potential alignments for further study we would like to offer this response to the DEP team's presentation of the proposed 5 Conceptual Alignments.

These comments try to encapsulate our general feeling on the process to date and in particular issues that need to be addressed or corrected as the process moves forward. Also included are requests and comments on the proposed 5 Conceptual Alignments, on how the Scoping Criteria have been applied or interpreted by your team, suggestions for possible modifications to the proposed Alignments, and requests relating to the methodology and improved communications moving forward.

As you and your team saw at multiple meetings, these have been public outcry relating to possible alignments that are seen to disrupt historical streets and interventions that dramatically block the water view. Results of this phase of work by DEP and your team need to take these considerations into account, as well as help ensure that as many people as possible in the project area are not made more exposed but rather protected from future flooding, particularly the populations that are most vulnerable.

The general feeling of the CAG and many, many members of the public is that this has been a rushed, bungy and at times very cloudy process. The accelerated schedule combined with the technical complexities of flood risk in an urban setting risk creates a wide gap in people's awareness and understanding, in the CAG and amongst the public at large. We ask the State and your contractors to make the utmost effort to address and correct these issues as we move forward.

We are pleased that the State appears committed to including Delay/Store/

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Discharge elements in every concept. As we have stated in the past, we feel that any plan to reduce flood risk in Hoboken must address chronic flooding from precipitation, not just surge.

#### Part 1. Overall vision and progress

The RBD process was innovative as a planning process because it required the teams to develop integrated plans and by interdisciplinary teams. As the proposed alignments show, the proposed flood protection strategies do in some ways propose to create potential community benefits along with flood risk reduction interventions.

However, this effort to keep the process interdisciplinary and integrated to date continues to be undermined by a number of conditions.

- Failure to integrate planning with other Agencies - we are concerned that opportunities for integrating flood risk reduction measures with other infrastructure are not being pursued or considered. For instance, the Park Avenue bridge alignment between Hoboken and Weehawken extends for 5 blocks and has the potential to serve a dual purpose as a roadway and flood protection device. We have heard in recent meetings that the County plans to do major work on the bridge over the life of this Rebuild By Design project. We strongly encourage the state to continue to pursue this type of integrated thinking, including possible extensions or improvements to the Light Rail system (whose alignment and right of way already functions as a beam) as well as integration with potential Long Term Control Plan elements for the sewer system being developed by North Hudson Sewerage Authority.
- Lack of clarity on goal for FEMA protection. Looking at the range of proposed alignments it is not clear why in some proposals certain buildings or certain blocks have been circumvented. From conversations during and between the meetings it is also not clear during the meetings as to if, when, or residents and homeowners in these flood risk areas will be declared out of the flood zone, if they will still be required or not to pay into the FEMA flood insurance system, or when and how this decision gets made. In a process designed to reduce flood risk, there is basically not enough information on this issue available to us.
- It is also not clear whether the process intends to achieve the maximum design flood elevation (DFE) based on the 500-year storm. As DEP knows, the 18' foot high structure along parts of the waterfront is widely seen as a huge imposition. On the other hand, if the project is aiming towards the minimum DFE (which would provide less protection could be far more acceptable and feasible) this should be communicated clearly by the State.
- The accelerated schedule. While we understand that the federal rules that apply to the funding are a key factor in determining schedule, we do not agree that the public process should be the phase that is the most compressed. On the contrary, we feel this is the phase in which it is valuable and necessary to take at least a little extra time in order to better scope out the best project and outcomes.

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- The complex nature of the environmental and engineering conditions. As stated many times in CAG meetings and in comments, the technical complexity of flood risks, the interaction between flood defense mechanisms and local conditions like infrastructure or historic neighborhood fabric, makes it a challenge for the CAG to keep abreast of the State's thinking as to project direction(s).
- The lack of interaction between the Community Advisory Group and key stakeholders. NJ Transit and North Hudson Sewerage Authority Hudson each have parallel planning processes for their own capital projects. The County Department of Transportation controls many roadways including the Park Avenue viaduct. Given our very, very limited interactions with these agencies we are not sure that the integration as envisioned by RBD will be achieved.
- The seeming limited role of urban design in this critical "choose your alignments" phase. We have been hoping that urban and architectural design would continue to be a priority as the RBD process established at the outset. We do not feel that design is being considered as equal element as engineer, resulting in a project approach that does not appear to be in balance. We hope this imbalance can be corrected as we move the process forward towards consensus.
- The lack of any budget estimate whatsoever for any of the proposed alignments. It is nearly impossible for the CAG to assess and compare these alternatives without having some idea of potential costs. Given what exists in DEP's data sets on soil conditions throughout Hoboken, what exists in the Dewberry team's files for cost per unit of any of the 11 potential interventions shown in their Concepts, and what is envisioned already as the linear or area extent of each of those interventions, that some range of potential estimates could be created. We are concerned this entire process will fail if we spent six more months analyzing these concepts, only to find all three of them are far too costly for us to fund as a community.
- The emphasis on formal methods of public engagement that only reaches a limited number of people. The community engagement strategy of the project team has relied far too much only on required elements of a public outreach process. The limited number of public meetings and rigid public meeting formats have not enabled interaction and discussion amongst the group and the public as a truly "public and inclusive process is meant to do. The outreach efforts that have attracted the most thoughtful public participation have been those organized by Mayor Zimmer and the CAG. Our feeling moving forward is that additional informal meetings and events be considered as part of the outreach process so as to enable the process to be inclusive and constructive.
- We are surprised and disappointed that the State has chosen to not include any accommodation for the expected sea level rise in the 100-year flood scenario. Even the Federal Government's own data shown approximately a 1-foot increase over the past century, and cities such as New York, Boston and others are actively planning for sea level rise. We should be following their lead.

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- Pier A - River Street - deployable floodwall. While it may seem premature to be allocating costs for the various plan elements, we hope that given the very local nature of the protection this wall affords that conversations are underway with the property owners to pay for this plan element should be move forward.

#### Comments on Proposed Alignment

- Deployable wall intersecting and along South Waterfront at 1st Street should consider extending or moving another block south to include the Post Office Redevelopment site which is currently being planned by the City of Hoboken.
- 12th Street - south to 10th Street. Given that Maxwell Place development area higher elevation than Shipyard, consideration should be given to terminating the flood protection at/ around the corner and upland at 12th Street, rather than 10th Street.
- Possible alignment should consider connecting Maxwell Place elevated Park (south of 11th Street) with Shipyard Park (located at 13th Street), so as to create a potentially softer and greener landscape.
- Hoboken Cove Boathouse project should be shown in the vicinity of 16th Street and the Cove. The project already has funds from the State and the County going back eight years. It has been designed already and includes a protective wall that is meant to incorporate the RBD flood protection project.
- Consider integration with Park Ave Bridge and/or nearby roadways such as Harbor Boulevard. A larger and more substantial project in this presently unpopulated area could also help to create a new amenity such as parking underneath or alongside the structure.

#### Concept C

Concept C is the perimeter protection including shortening the coastline at the north end and fully enclosing the Hoboken Terminal.

#### Comments on Scoring Criteria

Coastal Storm Surge - is not clear from the criteria how this methodology addresses the different risks from surge versus wind-driven water.

View Corridor - not clear why this proposed concept has a more negative impact on than view corridors compared with Concept B. Concept C appears to propose less construction at the water's edge at the north end of the project area, and relatively low interventions at the south end of the project area.

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As design moves forward, it needs to be explicitly stated by the State that:

- The plan needs to reduce flood risk, and not increase local risks, whether during a surge or simply a heavy rainfall event;
- The plan must take into account all aspects of public safety (from personal security to emergency response) - before, during and after any flood events. The City may need additional or duplicate equipment that can function on "either side" of the wall during a flood;
- The planning and design team(s) need to engage with the emergency response agencies so as to ensure their present and future needs can be addressed;
- The plan must provide for day-to-day accessibility (particularly for the elderly, physically disabled or other people with limited mobility), and public services such as garbage, recycling, and snow removal;
- The plan must protect the aesthetic character of the neighborhoods, including the historic nature, and not unnecessarily detract from them.
- The planning process must create opportunities for the City and the State to work together more closely to address resident's concerns and address longer term needs, such as if additional living space can be added to buildings in order to remove other residential space on ground floors in the flood zone.

We also believe the State, given this focus on flood risk reduction and your expertise across the State on this issue, needs to work with the City and local property owners to develop:

1. Program(s) to educate property owners about flood proofing strategies for individual buildings
2. Grants or low-interest loans to homeowners, property owners, and public agencies to help incentivize these very practical steps and
3. Educational programs for local schools to help ensure that future generations are more aware about the issues related to flood risk, including physical and social vulnerability.

#### Part 2: Requests for Consideration on Potential Conceptual Alignments.

##### Concept: Delay/ Store/ Discharge

We are pleased that the State appears committed to including Delay/Store/ Discharge elements in every concept. However, we are disappointed that we have not had greater opportunity to provide input on these proposed sites. We request that the design team given consideration to sites especially those at/ along:

- Existing public facilities/ buildings/ and rights of way such as the Long Slip Canal, the NJ Transit/Light Rail property in Jersey City north of 18th Street, and parks/reservoirs in Jersey City, Union City or Weehawken above the Palisades Cliffs. Can we keep urban flood water and sewage from coming down from the Palisades during floods?

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Potential Community Benefits - consideration of Community Benefits as "fair" compared to Option A seems to indicate this criteria is biased towards building an intervention. It does not seem objective to assign a score or qualitative indicator to criteria that ignores the existing use of the space or the type of programming that is to be displaced by the intervention.

#### Comments on Proposed Alignment

- 12th Street - south to 10th Street. Given that Maxwell Place development area higher elevation than Shipyard, consideration should be given to terminating the flood protection at 12th Street, rather than 10th Street. Do FEMA Guidelines require that underground parking garages need to be protected just as residential units
- Pier A - 4th Streets - elevated berm to deployable flood wall at 4th Street. While it may seem premature to be allocating costs for the various plan elements, we hope that given the very local nature that the protection this wall affords that conversations are underway with the property owners to pay for this plan element should be move forward.
- Consider integration with Park Ave Bridge and/or nearby roadways such as Harbor Boulevard. A larger and more substantial project in this presently unpopulated area could also help to create a new amenity such as parking underneath or alongside the structure.

#### Concept D

Concept D is the perimeter protection plan without the in-water construction at the Terminal or the Cove. Allows the Terminal to flood and installs barriers inside/ west of terminal and along waterfront north to 4th Street.

#### Comments on Scoring Criteria

Connectivity - should be red. There is an organic and seemingly random nature of passenger movements through the Hoboken Terminal. Commuters, visitors and people just passing through north to south each have their own desire line they follow through this area. Therefore it seems that this alignment - as a mix of fixed and deployable hardware - will inevitably create daily congestion and likely aggravation for people.

Due to the very local nature of protection this in-terminal alignment creates we do not recommend to move this concept forward for further evaluation.

#### Comments on Proposed Alignment

- Pier A - 4th Streets - elevated berm to deployable flood wall at 4th Street. While it may seem premature to be allocating costs for the various plan elements, we hope that given the very local nature that the protection this wall affords that conversations are underway with the property owners to pay for this plan element should be move forward.

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- Buildings and community facilities such as Schools and Houses of Worship. These include: Conover School (2nd Street), Calabro School (Park Ave btw 5th and 6th); Community Church of Hoboken (6th and Garden); Roe Building (3rd and Garden); Adult-service center block (Grand and 2nd to 1st); Brandt School (9th and Garden); Wallace School (11th and Willow)
- Additional pump stations or other water/sewer treatment facilities

We feel that including these types of interventions in the places where young people are being educated will enable them to grow up more aware and hopefully engaged to address their own flood related vulnerability in the future. We also believe that placing these Delay/Store/ Discharge elements in areas where the community is already organized or active in some capacity as gardeners, students, and other types of stewardship groups will increase the likelihood that the green (i.e., non-engineering/ constructed) elements of these installations will be better maintained.

We are also concerned that the area of 7th Street near Willow Ave has not been considered. This area often floods during periods of heavy precipitation but for some reason has not been included in the maps as of yet.

#### Concept A

Concept A is the only plan that proposes building along or in the 19th century historic fabric and streetscape of Hoboken. "The Garden Street alignment."

#### Comments on Criteria

Coastal Storm Surge - is not clear from the criteria how this methodology addresses the different risks from surge versus wind-driven water.

Connectivity/ Circulation - should be yellow. It is not clear why this category is classified as poor rather than good, particularly when compared to options B, C and D

Environmental justice populations - not clear why this alignment has an impact of Yellow. Judging from the maps shown in the meetings the most vulnerable populations in this category appear to be above the 100-year flood plain or otherwise protected.

#### Comments on Proposed Alignment

Modifications should be considered for this alignment:

- A possible 15th street alignment that utilizes existing berm on south side of Tea Building and connects to higher ground at 15th St and Shipyard Lane (approx).
- A possible flood gate and/ or other protective devices installed across Garden Street via the alley that runs from Park to Bloomfield between 14th and 15th St. The gate when in the passive ("stored" or "not deployed") position could potentially be installed against south wall of parking garage located on 15th St between Bloomfield and Garden.

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may seem premature to be allocating costs for the various plan elements, we hope that given the very local nature that the protection this wall affords that conversations are underway with the property owners to pay for this plan element should be move forward.

- Consider integration with Park Ave Bridge and/or nearby roadways such as Harbor Boulevard. A larger and more substantial project in this presently unpopulated area could also help to create a new amenity such as parking underneath or alongside the structure.

#### Concept E

Concept E is the perimeter protection plan without the in-water construction at the Terminal or the Cove. North Hoboken alignment would extend down Hudson Street or Shipyard Lane Allows the Terminal and adjacent buildings to flood and installs barriers along First Street and along waterfront

#### Comments on Scoring Criteria

Coastal Storm Surge - should be yellow. Given the fact that 90% of the residents are still protected from the storm surge condition we feel this should be yellow and not red

#### Comments on Proposed Alignment

Modifications should be considered for this alignment:

- A possible 15th street alignment that connects the Park Avenue Bridge directly to Washington Street, Hudson Street, or Shipyard Lane via a roadway/ berm.

#### Part 3. Requests on Methodology and Communications moving forward,

- Increased emphasis needs to be given that the FEMA flood maps are being changed and b) how FEMA is shaping this project.
- The public needs to understand that areas that did not flood during Sandy are now considered to be in the flood zone. Available maps should include the FEMA maps that were in effect before Sandy, and the new maps.
- Increased emphasis needs to be given to helping people understand the overland flood of flood and surge waters. Where did they enter the city, how fast and in what directions did the water move? Approximately how much volume at each breach location (even estimates); how did areas in the western part of the City flood when they are located so far from the waterfront. Perhaps an exhibit needs to be created and kept up to date at City Hall as part of this process.

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- A possible turn at and along 14th Street.

Alignment at southern end of town (including gates and proposed berms) should try to maintain continuity of operations for Light Rail following any flood event. It is not clear from the Conceptual Alignment where the low areas for the Light Rail right of way are located.

#### Concept B

Concept B proposed to build a perimeter defense along the whole northern edge of the project area.

#### Comments on Scoring Criteria

Coastal Storm Surge - is not clear from the criteria how this methodology addresses the different risks from surge versus wind-driven water.

View Corridors - Should be red. It is not clear from the criteria why the potential impact on view corridors are less than for Options C and D and the same as A. Seems as though B, C and D have the greatest impacts on view corridors and less impacts are created by A and E.

Waterfront Access - Should be red. It is not clear from the criteria why the potential impact on waterfront access is less than for Options C and D. Seems as though B, C and D all have will have large impacts on waterfront access, particularly given the height needed to provide flood risk reduction at the northern end of Hoboken.

Scoring of this Waterfront Access classification seems to ignore the Hudson River Waterfront Walkway guidelines of NJDEP that requires a certain width of multi-purpose pathways along the water's edge.

Community Benefits - it is not clear whether the community benefits for this potential alignment are any greater than for Alignment A. Is it a benefit for space simply to be reconstructed or reconfigured? If the space is already active or passive recreation space and is to be replaced by active or passive recreation space, is that really a benefit?

Constructability - given the known structural issues related to Sinatra Drive (which had sinkholes approximately 10 years after opening, we agree that this alignment overall is less constructible than some of the others. However, given the complexity of alignments likely to be on private property at the north end of the project area we wonder if this category should be red.

#### Notes on Drawing Notes:

- Pier A - River Street - "deployable flood wall." Note indicates that the potential device would not be FEMA certified. Perhaps similar consideration will need to be given for alignment(s) and devices at north end of Hoboken.

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- More clarity on where the Rebuild by Design funds are proposed to be spent along with where NJT Recovery and other USDOT funds are proposed to be spent. For instance, we do not see from these concepts that a significant portion of the RBD \$250M allocation are proposed to be spent along the NJT rail road trails, including a long stretch along Choppers Highway whose new development is proposed to be built. Will the limited RBD funds be spent to protect this area as it is possibly to develop guidelines for the new development that require this protective infrastructure to be built as is the development is created.

- More opportunities for informal engagement and less reliance on rigidly structured meetings whose questions are solicited but comments are not encouraged? The format of some meetings in the past may have allowed the DEP team to "check the box" of public participation, but they only failed as living up to the spirit we expect and deserve in a participatory democracy.

In closing, we would like to state clearly that we are grateful for the opportunity that the people of the United States of America and the State have created for one community to be the beneficiary of these \$250M in HUD funds. We are grateful for the effort that Rebuild By Design and their many partners (including the State and the City and various municipalities) have put in. We are optimistic that the vision for better integration in infrastructure planning, flood protection, and urban water management that RBD offers can be achieved here, both for improved quality of life and security in Hoboken, and in many, many other urban areas around the country. As we look ahead to 2014 and beyond we are committed to working with the State and your team to help create the best plan that maximizes positive impacts and minimizes negative impacts for the most people, particularly those who are most vulnerable to future floods.

Sincerely,

Ravi S. Bhalla, Esq.      Carter Craft      LaTrenda Ross  
Co-Chairs of the Hoboken CAG

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December 31, 2015

From: Sylvia Schwartz [mailto:sylvia.b.schwartz@gmail.com]  
Sent: Thursday, December 31, 2015 3:49 PM  
To: DEP rd-hudsonriver  
Subject: Hoboken concept comments by the 12/31 deadline...

Here are my comments regarding each concept.

Concept A:

1. The most egregious part of Concept A, as many have stated, has to do with the "wall" down a residential street. If that "wall" could be designed as deployable instead of permanent, then I think people would be agreeable to this modified concept. The question is how to design a deployable "wall" that would work for an urban street like this? I see this as an opportunity to create something that has never been created before rather than relying upon existing technology. Imagine, for example, that this deployable wall was a metal z-fold housed within a structure that would manually be unfolded down the street. Or what about New Jersey barriers housed in town and then brought out and laid down the street? Or what about interconnecting frame-like structures designed to hold sandbags, housed in town? The idea is to be creative in solving this problem.

The issue of who would deploy the wall is secondary to coming up with a viable deployable solution. I know that the town would figure out the second part, because it would be in each of our personal and community interests to do this, just as you see in the news those communities coming together to build protective sand bag walls to protect their shores. We are a hands-on town. So thinking of options that involve the manpower of the community is definitely something that could be put on the table.

2. The best part of Concept A is the fact that it is the least destructive in terms of the million-dollar views that this city—which pays the largest share of Hudson County taxes—has. This unobstructed view is vital to the continued growth of Hoboken (along with increased tax revenue) that this town represents—a town that has also spurred growth in neighboring communities. Building permanent structures that impede the views will have a disastrous affect on desirability of this town.

3. The areas within Concept A that appear to be left to flood is another issue that needs to be addressed in terms of explaining what this will actually mean to the residents of the Tea Building or other waterfront buildings. Are there deployable options to protect individual buildings or pumping systems to protect them? This is not clear. It's my understanding that the Tea Building got water in the lobby, but the residents were okay. Is this acceptable to those tenants? Is there something that an individual building can do the way sump pumps work for home owners?

4. As for the south part of town by the train tracks, I realize that there are some issues regarding the use of the available land. Ideally, the "wall" would be best placed behind the service road, which would divide Hoboken and Jersey City and which will be needed for the traffic once the proposed buildings along the Hoboken parcel of land are built.

Concept B:

1. I am opposed to the permanent "walls" along the waterfront.
2. People have talked about "submergible floating walls" that could be deployed when needed. How could this be used?

Concept C:

1. I am opposed to the permanent "walls" along the waterfront.
2. I understand that there are also aspects of this plan that are too expensive for serious consideration.

Concept D:

1. I am opposed to the permanent "walls" along the waterfront.

Concept E:

1. Regarding the Tea Building/Cove, I am opposed to any permanent "walls" and instead wonder if a deplorable submerged barrier could be used instead.
2. Regarding a barrier along either Shipyard Lane or Hudson, my vote is along Shipyard Lane.
3. Regarding the southern part, I am opposed to any permanent "walls" that obstruct the waterfront views.

Thank you for considering my views on this important matter. I, along with the rest of the town, look forward to seeing revised plans that incorporate new ideas that allow as little disruption to our existing town as possible.

Best,

Sylvia

**From:** Carter Craft [mailto:carter@outsidenewyork.net]  
**Sent:** Thursday, December 31, 2015 3:51 PM  
**To:** DEP-rbd-hudsonriver  
**Cc:** latrenda Ross; Ravi Bhalla; Pflugh, Kerry; Sherman, Clay  
**Subject:** Carter Craft Request on Draft Alignment

I would like to request that the State consider a flood protection Concept alignment that includes an extension / spur of the Hudson Bergen Light Rail. This light rail spur could travel from the existing Weehawken right of way south along Park Avenue, and then continue south through Hoboken along Willow, Garden, Washington, or Hudson Street. I think this combined transportation + flood defense infrastructure alignment is precisely the type of integrated thinking that the Rebuild By Design process was meant to catalyze!

sincerely,

Carter Craft  
o-o-o-o-o-o-o-o-o-o-o-o  
608 Garden Street  
Hoboken, NJ 07030  
o-o-o-o-o-o-o-o-o-o

**From:** Terry Pranses [mailto:pranses@aol.com]  
**Sent:** Thursday, December 31, 2015 4:47 PM  
**To:** DEP-rbd-hudsonriver  
**Cc:** DZimmer@hobokennj.gov; pranses@aol.com  
**Subject:** Comments on 5 Flood-Resist Concepts

To: Director Rosenblatt

cc: Mayor Zimmer

I've attached my comments, based on your plans of 12/10. Please feel free to call or email for related thoughts and inputs.

All the best with your efforts to review citizen inputs on this important initiative.

**Terrence J. (Terry) Pranses**

**201-659-2475**  
Date: 12/31/15

To: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
Department of Environmental Protection  
State of New Jersey

Cc: Mayor Dawn Zimmer

Dear Mr. Rosenblatt:

Re: Inputs on 5 Flood Resist Plans of December 10, 2015

As outlined in a prior email to you and Mayor Zimmer, I attended the session of 12/14, held at the Hoboken Historical Museum. On the negative side, it was truly impossible for most attending to get close enough to each narrator to understand what each was trying to communicate about each concept.

- We are getting concepts like "C" that have flood barriers in the river and piers but are too expensive to move forward with.
- Why are we refusing non-permanent walls? Other cities are using this form of protection.
- When Sandy hit, it galvanized our community. I didn't hear anyone talking about leaving Hoboken. Now, after the RBD project has surfaced, I hear many people talking about leaving Hoboken because of what it can potentially do to the town in a negative way.
- Having permanent walls around the waterfront will change the character of the town and make it less desirable to live in.
- After many years Hoboken has finally made the waterfront available to walk, exercise and enjoy. This promotes a healthy, active community. The wall concept can erase all of the positives of the waterfront that have been achieved.

Joseph Calabrese  
1500 Garden St. 3G

**From:** Tiffanie Fisher [mailto:tiffaniefisher@hotmail.com]  
**Sent:** Thursday, December 31, 2015 6:16 PM  
**To:** DEP-rbd-hudsonriver  
**Cc:** Mayor Zimmer; 'Ravinder Bhalla'; 'Carter Craft'; 'LaTrenda Ross'; 'Caleb Stratton'  
**Subject:** Rebuild By Design

Dear Director Rosenblatt –  
I want to first thank you for making the concerns of our community your priority and meeting with Hoboken's City Council President Ravi Bhalla and me on December 3<sup>rd</sup> to discuss the Rebuild By Design project. I will reiterate what I said that night - that the potential for this project is incredibly significant to Hoboken given our location and the potential devastating impacts of sudden and severe storms to our community. Under any calculation, \$230 million is a lot of money and we are incredibly fortunate that under the direction of our Mayor that we have been given this opportunity to receive federal support to improve our resiliency in the face of this increasing risk. And I believe that we should do everything we can to ensure that we will be able to make use of these funds in a way that makes sense for our community.  
When we met on December 3<sup>rd</sup>, the impetus to that meeting was that I, as well as others, were concerned that the five concepts that were rolled out to the CAG on November 23<sup>rd</sup> and that were going to be proposed and disclosed at the public meeting on December 10<sup>th</sup>, were each potentially not feasible as presented. Additionally, we had concerns that they would receive a significant amount of resistance from the public which in fact has since been the case. These concerns were not just because of the seemingly obvious view and aesthetic impacts to our community, but also because:

1. the plans did not seem to incorporate many of our community goals and activities like the recently approved NJ Transit Redevelopment plan nor the long term efforts that have been made to keep our waterfront accessible to the public,
2. early indications from the DEP and Dewberry that the costs of all five would exceed the \$230 million with no suggestion of how much of a financial burden Hoboken would be left with to complete the ultimately selected alternative,

However, on the positive side, the session had many would-be participants, so the community showed its interest in such crucial projects. And on a personal level, I was able to receive your schematics on the 5 Concepts and the re-cap/overview grid.

I believe, in line with the Mayor's own statements, that it is improper to do nothing. Too much is at stake, as we have seen. So reviewing those concepts, plus some reading of related press and some discussion with fellow citizens has led to the following feedback. I understand that some variation to the 12/10 concepts may have occurred, but hear that they constitute huge files and that site access and downloading are difficult.

**1. Concepts C and D should be dropped.**  
Looking at the summary grid, I am concluding that there will not be the level of shared support and financial resources (in and/or outside the awarded \$230 million) to allow either of these options. One could argue that looking at a 500-year event has value, but our country has not existed that long and the life of Hoboken and its structures, even historic ones, is much shorter. It is frankly impossible to predict where the City, State and USA priorities will be that far out.

More pragmatically, C and D are shown as Poor in the crucial areas of Constructability, Duration and Maintenance. They seem to utilize a number of walls and gates protecting newer or re-done construction that was always known to be at the water's edge. In fact, even prior to Sandy, many stretches of road and walkway along the north and south waterfronts have had serious problems, so that constructing more on top of the pilings in those areas would seem to be looking for new problems.

3. all of the concepts have significant execution risk giving hold-up value to third parties (private owners) who's approvals will be required, translating to additional, potential costs to Hoboken tax payers,
4. four of the concepts provided flood protection for less than 100% of the community without suggestions for risk mitigation for those left outside the envelope, and
5. although stated as a requirement for this project to not increase flood risk to stakeholders, the 5 concepts as presented suggest, without any explanation to the contrary, that flooding risk may be increased for some and many who are not currently in the flood plain.

As you know, in addition to being a 21 year resident and a CAG member, I am the recently elected City Council representative for Hoboken's 2<sup>nd</sup> Ward. And all of the northern alignments within the 5 proposed concepts sit within the 2<sup>nd</sup> Ward. All of these alignments have received significant resistance from my neighbors who I now represent and I have been asked by many of them what my position is and if I will support eliminating specific concepts as the five is expected to go down to three as part of the next stage of the formal NEPA process.

My current position is that if we are ultimately restricted by this NEPA process and cannot "start again" or consider ideas outside of what has been presented, then right now I would like to see if we can come up with a solution within the framework of these proposed concepts / alignments that could work for our community. Examples I have given as potential ideas in one-off discussions with some of my neighbors have included: What if we can figure a way to use Option A, but have it NOT cross 14<sup>th</sup> street? What if we can employ option B, C or D, but figure a way to use deployable walls over 4ft/sightlines? What if option E could work best by using the actual Hudson Tea buildings as the barrier (a 50ft deep one at that...) along Weehawken Cove? What if we could convince FEMA that keeping all the water out is not necessary, just keeping out most of it (resulting in lower potential heights)?

I am less focused on the concepts as presented but more about certain features within the concepts. Specifically, I am not supportive of erecting a wall on a residential street in front of individual homes, nor blocking access to the waterfront that is the jewel of our town and that many people over generations have fought so hard to preserve, nor adding industrial looking, permanent gates to our small town landscape.  
But right now I am still supportive of trying to work within the constraints of what has arguably been a rigid process to date to find a solution that could work for our community. That being said, I do have a strong concern that has been echoed by many of my neighbors around the engineering and design process. I do not know enough specifically about Dewberry's specific capabilities (other than what I found online) but my concern is more that this process has put a tremendous amount of power in the hands of one firm who is not necessarily incentivized to determine the best solution for Hoboken. I am not suggesting that they are not working in our best interests, but rather that there is a concentration of decision making power without sufficient checks and balances.  
Dewberry, which was not selected via an RFP process but, as I understand it, was appointed from a list of NJ Transit approved vendors to save time, has an incredibly significant role in that they effectively have defined the starting point for this project. A point that according to your colleagues at the DEP, we are currently unable to change or modify without Federal involvement. This begs many questions that I know have also been communicated to you by my neighbors:

- Does Dewberry have the best experience with these type of resiliency projects including marrying projects with existing sewage infrastructure?  
What other concepts / ideas were rejected by them and ended out and why?

- What was the involvement of other professionals (OMA?) in the determination and selection of the 5 concepts?
- Had an RFP process been undertaken, what other firms would have been solicited and how does their experience compare with Dewberry?
- How confident should we – Hoboken residents and taxpayers – be in the ability of Dewberry to actually deliver a feasible project – and by feasible it has to include the criteria I mention above (cost effective, accepted by the community, executable)?
- What is the currently proposed plan to select the “designer” for the next phase?
- If the engineer of record needs to sign off on the feasibility of the project vis a vis FEMA, how can we be sure that the Dewberry and this next selected designer will push the envelope with FEMA on behalf of Hoboken residents so that we end up with the most suitable project for our community? And here I would include a scenario where we get to something less than 100% flood protected.
- Who actually makes the ultimate decision on the preferred alternative?
- What if none of the concepts end up being feasible. What happens then?

Many of these questions may feel a little “after the fact”, but in actuality I believe the answers will help inform the way forward, will give the public more confidence in the process (or not), and will give us more confidence that we are well positioned for the best execution and have the greatest chance of having a successful project.

I do want to stress that I am aware of and incredibly appreciative of the efforts that your team and Dewberry have been making to work with Mayor Zimmer and her team to find ways to work within the constraints of the NEPA process to find solutions that will better match with all of the goals of our community. I think at the next CAG / public meetings to be held in mid-late January if we can see that the public feedback was incorporated and there is increasing flexibility in the response from the DEP and its engineers, then I believe that many of the community’s concerns may be mitigated and we can stave off some of their current feelings that we need to pursue alternative paths to correct the process itself.

Other than the process constraints to date, I have very much appreciated the efforts of both your team and Dewberry’s and I remain optimistic that what we see from you both in the New Year will be something we can all look forward to.

Thank you for your consideration of the issues that I have raised in this letter.

Best regards,

Tiffanie Fisher

**From:** David Kelly [mailto:dkelly1110@gmail.com]  
**Sent:** Thursday, December 31, 2015 6:26 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hudson River Rebuild By Design Feedback

Mr. Rosenblatt,

I am a resident and property owner in Hoboken. I am strongly opposed to concepts C and D in the Rebuild by Design plans. In addition, I am opposed to any other options which include a sea wall along our waterfront.

It is my wish that your team can re-evaluate other viable options for flood protection that do not impact the quality of life and the economy of Hoboken by building sea walls. Due to the substantial cost and the permanent nature of this project, decisions should not be forced into an artificial timeframe without proper vetting or comment. There certainly must be other options that can be considered which offer adequate protection to the community without negatively affecting aspects of Hoboken that all residents enjoy.

Many thanks,  
David J. Kelly

-----Original Message-----  
**From:** Stephanie Kelly [mailto:stephaniemorgankelly@gmail.com]  
**Sent:** Thursday, December 31, 2015 6:33 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hudson River Rebuild By Design Feedback

Mr. Rosenblatt,

I am a resident and property owner in Hoboken. I am strongly opposed to concepts C and D in the Rebuild by Design plans. In addition, I am opposed to any other options which include a sea wall along our waterfront.

It is my wish that your team can re-evaluate other viable options for flood protection that do not impact the quality of life and the economy of Hoboken by building sea walls. Due to the substantial cost and the permanent nature of this project, decisions should not be forced into an artificial timeframe without proper vetting or comment. There certainly must be other options that can be considered which offer adequate protection to the community without negatively affecting aspects of Hoboken that all residents enjoy.

Many thanks,  
Stephanie Kelly

**From:** Paul DiCola [mailto:pjdicola@gmail.com]  
**Sent:** Thursday, December 31, 2015 8:07 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Concerning the plan to build a wall alongside Hoboken

Dear Mr. Rosenblatt,

I am living at Unit 1003 at 1125 Maxwell Lane, Hoboken, New Jersey, and wanted to write to you to comment on the concepts to prevent flooding under consideration by the City of Hoboken.

Mainly, I wanted to ask that you ignore any proposal that involves building a wall. (In this context, proposals C and D).

**From:** <mwillamar@pegasusrealestatesolutions.net>  
**Date:** December 31, 2015 at 8:33:59 PM EST  
**To:** <rbdhudsonriver@dep.nj.gov>  
**Subject:** Hoboken plans

I have reviewed the proposals and wish to comment as follows:  
The idea of erecting a wall on the northern portion of Garden Street fails to be viable on many levels, including dividing neighbors, destroying housing appeal and values, ignoring the interests of the residents effected, and the loss of historic streetscape.  
Please reconsider all plans and start over as no option appeals to me.

Best regards,

ML Villamar  
201.222.8560 office  
201.424.1197 cell

**From:** Vani Krishnamurthy [mailto:vani.krishnamurthy@gmail.com]  
**Sent:** Thursday, December 31, 2015 10:28 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Resident Feedback

Dear Sir,

I am writing to voice my strong views and register feedback regarding the Rebuild by Design concepts that have been communicated thus far.

By way of background, I moved with my young family to Hoboken from Manhattan in early 2014. We were affected by Sandy while we lived in the West Village of Manhattan - our building took on water, most of the cars in our garage were destroyed, and we were without power for a week. We understand the devastation that a storm like Sandy can have - we lived through it. A little over a year later, we decided to move to Hoboken. We rented a ground floor apartment at 1500 Garden St. which is directly on Weehawken Cove. It was one of the few apartments that did take on water during Sandy. We understood the risks but found the appeal of living so close to the water, with such a magnificent view and such easy access to the waterfront to be worth it. Two years later, our appreciation of Hoboken grew in large part driven by the community that uses the riverfront as a playarea, meeting place and general source of peace. As a result, we decided to buy one of the 10 river facing townhouses in Maxwell Place. The greatest appeal of this property is it's unobstructed view of the river and the Manhattan skyline.

We lived through Sandy and were significantly affected by it. We understood the risks and we valued the waterfront enough to make the decision to rent and subsequently buy a \$2.5 property. Options B,C,D all destroy a primary reason for so many people to love Hoboken. It will irreparably harm the community of the many buildings in northern Hoboken that view the waterfront as a cornerstone to our neighborhood. I also believe it will severely damage the existing property value as well as the continued development of northern Hoboken. I believe that any plan for Hoboken should not entertain any walls along the waterfront. The buildings along the waterfront are better equipped to deal with the potential hazards of flooding and should be helped by this projects in a less obtrusive way.

I recognize that thus far the opposition to Option A has received the most coverage. It makes sense given that a small number of people face an imminent and consequential threat. I would ask however that you keep I mind that Options B,C, and D affect more people negatively, even if they are quiet about it. Please exclude Options B, C and D from consideration.

Best,  
Vani Krishnamurthy

**From:** rednj99@yahoo.com [mailto:rednj99@yahoo.com]  
**Sent:** Thursday, December 31, 2015 10:43 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken

Office of Flood Hazard Risk Reduction Measures  
David Rosenblatt, Director  
501 East State Street Trenton, NJ 08625-0419

I am a resident and property owner in Hoboken. I was severely affected by Hurricane Sandy in Hoboken. I had several buildings that were flooded and heavily damaged, causing hundreds of thousands in damage. While we had flood insurance, it was almost impossible to collect for damages.

Going forward, we would love to see measures implemented to prevent such destruction, but not at the cost of the unobstructed views of the waterfront that we have today and 99.9% of the time. The flooding that occurred due to Sandy is an extremely rare event. For those reasons, I believe that the focus should be on the flooding events that occur much more frequently due to flash flooding. From heavy down pours. A separation of storm and sewer where possible should be the focus. As for the surge, a more regional approach needs to be researched and implemented. Perhaps, a deployable gate under the Verrazano narrows bridge along with the Outerbridge and Long Island Sound should be studied and pursued.

Thank you for allowing us to voice our concerns, and we look forward to working with you on a plan that works for us and the community as a whole.

Thanks,

Hank  
Hoboken Resident and property owner.

**From:** jpc [mailto:jpcjohnccarey@aol.com]  
**Sent:** Thursday, December 31, 2015 10:44 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** Carter Craft  
**Subject:** Fwd: Please Review: Draft CAG Comments/ Next Steps on Hoboken RBD/ Flood Protection Project

The ultimate goal is admirable, but a giant wall isn't a good solution. It won't solve the core structural problems facing Hoboken right now, which is that once water floods in, it can't be easily removed. Heck, we had enormous flooding issues recently because a water main broke. The damage from that flooding was devastating, and a wall wouldn't have done anything.

As a city, we need to focus on fixing our infrastructure, not erecting enormous band-aids around ourselves that don't even address the root of the problem. This wall is going to cost us all a ton of money - I'd rather spent that money setting up proper drainage channels and pumps so that water can never cause this much damage to people, regardless of its source.

Water is tenacious - a wall won't keep it out. Please spend our tax dollars on something else.

Thanks for your time,

- Paul DiCola

**From:** Esther Milsted [mailto:emilsted@optonline.net]  
**Sent:** Thursday, December 31, 2015 9:43 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Rebuild by Design

This is in response to the requested comments on the “Rebuild by Design” proposals.

Hoboken is not an isolated village that can simply be walled in; it is part of a huge metropolitan area. Walls keeping the water out of Hoboken - assuming that they would be effective, of which there is no guarantee - would worsen flooding in neighboring communities. Any realistic plan would have to be regionally based, in cooperation with Jersey City, Weehawken, New York City, and other communities in the area.

It is often said that the waterfront is one of Hoboken’s greatest assets. The proposed walls would interfere with vistas from the waterfront, lessening its appeal. The wall on the northern part of Garden Street would ruin the historic character of the neighborhood and cause property values in that area to plummet. Nothing was said about how the walls would be maintained, to keep them free of graffiti and to prevent them from deteriorating over time.

It is hoped that the engineers and planners will explore other options.

Esther Milsted  
917 Castle Point Terrace  
Hoboken, NJ 07030

**From:** Alex Buoncuore [mailto:alexandrblack@verizon.net]  
**Sent:** Thursday, December 31, 2015 10:02 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Serious concerns with the 'Resist' portion of the RBD concepts for Hoboken

To NJDEP re jpc Comment Regarding Hoboken RBD CAG

Sent from my iPhone

Begin forwarded message:

**From:** Carter Craft <carter@outsidenewyork.net>  
**Date:** December 31, 2015 at 9:09:58 PM EST  
**To:** "jpcjohnccarey@aol.com" <jpcjohnccarey@aol.com>  
**Subject:** Re: Please Review: Draft CAG Comments/ Next Steps on Hoboken RBD/ Flood Protection Project

Hey JPC - thx for this and pls send something to dEP directly as well! Merry/ happy! C

Sent from my iPhone

On Dec 31, 2015, at 8:17 PM, jpcjohnccarey@aol.com wrote:

To all,

Some notes and my observations. They may not have been edited as well as they might at this hour. It is New Year's Eve and more to write but here are some pints for now. Thanks to everyone for your thoughts and efforts. Happy New Year.

At the north end alignment directly on the waterfront is difficult to engineer, of extended length, probably the most costly and most likely difficult to find consensus on. The impact of a tall structure there places a visual and physical barrier for all of us at the waterfront. For those who live nearby they may lose an immediate daily view but for all this is an amenity that benefits us all and many fought long for.

An inland alignment may seem counterintuitive for many but it has many practicalities. We have no have natural creeks or streams which will drain out city back into the river/harbor/ocean when the tide goes out. 150 years ago this may have happened but since then we have built our city off of what had been an island into what was a tidal swamp which no mostly no longer can naturally drain. Our watershed is our combined storm and sanitary sewer system. Under normal operations the North Hudson Sewerage Authority can handle and treat a max flow of 30 to 35 million gallons a day. Normal daytime non storm flow is approximately 10 to 15 million gallons a day. It has been calculated that approximately 500,000 million gallons of water became trapped in our city. With additional storm pumping we can evacuate additional untreated water using the pump on observer highway, the pump which will be coming on line at Maxwell Place and at other locations in the system. As you can see the math does not work. As long as there is a void to fill and the water in the Hudson is high enough it will pour in if the tide is high enough to allow it.

The major problem city wide problem was the tremendous volume water that became entrapped in the bowl in the back of town. Not everyone understand this. They think we can

Dear Mr. Rosenblatt,

I'm writing to you to express my outrage and discontent with the Rebuild by Design Program proposals for the city of Hoboken. In particular Concept A is of serious concern since this proposal would not only NOT protect ALL of Hoboken, but would intentionally harm homes and businesses that were previously not in a flood zone. Hoboken does indeed need a plan to eradicate flooding, however, it should not cause harm or damage to accomplish this. If the Rebuild by Design initiative is to protect the citizens of Hoboken from future flooding, Concept A fails miserably. It would certainly condemn the existing buildings on Garden Street and east of Garden Street since this wall/barrier would divert water into these 125 year old homes.

Furthermore, other concerns and issues come into question, such as public safety. A barrier/wall would reduce the already narrow street creating delays and obstructing means of access into our homes for ambulances, fire trucks, police etc. We have many families with small children on the block. A wall/barrier creates a safety concern that was otherwise never an issue. Our neighborhood is considered to be safe, this wall/barrier would invite undesirables to the area due to it creating a hangout of sorts. Another safety concern involves neighbors with various handicaps that will most certainly have a negative effect on their quality of life, such as parking and obstructed access to their homes. Also, the 14th and Garden cross streets create a heavy flow of traffic as Garden St. is a main thoroughfare into Hoboken from the Lincoln Tunnel and Northwest NJ. With a potential wall/barrier, families need to be worried about their children trying to navigate the streets with an obstruction to go along with this heavy traffic flow.

Water main breaks are frequent occurrences in Hoboken, since the infrastructure is in dire need of upgrading. What happens when we sustain yet another water main break on our block? How are repair crews supposed to gain access to these pipes, especially if the break is under this wall/barrier. Other issues span from garbage/recycling pick-up to maintenance and upkeep of these said walls/barriers.

Finally, considering the fact that Concept A is the least effective and provides the least amount of flood protection for all Hoboken residents, I expect that Concept A be taken off the table and everyone go back to the drawing board-Operating in a vacuum is never a good idea. There are better ideas to be considered that would protect 100% of Hoboken.

Thank you for your attention to this matter,

David & Alex Buoncuore

**From:** Mark Luis Villamar [mailto:mwillamar@pegasusrealestatesolutions.net]  
**Sent:** Thursday, December 31, 2015 10:16 PM  
**To:** DEP rbd-hudsonriver  
**Cc:** Esther Milsted  
**Subject:** Fwd: Hoboken plans

Best regards,

ML Villamar  
201.222.8560 office  
201.424.1197 cell

Begin forwarded message:

pump it out or keep it out during an even or protect us to the degree we need to determine with some sort “edge” that is not uniform. We were cut off. We became an Island, emergency vehicles could not function, the Hospital, Fire Houses, DPW, Supermarkets, Power Substations were flooded, and thousands could not leave there home even if you were in floors above where there was damage.

We need to start at a point where we all understand that we can't let this water “get in”. If we don't resist all of the delay, store and discharge components of the plan, which are so important to protect us during non-surge flooding events, may be for naught during a surge. The question in my mind is where is the balance in optimizing the funds we have now between resist, delay, store and discharge.

If we start with the premise that in a surge event much of the water (as we saw) close to the waterfront flowed back “downhill” to the river. In these areas if we are smart and we advocate wet and dry flood proof techniques, major damage can be mitigated. Part of what we do now with RBD fund maybe can assist in these effort and would have a higher cost/ benefit than other solutions.

To me an alignment north of 14<sup>th</sup> street which follows the east side of the light rail in Weehawken, the existing berm at the west end of the cove, crosses existing public properties with reconfirmed topography north of 15<sup>th</sup> street; crosses 15<sup>th</sup> street then aligns itself on along the west face of the parking garage makes total sense. This is probably most economical and minimally obtrusive alignment for the public and individual property owners. At that point i question what alignment we take which connects us with a continued 14 foot (100 year) point which ties into “Hoboken Island”.

There is opposition to a wall going down Garden Street. This is understandable but I don't believe there has been a good effort to let people understand what this may entail here or elsewhere to a point uphill from where the alignment is less contentious. I have heard some express they feel that there is an 8 foot wall at 14<sup>th</sup> Street and 4 foot at 13<sup>th</sup>. They don't understand that a barrier would taper into the ground. The graphic which were shown did not do a good job of showing this. If we go with a 14 foot, 100 year elevation don't confuse people with numbers that are too small to see on print outs. At the south end of town the coordination with NJT is vital and I am still of the feeling that some sort of smart engineering with a barrier not through the terminal but at the western end of the Bush Barns (covered platform walkways) could be built which would optimize protection on the bulkhead side of side of the transit property and benefit Hoboken as a whole in the process. It is impractical and costly to try to keep the water out of the terminal itself much of which is on a pier over the River. The building needs to be wet or dry flood proofed with the expectation of surge flooding coming more often to this critical Historic Building which won't be moved. So again what is the balance in working through the topography and different track elevations to keep water from being funneled cross NJT property and becoming entrapped in the lower topography in the back of Hoboken  
There is more to write but it is New Year's Eve. We are all in this together and there needs to be more smart conversation and understanding.

jpc

John P. Carey  
209 13th Street  
Hoboken  
Trustee Hoboken Historical Museum  
Certified Floodplain Manager

-----Original Message-----  
From: Carter Craft <carter@outsidenewyork.net>  
To: Ravinder Bhalla <RBhalla@fpslawfirm.com>  
Cc: tiffanie fisher <tiffaniefisher@hotmail.com>; Ron Hine <ronhine@gmail.com>; ferrieboat <ferrieboat@aol.com>; Kevin O'Brien <kevin@shipyardmarina.com>; jaclyn.cherubini <jaclyn.cherubini@hobokenshelter.org>; brbatt <brbatt@aol.com>; rayboot8 <rayboot8@optimum.net>; bodzman <bodzman@gmail.com>; Paul Somerville <paul@pisomervilledesign.com>; palma1238 <palma1238@gmail.com>; owelch <owelch@hopes.org>; marvink <marvink@hcia.org>; karen.imbach <karen.imbach@sphoboken.com>; danawefelrha <danawefelrha@gmail.com>; jocar436 <jocar436@aol.com>; Jennifer Gonzalez <jsg304@gmail.com>; Gary Holtzman <gmholtzman@gmail.com>; richard <richard@hobokenlaw.com>; Ruthy McAllister <ruthyathome@optonline.net>; fvielot <fvielot@hotmail.com>; therring@stevens.edu>; mroberson <mroberson@hobokenumc.com>; Ron Hine <rbw@betterwaterfront.org>; Vito X. Lanotte <lanotte@optonline.net>; russell2005 <russell2005@yahoo.com>; Noelle Thurlow <thurlow.noelle@gmail.com>; Melissa Abernathy <melissa.abernathy@gmail.com>; justicemartin <justicemartin@msn.com>; Peter Cossio <pcossio@halstead.com>; John Pope Carey <jpc@jpcarey@aol.com>; gerald.fitzhugh <gerald.fitzhugh@hoboken.k12.nj.us>; rtremille <rtremille@aol.com>; LaTrenda Ross <trendaross@yahoo.com>; Ravi Bhalla <councilmanbhalla@gmail.com>  
Sent: Thu, Dec 31, 2015 5:21 pm  
Subject: Re: Please Review: Draft CAG Comments/ Next Steps on Hoboken RBD/ Flood Protection Project

Thx everyone for yr guidance and input. Ive done my best to capture both th sentiment and th substance of all this recent feedback. Submitted via email and will post to th Fb page tomorrow... Merry happy to all, C

Sent from my iPhone

> On Dec 31, 2015, at 12:07 PM, Ravinder Bhalla <RBhalla@fpslawfirm.com> wrote:  
>  
> Very good feedback Tiffanie - I concur 100%. Carter, thank you very much for our hard work in collecting everyone's feedback.  
>  
> Happy New Year everyone.  
>  
> Best,  
> Ravi  
>  
> Ravinder S. Bhalla, Esq.  
> Florio, Perrucci, Steinhart & Fader, LLC  
> 218 Route 17 North  
> Rochelle Park, New Jersey 07662  
> 201-843-5858 (office)  
> 201-373-8955 (direct)  
> 201-843-5877 (facsimile)



January 5, 2016

David Rosenblatt  
Director  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street, Mail Code 501-01A  
Trenton, NJ 08625-0420

Dear Mr. Rosenblatt:

Thank you for the opportunity to provide comments on the five concepts for the Rebuild by Design Hudson River project as a determination is made for the three alternatives that will move forward through the design process.

From the onset of this project, our goal has been to provide the greatest flood protection possible while protecting waterfront access and minimizing impact to neighborhoods through a design process that integrates with the urban landscape. Consistent with these priorities, below are my specific comments, restricted to the portions of the alignment located within Hoboken, regarding each of the five proposed concepts.

**Concept A - Recommendations for Re-Alignment**

- Remove Resist elements from northern protection area that extend through the Garden Street Meets and south of 14<sup>th</sup> St
- Amend the alignment to traverse the alleyway between 14<sup>th</sup> Street and 15<sup>th</sup> St. from Garden St. to Washington St. This re-alignment would result in a new termination point on Washington Street south of 14<sup>th</sup> St (Option 1)
- Amend the alignment to traverse the alleyway between 14<sup>th</sup> Street and 15<sup>th</sup> St. from Garden St. to Bloomfield St. This re-alignment would result in a new termination point on Bloomfield Street North of 14<sup>th</sup> St (Option 2)
- Consider amending termination points for southern protection options 1 and 2 to the intersection of Hudson Street and Hudson Place. An existing encroachment on city right of way provides additional space for alignment along existing sidewalk

**Concept B - Recommendation for Re-Alignment**

- Remove waterfront Resist elements from the northern protection area that extend east and south from the southwest corner of Hoboken/Weehawken Cove (Based on community feedback it is very clear that there are major concerns about impacting waterfront access).
- Amend the alignment to traverse south through the Hoboken Cove Waterfront, and then turn east on 15<sup>th</sup> St. from Garden St. to Washington St. This re-alignment would result in a new termination point on Washington Street south of 14<sup>th</sup> St (Option 1).

**OFFICE OF THE MAYOR**

- Amend the alignment to traverse south through the Hoboken Cove Waterfront, cross 15th St., and then turn east on 15<sup>th</sup> St. from Garden St. to Bloomfield St. This re-alignment would result in a new termination point on Bloomfield Street north of 14<sup>th</sup> St (Option 2).

**Concept C - Recommendation for Removal**

- Concept reduces access to the waterfront in Hoboken
- Proposal is unlikely to meet budget or timeline for implementation
- Concept scores poorly on screening criteria

**Concept D - Recommendation for Removal**

- Concept reduces access to waterfront in Hoboken
- Proposal is unlikely to meet budget or timeline for implementation
- Concept scores poorly on screening criteria

**Concept E - Recommendations for Re-Alignment**

- Remove proposed T-wall adjacent to the Hudson Tea building
- Amend the alignment to traverse south through the Hoboken Cove Waterfront, and then turn east on 15<sup>th</sup> St. from Garden St. to Shipyard Lane.
- Consider amending termination point for southern protection options to the intersection of Hudson Street and Hudson Place. An encroachment on city ROW provides additional space for alignment along existing sidewalk

Each proposal should present cost tradeoffs so that the implementation of any alignment can be weighed against the potential for programming construction funds towards the Delay, Store, Discharge elements of each proposal.

The minimum Design Flood Elevation (DFE) used for the project should be consistent with FEMA requirements for the other Rebuild by Design projects within the Sandy affected region. Additional public outreach and engagement should be conducted to better explain the structural differences, protection levels and the potential flood insurance rate reductions from either the 500 year or 100 year level of protection. If flood insurance rates are not substantially reduced with higher levels of protection (500 year vs 100 year, for example), we should consider adopting the approach that is less intrusive and less expensive. Special consideration should be given to the design of alignment foundations that would enable the adaptation of flood protection elements to acquire a higher DFE, should the budget, timeline, or public support allow.

There are serious concerns about water displacement as a result of implementing a Resist flood protection measure. Additional outreach needs to be conducted, perhaps with the assistance of Stevens Institute of Technology, to help residents understand the existing floodplain, how water flooded into the City, and most importantly the possible water displacement from various Resist flood protection measures under various flood conditions. The project team should provide an explanation of the existing flood zones, how the Resist features will affect areas adjacent to the flood protection measures/floodwall, and what if any impact there are to buildings adjacent to or near the flood protection feature.

Going forward, I hope the State will understand that it is very important for the flood protection features of the Resist strategy to be integrated into the urban landscape. Through a community process, Hoboken residents can provide valuable input on designing community co-benefits that blend with the urban landscape. Thank you again for the opportunity to provide input from the City of Hoboken.

Sincerely,  
  
Dawn Zimmer

**REBUILD BY DESIGN HUDSON RIVER** Environmental Impact Statement  
Concept Screening Public Meeting

• RESIST • DELAY • STORE • DISCHARGE •

Thursday, December 10, 2015  
Wallace School

**COMMENT/QUESTION FORM**

We specifically target a home outside the flood zone. In 2016, the Wall Plan - a Garden Eaves we will float. Reduced laws to better w/f structure. Planning to deal with regular flooding versus 100 year.

Name: The Stahr Family  
Address or Email: 1223 Garden St. Hoboken NJ 07030 billmjohnson@hotmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.

**Additional Drop-In Open Houses & Walking Tour:**

**Hoboken Walking Tour**  
December 14  
6pm  
Historical Museum  
1301 Hudson St., Hoboken  
**Drop-In Open Houses:**  
December 15  
6:30 - 8:30pm  
St. Lawrence Church Community Room  
22 Hackensack Ave., Weehawken  
December 17  
6:30 - 8:30pm  
Hoboken Housing Authority Senior Building  
221 Jackson St., Hoboken

STATE OF NEW JERSEY  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

**REBUILD BY DESIGN HUDSON RIVER** Environmental Impact Statement  
Concept Screening Public Meeting

• RESIST • DELAY • STORE • DISCHARGE •

Thursday, December 10, 2015  
Wallace School

**COMMENT/QUESTION FORM**

STRONG OPPOSITION TO CONCEPT A.  
1) With significant parts of Hoboken still flooding, it does nothing to reduce the fear of flooding from a large storm. For many people such flooding changes their entire life!  
2) A wall down Garden St effectively divides Hoboken & divides the community. Creating an "US" and "THEN". Those that are protected by the wall and those that are not.  
3) I live on Garden btw 12<sup>th</sup> & 13<sup>th</sup>. I am NOT in the FEMA 500yr flood plan but under CONCEPT A I have a wall in front of my house! How can you build a concept that results in me now needing a wall?!

CONCEPT will divide the city. Divide the community and change the city for ever. STOP Concept A

Name: SIMONE HOLLAND  
Address or Email: simoneholland@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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STATE OF NEW JERSEY  
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Thursday, December 10, 2015  
Wallace School

**COMMENT/QUESTION FORM**

The waterfront is Hoboken's most valuable community. Building any type of wall or structure is a mistake!  
B, C, D is an attempt!

Name: Steve Okin  
Address or Email: Steveokin@hotmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
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Thursday, December 10, 2015  
Wallace School

**COMMENT/QUESTION FORM**

The Waterfront in Hoboken is her single most valuable amenity to residents & visitors alike. To block it with a hideous wall as in plans B, C, D is an attempt!  
Why not fix the infrastructure?  
Fix up the streets but in more pumps fix the water mains too?  
To put up a structure for an event that happens ONCE or TWICE is a waste of money & resources!  
Whoever designed these "concepts" doesn't live here & doesn't care about Hoboken.  
SHAME!

Name: Anson Amsterdam  
Address or Email: amsterdam@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
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**COMMENT/QUESTION FORM**

As a waterfront resident to be I am strongly reconsidering my decision to upgrade to a waterfront unit and would strongly consider moving my family to the burbs if the integrity of the waterfront beauty is compromised. Northeast Hoboken was very severely impacted and to throw this amount of money into a hop-headed wall that will protect against the "100 yr" storm seems very unnecessary. Please reconsider the idea of any type of wall, it will truly ruin the very little of what is left of Hoboken that is not a concrete jungle. Thank you

Name: TIMOTHY BOSS  
Address or Email: tjboss1@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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Trenton, NJ 08625-0420

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STATE OF NEW JERSEY  
DEPARTMENT OF ENVIRONMENTAL PROTECTION

COMMENT/QUESTION FORM

I don't like the idea of putting up a wall at any sort and taking away from the beauty of Hoboken. Hoboken will just look like wall street - all buildings on top of one another, no nature, no beauty. People enjoy walking, playing + admiring the skyline - that's what makes Hoboken unique. Don't make everyone leave + go to the Burbs! 6

Name: Margaret Di Fiore  
Address or Email: mimibear819@aol.com

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
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Hoboken Housing Authority Senior Building  
221 Jackson St., Hoboken

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COMMENT/QUESTION FORM

Work with the community  
Delay decision to Jan/Feb  
Host an organized - well "united" session at Stevens -

Name: Julie John 1223 Garden  
Address or Email: 1223 Garden

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
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COMMENT/QUESTION FORM

DO NOT RUIN HOBOKEN  
WITH ANY WALLS ALONG HUDSON RIVER.  
Minimally acceptable is Concept A, none of others

Name: Rebecca Carter  
Address or Email: beckleea@comcast.net

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
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COMMENT/QUESTION FORM

Have we explored storm water building in Weehawken  
Have we looked at groundwater elevations as part of the project.

Name: Weehawken Residents  
Address or Email:

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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COMMENT/QUESTION FORM

PARKING IS A MAJOR PROBLEM.  
PUTTING WALLS UP WILL MAKE IT WORSE ARE YOU TRYING TO CONTROL RAIN WATER OR SEA WATER? SOUTH WEST HOBOKEN ALWAYS FLOODED FROM HEAVY RAIN  
WILL WE EVER SEE ANOTHER HURRICANE SANDY? PUSHING SEA WATER IS HARD TO CONTROL  
PROPERTY VALUE WILL FALL WITH THESE WALLS.  
WILL TAXES GO DOWN TOO?

Name: ROGER GREINER  
Address or Email: ROGER.GREINER@OPTONLINE.NET

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
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COMMENT/QUESTION FORM

1 HOW OFTEN DO THE GATES NEED TO BE TESTED FOR OPERATION (EX. EMERGENCY GENERATOR NEEDS TO BE RUN 10 MIN/MONTH)  
WHO PAYS FOR MAINTENANCE CREW \$25,000/MO.  
2 HOW ARE EXISTING SEWER LINES GOING TO BE CHANGED TO STOP WATER FROM BACKING UP IN SEWER UNDERGROUND

Name: JOHN FEUER @ AECOM.COM  
Address or Email: JOHN.FEUER@AECOM.COM

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
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COMMENT/QUESTION FORM

looks great to me all the ideas

Name: Jim JARA  
Address or Email: 1134 Willow Ave, Weehawken, NJ 07086

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov  
- or -  
Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
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Mr. and Mrs. Theodore Garatziotis  
1025 Maxwell Lane, Apt 603  
Hoboken, New Jersey 07030

David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Dear Mr. Rosenblatt:

As residents of Hoboken since 2002, we have grave concerns about the Rebuild by Design Project.

All five concepts for the Rebuild by Design project are completely unacceptable. No one in Hoboken (other than the Mayor) asked for these funds or asked to pursue a strategy to combat hurricane storm surges. There has been no scientific proof presented that this surge is ever statistically likely, and moreover, no proof has been presented that these extreme concepts would successfully combat these storm surges, if they were to ever happen.

Please do not destroy the one valuable asset this city has which is its view and the charm of the tree-lined streets. Also as owners of an expensive piece of property right across from the waterfront, please do not destroy our value in our property.

All of the concepts contain a wall and/or an erosion to the quality of life for all Hoboken residents.

I respectfully reject all five concepts and ultimately reject these funds.

Thank you for your time in reading this letter.

Sincerely,  
Theo & Lori  
Theo and Lori Garatziotis

Mr. David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton  
NJ 08625-0420

19 December 2015

Re: 'Rebuild By Design' Hudson River flood protection proposals

Mr. Rosenblatt:

This concerns Concept A of the 'Resist Delay Store Discharge' flood protection proposal for the city of Hoboken.

It is an outrage that Concept A has even been proposed as a means of protecting Hoboken from riverine flooding. Concept A does not protect a significant proportion of northeast Hoboken, much of which flooded during Sandy, and would disfigure and likely destroy as viable properties several residential blocks in the area.

Concept A is relatively cheap and would cause severe distress to only a proportion of the Hoboken population. Those considerations apparently make it attractive to Mayor Zimmer and others but do not render it either fair or effective.

I understand that a considerable amount of uncertainty, inaccurate information and even misinformation now surrounds Concept A. A number of facts, however, are not in dispute.

Concept A would not even attempt to protect some 14% of Hoboken taxpayers. By protecting the rest of Hoboken but abandoning the northeastern section of it, property values there inevitably will decline relative to values elsewhere in the city.

Concept A would drive a wall ranging in height from a projected 3.5 to 8.5 feet down the center of one of the most significant corridors of domestic architecture in Hoboken. The term 'projected' is appropriate because as more modeling and other studies are undertaken the dimensions of the wall may change. We do not know what shape it actually would take.

The existence of any such wall, however, would deface the corridor. More significantly, questions have been raised about the viability of the corridor as a residential area if it is divided by a wall. Those questions remain unanswered by the city or DEP. How will fire equipment and emergency vehicles gain access to the

blocks? How will refuse and recycling be removed? Who will want to purchase properties blighted by such concerns and by the very existence of the wall itself? In light of those and other impediments to habitability, does the city intend to condemn the housing along the corridor?

Finally, the properties on the block are all more than 100 years old. The structural ability of these properties to withstand significant construction of walls in this neighborhood is highly questionable. Recently as the Garden Street was being repaved our entire property was shaking dangerously as the heavy machinery went up and down the street. Imagine heavy machinery digging deep into the sidewalk very near homes. What is the guarantee one or few of these properties won't collapse or crack thereby causing irreparable damage to all the properties?

During the meeting held at the Hoboken Historical Museum on 10 December Mayor Zimmer had the appalling judgment to ask whether we would sacrifice the entire city of Hoboken for Garden Street. That is an insulting question that demands a false choice. We do not want to sacrifice the city. We do not, however, want to sacrifice a portion of it, as Concept A does sacrifice a portion of it.

Besides our property in Garden Street which is our primary residence, we also own another property in the South West portion of Hoboken in the SkyClub building. We bought that property knowingly that it is in a flood zone and we still took the risk of buying it. As a property owner in SkyClub that "may potentially" benefit from this wall, we vehemently reject the idea of putting residents of Garden Street in harm's way to help preserve our property in SkyClub.

It is true that we live on Garden Street-between Twelfth and Thirteenth Streets-and on the west side of the street. We therefore would be blighted by a wall only if the '500 year storm' solution is chosen, and whether or not it is chosen we would share whatever flood control benefit Concept A confers on the city.

Those considerations do not justify Concept A. We do not want to watch as the houses of our neighbors across the street and on Bloomfield Street flood, nor do we want to watch them flood over a wall between us. We do not want our neighbors to the north to see their homes blighted by a wall, and do not want to look out at a wall at all.

Again, and more significantly, we cannot countenance the notion that a flood protection system would be designed to sacrifice our neighbors. At the 10 December meeting Mayor Zimmer insisted that we "are the lucky ones" because we "did not flood" during Sandy. She was wrong - many of us were flooded and would be flooded if Concept A were adopted. We do not, for example, want our friend's restaurant and neighborhood gathering place at 14th and Hudson Streets to flood again; it would, however, flood.

We will not accept the unnecessary and inequitable blighting of our neighborhood and therefore cannot accept Concept A. No response to the devastation of a city should require devastating one of its most significant neighborhoods.

Sincerely,

*Lakshna Jha*  
Lakshna Jha  
Sujit Jha

Via e-mail and USPS

## REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

### COMMENT/QUESTION FORM

*I am a resident /owner at the Maxwell Place condos. I want to urge you to eliminate concepts C & D from consideration.*

*I would also like you to be advised that I am opposed to any concept that includes a sea wall on the waterfront.*

Name:  
Address or Email:

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.

Additional Drop-in Open Houses & Walking Tour:	
<b>Hoboken Walking Tour</b> December 14 6pm Historical Museum 1301 Hudson St., Hoboken	<b>Drop-in Open Houses:</b> December 15 6:30 - 8:30pm St. Lawrence Church Community Room 22 Hackensack Ave., Weehawken
December 17 6:30 - 8:30pm Hoboken Housing Authority Senior Building 221 Jackson St., Hoboken	

Re: Comments regarding 5 concept plans for Hoboken

Dear Mr. Frank Schwarz,

Being a long time Hoboken Resident I have seen a lot of changes to the town I first moved to in the late 1980's. The over-development continues to this day and it is out of control. That development helped exacerbate the effects of Sandy in 2012. Sandy's water surge would have flowed to the back of town where there once was industry and not made its way so far up north where we saw flooding for the first time in areas that never had water. The surge hit the large developed buildings that were in the way.

What is done is done. The development needs to stop now and be checked because Hoboken naturally floods since it is an island that basically filled in its marshes decades ago. I happen to live on the island part so I am not in danger of flooding and did not flood with Sandy. The five concepts really should be three since C and D are not realistically affordable. Plus putting up partial walls will not help but cause other problems by causing flooding in other areas that never flooded because it would block the water only so far and then the water would flow around the first opening in the wall. For seawalls to work they must be implemented around an entire area completely, enclosing it like in the Netherlands. That is not what these plans show. They are band-aids that will cause greater wounds to the city.

What would work would be under sea gates at the mouth of the Hudson near the tip of Manhattan which would stop the water from flowing up the Hudson to the towns of Hoboken, Jersey City and Weehawken. But that is a cost that is in the billions. Plus using what is called deployable walls/gates are estimated to be in the billions of dollars for cost, so that idea should not even be entertained for the citizens of Hoboken because it is not a reality because of the expense.

We must be realistic and responsible. Using walls will be a great expense to maintain and where will the money come from for that in the future? The money allotted to the city of Hoboken should be used to upgrade its pathetic infrastructure which has a combined sewer and rainwater overflow and causes tremendous flooding in our low sea level town. Plus the sewage pipes need to be cleaned and upgraded to accommodate all the thousands of more people who now live in Hoboken. I spoke to someone at the North Hudson Sewage Authority and they say that our current sewage system has a capacity for adding only 2000 more people to the system. With at least 1000 new residential units going on line right NOW and in a few months, we will overtake that 2000 figure quickly and then what will we do with a city of about 60,000 people (by the next census), who need to flush their toilets and have to deal with the flooding caused by the continual covering of all the land by concrete because of the high-rise developments? We had a very bad water main break right before Thanksgiving (too many people using the water with dishwashers, washing machines) and they could not fix it for five days. We had to hook up to Weehawken's water supply just so we could flush toilets and wash. These are real issues that need to be attended to before any wall should be erected. It is what it is. We flood. Weather is changing. We can not stop the inevitable. Let us not waste the government's money. Let us use it for the infrastructure which in turn will mitigate some of the more severe effects of the flooding that naturally occurs in Hoboken on a regular basis. Sandy was an anomaly. It will never happen again. Yes, we will possibly get a hurricane in the future decades, but that is the way it is for the people who have over-developed near the rivers and oceans in the United States. There are no guarantees. A plan for incomplete walls is only a waste of money. Remember it is a 1% chance for a hundred year flood. We have other more pressing problems that need to be addressed right now. Plus many residents will sue with lawyers against any wall near their homes or waterfront. Much money will be siphoned off to lawyers in the end. Let us act rationally and not emotionally.

Mary Ondrejka  
Hoboken resident for 28 years

## REBUILD BY DESIGN HUDSON RIVER Environmental Impact Statement Concept Screening Public Meeting

Thursday, December 10, 2015  
Wallace School

### COMMENT/QUESTION FORM

*My family moved to Hoboken from the city two years ago and one of the main reasons we decided to and not on a suburb was because of the incredible waterfront and views of the city. I cannot emphasize enough how damaging changes to the waterfront would be to real estate and other valuable economic impacts to local businesses. The waterfront is crucial to the economy and growth of the community. There are other options to move away from the help building 8-12 foot sea walls that have economic damage that would be difficult to recover.*

*As a city and growing community, we must preserve and value areas that make this city so special and unique. The waterfront is one of them, we should be looking for ideas and ways to improve it, not destroying it.*

*Please consider alternatives!*

Name: *Brian Giordano*  
Address or Email: *1025 Maxwell Lane, Brian T. Giordano P. Giordano*

Please leave this form at the Sign-in table, or you can submit by:

Email: rbd-hudsonriver@dep.nj.gov

- or -

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



Additional Drop-in Open Houses & Walking Tour:	
<b>Hoboken Walking Tour</b> December 14 6pm Historical Museum 1301 Hudson St., Hoboken	<b>Drop-in Open Houses:</b> December 15 6:30 - 8:30pm St. Lawrence Church Community Room 22 Hackensack Ave., Weehawken
December 17 6:30 - 8:30pm Hoboken Housing Authority Senior Building 221 Jackson St., Hoboken	

December 22, 2015

Dear Rebuild By Design,

When I moved across the country on my own and decided to settle in New Jersey a decade ago, I was so relieved to find Hoboken. It was tough being so far from family and friends, learning to navigate urban life, and experiencing seasons for the first time! But when I first stepped foot in Hoboken, it immediately felt like home.

I started out renting downtown in a lovely little studio on First Street between Clinton and Grand. I never anticipated staying here permanently, but five years passed so fast that it seemed it was time to invest in property.

Fortunately, my parents were looking to invest in property too, so we decided to go in on something together. And despite their hesitations and skepticism about the New York City-area, they embraced Hoboken on their visits as well. (On one of my Dad's visits, he made so many friends around town that he got more "Hello's" than I did when we walked around after I got back from work!)

After much research (and a serious dip into savings), we settled on Maxwell Place — and competed to get a spot pre-construction because it seemed like the only safe investment. Back then, all three of us had to be on two phone lines to finally get through and get a number to get spot! But it was the only space they felt comfortable investing in on the entire east coast. We were so grateful.

And now, six years after moving in, they've been pleased with their investment — and I've felt so lucky to be a homeowner in the Hoboken community. And proud 11-year Hoboken resident.

The plan last year to put the sewage pump literally in my front yard put a huge dent in our Hoboken Happiness, but we accepted the inconvenience and possibly devaluation in property because the pump would help our neighbors.

My understanding at the time was that it would help alleviate all the problems with the flooding, being a waterfront community, so to hear this plan about the 12-foot wall was quite a shocker. The fact it was even proposed and presented to the City of Hoboken is unbelievable. The whole draw of Hoboken, which has been at the root and core of the New Jersey Gold Coast community, is the waterfront — and literally blocking it seems like the ultimate detriment to our community.

I know there has been so much muddled in the politics of this issue that I'm confused about what the truth is — and wanted to inquire what exactly is happening, so that I don't fall prey to all these rumors. Unfortunately, holding all these meetings during the holiday week and requiring a "deadline" of comments by the end of the year just seems like this plan is trying to fly under the radar while everyone is distracted.

Because of my work schedule, I wasn't able to make any of the meetings as soon as they were announced. Had I been able to, I would have been at all three — particularly the one that spilled outside the Hoboken Historical Museum. I think the fact this many people were able to make an impact should say something about the community's response to this and I hope you won't let that all just go without taking it into account, as it felt like it happened with the pump.

Of course, I understand Hoboken needs to alleviate the flood problem. We can't have Sandy happen again. But I'm just wondering if there's a way to put it in a more discreet place to minimize the impact on the residents who are so grateful to call Hoboken our lovely and serene home. Looking forward to the answers!

Thank you,

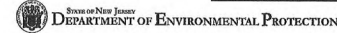
Rachel Chang

1125 Maxwell Lane

Hoboken NJ 07030

201-683-0171

*Rachel Chang*



## • RESIST • DELAY • STORE • DISCHARGE •

Thursday, December 10, 2015  
Wallace School

If I recall my experience of Hurricane Sandy correctly, the  
 majority of the flooding and water damage occurred within the lower  
 portion of the city within water areas. The massive amounts of rainfall  
 overwhelmed the planning board's drainage system and resulted in dependent  
 areas. It didn't hinder the damage was from a major surge of seawater  
 from the Hudson River. Even now when there is a moderate amount  
 of rainfall, water will pool and collect within the lower part of the  
 city. The water main break a few weeks ago demonstrated this. Therefore, I  
 don't see how a seasonal runway along Frank Sinatra Drive will help to  
 protect the city of Hoboken from flooding. I feel that the grant should be  
 utilized to improve the drainage/sewerage planning of the inner portion of the  
 city, which would be more effective at protecting it from damage similar to  
 what occurred during Sandy.

Name: Matthew Kuher  
Address or Email: Kuher.matthew@gmail.com

Please leave this form at the Sign-in table, or you can submit by :

Email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015.



## RESIST • DELAY • STORE • DISCHARGE •

Thursday, December 10, 2015  
Wallace School

Please take a look at this report done by Stevens Institute, a tech college with one of the best maritime programs in the country. It was done <sup>independently</sup> by the State of N.J. <sup>surveys</sup> <sup>nothing</sup> <sup>and</sup> <sup>TV</sup>

Why is Haboken ignoring this report? Why does n't any of the Haboken proposals consider this report or model against it?

This report suggest changes be made not on  
in ~~to~~ but, at the same time changes be made  
to neighboring towns to control ~~to~~ flooding.

Why is Walker going at this proposal across alone without a effort to coordinate with neighboring cities? And if coordination is necessary to mitigate threats to Walker shouldn't the state oversee & coordinate the pit effort among cities & individuals?

Name: CARA PARRLO taxpayers?

Name: LAURA PARELLO  
Address or Email: laura.j.parellu@pwc.com

Please leave this form at the Sign-in table, or you can submit by

Email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015



DEJAX DELAY STOPS DISCOURAGE

Thursday, December 10, 2015  
Wallace School

See Attached 

Name: Rachel Chang  
Address or Email: 1125 Maxwell #1002 Hoboken NJ 07030 rachelc77@gmail.com

Please leave this form at the Sign-in table, or you can submit by:

Email: [rhd-hudsonriver@dep.nj.gov](mailto:rhd-hudsonriver@dep.nj.gov)

Mail: David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Comments must be received or postmarked by December 31, 2015



Page 2 of 3

6. The 3-5 year construction period will lead to extended loss of quality of life in the area. Many children use Garden Street to go to the Elysian Charter School and the Montessori School and they will be walking through the construction zone.
7. Hoboken's water and sewage system is outdated. Every time it rains, Hoboken storm sewers flood. Without a new system, unpredictable flood waters will simply flood Hoboken through the sewers even with walls like the Garden Street Wall.

My eleven questions are:

1. Given that the State of New Jersey retained engineering firm Dewberry, was this a competitive bid where criteria included expertise in hydrology and sustainable design for densely populated low-lying urban areas?
2. Why did the State of New Jersey not select multiple firms to report *directly to the State* with competing design proposals?
3. Why did the State of New Jersey and the City of Hoboken demand that the residents of Hoboken review the concept proposals (unveiled in detail for the public for the first time on December 10) during the month of December when many people are busy with the holidays?
4. Why were the concept proposals not disclosed in detail to the public in October before the Hoboken City Council elections?
5. Why did the State ("the State") and the City of Hoboken ("the City") demand that the residents of Hoboken review these complex and technical proposals in one month (December?). Why not give residents until March 31, 2016?
6. Why did the State and the City demand that the residents of Hoboken opine on the proposed concepts without being able to see three dimensional scale models of the walls or gates?
7. Why did the State and the City demand that the residents of Hoboken opine on the proposed concepts without being able to see any preliminary cost estimates?
8. How do taxpayers know the \$230 million grant will be enough to build Concept A and maintain any structures with requiring additional tax revenues or City borrowing?

December 22, 2015

Mayor Dawn Zimmer  
94 Washington Street  
Hoboken, NJ 07030

8

Mr. David Rosenblatt  
Director, Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail Code: 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

Re: Rebuild by Design-Hudson River

Dear Mayor Zimmer and Mr. Rosenblatt,

Thank you for the opportunity to share comments about the "Rebuild by Design-Hudson River" Plans proposed for Hoboken. We were able to attend the session held at the Hoboken Historical Museum but unfortunately due to the size of the group that attended, and the layout of the event, few answers could be provided. We were on business travel for the Jackson Avenue event and could not attend and are submitting our comments here.

First, let me begin by saying we want to help protect Hoboken, a place we have come to love in our over four years living here. However, we oppose all five plans and do believe there could be a much more creative, less drastic approach to protecting Hoboken from a potential Hurricane Sandy-like "surge" other than any plan that would create permanent 10-18 foot walls either on the Streets of Hoboken or Hoboken's waterfront. Second, we question why only one firm was chosen to provide five options rather than five firms (or some number) chosen to compete to provide the best possible option to consider. In the corporate world, when a firm is looking for a "service," a "request for proposal" is prepared and competing firms submit their best options in hopes of winning the bid. That does not appear to have happened here.


Yes, Hoboken had flooding due to Hurricane Sandy and homes, cars and businesses were damaged (we, in fact, lost our car to the flooding). Yes, we lost power for many days. But so did hundreds of thousands of others throughout NJ and NY as well as 20 plus states. Yet, others are not considering permanent 10-18 foot walls throughout their towns, including our neighbors across the river in NYC.

We left a very desirable neighborhood in the West Village four years ago and friends questioned "why we would ever leave NYC for Hoboken". We wanted a little more space but an urban setting. We explored Hoboken at the recommendation of friends who have lived on Bloomfield Street for 25 years and encouraged us to consider it. We were drawn to Hoboken specifically for the beautiful and

unobstructed views of Manhattan and the short commute to Manhattan. Though the price for our condo at Maxwell Place was more reasonable than NYC for the space, it was still a considerable amount as are our taxes.

We have come to love many things about Hoboken and support Hoboken locally—the restaurants, boutiques and shops, fitness, etc. The beauty of Hoboken’s magnificent waterfront is enjoyed by all residents who run, walk, play with their dogs, push their babies in strollers and more. To create a wall of any sort that goes down a tree-lined street like Garden Street or obstructs the open, unobstructed views and access of the waterfront would impact not just those of us that live on the waterfront but all residents that benefit from the beauty. This would forever change the appeal, character and charm that Hoboken has worked hard over the years to create. This would detract outsiders from moving in, detract from Hoboken as an emerging “destination” vacation and business meeting place, reduce home values and hence, reduce tax revenue to the city.

Options A-E have been presented as concepts and concepts that have not been thought through as to their long term impact on Hoboken. Building permanent walls is an extreme measure to combat a once in a one hundred year event and we implore you to explore other more creative and less drastic options. There are new and innovative ways to manage floods that do not permanently deprive the community of enjoying the very things that have created a surge of gentrification here. Preserving what has made this community special for our families, friends and visitors should be the first priority and non-negotiable on proposals.

Sincerely,  
  
Cathy McCabe & Jill Popovich  
1125 Maxwell Lane, unit 570  
Hoboken, NJ 07030

Doss, Gary

From: Smith, Lawrence  
Sent: Wednesday, February 17, 2016 9:36 AM  
To: Doss, Gary  
Subject: FW:

Lawrence L. Smith PP, AICP  
Senior Planner  
Dewberry  
600 Parsippany Road, Suite 301  
Parsippany, New Jersey 07054  
973.576.9647  
973.428.8509 fax  
[www.dewberry.com](http://www.dewberry.com)

From: DEP rbd-hudsonriver [mailto:rbd-hudsonriver@dep.nj.gov]  
Sent: Wednesday, February 17, 2016 9:18 AM  
To: Smith, Lawrence <lsmith@Dewberry.com>  
Subject:

From: Anne Lockwood [mailto:annehlockwood@gmail.com]  
Sent: Thursday, December 31, 2015 3:45 PM  
To: DEP rbd-hudsonriver  
Cc: [vchaudhuri@hobokennj.gov](mailto:vchaudhuri@hobokennj.gov); Sean R. Kelly  
Subject: Comments regarding RBD impact in Hoboken

Dear David Rosenblatt,

Thank you for your presentations to our Hoboken community. I attended the excellent December 10th presentation at Wallace School, and the difficult gathering at the Museum on the 14th.

Regarding the specific concepts presented for RESIST, we think Concepts A, C and D should be eliminated from consideration. Eliminate Concept A because of the serious community concerns expressed regarding flood walls intruding into the residential neighborhood of upper Garden Street. Eliminate Concepts C and D because of their high construction costs, poor constructability, and poor maintenance and operation ratings. We think Concepts E and B should proceed with design development.

**Suggestion:** To achieve greater resistance to flooding into neighborhoods due to coastal surge, can the concepts of culverts and/or canals in vulnerable areas be expanded and developed? That is, could Dewberry and DEP dramatically expand the use of the water storage tanks that are already represented in the DELAY, STORAGE and DISCHARGE concepts to include more redirection of incoming surge waters via canals and/or culverts?

We have all been watching the terrible images of the flooding in the UK and in the US midwest. Walls, berms and barriers seem to have limited success without tremendous redirection of waters.

Thank you for your consideration.

Anne Lockwood and Sean Kelly  
1027 Garden Street  
[201-723-7815](tel:201-723-7815)

1



PO Box 1965  
Hoboken, NJ 07030  
[betterwaterfront.org](http://betterwaterfront.org)  
201.217.0500

December 3, 2015

David Rosenblatt, Director  
NJDEP  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

RE: Comments on *Delay Store Discharge* & the *Resist 5* concepts for Hudson River RBD

Submitted via email to [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Dear Mr. Rosenblatt:

My apologies, but I am not available to attend tonight’s CAG meeting; thus, I am providing my comments in this letter.

*Delay Store Discharge*

Are we doing enough to address the *Delay Store Discharge* portion of this RBD project? Storing 250,000 gallons does not sound like much. Even adding the BASF site and SW Parks would likely have a minimal impact given a major storm like an Irene (flash flooding) or Sandy (surge).

Have the following sites been considered for additional storage: the Long Slip Canal, the NJ Transit/Light Rail property in Jersey City north of 18th Street, and parks/reservoirs in Jersey City, Union City or Weehawken above the Palisades Cliffs? What about requiring major development projects at the north and south ends of Hoboken to provide substantial underground storm-water storage?

Was any consideration given for additional pumps or secondary storm-water/sewer treatment facilities?

How much we invest in *Delay Store Discharge* vs. *Resist* depends in part on the likelihood of another Sandy surge event. Was it a once in a thousand year event as some scientific studies have found? Has the Hudson River RBD team made a determination as to the probability? Understanding this will help to made decisions about how much to invest in the respective strategies. Investing 90% of the funds to build seawalls and/or flood walls might not make

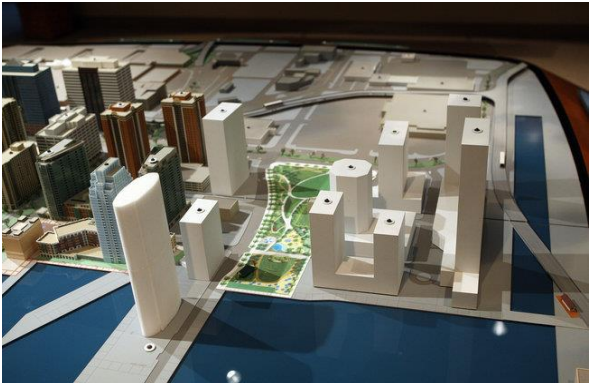
limited value if we are talking about a 500-year storm. This also raises the issue of maintaining the seawall/flood wall structures.

*Resist Concept A & Concept B*

Concept A’s flood wall for north Hoboken is clearly the best option, as made manifest by last week’s tour. This wall running along Park Avenue and then to Garden Street would provide excellent protection against a surge for the Shades in Weehawken and north Hoboken. It will gain widespread acceptance in the community compared to the other options. High walls along the waterfront walkway at the Hudson Tea Building, Hoboken Shipyards and Maxwell Place are likely to meet fierce resistance from residents and owners. At minimum DFE, the wall could be 8 to 12 feet high. Thus at street level and from ground-floor retail/residential views to the river and New York City skyline would be completely blocked. These views are an invaluable asset and add greatly to the value of these properties. Being able to enjoy the view from the top of a “T” wall would not be sufficient to overcome the opposition to such an idea. As pointed out during the tour, there are also problems, perhaps insurmountable, in getting property owners to agree to build such a wall.

The flood walls at the south end of town for *Concept A & B* are problematic. The Hoboken Railyard Redevelopment area is slated for 2.3 million square feet of commercial and residential development on a ten-acre site south of Observer Highway and Hudson Place at the south end of Hoboken. The Hoboken City Council approved this redevelopment plan a year ago in December 2014. To place a flood wall abutting the southern portion of Observer Highway would conflict with the City’s planned development on this NJ Transit property. It would also require multiple deployable gates where the north-south streets intersect the site.

It is certainly reasonable to expect private developers/owners who build at the water’s edge to provide adequate flood-proofing for their properties. This, of course, would be needed with *Concept A* at north Hoboken/Weehawken. New development needs to be built to a safe elevation. The code in Hoboken now requires this. I don’t know about Jersey City, but the massive project to be built in Jersey City’s Newport, south of the Long Slip Canal must meet that standard. The project would be provided additional protection by setting the buildings back from the water’s edge, creating a waterfront walkway/bulkhead/seawall facing the water at a safe elevation, and elevating the upland area behind. (See model below.)



Jersey City’s Newport north project slated for development south of Long Slip Canal.

The legends for the various concepts are difficult to read. It is difficult to distinguish the red from the purple, pink, etc. For instance, is the red a “T” wall, a raised path or a flood wall?

*Resist Concept C & D*

Is the Hoboken Terminal seawall extending out into the Hudson River cost prohibitive? Does it raise permitting issues? Would NJ Transit be responsible for its maintenance? I understand that NJ Transit is working on flood-proofing the terminal which makes sense, especially given the difficulty of providing a seawall or flood wall to protect it.

I believe the seawall/flood wall south of the Terminal makes sense at this location to prevent a surge from entering Hoboken at the South end of town. But it does raise the issue of what the impact will be to Newport in Jersey City. What about extending this seawall to the south along the riverfront and tying into an elevated Newport north site?

For *Concept C*, the “1st Street” label is incorrect. The image shown is the 4th Street area.

2

# SCOPING DOCUMENT RESPONSES SEPTEMBER 4 – OCTOBER 9, 2015

## SCOPING DOCUMENT RESPONSE TO COMMENTS

The Public Scoping Document was published/presented on the project website (www.rbd-hudsonriver.nj.gov) and a Notice of Intent (NOI) was published in the Federal Register on September 4, 2015 (80 FR 53555). The Public Comment Period began that day (September 4, 2015) and concluded on October 9, 2015. Scoping materials were presented to the Citizen Advisory Groups (CAG) on September 9, 2015 and October 8, 2015. A Public Scoping Meeting was held on September 24, 2015 where material was presented to the community. Two “drop-in” public sessions were also held on September 29, 2015 and October 1, 2015 for additional comment opportunities. Comments were received at all of these meetings as well as through the US mail. Additionally, comments were accepted through electronic mail throughout the comment period.

Below are response to comments received during the comment period. Not all comments are listed below; however, all comments received have been reviewed and considered. Where possible, comments below have been aggregated in order to assist the reader in understanding the major areas of interest and/or concern resulting from the Scoping process. The original comment number is indicated by bold font and italics (20) following the paraphrased comment in this response document. Original comments in their entirety can be found in the table in Appendix X and following attachments. Comments that have been noted without additional response have been designated with an asterisk (\*) next to the comment number in the table (Appendix B). Comments can be found in Appendix C.

### Scoping Document General Comments

**Comment:** Define “Scoping” and provide an alternate word (1)  
**Response:** Scoping is a regulatory term which is defined in the Council on Environmental Quality National environmental Policy Act regulations at 40 CFR 1501.7 as “an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.”

**Comment:** Please provide links for the documents used as references in the Scoping Document (2)  
**Response:** Hyperlinks have been provided in the reference section of the Final Scoping Document.

**Comment:** Comment on all maps – no sources? (142)  
**Response:** A subsection has been added to the document’s reference section providing original data sources and methodology for developing mapping in the Final Scoping Document.

**Comment:** Make sure acronyms being used are defined first. Applies to both written material and presentations. (6 and 17)  
**Response:** A list of acronyms is provided immediately following the table of contents on page iii of the Scoping Document.

**Comment:** The executive summary should be simplified and provide the reader with an understanding of what the scoping document will present. This includes a brief background (the impacts from Sandy, recurring flooding issues within the project area, the uncertainty of future flood events) which establishes the need for the project. The executive summary should also state the purpose of the project and the four project strategies (RESIST, DELAY, STORE, DISCHARGE). The executive summary should help the reader understand how the feasibility study and EIS will analyze alternatives and produce a preferred alternative based upon screening criteria. Part of the narrative uses language that sounds like the intent of this project is to prevent consequences similar to Sandy- when the objective of the project is better expressed in reducing flood risk to a yet to be specified level of protection. In places, the language used to summarize the project is difficult to understand. Perhaps an improved summary might be: The Project is a comprehensive urban water strategy to reduce flood hazard and flood-related public health risks while leveraging infrastructure investments to enhance urban livability. Amending the preceding sentence should occur throughout the document. (94)

approaches as well as important habitat corridors connecting the Hudson River ecosystem to the Palisades for threatened species such as Monarch Butterflies as well as critical ecosystem residents such as honeybees and pollinators.

- The project Scope should consider the possibility of converting a street into linear stormwater cachement device such as a Canal or large swale. This linear intervention could flow with tidal water from the Hudson River, or be aligned, designed, and engineered to collect stormwater from areas that are known to suffer surface flooding.
- The project Scope should consider creating any possible financial tools such as grants, revolving loan funds or other tools that could a) help to leverage additional public funds and or b) create public benefits on presently privately owned land through other tools such as deed restrictions, easements, or restrictive covenants.

Thank you for your consideration.

Carter Craft  
608 Garden Street  
Hoboken NJ 07030

**Sliker, Laura**  
**From:** DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>  
**Sent:** Thursday, October 01, 2015 1:45 PM  
**To:** Smith, Lawrence  
**Cc:** Spahn, Kenneth; Sears, Michael (NJ); Parab, Rahul; Reinknecht, Dennis; Schwarz, Frank; DEP rbdh-archive  
**Subject:** FW: Rebuild by Design Hudson River Project Scoping Document Comment

Larry,

5 of 5

Clay Sherman, Environmental Specialist 3

Project Manager - Hudson River Rebuild By Design  
Office of Flood Hazard Risk Reduction Measures  
501 East State Street, P.O. Box 420  
Mail Code 501-01A  
Trenton, NJ 08625-0420  
(609) 984-7422

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**From:** Dave Trzeciak [mailto:dttrzeciak@cmlc.com]  
**Sent:** Friday, September 11, 2015 4:43 PM  
**To:** DEP rbd-hudsonriver  
**Subject:** Aspects of Proposed Project - Resist Phase

Mr. Rosenblatt,

I have been following the RBD Hudson River Project and had a question that I hope you can answer. The proposed project has the “Resist” component to reduce flooding by using a combination of hardened infrastructure, such as bulkheads, seawalls, and flood walls. I would like to know who will be engineering these structures. Do you have a list of engineering firms that you could provide me that are working on the project?

My company has an extensive record in providing structural products for State, Federal and Local infrastructure projects to resist shoreline erosion (bulkheads, seawalls, groins) and flood mitigation (levees, floodwalls). We have worked with many of the agencies listed in the proposal like the NJDEP, USACE, USFW and many others.

Besides the applications I mentioned above, we also provide water access solutions that allow the local community to enjoy their waterfront. I believe we Crane Materials International can provide great value to the RBD Hudson River project by supplying sustainable, high performance, long life cycle, and low cost product for the project. I would greatly appreciate your assistance in finding the correct parties to contact. I hope that you can help point me in the right direction.

For more information about our offerings, please visit the following links to our websites.

1

Civil Infrastructure  
Bulkheads and Seawalls:  
<http://cmlsheetpiling.com/applications/marine-structures/>  
Flood Protection:  
<http://cmlsheetpiling.com/applications/flood-protection/>  
Waterfront Access  
<http://gatordock.com/>

Thank you. I look forward to hearing from you.

Regards,

**Dave Trzeciak**  
Regional Sales Manager  
Crane Materials International  
Direct: 770-933-8044 | Cell: 678-778-9077  
[cmlc.com](mailto:cmlc.com)



PO Box 1945  
Hoboken, NJ 07030  
betterwaterfront.org  
201.217.0300

October 9, 2015

David Rosenblatt, Director  
NJDEP  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
Mail Code 501-01A  
P.O. Box 420  
Trenton, NJ 08625-0420

RE: Comments on *Draft Scoping Document for the Hudson River Rebuild by Design*

Submitted via email to [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Dear Mr. Rosenblatt:

This letter contains our comments on the *Draft Scoping Document for the Hudson River Rebuild by Design* project.

#### Defining the Scope

HUD’s \$230 million block grant for this project will cover Phase 1 based on a HUD notice in the *Federal Register* from last October. The *Draft Scoping Document* states that the funds will be utilized for the feasibility, design and environmental analysis of the comprehensive *Resist, Delay, Store, Discharge* project. Obviously, these first steps need to take place first in order to inform how the project is to be implemented.

The *Draft Scoping Document*, however, has not clearly defined what might be the implementation part of Phase 1. In fact, the wording led many to believe that it would be restricted to the “Resist” component which consists of coastal barriers such as bulkheads, seawalls, berms and levees, thus only aiming to avert future surges like Superstorm Sandy. This, of course, would be a major shortcoming since the funding of the other components – *Delay, Store and Discharge* -- are critical to addressing the other more common flooding that occurs in the Hoboken area. This is especially important in that future funding beyond Phase 1 is uncertain.

The OMA Team did address the phasing issue in more detail and the *Draft Scoping Document* should consider some of the items they proposed for Phase 1. Attached is copy of that portion of the OMA Team report to HUD. The OMA report, in addition to coastal defenses, also lists “pump station” and “greenbelt CSO wetland pilot.” We recommend that the *Scoping Document* go beyond this by taking into consideration other components

that could be part of Phase 1 implementation. The analysis could determine that other remedies could be added to the Phase 1 budget.

#### How does this Project Interface with Others?

For us to fully understand how the *Rebuild by Design* project works, we also need to consider the projects that are being funded from other sources. For instance, the City of Hoboken obtained a \$200,000 grant from the NJDEP. Part of this grant funded Princeton Hydro to develop a guidelines for building flood-resistance structures and retrofitting existing buildings. This firm also made recommendations to amend the Hoboken Zoning Code and Flood Ordinance to ensure greater resiliency to future storms. These amendments were adopted by the Hoboken City Council last winter. It is not clear if anything similar has been done for Weehawken and Jersey City.

Also, the Federal Transportation Administration awarded a \$146 million grant to New Jersey Transit to protect the Hoboken Train Terminal and railyard from future flooding. Will this help pay for required seawalls at the south portion of the target area? How is this being coordinated with the *Rebuild by Design* project? What about the Hoboken PATH station? What funds are the Port Authority dedicating to protecting this important transportation asset?

The *Hoboken Green Infrastructure Strategic Plan* was released in October 2013. This plan includes place-based stormwater management. Again, it is not clear how this interfaces with the *Rebuild by Design* Project. There appears to be a great deal of overlap between this *Strategic Plan* and the OMA Team program. Since the \$230 million grant is the largest source of funding for major infrastructure projects, will some of these funds be used to implement parts of this *Strategic Plan*? It is not clear if either of these projects or any other entity will address the fundamental issue of the combined sewer system. A plan to separate the lines, however long that might take, needs to be addressed. Large scale, multi-block residential or commercial development projects could be required to do this. Also, the idea of an independent sewer system for certain large development projects should be explored.

There are other programs as well but it is difficult to track them all and it would be helpful if a section of the *Scoping Document* addressed how all the various flood mitigation measures and projects will work together, be funded and coordinated as part of a comprehensive program.

This also raises the question about Phase 2 and what are its potential funding sources. Can the *Scoping Document* address this as well?

2

#### Additional Questions

Here are some additional questions concerning the project:

- Do stormwater-sewer outfalls not function at high tide? Don’t they include flood-gates that prevent the Hudson River waters from backing up through the North Hudson Sewerage Authority’s sewer system during high tide or if a surge occurs?
- According to the *Draft Scoping Document*, the 2011 storm Irene was both a major rain event and a surge. How much of the flooding was due to the rain vs. the surge?
- Why isn’t the Shades neighborhood in Weehawken, which experienced some of the deepest flooding during Sandy, identified as a “flooding hotspot”?
- In addition to the new wet weather pump on Observer Highway, which can handle 50 million gallons/day, what is the capacity and function of other pump stations in the target area?

According to the *Draft Scoping Document*, a Stevens Institute of Technology study of superstorm Sandy estimated that 232 million gallons of flood waters breached along the Long Slip Canal south of the NJ Transit railroad tracks and 191 million gallons entered at the Weehawken Cove. A recent news report indicated that the six-acre BASF site that the City of Hoboken is seeking to acquire through eminent domain would create a stormwater storage capacity of one million gallons. What would the total storage capacity be if all of these stormwater facilities were built and what would be the cost?

The resilient building guidelines developed by Princeton Hydro are an excellent component of Hoboken’s flood mitigation program. This needs to be built upon by creating an outreach/educational program for property owners, helping them to understand how they can protect their buildings against future storms. A grant and/or low interest loan program should be developed to enable these property owners to implement the recommended measures. This is a program that can be developed in the short-term at a modest cost. In the event of future major storms, these properties would be able to recover quickly with minimal damage. This makes sense for the Hoboken area in that during Sandy, properties that flooded were not along the coastline, but away from the wave action of the surge. Wet and/or dry flood proofing would offer protection against various storm events and could significantly lower what could otherwise be onerous insurance premiums. (In the next month or so, I would like to elaborate on this proposal after becoming more familiar with the various programs that are being developed.)

If you have any questions concerning our comments, do not hesitate to contact me at [ron@betterwaterfront.org](mailto:ron@betterwaterfront.org) or 201.217.0500.

Sincerely yours,

Ron Hine  
Executive Director

Attachments: OMA Implementation Plan

3





Summary of Comments\*

Submitted by J. Gonzalez, Resident of 1300 Clinton Street, Apt. 413, Hoboken, NJ 07030  
\*Only pages with comments are shown

Page: 6				
1	Number: 1	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 11:17:09 PM
Universal comment on executive summary and introduction - why isn't it called the "proposed project" ?				
1	Number: 2	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 6:27:15 PM
moderate to				
1	Number: 3	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 6:30:58 PM
would suggest either leaving this vague as "damages" (which could include damages of all kinds) or more specific "property damages, impacts to quality of life, public and environmental health" -- either way, it wasn't just property damage.				
1	Number: 4	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 6:33:25 PM
at some point we need to clearly differentiate the difference between high tide flooding and storm surge (Hoboken floods during high tides and precipitation events) - would be safer to say "tidal flooding" than coastal storm flooding.				
Maybe a glossary?				
1	Number: 5	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 6:33:03 PM
greater than				
1	Number: 6	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 6:34:30 PM
relative to what? would recommend replacing "relatively old" with "aging"				
1	Number: 7	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 6:36:55 PM
There is a big point missing here about unknowns - we don't know exactly what the system capacity issues are and where, where the specific choke points are (I am personally hoping that HdH modeling done through this study will clearly identify the capacity and I&I issues) - this may be too much detail for this section, but needs to be addressed in the scoping document.				
1	Number: 8	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 6:37:54 PM
1	Number: 9	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 6:38:04 PM
, public health,				
1	Number: 10	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 6:40:02 PM
combined stormwater - sewer system				
the CS issue hasn't been brought up clearly yet - needs to be discussed				
1	Number: 11	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 6:39:42 PM
glad that this acknowledges they are different - but should be clearly discussed earlier				
1	Number: 12	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 9:59:05 PM
the				
1	Number: 13	Author: jgonzalez	Subject: Cross-Out	Date: 9/7/2015 9:58:52 PM
1	Number: 14	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:22:52 PM
I know this was an RBD phrase - but "urban water strategy" doesn't convey the fact that the goal is urban water management - seems like it's missing a key word				
1	Number: 15	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:00:18 PM
Need to define this earlier - or explain it here. Can this be replaced with the "urban quality of life"?				
1	Number: 16	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:07:17 PM
The way this is phrased sounds as though the goal is to prevent another Sandy - while that is the best case scenario, we don't know if it's possible until the feasibility study is complete - the document has not at this point stated that the design level is a Sandy event - is it 100 year, 500 year, or another design elevation?				
1	Number: 17	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 10:07:45 PM
HUD				

J. Gonzalez, 10/8

analysis conducted for this project and will clearly identify the impacts of each project alternative on the environment.

Public scoping is a necessary component of NEPA. As part of the public scoping process, this Draft Scoping Document has been prepared and submitted for public comment. This Draft Scoping Document outlining the Project's purpose and need, the proposed project actions, as well as a description of areas of impact to be studied in the EIS. Once comments and input are received on the Draft Scoping Document from the public, the Final Scoping Document will be completed. This will mark the beginning of the concept development and screening phase, which will invite input from the community and public stakeholders. The concept screening will lead to the selection of three Build Alternatives, which will then undergo further analysis and screening with additional community input. This screening process will then lead to the selection of the Preferred Alternative. The Draft EIS will be the culmination of this process. The Draft EIS will describe the alternatives analysis process, the public participation process, the affected natural as well as built environment, an evaluation of impacts and finally the selection of the Preferred Alternative.

The Draft EIS will be made available to the general public for comment, as well as circulated to stakeholders, groups and government agencies that have been identified as having particular interest in the Project. A Notice of Availability will be published in the Federal Register and local media outlets at that time in accordance with HUD and Council on Environmental Quality (CEQ) regulations. After the required comment period has elapsed (a minimum of 45 days), the project will incorporate pertinent comments into the draft and compile the Final EIS. The Final EIS will be circulated in the same manner as the Draft EIS (including the publication of a Notice of Availability) and will have a comment period of 30 days. If, after the completion of the Final EIS comment period, no additional significant comments are received, the NJDEP will submit a Record of Decision (ROD) and Statement of Findings. The ROD designates the Preferred Alternative and identifies its environmental impacts and required mitigation measures.

The Project is a comprehensive urban water strategy whose overall purpose is to reduce flood hazard risks, flood-related public health risks, and which seeks to leverage resiliency investment to enhance the urban condition. The ability to meet this purpose will be measured in terms of:

- Contribute to Community Resiliency: The Project will seek to integrate flood hazard risk reduction strategy with emergency, civic, and cultural assets (Hoboken's fire stations, hospitals, community centers, and transit centers). The Project will reduce flood risks within the Study Area, leading to improved resiliency and the protection of accessibility and on-going operations of services (including protecting physical infrastructure such as hospitals, fire stations and police department buildings; and roadways and transit resources). This will allow these key assets to support emergency preparedness and community resiliency during and after flood events.
- Reduce Risks to Public Health: In addition to providing protection to critical healthcare infrastructure (such as local hospitals and emergency preparedness services), the flood risk reduction strategy will aim to reduce the adverse health impacts that result from combined sewage backups onto streets, and within businesses and residences, through a reduction in disease types of flood events.
- Contributing to On-going Community Efforts to Reduce FEMA Flood Insurance Rates: The City of Hoboken's exposure to flood risks has resulted in some of the highest insurance premiums in the state. The City has long had a goal of reducing those rates through a number of comprehensive flood risk reduction programs, such as those identified in the City's Green Infrastructure Plan. The NFIP's Community Rating System (CRS) allows municipalities to reduce their flood insurance

Rebuild by Design Hudson River: • Resist • Delay • Store • Discharge •  
J. Gonzalez, 10/8

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October 9, 2015

Mr. David Rosenblatt, Director  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street, Mail Code 501-01A,  
PO Box 420, Trenton, NJ 08625-0420.

Via email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

re: Comments on Draft Scope of Work for Hudson River Rebuild By Design Project

- The project Scope should discourage in-water intervention and construction that might lead to increased siltation or reduced navigability in the Weehawken Cove area.
- The project Scope should consider re-use of land-based soil and sediment as well as dredge material from the Cove and area marinas such as Lincoln Harbor and the Shipyard and marine facilities. This material could be used for berms or other project elements where elevation changes to the landscape might be considered. Incorporating some land-based sediment in berms could enable for the development of additional and larger scale green infrastructure on land.
- The project Scope should evaluate potential air and other environmental impacts from creating a local sediment washing/ screening facility to enable this local reuse/ beneficial reuse. This facility could be based on land such as in the NJT Railroad yards or in water.
- Due to the fact that the Hudson River is a shared regional resource, the project Scope should recognize and consider the State of NY regulations as they seek to protect marine habitat and aquatic species.
- The resultant evaluation of alternatives should consider the fact that Washington Street is a large berm and focus the protective measures north of 14<sup>th</sup> Street and south of Newark Street. Any protective measures / interventions recommended should be focused on low- and middle income housing, not market rate or luxury office buildings, apartments and hotels.
- The project Scope should consider the potential of creating green corridors linking existing open spaces such as:
  - Stevens Park to Church Square Park to Mama Johnson Field to the Palisades (along 4<sup>th</sup> and 5<sup>th</sup> Streets east-west) and
  - Elysian Park to Columbus Park to the Palisades (along 10<sup>th</sup> Street) as well as
  - wide streets such as Grand Street (from Columbus Park to Observer

Rebuild by Design Hudson River: • Resist • Delay • Store • Discharge • Appendix C - Comments | C28

rates through implementation of comprehensive floodplain management. The Project will propose concepts and alternatives that are consistent with Hoboken's overall effort of reducing FEMA Flood Insurance Rates.

- Delivery of Benefits: Where possible, the project will seek to integrate the flood hazard risk reduction strategy with civic, cultural and recreational values. The Project will look to incorporate active and passive recreational uses, multi-use facilities, and other design elements that integrate the Project into the fabric of the community. In this way, the Project will implement local strategies for future growth.
- Connectivity to the Waterfront: The Study Area's waterfront is currently the location of a vast length of interconnected parks and public walkways which contribute to the vibrancy of the community. The Project will aim to incorporate features that do not restrict access to the waterfront. Where feasible, the Project will build upon and enhance existing waterfront access points while providing flood risk reduction.
- Activation of Public Space: The project will develop concepts that reduce risks to private and public property from flood impacts while also incorporating design elements that activate public and recreational spaces, thereby enhancing quality of life for the community.
- Consider Impacts from Climate Change: The project will take into account the projected impacts from climate change, particularly as it relates to sea level rise and its impacts on the frequency and degree of flooding.

2.0 INTRODUCTION

2.0 Background

The municipalities of Hoboken, Weehawken, and Jersey City were inundated by flood waters during Superstorm Sandy in October 2012. With half of Hoboken flooded for several days, emergency services were unavailable, residents were evacuated, and the National Guard was deployed to rescue those who could not evacuate. The magnitude of Sandy's devastation, primarily attributed to a record-breaking storm surge during high tide, has somewhat dimmed the fact that little precipitation fell during that storm. Had matters been different, the Study Area's past history of flooding during heavy rainfall suggests that flooding levels and property damages could have been even higher.

The Study Area (defined as the City of Hoboken, extending into Weehawken and Jersey City, with the following approximate boundaries: the Hudson River to the east; Baldwin Avenue [in Weehawken] to the north; the Palisades to the west; and 18th Street, Washington Boulevard and 14th Street [in Jersey City] to the south), is vulnerable to two interconnected types of flooding: coastal storm flooding (surge) and systemic inland flooding (rainfall) from medium (generally less than 5-year, 24-hour) to high (generally over 10-year, 24 hour) rainfall events that occur during periods of high tide. The flooding problems are attributed to several factors, including low topography and proximity to waterways; impervious coverage and surface runoff; existing relatively old sewer infrastructure, sewershed interconnections and insufficient discharge capability particularly during high tide.

To address the region's flood and resiliency vulnerabilities, HUD launched the RBD competition inviting communities to craft pioneering resiliency solutions. A comprehensive urban water strategy was developed that included hard infrastructure and soft landscape for coastal defense (Resist), policy recommendations, guidelines and urban infrastructure to slow stormwater runoff (Delay), green and grey

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J. Gonzalez, 10/8

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infrastructure improvements to allow for greater storage of excess rainwater (Store), and water pumps and alternative routes to support drainage (Discharge). The proposal was selected in the first round of RBD grants and HUD has awarded \$230 million to the State of New Jersey for the "Hudson River Project: Resist, Delay, Store, Discharge" (the Project). As stated in HUD's Federal Register (FR) notice 79 FR 62182, published October 16, 2014 [Docket No. FR-5696-N-11], the award is to assist in the funding of Phase 1 of the Project. Phase 1 includes the feasibility, design and environmental analysis of the entire comprehensive project, as well as funding for the implementation of the Resist component.

The RBD Competition delivered conceptual strategies. These concepts must be further developed and evaluated for feasibility. Each of the concepts will be reviewed against on-the-ground, real world conditions to verify that the strategies can be built and that they will be effective. Because the need for solutions is urgent, the feasibility analysis for the Project will occur simultaneously with an environmental review. This will make the process more efficient and offer a faster route to implementation.

2.1 Regulatory Framework

HUD's award comes in the form of CDBG-DR funds which require compliance with NEPA and its associated regulations as outlined in 24 CFR 58. When not otherwise accounted for by HUD's regulations, the Project is also subject to the CEQ NEPA regulations at 40 CFR Parts 1500-1508. HUD has further outlined the Project's environmental review compliance requirements in FR notice 79 FR 62182, published October 16, 2014 [Docket No. FR-5696-N-11]. The Project's compliance with the environmental laws and authorities as stated in HUD regulations (24 CFR 58.5 and 58.6), including compliance with the National Historic Preservation Act (NHPA) of 1966, Floodplain Management and Wetland Protection Executive Orders (EOs) 11988 and 11990, Environmental Justice EO 12898, the Coastal Zone Management Act of 1972, and the Endangered Species Act of 1973 will also be demonstrated.

The State of New Jersey, acting through the New Jersey Department of Community Affairs, is the responsible entity that has assumed environmental responsibilities for the Sandy CDBG-DR programs in accordance with 24 CFR 58.1(b)(1). The New Jersey Department of Community Affairs has designated NJDEP to assist with the environmental review. NJDEP will prepare the EIS in accordance with HUD's procedures for NEPA found at 24 CFR Part 58, et al. A Notice of Intent to prepare an EIS (as defined at 40 CFR 1508.22) was prepared in accordance with CEQ regulations, and represented the beginning of the public scoping process as outlined in 40 CFR 1501.07. The NOI was published on September 8, 2015. As part of the public scoping process, this Draft Scoping Document has been prepared and submitted for public comment. The Draft Scoping Document outlines in detail the proposed Project actions as well as a description of areas of impact to be studied in the Draft EIS.

Once comments on the Draft Scoping Document have been received from the public, the Final Scoping Document will be developed. This will mark the beginning of the concept development and screening phase, which will invite input from the community and public stakeholders. The concept screening will lead to the selection of three Build Alternatives, which will then undergo further analysis and screening with additional community input. This screening process will then lead to the selection of the Preferred Alternative. The Draft EIS will be the culmination of this process. The Draft EIS will be the culmination of this process. The Draft EIS will describe the alternatives analysis process, the public participation process, the affected natural as well as built environment, an evaluation of impacts and finally the selection of the Preferred Alternative.

Upon completion, the Draft EIS will be made available to the general public for comment, as well as circulated to stakeholders, groups and government agencies that have been identified as having particular interest in the Proposed Project. A Notice of Availability will be published in the Federal Register and local

Rebuild by Design Hudson River: • Resist • Delay • Store • Discharge •  
J. Gonzalez, 10/8

Scoping Document | 4

October 9, 2015

Mr. David Rosenblatt, Director  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street, Mail Code 501-01A,  
PO Box 420, Trenton, NJ 08625-0420.

Via email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

re: Comments on Draft Scope of Work for Hudson River Rebuild By Design Project

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  - wide streets such as Grand Street (from Columbus Park to Observer

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Page: 8

1	Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:42:10 PM
Quality of life is a key co-benefit not mentioned here				
1	Number: 2	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 10:43:18 PM
seeks to				
1	Number: 3	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 10:43:59 PM
Insert reference to Hudson Waterfront Greenway?				
1	Number: 4	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 10:44:15 PM
seeks to				
1	Number: 5	Author: jgonzalez	Subject: Cross-Out	Date: 9/7/2015 10:44:24 PM
1	Number: 6	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:46:25 PM
Should be referenced above?				
1	Number: 7	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:47:07 PM
Consider impacts from is different than mitigating risk from, protecting against potential impacts from..				
1	Number: 8	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 10:50:47 PM
Same comments as above				
1	Number: 9	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 10:55:57 PM

J. Gonzalez, 10/8

Rebuild by Design Hudson River: • Resist • Delay • Store • Discharge •  
J. Gonzalez, 10/8

Scoping Document | 3

Number 1	Author: jgonzalez	Subject: Cross-Out	Date: 9/7/2015 11:07:24 PM
remove (unless referring to "part" for all other regulations - e.g., 24 CFR part 58 - consistency)			
Number 2	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 10:59:27 PM
but not limited to,			
(unless all laws, regulations and authorities in 58.5 and 58.6 are referenced in the following sections)			
Number 3	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 10:57:44 PM
, as amended			
Number 4	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:03:27 PM
NJDECA			
Number 5	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:03:22 PM
Number 6	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:03:33 PM
NJDECA			
Number 7	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 11:10:06 PM
same comments as above			

J. Gonzalez, 10/8

media outlets at that time in accordance with HUD and Council on Environmental Quality (CEQ) regulations. After the required comment period has elapsed (a minimum of 45 days), Dewberry will incorporate pertinent comments into the draft and compile the Final EIS. The Final EIS will be circulated in the same manner as the Draft EIS (including the publication of a Notice of Availability) and will have a comment period of 30 days. If, after the completion of the Final EIS comment period, no additional significant comments are received, the NJDEP will submit a Record of Decision (ROD) and Statement of Findings. The ROD designates the Preferred Alternative and identifies its environmental impacts and required mitigation measures.



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J. Gonzalez, 10/8

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Number 1	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 11:15:31 PM
Comment on all maps - no sources?			

J. Gonzalez, 10/8

## 2.2 Proposed Project

The Proposed Project takes a multi-faceted approach intended to address flooding from both major storm surge and high tide as well as from heavy rainfall events. The Proposed Project will benefit flooding areas inside the Study Area, which encompasses the City of Hoboken, extending into Weehawken and Jersey City, with the following approximate boundaries: the Hudson River to the east; Baldwin Avenue (in Weehawken) to the north; the Palisades to the west; and 18th Street, Washington Boulevard and 14th Street (in Jersey City) to the south (see Figure 1).

The project's comprehensive approach to flood reduction and resiliency consists of four integrated components:

- Resist:** a combination of hard infrastructure (such as bulkheads, floodwalls and seawalls) and soft landscaping features (such as berms and/or levees which could be used as parks) that act as barriers along the coast during exceptionally high tide and/or storm surge events;
- Delay:** policy recommendations, guidelines and urban green infrastructure to slow stormwater runoff;
- Store:** green and grey infrastructure improvements, such as bioretention basins, swales, and green roofs, that slow down and capture stormwater, and which will complement the efforts of the City of Hoboken's existing Green Infrastructure Strategic Plan; and
- Discharge:** enhancements to Hoboken's existing stormwater management system, including the identification and upgrading of existing stormwater/sewer lines, outfalls and pumping stations.

While the funding allocation awarded in the CDBG-DR grant provides for the implementation of Phase 1 of the project, which includes the *Resist* component, the EIS and feasibility analysis will examine three Build Alternatives, as well as a No Action Alternative, for the entire comprehensive approach. Each of the three Build Alternatives will include elements of all four strategic project components: *Resist*, *Delay*, *Store* and *Discharge*. The three Build Alternatives will vary primarily by the *Resist* infrastructure's alignment and termination points. The possible *Resist* alignments will include: along the waterfront, in the water (in the Hudson River), and upland. The waterfront is defined as along the existing walkway/esplanade that runs along the eastern edge of the City of Hoboken and Township of Weehawken. The upland portion represents areas landward of the walkway/esplanade. The *Resist* structures will consist of a combination of multi-purpose levees, floodwalls and other features that will reduce the flood risk within the Project Area from future coastal storm surge events. In all three Build Alternatives, the *Delay*, *Store*, and *Discharge* components will be located on the landward side of the *Resist* infrastructure and may consist of a combination of green infrastructure (e.g., swales, storage basins and others) and grey infrastructure (e.g., pipes and others).

Below is an example of three possible Build Alternatives, as well as the No Action Alternative:

- Alternative 1 may analyze a Resist alignment that is constructed along a combination of in-water, waterfront, and upland locations and terminates at appropriate locations upland or on the waterfront.
- Alternative 2 may analyze a Resist alignment constructed primarily along the waterfront with termination points at appropriate upland or waterfront locations.
- Alternative 3 may analyze a Resist alignment primarily constructed upland with termination points located upland.
- The No Action Alternative, which represents no improvements, will also be evaluated as part of the EIS.

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Number 1	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:23:49 PM
Good! Clarify that they can occur at the same time and exacerbate potential impacts?			
Number 2	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:24:21 PM
wicks to			
Number 3	Author: jgonzalez	Subject: Cross-Out	Date: 9/7/2015 11:24:32 PM
Number 4	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:38:18 PM
May? Isn't the purpose of the feasibility study to determine the preferred alternative that will compose the project?			
Number 5	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:38:56 PM
week to			
Number 6	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:42:08 PM
coastal storm surge or tidal flooding (to encompass high tide and storm surge flooding)			
Number 7	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:39:52 PM
such as			
Number 8	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:39:47 PM
such as			

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The alternatives analysis within the EIS will consist of a comparison of the four alternatives' impacts on the environment pursuant to 24 CFR Part 58, et al, as well as how well each alternative meets the Project's Purpose and Need. This process, which will be described in detail in the EIS, will lead to the recommendation of a Preferred Alternative.

The Project will integrate with the goals and recommendations of existing municipal planning efforts, such as the City of Hoboken Green Infrastructure Strategic Plan (October 2013). This plan outlines Hoboken's approach to potential green infrastructure improvements throughout the City. The Project will build upon the findings of this strategic plan and incorporate its recommendations wherever practical.

The Project will look at other nearby independent projects that may benefit the Project's goals and objectives. The impacts of these projects, in conjunction with the impacts from this project, will be considered during the cumulative impacts analysis, and will be accounted for wherever practical during the concept and alternatives development phase.

## 3.0 PURPOSE AND NEED

### 3.0 Purpose

The Study Area, comprising the entire City of Hoboken, and adjacent areas of Weehawken and Jersey City (see Figure 1), is vulnerable to flooding from both coastal storm surge and inland rainfall events. The purpose of the project is to reduce the flood risk to flooding areas within the Study Area. The Project intends to minimize the impacts from surge and rainfall flood events on the community, including adverse impacts to public health, while providing benefits that will enhance the urban conditions recognizing the unique challenges that exist within a highly developed urban area.

### 3.1 Need

The Study Area is a very dense urban area of Hudson County that is situated along the Hudson River directly west of Manhattan, New York. The Study Area is vulnerable to two interconnected types of flooding: coastal (surge) flooding from storm surge and high tide, as well as systemic inland (rainfall) flooding from medium (generally a 5-year, 24-hour) to high (generally over 25-year, 24 hour) rainfall events.

- Coastal flooding happens with much less frequency, but can devastate widespread areas of the Study Area and cause significant economic damage and safety concerns.
- Rainfall-induced flooding occurs with significantly greater frequency than coastal flooding, and is caused in large part by the characteristics of the Study Area's topography and land use patterns as well as the physical constraints of the existing North Hudson Sewerage Authority (NHSA) infrastructure.

The flooding problems for both coastal flooding and rainfall-induced flooding can be attributed to several factors, including low topography and proximity to highways; impervious coverage and surface runoff; existing sewer infrastructure, sewerhed interconnections and insufficient discharge capability particularly during high tide.

The topography of the Study Area is highest along the east-central portion abutting the coastline of the Hudson River at Castle Point (see Figure 2). From here, the land slopes gently downward to the north (towards Weehawken Cove), south (towards the Hoboken Terminal and Jersey City) and to the west (towards the foot of the Palisades). This topography reflects the Study Area's history, when originally settled, Castle Point was an island surrounded to the north, south and west by wetlands. These wetlands

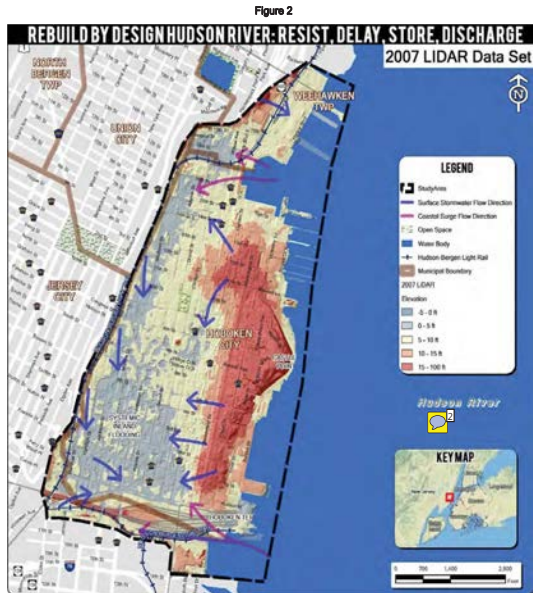
Rebuild by Design Hudson River: ■ Resist ■ Delay ■ Store ■ Discharge ■  
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Scoping Document | 7

Number 1	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:43:45 PM
Why is this referred to and no other ongoing City efforts? While I am of course a strong proponent of this plan, I would recommend either removing specific references to specific plans, or adding other City resiliency efforts.			
Number 2	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 11:44:04 PM
Note Weehawken and Jersey City efforts?			
Number 3	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:44:37 PM
high tide flooding			
Number 4	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:45:09 PM
tidal flooding			
Number 5	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:45:31 PM
quality of life			
Number 6	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:47:17 PM
to a point made previously - coastal flooding is not equal to storm surge flooding. Tidal Flooding can be high tide flooding and/or storm surge flooding.			
Number 7	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:47:32 PM
greater than			
Number 8	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:48:30 PM
Generally, but not entirely true - storm surge flooding occurs less frequently, high tide flooding occurs more regularly			
Number 9	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 11:48:51 PM
see comments from executive summary			

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were gradually filled in as the area grew. Today, these areas - in particular those to the west - are still extremely low-lying, in some places no more than three feet above sea level.



Currently, approximately 16,798 parcels (or, approximately 810.7 acres of land and 66% of the overall Study Area) are within the Hudson River's one-percent (Zone AE/VE) or 0.2-percent (Zone X) annual-chance floodplains (see Figure 3). The majority of the Study Area is within the AE flood zone, with base flood elevations (BFEs) of between 10 and 12 feet NAVD 88. Furthermore, the areas immediately adjacent to the coastline are within the VE zone (areas subject to the one-percent-annual-chance flood as well as storm-induced velocity wave action) with BFEs of between 16 and 17 feet NAVD 88. The VE zone typically does not extend beyond the streets and parks along the waterfront. Much of Hoboken's critical

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Number 1	Author: jgonzalez	Subject: Inserted Text	Date: 9/7/2015 11:49:18 PM
developed			
Number 2	Author: jgonzalez	Subject: Sticky Note	Date: 9/7/2015 11:49:40 PM
missing sources			
Number 3	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:50:51 PM
no space between NAVD88 (universal change)			
Number 4	Author: jgonzalez	Subject: Highlight	Date: 9/7/2015 11:51:20 PM
looks like a zero			

fifth highest in New Jersey). In addition, the overall liability to the NFIP from property owners in Hoboken was over \$2 billion (third highest in New Jersey) with an average claim amount of \$26,243.

The interrelationship between coastal flooding and rainfall events contributes to the recurring flooding conditions throughout the Study Area. Each component represents challenges and will need to be addressed comprehensively in order to reduce the flood risk within the Study Area.

3.1.1 Coastal Flooding  
The coastal communities of Hudson County have historically been vulnerable to coastal **flood events**. According to the FEMA's Preliminary Flood Insurance Study of Hudson County, New Jersey (FEMA, 2013), the most severe flooding for the coastal communities of Hudson County occurs from tidal surges during hurricanes. Surge water is brought into the area from the Upper New York Bay, New York Bay and Kill Van Kull, where it is then driven by winds upriver along the Hackensack, Passaic and Hudson Rivers, eventually overflowing onto the shoreline communities. The duration of coastal surges can be increased if the storm also brings about high amounts of rainfall. For example, in 2011, Hurricane Irene brought a five-foot storm surge to the Hudson River, flooding parts of Jersey City and Hoboken, along with 10 inches of rainfall. After the storm passed, flooding conditions remained because the vast amount of rainfall from the storm was draining through tributaries to the Hudson River, which was already swollen by the storm surge.

The coastal surge can be further exacerbated if it coincides with a high tide. For example, a strong storm surge on the Hackensack River on November 25, 1950 resulted in flood waters of 6.5 feet (nine feet above the low tide level). If this surge had occurred during high tide, flood levels would have reached 12 feet. A situation like this occurred during Superstorm Sandy; the storm surge coincided with a full moon, which caused an abnormally high tide that was 20% above the normal high tide level. This factor significantly contributed to Sandy's devastating flooding of the Study Area.

Superstorm Sandy exposed the vulnerabilities within the Study Area by flooding the coastal areas of Jersey City, Weehawken and Hoboken, as well as over two thirds of the City of Hoboken's low-lying interior areas. Surge waters flooded electric utility substations and transformers; power was not restored to many Jersey City and Hoboken residents for nearly two weeks. In addition, the surge flooded critical transportation infrastructure, including the Port Authority Trans Hudson (PATH) line at the Hoboken Terminal. Service on this line was not restored for several months.

Studies conducted by the Stevens Institute of Technology Davidson Laboratory found that approximately 466 million gallons of water inundated the interior areas of Hoboken. The water entered at the lowest areas of elevation. Within the Study Area, there were two main entry points: the area around Long Slip Canal and Hoboken Terminal in the south of Hoboken, and Weehawken Cove in the north. In the south the surface elevation ranges between two and five feet above sea level in and around Warrington Plaza and the Hoboken Terminal. In the area around Weehawken Cove, the elevations range between six and seven feet above sea level. When these elevations are compared to the flood surge levels caused by Superstorm Sandy, the degree of flooding becomes apparent. Sandy brought approximately 11 feet of surge water into Warrington Plaza and Hoboken Terminal, resulting in flood waters of between six to nine feet above ground elevation.

The southern and northern low-lying areas of the Study Area, along the Hudson River, acted as an inlet for flood waters into western Hoboken (see **Figure 4**). During Sandy, according to the Stevens Study, approximately 232 million gallons of water entered at the southern breach point, to the south of the Hoboken Terminal. Approximately 78 million gallons of this water remained within the NJ Transit rail yard,

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Number 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:15:34 AM
says 'flood events' but only talks about storm surge, not other instances of tidal flooding (high tide flooding)			
Number 2	Author: jgonzalez	Subject: Cross-Out	Date: 9/8/2015 12:03:40 AM
Number 3	Author: jgonzalez	Subject: Cross-Out	Date: 9/8/2015 12:05:04 AM
Number 4	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 12:05:21 AM

The ground elevation in western Hoboken is low-lying; the H1 sewershed (the southwestern area of Hoboken; see **Figure 4**) in particular is on average about three feet above sea level. This portion of the Study Area also happens to be home to many vulnerable communities; the H1 Sewershed is the location of several of the Hoboken Housing Authority's communities. Floodwaters were funneled in from the north and south, inundating this portion of Hoboken, as well as the western areas of the H4, H5 and H7 sewersheds. Because the surge prevented **sewer outflow** (the surge water elevation was above the **outflow level**), the surge waters had nowhere to flow and persistent inland flooding resulted. In addition, because the surge prevented sewer outflow, domestic sanitary sewage backed up in residences and businesses, posing a significant public health risk. Overall, Superstorm Sandy caused approximately \$100 million in damages to private property and \$10 million to City-owned property in Hoboken. Notably, Hoboken University Medical Center (the only hospital within the Study Area, located in south-central Hoboken) received significant flood damage; the hospital was forced to evacuate all patients the day prior to the storm and was not able to fully reopen until November 14, over two weeks after the storm hit. In the interim, patients were redirected to other nearby hospitals - many of which were also damaged by Sandy.

As sea level is expected to rise, the associated base flood elevations along the Study Area's coastline will likewise increase, further compounding the risk of flooding. Storm surge and high tide will increasingly overtop the existing bulkheads, inundating the low-lying areas of the community. Studies have shown that in the mid-1800s, there was a 1% annual chance of a bulkhead being overtopped by a storm surge within the New York Harbor area; today there is a 20 to 25% annual chance (Blumberg et al. 2015). Rising sea level also means that the NHS's **outflows** and other critical infrastructure will be closer to mean sea level. As the vertical distance between the elevation of the water and the elevation of the **outflows** decreases, **less intense storm surge** (which happen **at** greater frequency than stronger storms) will have the ability **to** inundate the outflows, thereby reducing the ability of the system to properly drain storm water. This means that over time, coastal flood events are expected to occur with greater frequency.

3.1.2 Systemic Inland Flooding  
The NHS, the **agency** that provides storm and sanitary sewer utility service to the Study Area, has a combined sewer system that was built in two periods, during the 1850's and from the 1920s to the 1940s. The combined sewer system handles both sanitary sewerage as well as stormwater runoff. Hoboken is divided into seven main drainage areas (H1-H7, see **Figure 4**). **sewerage** is conveyed through the system by gravity from its source (e.g., a residence or business) through **storm-sewer** mains beneath street beds to the system's main interceptor pipelines. During dry conditions, a system of pump stations located within the NHS's service area pump **sewerage** to the NHS's Adam's Street Wastewater Treatment Plant (WWTP). This WWTP serves Hoboken, Weehawken and Union City. During rainstorms, stormwater **rainfall runoff** flows into the **storm-sewer** mains via street and curb inlets and combines with the sanitary **sewerage**. If the storm-sewer flow volume exceeds the limited treatment volume capacity (between 32 and 36 million gallons per day) of the WWTP, a portion of the storm-sewer flow volume outflows into the Hudson River through the various outfalls located along Hoboken's waterfront.

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improved resiliency and the protection of accessibility and on-going operations of services (including protecting physical infrastructure such as hospitals, fire stations and police department buildings; and roadways and transit resources). This will allow these key assets to support emergency preparedness and community resiliency during and after flood events.

- *Reduce Risks to Public Health:* In addition to providing protection to critical healthcare infrastructure (such as local hospitals and emergency preparedness services), the flood risk reduction strategy will aim to reduce the adverse health impacts that result from combined sewage backups onto streets, and within businesses and residences, through a reduction in these types of flood events.

- *Contributing to On-going Community Efforts to Reduce FEMA Flood Insurance Rates:* The City of Hoboken's exposure to flood risks has resulted in some of the highest insurance premiums in the state. The City has long had a goal of reducing those rates through a number of comprehensive flood risk reduction programs, such as those identified in the City's Green Infrastructure Plan. The NFIP's Community Rating System (CRS) allows municipalities to reduce their flood insurance rates through implementation of comprehensive floodplain management. The Project will propose concepts and alternatives that are consistent with Hoboken's overall effort of reducing FEMA Flood Insurance Rates.

- *Delivery of co-benefits:* Where possible, the project will seek to integrate the flood hazard risk reduction strategy with civic, cultural and recreational values. The Project will look to incorporate active and passive recreational uses, multi-use facilities, and other design elements that integrate the Project into the fabric of the community. In this way, the Project will complement local strategies for future growth.

- *Connectivity to the Waterfront:* The Study Area's waterfront is currently the location of a vast length of interconnected parks and public walkways which contribute to the vibrancy of the community. The Project will aim to incorporate features that do not restrict access to the waterfront. Where feasible, the Project will build upon and enhance existing waterfront access points while still providing flood risk reduction.

- *Activation of Public Space:* The project will develop concepts that reduce risks to private and public property from flood impacts while also incorporating design elements that activate public and recreational spaces, thereby enhancing quality of life for the community.

- *Consider Impacts from Climate Change:* The project will take into account the projected impacts from climate change, particularly as it relates to sea level rise and its impacts on the frequency and degree of flooding.

#### 4.0 PROJECT CONCEPTS

The Project will involve the development of up to five flood risk reduction concepts that will address the Project's Purpose and Need. A feasibility analysis will be performed to determine what designs and strategies best address the impacts from the two types of flooding (coastal **storm surge** and systemic inland flooding). The next phase of the concept development will be the evaluation of those concepts; the community will be engaged to help rank how well each of the five concepts meets the Purpose and Need, ultimately leading to the selection of the three highest ranking concepts as the Project's three Build Alternatives. The Build Alternatives will then be advanced for further environmental review within the EIS.

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Inland flooding occurs when the storm-sewer system is unable to outflow excess water into the Hudson River. This typically occurs when high volumes of water are brought into the storm-sewer system from medium (generally a 5-year, 24-hour) to high (generally every **17** year, 24 hour) rainfall events which coincide with a high tide and/or storm surge. Rainfall events of greater than two inches, combined with a high tide of four feet or greater, occurred 26 times in Hoboken from 2002 to 2012. This is expected to increase in frequency over time as sea levels rise; the National Oceanic and Atmospheric Administration (NOAA) estimates sea levels may rise from between 0.5 to 3.5 feet by the year 2075. As a result, high tides and storm surges are expected to block or obstruct the outfalls for increasingly longer periods of time.

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Number 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:12:23 AM
outflow from the combined sewer system			
Number 2	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:12:07 AM
outfall			
Number 3	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:13:46 AM
outfalls			
Number 4	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:14:03 AM
outfalls			
Number 5	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:14:31 AM
'less intense 'tidal flooding'			
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Number 9	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:16:01 AM
utility			
Number 10	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:16:26 AM
Sewage			
Number 11	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:16:58 AM
combined stormwater-sewer mains			
Number 12	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:17:19 AM
sewage			
Number 13	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 7:17:12 AM
s			
Number 14	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:17:49 AM
shouldn't this be defined above, at the first instance?			
Number 15	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:19:14 AM
made several comments about changing this to combined sewer mains or combined sewer infrastructure, but alternatively you could use this phrase as long as it is defined (another case when a glossary at the beginning might help)			
Number 16	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:18:09 AM
Sewage			
Number 17	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 7:19:54 AM
greater than			

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Number 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:20:40 AM
outfalls			
Number 2	Author: jgonzalez	Subject: Cross-Out	Date: 9/8/2015 8:03:45 AM
Number 3	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 7:23:37 AM
What about the environment? quality of life?			
Number 4	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 7:24:21 AM
Same comments as above on this entire section			

improved resiliency and the protection of accessibility and on-going operations of services (including protecting physical infrastructure such as hospitals, fire stations and police department buildings; and roadways and transit resources). This will allow these key assets to support emergency preparedness and community resiliency during and after flood events.

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- *Delivery of co-benefits:* Where possible, the project will seek to integrate the flood hazard risk reduction strategy with civic, cultural and recreational values. The Project will look to incorporate active and passive recreational uses, multi-use facilities, and other design elements that integrate the Project into the fabric of the community. In this way, the Project will complement local strategies for future growth.

- *Connectivity to the Waterfront:* The Study Area's waterfront is currently the location of a vast length of interconnected parks and public walkways which contribute to the vibrancy of the community. The Project will aim to incorporate features that do not restrict access to the waterfront. Where feasible, the Project will build upon and enhance existing waterfront access points while still providing flood risk reduction.

- *Activation of Public Space:* The project will develop concepts that reduce risks to private and public property from flood impacts while also incorporating design elements that activate public and recreational spaces, thereby enhancing quality of life for the community.

- *Consider Impacts from Climate Change:* The project will take into account the projected impacts from climate change, particularly as it relates to sea level rise and its impacts on the frequency and degree of flooding.

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4.0 Concepts

The concept development process will involve the identification of flooding sources, locations of flooding and the development of appropriate flood risk reduction concepts. As stated previously, the Study Area is subject to **two sources of flooding** - coastal storm surge events and systemic inland flooding from moderate to severe rainfall events. As part of the feasibility analysis, an integrated coastal and inland flooding model will be developed to identify the locations of flooding and evaluate the effectiveness of various flood risk reduction concepts to reduce flood impacts. Each concept will consist of *Resist, Delay, Store and Discharge* design elements.

The success of constructing a reliable and permanent comprehensive flood risk reduction system depends on designing project concepts that take into consideration existing infrastructure and environmental constraints. The key to the successful implementation of this project is to design the flood risk reduction system in accordance with the regulatory standards (such as FEMA flood elevation standards, the NJDEP Flood Hazard Area Control Act, and local floodplain ordinances), while verifying that it aesthetically blends in with and enhances the existing environment.

The location of existing infrastructure such as parks, roads, transit, **stormwater systems**, subsurface utilities, and foundation structures for various types of infrastructure will dictate the available footprint for constructing the various project elements. The size and availability of the footprint area would then dictate the type of potential project elements that could be constructed, such as earthen berms, floodwalls, deployable flood systems, streetside green infrastructure, etc. In certain areas, it may be feasible to relocate some infrastructure facilities; however, due to cost considerations and a desire to reduce construction impacts, the project will seek to minimize the relocation of such facilities.

It is anticipated that the Project's concepts may consist of the following:

- One concept may consist of a *Resist* alignment constructed along a combination of in-water, waterfront, and upland locations with termination points at appropriate locations upland or on the waterfront.
- One concept may consist of a *Resist* alignment constructed primarily along the waterfront with termination points at appropriate upland or waterfront locations.
- One concept may consist of a *Resist* alignment primarily constructed upland with termination points located upland.

4.0.1 Coastal Flood Risk Reduction Concepts (Resist)  
The New York City Department of City Planning's Urban Waterfront Adaptive Strategies report will be used as a reference toolset to identify various site- and reach-based mitigation strategies that would allow the use of "multiple lines of defense approach" and enable one or more of these strategies to tie-in with each other to create an integrated flood risk reduction system for the Study Area (see **Figure 5**). A subset of these strategies was used during the RBD competition to identify design options at suitable locations along the Study Area's waterfront. These approaches will represent the *Resist* element of the Project.

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:46:49 AM
as amended			
Number: 2	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:48:39 AM
as amended			
Number: 3	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 7:51:51 AM
as amended			
Number: 4	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:59:42 AM
as amended			

4.0.2 Inland Flooding Concepts (Delay, Store, Discharge)

Applicable concepts for the *Delay, Store, and Discharge* elements of the project will be evaluated. These elements will address inland stormwater in order to alleviate flooding from high intensity/longer duration rainfall events within the Study Area.

- The *Delay* element requires identification and evaluation of options to increase infiltration of stormwater into the soil by implementing various types of **green infrastructure (GI)** practices.
- The *Store* element requires identification and evaluation of options to construct surface and/or below grade detention/retention facilities or green roofs to temporarily store rainfall runoff.
- The *Discharge* element requires identification and evaluation of options to *discharge* rainfall-runoff from the Study Area into the Hudson River through grey infrastructure such as separate high-level stormwater pipes, outfall structures, and pump stations.

The feasibility of implementing each stormwater management concept will depend on several factors including, but not limited to, cost, effectiveness, **flow** availability, utility impacts, subsurface conditions, maintenance needs, and life-cycle costs.

4.0.3 Environmental Mitigation Design Elements

Creation of tidal and freshwater wetlands, with associated riparian vegetation, as well as living shorelines located along the Hudson River waterfront may be options to mitigate environmental impacts from the construction of coastal flood risk reduction system.

4.0.4 Urban Design and Community Co-Benefit Design Elements

A flood risk reduction system will reduce flooding risks at critical infrastructure and for the entire community but also can be used as a catalyst for urban design and neighborhood improvement. In conjunction with flood reduction system concepts, we will attempt to tie these concepts with a larger, productive open space and urban design initiative that serves as a community resource.

4.1 Concept Screening

The culmination of the concept development phase will be an evaluation of the concepts through a screening matrix in a community workshop setting. The concept screening matrix will be developed with input from stakeholder groups informed by the team's Subject Matter Experts (SMEs) and will be used to evaluate each concept on its impacts to the many resources within the Study Area. This process will allow for the elimination of concepts that least satisfy the project's Purpose and Need. The three concepts that are ranked the highest will be advanced as the project's Build Alternatives, which will be analyzed further.

4.1.1 Screening Criteria/ Matrix

The concept screening matrix will include criteria that reflects the Project's Purpose and Need. Criteria will be utilized that address the Project's impacts to the natural environment, the community, as well as the Project's overall feasibility. This will include criteria such as flood risk reduction, environmental constraints (including but not limited to natural resources, hazardous waste, and environmental justice), and community interests. Criteria will also include feasibility factors such as constructability and construction cost, and will focus on design criteria, with the inclusion of environmental mitigation and urban design and community co-benefit design elements. Metrics that will be measurable, either qualitatively or quantitatively, will be developed for each criterion. After the establishment of the metrics, a matrix will be developed to evaluate each concept. The completed matrix will allow for a ranking of each concept.

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:54:43 AM
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Number: 3	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 7:57:00 AM
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Number: 4	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 7:55:03 AM
as amended			
Number: 5	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:00:03 AM
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5.0 POTENTIAL REGULATORY APPROVALS

In addition to NEPA requirements (including HUD regulations at 24 CFR Part 58 and CEQ regulations at 40 CFR Parts 1500-1508), the project will also be subject to numerous additional regulatory approvals. The following is a list of potential regulatory approvals that the Project will require. The EIS will discuss in detail the anticipated approvals that the Project will require.

5.0 Federal

- HUD: The project is subject to the funding disbursement and Action Plan Amendment requirements stated in 79 FR 62182, published October 16, 2014 [Docket No. FR-5696-N-11].
- U.S. Army Corps of Engineers (USACE): In-water activities will require Clean Water Act Section 404 and Rivers and Harbors Act Section 10 permits
- National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS): Essential Fish Habitat (EFH) review will be conducted. Depending on these findings and proposed in-water impacts, additional consultation may be required.
- U.S. Fish and Wildlife Service (USFWS): Depending on project impacts to threatened/endangered species, Section 7 consultation may be required.
- US Coast Guard (USCG): Construction of structures within navigable waters will require approval from the USCG.
- Federal Emergency Management Agency (FEMA): Review of seawall or other *Resist* component will require FEMA review for any potential changes to Flood Insurance Rate Maps (FIRM).
- National Historic Preservation Act of 1966: Section 106 of the Act states that prior to the approval of the expenditure of any Federal funds an evaluation must take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register.

5.1 State of New Jersey

- New Jersey Department of Environmental Protection (NJDEP): The project will likely require numerous permits from the NJDEP to demonstrate compliance with several acts/authorities, including Coastal Zone Management (Waterfront Development, N.J.S.A. 12:5-3 et. seq), Flood Hazard Area Control Act (N.J.A.C. 7:13-1.1 et seq), Freshwater Wetlands Protection Act (N.J.A.C. 7:7.A), Stormwater Management (N.J.A.C. 7:8), and Section 401 of the Clean Water Act. Coordination with the Bureau of Tidelands is also anticipated to be necessary, to determine if a Tideland Instrument will be required for any in-water impacts. In addition, a New Jersey Pollutant Discharge Elimination System Permit is required for any discharges to surface waters.
- New Jersey State Historic Preservation Office (NJHPO): The NJHPO will need to be consulted for the project's compliance with Section 106 of the National Historic Preservation Act of 1966.
- New Jersey Register of Historic Places (N.J.S.A. 13:1B-15.128 et seq) will be reviewed as part of this project.

5.2 Local and Municipal

- The Project will require local municipal approvals, including zoning compliance, roadway and sidewalk opening/closing and other construction approval/permits from the Hoboken, Jersey City and Weehawken.
- Hudson Essex Passaic Soil Conservation District: Soil Erosion and Sediment Control Certification will be required for activities involving greater than 5,000 square feet of ground disturbance.

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Number: 3	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:07:26 AM
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Number: 4	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:08:16 AM
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6.0 ENVIRONMENTAL IMPACT STATEMENT SCOPE OF WORK

Below is a discussion of the proposed sections of the EIS. The EIS document will consist of a description of the alternative analysis, the public involvement effort, a description of the existing conditions and a description of the affected environment based on the three Build Alternatives and No Action Alternative.

6.0 Alternatives Analysis

This section of the EIS will describe the technical analyses and public input that led from the initial concept designs to the selection of the Preferred Alternative.

6.0.1 Alternatives Development

This section will describe the development of the Build Alternatives from the initial project concepts. It will also include a description of the concept screening process. This will include an explanation of how the screening criteria and metrics for those criteria were selected and how they were used to rank each of the Project's concepts through the concept screening workshops, ultimately leading to the recommendation of the three Build Alternatives.

6.0.2 Alternatives Analysis

Similar to the Concept Screening, this section will explain the Alternatives Analysis process that led to the recommendation of the Preferred Alternative. The Alternatives Analysis will begin with a review of the three Build Alternatives - as well as the No Action Alternative - and their environmental impacts (to be analyzed within the discipline studies in the EIS, pursuant to 24 CFR 58.5), as well as a comparison of the ability of each to meet the Project's Purpose and Need. This process will lead to the recommendation of the Preferred Alternative.

6.1 Public Involvement

Throughout the course of the engineering (feasibility) study and environmental analyses and documentation for the EIS, a public involvement plan will be implemented in accordance with the Project's Citizen Outreach Plan (COP) that includes input from involved agencies and members of the public. The COP was developed by NJDEP to provide a framework for public involvement throughout the entire lifetime of the Project, of which the environmental and feasibility studies are only one part. A copy of the COP is available on the Project website at <http://www.rbd-hudsonriver.nj.gov>.

The goal of the Citizen Outreach Plan is to engage and collaborate with the general public, including vulnerable and underserved populations, racial and ethnic minorities, persons with disabilities, and persons with limited English proficiency, as well as municipal officials, community organizations and the academic community in the planning, design and implementation process of the project. The purpose is to solicit relevant input and provide timely information throughout the environmental review. To meet these objectives the team will:

- Establish ongoing, inclusive and meaningful two-way communication with stakeholders, agencies, and the general public.
- Educate the public about the environmental review process and the role of government, stakeholders and the general public within this process.

The Public Involvement section of the EIS will summarize all of the public outreach efforts undertaken during the Project, with a focus on specific outreach efforts to low income and/or minority communities (Environmental Justice communities) as well as those communities that are most impacted by flooding

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and/or directly impacted by Project activities. This section of the EIS will detail the public meetings held during the NEPA process, and describe the purpose and the outcome of each meeting.

The principal public involvement activities bracket the development of the EIS:

- Draft EIS scoping, which includes a public scoping meeting, at the start of the environmental review process to provide information about the proposed project and the environmental review process, and elicit agency and public input and comment; and
- Draft EIS public hearing, to present the results of the environmental review of the No-Build and project alternatives, and elicit agency and public comments for consideration in selection of a preferred alternative and completion of the Final EIS.

Between Draft EIS scoping and public hearings various techniques will be used to gain input from the public and involved agencies. These include:

- Postings on the NJDEP Project website: (<http://www.rbd-hudsonriver.nj.gov/>);
- Newsletters and fact sheets available online and at convenient public repositories (e.g., libraries, community centers) and electronically;
- Press releases;
- Three public meetings, will be held: one during the scoping process, one during the concept screening and one during the alternatives screening. In addition, one public hearing will be held after the Draft EIS is made available for public review. Each public meeting and hearing may be publicized with meeting announcements posted on the websites, Hoboken TV public Access Channel, press releases, mailings to the mailing list, and at public repositories including libraries and City/Town Halls; and
- A regional Citizen Advisory Group (CAG), which includes a cross-section of key stakeholders, organizations, and interests, from each of the three cities, will meet periodically to provide an open forum for discussion about the project as it progresses. CAG members will bring their members' concerns to the attention of the project team, and bring project information back to their membership. In addition, CAG members will conduct outreach to their constituents and with the public in their respective cities.
- Compliance with Section 106 of the National Historic Preservation Act (NHPA) also includes a significant public involvement process, which is described in greater detail in [Section 5.3.5](#).

## 6.2 Technical Environmental Studies

**Below is a description of the technical disciplines to be reviewed in the EIS. Each technical discipline section will consist of a characterization of the affected environment, as it pertains to each discipline, followed by a detailed impact assessment for the Project's three Build Alternatives as well as the No Action Alternative. The impact analysis will include temporary/construction impacts as well as impacts from project completion.**

Detailed Technical Environmental Studies (TES's) will be prepared for disciplines as appropriate. These TES's will be provided as appendices within the EIS document. In order to provide a succinct EIS document, a summary of this technical information will be provided for each discipline discussed below.

The boundary of the *Study Area* is typically defined by the logical geographic termini, the project purpose and need, and the expected limits of potential impacts. Unless otherwise stated, the Study Area will be encompassed by the following approximate boundaries: the Hudson River to the east; Baldwin Avenue (in

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reasonable reference level for the construction method chosen to estimate underwater acoustic levels in order to compare with both aforementioned thresholds in one applicable location. In the event underwater noise levels are predicted to exceed acoustic thresholds established, mitigation measures such as bubble curtains, will be evaluated. Underwater acoustics analyses and mitigation measures will be detailed within the EIS.

### 6.2.3 Vibration

The proposed project does not include improvements which would cause operational vibration concerns. However, due to the heavy, long-term construction activities related to reconstruction of the Study Area's waterfront, historic and structurally sensitive properties, and densely populated Study Area, a construction-related vibration analysis will be performed. Vibration levels will be predicted based on Federal Transit Noise and Vibration Impact Assessment procedures at four (4) locations. No vibration standards are established by HUD; therefore, predicted vibration levels will be compared to structural damage criteria as well as perceivable and annoyance vibration level thresholds established by FTA. In addition, since construction activities will be performed along the shoreline, radiated vibration into the Hudson River from pile driving will be assessed in one location. In the event vibration levels, either on land or water, exceed established thresholds, mitigation will be evaluated. The vibration analyses and mitigation measures will be detailed within the EIS.

### 6.2.4 Hazardous Waste

The Study Area is in a heavily developed urban setting with land uses ranging from residential to industrial. Based on a review of NJDEP's GIS data layers, there are multiple Known Contaminated Sites (KCS), including parcels with soil and groundwater contamination, located within the Study Area. In addition, most of the Study Area is underlain by historic fill material, and it can be assumed that this material contains contaminants typical of historic fill including elevated concentrations of polycyclic aromatic hydrocarbons (PAHs) and metals. Contaminated soil is anticipated to be a concern during construction. **No acquisitions of private land are anticipated as part of the Project, should it be determined that such acquisitions are required, further investigation into those properties may be warranted.** No subsurface testing is included in this evaluation.

In order to identify known contamination issues within the Project Area, a review of Environmental Data Resources (EDR) database search for the entire Study Area will be performed. Concurrently with review of the EDR data, NJDEP GIS data layers for KCS, Classification Exception Areas, and Deed Notices within the Study Area will be evaluated. Dewberry will conduct a specific site and surrounding area reconnaissance to obtain a better understanding of the potential soil and groundwater contamination concerns. Additionally, historical aerial photographs for the Study Area, as well as Sanborn Fire Insurance Maps for the specified conceptual locations will be reviewed to provide a history of potential contamination concerns in the Project Area. The properties that are identified as representing an environmental concern during the review process will be classified according to the ASTM International's (ASTM) "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" ASTM Designation E 1527-13 terminology as follows:

- **Recognized Environmental Condition (REC)** - "the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."
- **Historic Recognized Environmental Condition (HREC)** - "a past release of any hazardous substance or petroleum products that has occurred in connection with the property and has been

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:11:58 AM
Should this be 6.2.5?			
Number: 2	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:50:14 AM
Might be good to clarify this as the environmental analysis framework, so that the public has a clear understanding of affected environment --> impacts --> mitigation			
Likewise, it would help up front here to define impacts and intensity (i.e., no measurable impacts, beneficial impacts, minor/major adverse impacts) and direct vs. indirect			
Number: 3	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 8:12:52 AM
potential direct and indirect			

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:27:23 AM
Would recommend discussing acquisition earlier in the document as well			

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Weehawken) to the north; the Palisades to the west; and 18<sup>th</sup> Street, Washington Boulevard and 14<sup>th</sup> Street (in Jersey City) to the south.

**Secondary Study Area** will also be established to adequately address potential impacts that may occur beyond the primary Study Area. For example, the Socioeconomics and Environmental Justice disciplines rely on census data, some of which are obtained from census blocks and census tracts. These geographic census data levels will include areas outside of the above-described area. In addition, a buffer of 150 feet beyond the Study Area boundary will be added for the Natural Ecosystems Study Area. This buffer is intended to cover the maximum Wetland Transition Area width associated with potential wetlands that might be identified beyond the Study Area boundary. Furthermore, depending upon the results of the flood model developed during the concept development phase, the Secondary Study Area for some disciplines may be defined to include additional areas of study, such as portions of the adjoining municipalities (Jersey City and Weehawken) that may be impacted by the Project.

In addition to the Study Area and Secondary Study Area, the *Project Area* will be defined to include the limits of disturbance where work is physically proposed (such as the waterfront as well as any identified interior areas). The Project Area will be further defined during the concept development and alternatives analysis phases.

### 6.2.1 Air Quality

The project will be HUD-funded and **will** be performed pursuant NEPA. Hoboken is located within Hudson County which is in ozone (O<sub>3</sub>) nonattainment, as well as carbon monoxide (CO) and particulate matter smaller than 2.5 microns (PM<sub>2.5</sub>) maintenance. All other criteria pollutants are in attainment within Hudson County. Existing air quality levels documented by NJDEP O<sub>3</sub>, CO and PM<sub>2.5</sub> monitoring stations will be addressed within the environmental document. EPA regulations relating to the Clean Air Act (CAA) require that federal actions conform to the appropriate state, tribal or federal implementation plan (SIP, TIP, or FIP) for attaining clean air (Transportation Conformity or General Conformity). **Mobile sources of air emissions will not be created or relocated as part of the proposed project therefore transportation conformity need not be addressed.** However, since the RBD Hudson River project is HUD-funded and will likely require federal permits, it will be subject to the General Conformity requirements. The General Conformity Analysis will require that emissions of non-attainment pollutants conform to the SIP during construction and operation. Since the level of information necessary to quantify construction-related activities necessary in areas requiring federal permits will not be available, **the General Conformity Analysis will be performed during the Final Design Phase, and not performed under the scope of this phase.**

### 6.2.2 Noise

#### 6.2.2.1 Mobile Source

Permanent roadways will not be created and existing roadways will not be permanently relocated as part of the proposed project; therefore mobile noise sources do not need to be addressed within the EIS.

#### 6.2.2.2 Stationary Source

In order to discharge water, improvements **will** include additional pumps within Hoboken. Proposed pump stations are subject to maximum permissible sound levels established within Chapter 29 of the New Jersey Administrative Code (N.J.A.C. 7:29) during weekly testing of emergency generators. Sensitive noise receivers (such as schools, hospitals and residences) adjacent to emergency generators will be identified. Stationary-source noise related to the pump stations will

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requirements of NJDEP's Linear Construction Program (LCP). As the project moves forward, an LSRP will be retained to oversee environmental issues encountered during construction. This program allows utilities, transportation agencies, or other infrastructure projects to properly address contaminated soil or groundwater encountered during construction, without requiring the linear construction entity (LCE) to investigate and/or remediate contamination outside of the project limits. This approach was developed with the understanding that for many infrastructure projects, the LCE is not responsible for the contamination encountered during construction, thus alleviating this burden of a typical Site Remediation Program (SRP) project where the responsible party is obligated to delineate the full extent of and remediate the contamination.

Linear construction projects are overseen by LSRPs, retained for the duration of the entire project, providing oversight and assisting the LCE to remain in compliance with the LCP requirements. The LSRP helps ensure that appropriate information is retained to document proper handling and disposal (if necessary) of contaminated soil and groundwater in accordance with the material handling plan. The LSRP also ensures that any material imported for the project is either clean or at a minimum, is not contaminated to a level greater than that which was originally present within the project corridor. At the end of the LCP, the LSRP oversees the preparation of a LCP report that provides the documentation that the above procedures to address suspect or confirmed contamination have been followed. The Linear Construction Report is ultimately submitted to the NJDEP along with various NJDEP required forms, thus providing a record of the material handling during the construction of the infrastructure project and documenting that the LCE followed the LCP requirements.

### 6.2.5 Cultural Resources

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to consider the impacts of their actions on historic or cultural resources. This includes impacts to properties identified as National Historic Landmarks (NHLs); properties or resources that are listed in or eligible for listing in the National Register of Historic Places (NR); or properties or resources that are listed in or eligible for listing in a state register of historic places. Because the Project is being funded by the U.S. Department of Housing and Urban Development, compliance with Section 106 must be demonstrated. The cultural resources analysis will be prepared in consultation with the NJHPO.

### 6.2.6 Consultation

The Section 106 process includes consultation between the lead federal agency (HUD), other involved federal agencies, representatives of local governments and federally recognized Indian Tribes (36 CFR 800.2(b)(4)); the public is also included in the consulting process. Consulting parties that will participate in this Project's Section 106 process will include at a minimum the NJHPO, other federal agencies with regulatory or permitting authority over the Project Area and federally recognized Indian tribes with an ancestral or traditional relationship with the project area. Dewberry will assist HUD in the preparation of consultation documents and will engage in a reasonable and good faith effort to identify Indian tribes that may attach religious and cultural significance to the Project Area. **Consultation documents will be distributed to all identified consulting parties early in the process to ensure that all consulting parties are actively involved in the Section 106 process.**

### 6.2.7 Data Collection

As part of the data gathering task for cultural resources, several repositories will be visited to collect and review prior cultural resource studies from the Project Area. Published secondary sources, prior architectural surveys, and cultural resource reports, as well as available maps (including NOAA maps) will be reviewed to characterize the architectural, archaeological, and maritime history of the Study Area. The following data gathering steps are anticipated to be conducted: documentary and site file research at the New Jersey State Museum and the NJHPO, located in Trenton; review of historic maps and local histories

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:15:29 AM
This paragraph discusses multiple secondary study areas, per specific disciplines (resource areas) but this sentence makes it sound like there is just one secondary study area - clarify that the secondary study area may vary by discipline			
Number: 2	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 8:16:42 AM
an environmental analysis			
Number: 3	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:25:40 AM
This assumes no major waterfront structures that would change transportation patterns on Sinatra Drive (same assumption as stated in 6.2.2.1 Mobile Source below - recommend making AQ and noise sections mirror each other, with AQ having the same subheadings as noise for clarity)			
Number: 4	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 8:25:12 AM
If any new pump stations are installed, and require generators (as referenced in Noise below), they may also require compliance with RICE. Worth noting in AQ as with noise?			
The proposed generators would be subject to the stationary Reciprocating Internal Combustion (RICE) Maximum Achievable Control Technology (MACT) regulations at 40 CFR 63.2222 and the New Source Performance Standards (NSPS) at 40 CFR 60.111 that govern emission limits and compliance requirements for new stationary RICE.			
Number: 5	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:18:39 AM
Confused here - so does this mean AQ is screened out? Typically we would do a worst case scenario analysis for the purposes of the EIS - not wait to do the analysis until some time in the future.			
Number: 6	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 8:21:42 AM
may			

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:30:03 AM
Shouldn't 6.2.6, 6.2.7, 6.2.8, and 6.2.9 be subheadings within 6.2.5? Confusing as it sounds like they are new disciplines (resource areas)			
Number: 2	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:31:32 AM
Is there a separate schedule for meetings with CPs and list of CPs?			

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2.10 Natural Ecosystems

Relevant pre-existing data regarding the presence of natural resources (including geology, hydrogeology, soils and sole source aquifers) in the Project Area will be gathered and/or reviewed, including the NJDEP GIS database of freshwater and coastal wetlands, floodplain maps, and soils maps to identify potential areas of concern and their associated constraints. The existing natural features within the Project Area, including areas of open water, the littoral zone, flood hazard areas, the Mean High and Spring High Water elevations at the waterfront/shoreline and the intertidal/sub-tidal shallows zones, will be identified. Since it is anticipated that a coastal *Resist* element will be included in the Build Alternatives, and would involve impacts to open waters and/or wetlands, coastal shoreline wetlands identified (i.e., in non-bulkhead areas) will be delineated, in accordance with NJDEP and USACE standards, for subsequent survey and mapping. Existing tidelands conveyances from the NJDEP Bureau of Tidelands, as well as those areas that have been filled, but do not have an existing tideland grant, lease, or license, will be reviewed. Historical aerial photographs and topographic maps will be reviewed to identify the historic wetland areas and stream channels that previously existed in the western portions of the City of Hoboken. These areas may be suitable for various green infrastructure features. Freshwater wetlands that may be located within these interior portions of the City will be delineated for subsequent survey and mapping.

A request will be sent for a database search to the NJDEP Natural Heritage Program (NHP) and review the USFWS Information, Planning and Conservation (IPaC) System for records of rare/threatened & endangered (T&E) special concern species or their habitats in the Project Area. The NMFS will also be contacted for information regarding fisheries resources within the Project Area. Based on a preliminary review, the Hudson River in this area is mapped as habitat for the federally endangered Shortnose Sturgeon (*Acipenser brevirostrum*), so timing restrictions for certain construction activities in the open waters would be expected. If other species or habitat records are identified within the Project Area, **we will** verify, to the extent practicable, whether those resources are present while performing a field assessment of the Project Area. If more detailed studies are required, **we will** inform the NJDEP of the need for those studies, which could be provided as an out-of-scope extra work item. If data gaps are identified in the existing, available data, recommendations will be provided as to whether the data is critical for future analysis and how the missing information can best be obtained under a separate authorization. The information gathered during the data review process will be included in the EIS and used in future phases, including the securing of any required permits.

The existing natural resources within the proposed Project Area will be characterized in the environmental review process. These resources will include upland and wetland/in-water habitats, ecological communities, and records of wildlife in the vicinity of the waterfront/shoreline and interior areas that have the potential to be affected by the proposed Build Alternatives. The aquatic resources (e.g., water quality, sediment characteristics, and aquatic biota) of the Lower Hudson River-Upper New York Bay in the vicinity of a potential shoreline *Resist* feature will also be evaluated. The potential impacts on natural resources will be assessed, including upland and/or in-water construction effects, such as temporary increases in suspended sediment during construction. Potential permanent impacts also will be evaluated, including changes in circulation, sediment transport and impacts (both positive and negative) to aquatic biota due to a shoreline *Resist* feature.

Impacts to terrestrial resources will be evaluated, such as vegetation clearing activities, as well as visual and/or noise effects on **local** wildlife in the Project Area. The need for state and/or federal coordination and approvals/permits will be identified. **Excluding project evaluation and compliance in terms of Executive Orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands).**

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:43:29 AM
Would it be possible to break this section into subheadings to address exactly what resource areas would be addressed - as if it were the outline for the DEIS - such as floodplains, surface waters and wetlands, terrestrial ecology, aquatic ecology...			
It is hard to follow right now with them all grouped together.			
Number: 2	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:36:59 AM
first person			
Number: 3	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:37:12 AM
first person			
Number: 4	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 9:12:06 AM
Floodplain management is discussed here and in infrastructure - clarify what will be covered in each section			
Number: 5	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:38:35 AM
Isn't it already clear that an 8-step HUD floodplain management plan will be required?			

For the three Build Alternatives, the proposed impact areas located within the "interior" portions of the City will be inspected and wetlands/open waters that may be affected by the footprint(s) of the alternatives will be delineated. Based on the delineation of the wetlands/open waters, impacted areas resulting from each of the three Build Alternatives will be calculated. Likewise, wetlands will be delineated along the shoreline of the Project Area and impacts, if applicable, due to a coastal *Resist* feature (dike, wall, revetment, breakwater, etc.) that may be proposed in the Build Alternatives will be calculated.

Natural ecological concerns will be outlined and the required environmental permit applications to the applicable federal, state, and local agencies identified. Riparian zone impacts to vegetation will be regulated by the NJDEP, typically requiring mitigation at a 2:1 ratio for permanent disturbances that exceed the allowable limits. Impacts to state-owned Tidelands will require authorization via a tidelands lease or grant. Freshwater wetlands found in the Project Area will be mapped; if there are impacts to these wetlands, mitigation would be required, usually at a 2:1 ratio. Required mitigation for project impacts will be evaluated, to determine the most efficient and effective type of mitigation, given existing site conditions and constraints.

2.11 Aquatic Ecology

The Study Area includes the waterfronts of Jersey City, Hoboken and Weehawken. This waterfront area, part of the Lower Hudson River-Upper New York Bay, is a shallow estuary that contains habitat for shellfish, and marine, estuarine and anadromous fish. The Lower Hudson River-Upper New York Bay supports a diverse community of aquatic biota; however, it is an urban estuary that has been impacted by development and stormwater/combined sewer discharges to the waters, resulting in degraded water and habitat quality, including sediment contamination. A Comprehensive Restoration Plan has been developed for the Lower Hudson River-Upper New York Bay Estuary through the combined efforts of many agencies and organizations, including: the Harbor Estuary Program, the USACE, EPA, USFWS, NOAA, the Port Authority of New York and New Jersey (PANYNJ), Hudson River Foundation, NY/NJ BayKeeper, NYSDOEC, NJDEP and other state and city agencies, and non-government organizations, to restore and protect habitat within the Lower Hudson River-Upper New York Bay Estuary.

The shoreline protection (*Resist*) feature may result in impacts to the shallow waters of the existing waterfront area. Therefore, as requested by the NMFS, the existing aquatic ecology of this shoreline area will be evaluated. A review will be conducted of available desktop GIS data and web-based resources associated with the aquatic resources of the area; letters will be requested from the following agencies:

- NJDEP Natural Heritage Program for T&E species and critical habitat; and
- NMFS for marine species/habitats in the Project Area.

In addition, the Project Area will be reviewed for Essential Fish Habitat (EFH), as required by NMFS. A desktop review of available GIS data and web-based resources will be conducted to identify the aquatic resources of the Project Area. This will include a review of the USFWS IPaC System for species and critical habitats, as well as the NMFS on-line EFH Viewer. This effort will include the database request letters to the NJDEP and NMFS for information on T&E species and critical habitats in the Project Area.

An EFH review will be conducted to evaluate the shoreline area for use by aquatic species to determine if portions of the shoreline area may be identified as EFH. A site visit and inspection of the Project Area will be conducted in regard to any EFH identified. The inspection will be conducted at low tide during fair weather conditions (minimal winds) to allow for the best viewing conditions. The Project Area will be evaluated in terms of its water depth, clarity, and site disturbance conditions. A Secchi Disk will be used to

funded or approved by the agency) would have a disproportionate adverse environmental impact on EJ populations.

Our analysis will evaluate the presence of EJ populations based on the U.S. Census Bureau's 2010 Census of Population and Housing, as well as data from the American Community Survey 2009-2013. Demographic data will be aggregated on the census block, census block group and census tracts for the Study Area and will be compared to the Hudson County and New Jersey as a whole. The analysis of impacts from the Project's Build Alternatives will follow the guidance and methods within the Council on Environmental Quality's *Environmental Justice Guidance under the National Environmental Policy Act* (December 1997). The regional thresholds identified in the Regional Plan for Sustainable Development (RPSD) that was prepared by Together North Jersey (TNJ), a planning consortium established in part by the New Jersey Transportation Planning Authority, (NJTPA) the Metropolitan Planning Organization for North Jersey, will be followed to further identify EJ communities. The RPSD provides thresholds based on a variety of socio-economic characteristics including, but not limited to, income and poverty, race, age and physical mobility.

The Project's public participation program will also be summarized in this section, with a focus on the public participation of low-income and/or minority populations.

6.2.15 Visual/Aesthetic Resources

**We will** evaluate and analyze potential impacts the Project may have on visual resources and viewers. **We will** identify view corridors and visual resources within the Study Area, such as the Hudson waterfront and views of historic resources such as the Hoboken Terminal. As part of this analysis, **we will** determine the level of impact to these resources for each of the three Build Alternatives. **Our** study will also discuss practical design mitigation and enhancement elements for each alternative, in terms of construction and design-related mitigation measures. As part of our analysis, key consideration will include aspects of the Project that partially or totally block a view corridor or a natural or built visual resource.

6.2.16 Infrastructure

6.2.16.1 Structures

For the purposes of this EIS, the various types of structures within the Study Area have been divided into three major broad categories:

- All types of buildings and waterfront structures
- Streets
- Transit and Railway Structures

The location of the Project's three Build Alternatives may have impacts on either one or more of these three types of infrastructure categories. During the course of the Project, infrastructure information such as spatial location, type and other applicable features will be collected and documented either in a GIS database or in CAD basemap. Requests for information will be sent to a variety of sources such as Hoboken and Jersey City, Weehawken, NJ Transit, Port Authority of New York and New Jersey (PANYNJ), Department of Homeland Security (DHS), Hudson County, utility companies and others. This information will be screened to ensure that the most recent datasets are used to be included in the base GIS database or the CAD base map. It should be noted that due to security reasons, information on certain critical infrastructure assets that will be assessed in the Project may not be available for public use. The data inventory for building

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 8:48:10 AM
Subheading within 6.2.10?			
Seems to be some redundancy with 6.2.10, which could be resolved if both sections were combined/restructured.			

6.2.12 Socioeconomics

The Socioeconomic analysis will include demographic and economic data for the Project Area. Data analyzed will include Mod IV data for property assessments and characteristics (available from the New Jersey Department of the Treasury), records of property transactions, and information on revenue, profitability or employment levels of area businesses, if available.

The principal issues of concern regarding socioeconomics are whether the proposed project would result in **significant adverse** social, economic, or demographic impacts within the Study Area. Adverse impacts resulting from the build conditions may include the direct displacement of residents and/or businesses. Impacts to businesses would also include the loss or relocation of the any businesses and associated employees. Economic impacts for the No Action Alternative will also be assessed. These impacts may include operating losses, lost wages, loss of tax revenue from flooded uninhabitable buildings, and the cost to restore damaged buildings. In addition, impacts to emergency services will also be assessed. This may include disruptions to emergency services caused by construction activities, as well as potential impacts caused by the implementation of the Project alternatives (such as installation of flood gates across streets).

In addition, indirect impacts on the Study Area will be assessed. Indirect impacts are those that are caused by the Project but may occur at a later point in time. Indirect impacts may result from changes in land use or population density that could, in turn, have an indirect impact on the Study Area. Impacts may include increases in residential rents or the indirect displacement of businesses due to changes in market conditions.

As discussed in Section 5.3, as the project concepts are developed and impacts to adjoining communities are identified, the Secondary Study Area for Socioeconomics will be developed. This will include those areas where additional significant impacts (beyond those that are included within the limits of the Study Area) are identified.

6.2.13 Land Use/Zoning

Land use and zoning in the Project Area will be mapped and described, and the impacts of the Build Alternatives on these land uses will be characterized. The analysis will also identify open space (local, county, state, and federal parkland) through the use of GIS data layers, Recreation Open Space Inventory (ROS), and field verification. As part of this analysis, we will evaluate view corridors, building character, local landmarks and overall community character. Field reconnaissance surveys and interviews will be conducted to supplement and/or corroborate the findings of public documents, maps, and GIS data.

The EIS will describe the existing and proposed future land use and zoning within the Study Area and examine the impacts of each of the Build Alternatives. This section of the EIS will examine each alternative's consistency with the existing land uses as well as proposed land uses within the Project Area as described in local master plans (such as the Hoboken Master Plan, last revised 2010) and redevelopment plans for Jersey City, Hoboken, and Weehawken, including the Western Edge Redevelopment Plan (2015) and Hoboken Yard Redevelopment Plan (2014). This section will also evaluate the project alternatives' consistency with local and regional land use policies such as the City of Hoboken's Green Infrastructure Plan (2013).

6.2.14 Environmental Justice

The Environmental Justice (EJ) analysis will focus on low-income, minority, and Hispanic communities pursuant to the requirements of Executive Order (EO) 12898. Under EO 12898, federal agencies are required to determine whether proposed actions (those that are undertaken directly by the agency or are

and waterfront structures will include but will not be limited to critical infrastructure buildings/facilities such as hospitals, fire stations, utility substations; residential and commercial buildings; and type and condition assessment of the various types of waterfront structures such as bulkheads, seawalls, timber cribbing and others. The preliminary 2013 FEMA Floodplain (with 2015 updates) will be utilized to understand the flooding risks from coastal storm surge for various types of buildings. Additionally, structures that have been flooded during past rainfall events will be identified.

The footprint of the three Build Alternatives will be placed into the CAD basemap and the impacts from each of these components will be analyzed for each of the applicable three major broad infrastructure categories. A condition assessment and load rating analysis will be performed for various segments of waterfront structures such as bulkheads, seawalls, cribbing structures and others to setup the baseline conditions for these structures. The load rating analysis of waterfront structures will inform and guide the development of various *Resist* components that can constructed safely on the existing waterfront.

During the course of the project, an integrated coastal and stormwater hydrodynamic model will be developed using Danish Hydraulic Institute's (DHI) MIKE model system to evaluate the flood depths from a combination of coastal storm surge and rainfall events in existing conditions. Coastal storm conditions for various recurrence intervals that were developed as part of the 2013 FEMA's Preliminary Flood Insurance Study for New York and New Jersey will be utilized. The model will incorporate appropriate hydrologic and hydraulic modeling methods for analyzing rainfall induced flooding within the Study Area. The MIKE model system will provide the flooding water depth at various types of infrastructure such as building, streets and critical infrastructure.

Upon development of the project's concepts and alternatives, the existing conditions model will be updated to reflect these components (also referred to as Proposed Conditions Model). The proposed condition model will provide the effectiveness of each concept in reducing flood levels at various types of infrastructure from coastal storm surge and rainfall events. The Project will also evaluate structural, geotechnical, traffic, urban design aspects such as access, views and quality of life impacts to affected building and waterfront structures for each of the proposed concept and build alternatives.

6.2.16.2 Utilities  
The Study Area includes an existing utility network consisting of underground and overhead utility facilities comprising of PSE&G, United Water, North Hudson Sewerage Authority, Verizon, and Cablevision. The EIS will discuss utilities and consider the impacts to the existing utility network by the components of the proposed improvements. High risk utility impacts will be identified and evaluated as the potential flood risk reduction measures are further defined through the EIS process.

6.2.16.3 Circulation  
A schematic plan will be prepared for the local road and transportation network that can be expected to be affected or involved by the flood risk reduction plans developed under this project. Subject to concurrence by NJDEP, we have identified a network of 48 intersections, which represents the primary roadways into and out of the Study Area as well as additional primary routes that provide circulation within the city. The schematic plan will be a clear and simple presentation of the affected street segments and access routes and how they are used and by what travel modes. It will also display important city destinations that generate significant traffic demand such as parks, transportation hubs and major private and public offices.

Sliker, Laura

From: DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>  
Sent: Tuesday, October 13, 2015 9:33 AM  
To: Smith, Lawrence  
Cc: Spahn, Kenneth; Sears, Michael (NJ); Parab, Rahul; Reinknecht, Dennis; Schwarz, Frank; DEP rbdh-archive  
Subject: FW: Comments on RBD Hudson Draft Scoping Document

Larry,  
  
6 of 10  
  
Clay Sherman, Environmental Specialist 3

Project Manager - Hudson River Rebuild By Design  
Office of Flood Hazard Risk Reduction Measures  
501 East State Street, P.O. Box 420  
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From: Naomi Hsu [mailto:HsuN@cnj.org]  
Sent: Friday, October 09, 2015 1:35 PM  
To: DEP rbd-hudsonriver  
Cc: Douglas Carlucci; Gregg Lanez  
Subject: Comments on RBD Hudson Draft Scoping Document

Dear Mr. Rosenblatt,

We recognize the importance of the Rebuild by Design Hudson River project and are pleased to be working collaboratively with the project team.

While the purpose of the project is to reduce flood risk in Hoboken primarily, we feel that it is also important that the project recommendations do not have adverse impacts on the citizenry and economic development of Jersey City.

Specifically, we respectfully suggest that the draft scoping document be revised to reflect the following goals:

- The project shall consider flooding in neighboring municipalities outside the study area, and no concept or alternative shall exacerbate flooding in those areas. No concept or alternative shall result in water displacement that will negatively affect land in Jersey City.
- No existing or currently-anticipated Jersey City land use shall be negatively impacted by construction related to this project.

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Number: 1	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 9:10:47 AM
Specify floodplain, Preliminary FRMs?, including 100-year and 500-year?			
Number: 2	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 9:14:26 AM
How will this model account for unknowns in the NPSA system?			
Number: 3	Author: jgonzalez	Subject: Inserted Text	Date: 9/8/2015 9:44:26 AM
(also referred to as an Existing Conditions Model)			
Number: 4	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 9:46:14 AM
Missing a discussion of bicycle-pedestrian circulation and analysis			
Number: 5	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 9:44:55 AM
first person			

J. Gonzalez, 10/8

- No concept or alternative shall negatively affect investment in Jersey City.

Also, in the interest of the public, a budget outline should be provided for the administrative, material, and construction cost of the project. An itemized list should be displayed on the Rebuild by Design website for public access for the overall project.

Thank you.

Doug Carlucci, Office of the Mayor and Executive Steering Committee member  
Gregg Lanez, Jersey City Environmental Commission and Citizen Advisory Group member  
Naomi Hsu, Senior Planner and Executive Steering Committee member

Naomi Hsu, AICP, PP  
Senior Transportation Planner  
Direct: 201-547-5021  
E-mail: hsuN@cnj.org



### 6.3 Indirect and Cumulative Impacts

As required by NEPA, the analysis will also include an examination of Cumulative Impacts. Cumulative Impacts are incremental actions that, individually, may not represent a significant environmental impact; however, when taking into consideration other past, current, proposed, or reasonably foreseeable actions with similar impacts, the overall result may be significant. Often, individual actions do not result in adverse impacts; instead, adverse impacts arise from the aggregated incremental impacts of many separate actions over the course of time.

The Cumulative Impacts analysis will begin by identifying other nearby past, current or proposed and/or in-development independent projects, such as those identified in the NJDEP Action Plan Amendment 12 (published April 22, 2015). In order to determine which projects will be included in this analysis, we will follow the CEQ's guidance on Cumulative Impacts which identifies the following steps:

- Step 1: Determine the significant cumulative impacts (direct and indirect) from the Project. We will determine, for each discipline of study, what resources (natural as well as the built environment) will be impacted.
- Step 2: Establish the geographic scope. We will determine the spatial extent of the impacts identified in Step 1.
- Step 3: Establish the time frame for analysis. We will determine how long the impacts identified in Step 1 will last (e.g., temporary during construction, or permanent impacts).
- Step 4: Identify other actions affecting the resources, ecosystems and human communities of concern. We will identify other projects within the geographic extent identified in Step 2 that have impacts to the resources identified in Step 1, whose own impacts will occur within the same timeframe for those resources established in Step 3.

The Alternatives Analysis and recommendation of the Preferred Alternative will consider the probable environmental impacts from other projects and evaluate that in conjunction with the anticipated direct and indirect impacts from the Project's Build Alternatives. A focus will be made on potential impacts to vulnerable communities, notably Environmental Justice areas and locations that have historically received significant amounts of flooding. The Project's impacts to flooding will be examined in conjunction with other independent projects (identified through the steps above) impacts on flooding patterns. Special consideration will be taken as to whether adjoining areas not protected by the Project (such as portions of northwestern Jersey City) are adversely impacted by the Project and other independent projects. The analysis will include coordination with other independent projects to help identify and address possible impacts.

Ultimately, DEIS will aim to recommend a Preferred Alternative whose combined efforts with other identified projects can best meet the Project's Purpose and Need while minimizing cumulative adverse environmental impacts to the community. If adverse cumulative impacts are identified, this analysis will aid in the identification of potential mitigation measures that can be employed or incorporated into the design of the Preferred Alternative.

### 6.4 Conclusion

The EIS conclusion will consist of a summation of the findings of each of the technical studies, identifying and providing the reasoning for the recommendation of the Preferred Alternative. This recommendation will be based off of the alternatives analysis conducted for each discipline, taking into consideration a balance between constraints, including environmental and community impacts identified in each discipline, the anticipated cost of each alternative, engineering feasibility, and the ability to meet the Project's Purpose and Need.

SOME NOTES FROM JOHN P CARE OF HOBOKEN REGARDING FLOOD PROTECTION AND HURRICAN SANDY

10/9/15

EMPHASIS PUBLIC UNDERSTANDING WE HAVE NO STREAMS WHICH WILL DRAIN OUR HEAVY RAIN OR SURGE WATERS AWAY.

OUR NATURAL DRAINAGE IS NOW OUR COMBINED STORM AND SANITARY SEWERS WHICH HAVE A LIMITED CAPACITY

HIGH TIDES AND HEAVY RAIN EVENTS HISTORICALLY FLOOD HOBOKEN AND ADJOINING AREAS

DON'T CONFUSE WHAT HAPPENED WITH SANDY AND THINK WE CAN JUST PUMP WATER OUT WITH BIG ENOUGH PUMPS WE NEED TO PREVENT IT FROM GETTING IN THEN OPTIMIZE OUR SEWERAGE PLANT BY SLOWING DOWN TO DISCHARGE GETTING TO THE PLANT AND LENGTHING THE TIME TO PROCESS IT.

THE PUBLIC NEEDS TO UNDERSTAND THE FINANCIAL, ENGINEERING AND SPACE LIMITATIONS WHICH PREVENT THE SEWERAGE PLANT FROM EXPANDING

THEN PUBLIC SHOULD UNDERSTAND THAT THERE ARE MANY PARTS TO THE PUZZLE OF "FIXING" OUR FLOOD PROBLEM. SUCH AS THE BASF SITE, WORKING TOWARDS SEPARATING STORM RUNOFF AND SANITARY SEWERS IN THE NORTH AND WEST PART OF TOWN WHICH ARE BEING DEVELOPED

THE PUBMLIC NEEDS TO UNDERSTAND THAT JUST HAVING BIGGER PUMPS IS NOT GOING TO SOLVE EVERYTHING. YOU CAN'T PUMP THE ATLANTIC OCEAN OUT WHEN IT HAS BREACHED OUR SHORELINE AND THE IS A VOID TO FILL

AS SOME POINT THERE MOSTLY LIKELY WILL BE "A LINE" OF PROTECTION THAT YOU ARE EITHER ON THE RIVER SIDE OF INSIDE AND PROTECTED. THE DECISIONS AND COST BENEFIT ANALYSIS, THE POLITICS AND ENGINEERING WILL BE TRICKY. WHAT DO WE COLLECTIVELY OWE TO PRIVATE LAND LORDS. WHAT IS THE EXPECTED CONTRIBUTION OF THOSE THAT ARE NEAR THE WATER FRONT. IN PROTECTING A PIECE OF PROPERTY THAT IS NEAR THE RIVER ARE WE PROTECTING THE REST OF US.

IN LOOKING AT FLOOD PROTECTION WE NEED TO MAKE SURE OUR EMERGENCY SERVICES ARE RESILIENT. WE NEED TO MAKE SURE THERE ARE WAYS TO GET OF HOBOKEN IF IT BECOMES AND ISLAND AGAIN.

WE LIVE BY THE WATERFRONT BECAUSE WE ENJOY IT. WE WANT TO PROTECT OUR COMMUNITY FROM FLOOD RISKS BUT WHAT IS THE BALANCE BETWEEN THAT AND ATHETICS AND QUALITY OF LIFE. WHAT ARE THE COSTS.

WE NEED TO PROTECT OUR CRITICAL INFRASTRUCTURE. THE PATH TRAIN. LIGHT RAIL, TRANSIT TERMINAL, FERRY TERMINALS ARE ALL IMPORTANT TO OUR LOCAL AND REGIONAL NEEDS.

HOBOKEN AS A TRANSIT HUB NEEDS TO FUNCTION SO THE REGION (ie. NYC) CAN EVACUATE IN CASE OF AN EMERGENCY OR DISASTER (eg. 9-11).

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Number: 1	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 9:50:06 AM
This section should discuss potential for cumulative impacts over various build years (I didn't see the build year in the document previously either).			
Number: 2	Author: jgonzalez	Subject: Sticky Note	Date: 9/8/2015 9:50:15 AM
There won't be a separate construction chapter? As different components may be built at different times, there may be a need for a construction worst-case scenario.			
Number: 3	Author: jgonzalez	Subject: Sticky Note	Date: 10/8/2015 7:04:33 PM
This section should identify other infrastructure projects that we already know of which will be considered for the analysis, such as the BASF Stormwater Park, the Hoboken Terminal Long Slip Canal Project, the NPSA Long Term Control Plan, and note that additional projects will be considered as identified during the planning process.			
Number: 4	Author: jgonzalez	Subject: Highlight	Date: 9/8/2015 9:48:11 AM
Note - either here or in alternatives analysis section above - that a table will be provided summarizing the different potential impacts of all alternatives			

J. Gonzalez, 10/8

WE ARE LOCATED BETWEEN THE HOLLAND AND LINCOLN TUNNEL AND MAINTAINING A CONNECTION BETWEEN THEM ON THE WEST SIDE OF THE HUDSON IS IMPORTANT FOR EMERGENCY NEEDS.

HOW DO WE TIE BACK OUT "RESIST" EDGE TO ADJOINING HIGHER TOPOGRAPHY.

WHAT TYPE OF MANUAL OR AUTOMATIC FLOOD CONTROL DEVICES DO WE DEPLOY ACROSS ROAD AND PATHWAYS WHICH WILL REMAIN OPEN EXCEPT FOR FLOOD EVENTS. WHAT IS THE RELIABILITY OF THESE DEPLOYMENTS AND WHO IS RESPONSIBLE FOR THEM

HOW IS THE TRAIN TERMINAL PROTECTED ALONG WITH THE PATH "TUBES". WE CAN'T LET WATER GO DOWN INTO THAT SYSTEM AND CAUSE THE DAMAGE IT DID AGAIN AND AS WE SAW IT DO IN THE FLOOD IN 1992. WE PROBABLY NEED TO GIVE INTO THE FACT THE TRAIN STATION WILL CONTINUE TO FLOOD ON A MORE FREQUENT BASIS. IT NEEDS TO BE WET FLOODPROOFED SO THAT IT CAN BE UP AND GOING AGAIN. A LARGE PORTION OF IT IS ALSO OVER THE RIVER BEYOND THE BULKHEAD LINE.

IN FILLING IN THE LONG SLIP WHAT IS THE TOPOGRAPHY. WHAT DOES THE ENGINEER PROJECTIONS OF HOW WHAT CAN BE KEPT OUT.

THE LEFRACK PROPERTY JUST SOUTH OF THE RAIL YARD IN HERSEY CIT WHICH IS PRESENTLY UNDEVELOPED SHOULD BE BUILT TO A HIGHER ELEVATION IN THAT THIS IS THE SOUTH END OF THE PROECTIVE EDGE.

HOW SO YOU PLACE A FLOOD BARRIER ACROSS AN ACTIVE TRAIN YARD IS A DIFFICULT ENGINEERING CHALLENGE.

PEOPLE NEED TO UNDERSTAND THAT IN NJT AND THE NYNIPA PROTECTING THE TERMINAL IT OFFERS PROTECTION TO OUR SELVES. A LARGE PORTION OF THE WATER THAT FLOODED HOBOKEN CAME THROUGHT THE NJ TRANSIT YARD AND INTO THE SOUTH END OF OUR CITY.

IN THE NORTH END OF HOBOKEN WE HAVE AND OPPORTUNITY TO CHANGE THE TOPOGRAPHY IN THAT IT IS PUBLIC LAND AND WE CAN BE CREATIVE.

WE NEED PEOPLE TO BE PREPARED TO SHELTER IN PLACE.

THE FLOOD ZONE IN A DENSELY POPULATED URBAN AREA SUCH AS HOBOKEN IS NOT A NEAT LINE. "MICRO TOPOGRAPHIES" OF BACKYARDS, FRONT STOOPS AND AREAWAYS, IS YOUR NEIGHBORS BASEMENT WATER TIGHT, ARE YOU NEXT TO AN ALLEY, HOW HIGH YOUR NEIGHBORS BACK YARE IS ALL CONTRIBUTE TO BASEMENT, GARDEN LEVEL, GROUND FLOOD FLOODING.

THERE IS 14 BILLION DOLLARS OF TAX RATEABLE IN HOBOKEN. THE COST OF PROTECTING THE CITY COLLECTIVELY KEEPS PROPERTY VALUES HIGH AND MAINTAINS OUR QUALITY OF LIFE AND SAFETY.

REVIEW BACK CHECK VALVES AND OTHER MEASURE THAT CAN BE TAKEN.

THERE IS A MISCONCEPTION THE THE SEWER FLOODED SOME PEOPLES HOUSE. WHERE WATER CAME UP THROUGH BASMENT DRAINS "ON THE EDGE" OF THE FLOODING IT WAS THE STORM SURGE THAT OVER CHARGED THE COMBINED STORM AND SANITARY SEWER SYSTEM. THE SANITARY SEWERAGE THAT CAME INTO PEOPLES HOMES WAS "THE TOP" OF WHAT WAS IN THE SYSTEM AND PUSH BACK INTO SOME HOMES THAT MAY NOT HAVE HAD WATER "POURING" INTO THEM. BUT THE PROBLEM IS



In April of 2009 we and our co-sponsors presented to NJ Stakeholders the Draft NJ Energy Plan @ Stevens Institute of Technology.

A tour of the first Multi-Fam L.E.E.D. (Gold) rated structure in the U.S. was enjoyed by the panel participants and research on Sustainable Building materials continued.

We would encourage the use of life & property saving alternative materials for new construction, retro-fit and revitalizing storm ravaged communities.

For demonstrations, samples, cost-savings comparisons to traditional materials and continuing education (C.E.C 1.5) please contact Veridian Consultants.

Forwarding approved "working" plans of masonry pages is a good first step - enabling us to demonstrate R-value, Acoustic Fire retardant (4 hour) UL rating and pricing.

Also, a letter detailing our Sustainable Education (Welcome Centers) for NJ was given to Gov.Christie's representative, Sec.Donovan and those from RBD and The Rockefeller Group.

Please comment on concept.  
I know the Gov of NJ has read it - he is using the Sustainable "Parks" idea in the local media and on the National campaign trail.

Regards,  
E.R. Liberatore  
757 645-6868  
[ernie@Veridianllc.com](mailto:ernie@Veridianllc.com)

&

**From:** Mark Jackson [<mailto:majackso@gmail.com>]  
**Sent:** Thursday, October 01, 2015 9:24 AM  
**To:** DEP rbd-hudsonriver  
**Subject:** Hoboken Flood Reduction

David,

It was a privilege to be invited to the scoping meeting last week. I am a four year Hoboken resident. I have a BS degree in civil engineering and my occupation is construction manager. I was unable to leave a comment so I decided to write one!

1) I think the hard barrier solution should be driven toward the permanent architectural alternatives in-line with riverfront "the steps" rendering and not the traditional temporary flood wall solution.

2) It was voices during the meeting, but one request is that the design include the actual long term permanent solution, and not a devalued design to fit the constraint of the current proposed \$230M budget. It is very important to the community that the design is "done right," and not just another temporary "band-aid."

3) Green green green! The more soft green delay and store solutions the better!

4) The coastal flow map (figure 4) in the draft scoping doc was light on arrows. If it was worth any value, I observed the live surge flooding event in Oct 2012 from 5th and Jackson. The river water came from the south traveling north towards me.

It is very exciting to see progress on this critically important matter.

2

Regards,

Mark Jackson  
133 Grand St. #4

“Low Hanging Fruit” project(s) community will appreciate:

1. Possibility of below grade permanent installation of pipeline beneath streets:

Current Hoboken street construction ends soon (week of Aug. 10, 15):

**Milling Schedule**

July 27 – Bloomfield Street (Observer Highway up to 4<sup>th</sup> Street)

July 28 – Bloomfield Street (3<sup>rd</sup> Street to 8<sup>th</sup> Street)

July 29 – Bloomfield Street (7<sup>th</sup> Street to 12<sup>th</sup> Street, Southerly half of Intersection)

July 30 – Bloomfield Street (11<sup>th</sup> Street, Northerly half of Intersection to 14<sup>th</sup>Street)

July 31 – 8th Street (Castle Point Terrace to Hudson Street) and 9<sup>th</sup> Street (Castle Point Terrace to Hudson Street)

Aug. 3 – Madison Street (13<sup>th</sup> Street to 15<sup>th</sup> Street)

**Resurfacing Schedule**

July 29 – Bloomfield Street (Observer Highway up to 4<sup>th</sup> Street)

July 30 – Bloomfield Street (3<sup>rd</sup> Street to 8<sup>th</sup> Street)

July 31 – Bloomfield Street (7<sup>th</sup> Street to 12<sup>th</sup> Street, Southerly half of Intersection)

Aug. 3 – Bloomfield Street (11<sup>th</sup> Street, Northerly half of Intersection to 14<sup>th</sup>Street)

Aug. 4 – 8<sup>th</sup> Street (Castle Point Terrace to Hudson Street) and 9<sup>th</sup> Street (Castle Point Terrace to Hudson Street)

Aug. 5 – Madison Street (13<sup>th</sup> Street to 15<sup>th</sup> Street)

**Line Striping/Pavement Marking Installation Schedule**

Aug. 3 – Bloomfield Street Installation (Observer Highway up to 4<sup>th</sup> Street)

Aug. 4 – Bloomfield Street (3<sup>rd</sup> Street to 8<sup>th</sup> Street)

Aug. 5 – Bloomfield Street (7<sup>th</sup> Street to 12<sup>th</sup> Street, Southerly half of Intersection)

Aug. 6 – Bloomfield Street (11<sup>th</sup> Street, Northerly half of Intersection to 14<sup>th</sup>Street)

Aug. 7 – 8th Street (Castle Point Terrace to Hudson Street) and 9<sup>th</sup> Street (Castle Point Terrace to Hudson Street)

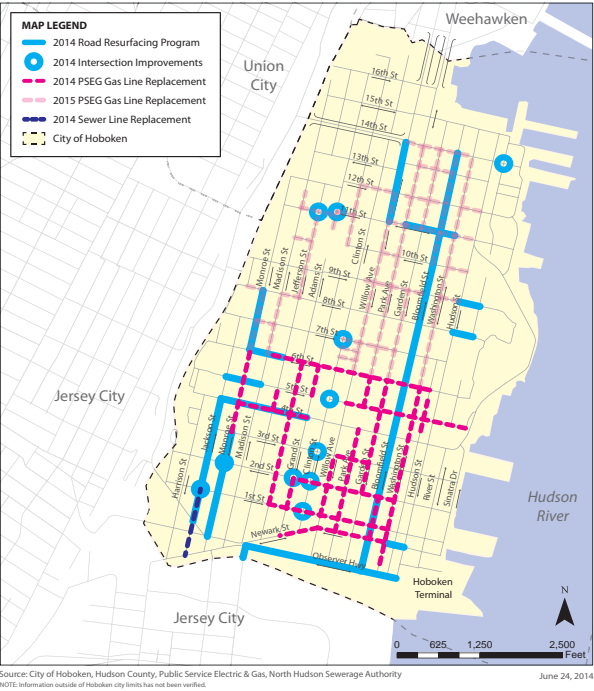
Aug. 10 – Madison Street (13<sup>th</sup> Street to 15<sup>th</sup> Street)

appears as though end of August some firm, maybe Dewberry, could open a street for plumbing fire truck pumper compatible pipelines / auxiliary hydrants for;


- 1) removal of flood waters.
- 2) supplemental fire suppression water delivery auxiliary to existing fire hydrants.

Following street map would indicate completed construction below street level that has yet to benefit from re-paving efforts. Although not ideal, in that scheduled below street level construction may have been completed, requiring re-opening any of these streets; the application of re-paving yet to occur opens a window to re-open a street for below described “one-off” project on a “trial basis” “low hanging fruit” project to install auxiliary pipeline below street grade to be accessed by appropriate sized hydrant at curb and upon higher grade level to pumping equipment to remove water from street.

Rebuild by Design Hudson River: ■ Resist ■ Delay ■ Store ■ Discharge ■ Appendix C - Comments | C90



2014 Road Resurfacing Program and PSE&G Gas Line Replacement

 City of Hoboken  
Department of Transportation & Parking

Result for Hoboken residents is witness "low hanging fruit" project that provides comfort toward any future inundation arriving prior to complete storm surge protection project(s) being ready for use.

North Hudson Sewerage Authority representative is aware of such a plumbing effort and is in favor of considering on a "trial basis". Presumably there is at least one Hoboken street along which such auxiliary pipeline would contribute to fire fighting and be useful in speeding the removal of storm surge flood waters.

Such a small "one-off" project can be appreciated during next public meeting and compared in effectiveness, cost, etc. against entire project components in progress after the completion of said "one-off" project on a "trial basis".

2. Fire Fighting within flood waters:

Commentary has circulated regarding damaged water mains, submerged hydrants and possible other damage to existing fire fighting water supply while knee deep flood water is plentiful.

The risk of damage to fire truck pump from ingesting trash laden flood water:

Surplus USPS delivery vehicle towed by fire truck to scene makes suitable flood water filter when;

- a) glazing replaced by 1st layer of screen material, 2nd layer of finer grade installed interior to 1st layer.
- b) additional screened water entry cut out of non-glazed area(s) if so desired
- b) engine and driveline components upline of the suspension wheelbase removed.
- c) towing package installed to front
- d) fire pumper compatible pipe fittings installed
  - 1) suitable flex/pivot finer grade screened interior pick-up tube installed

e) Optional pump installed within. See below.

Firefighters un-hitching, tipping off of wheelbase to lay in flood waters and connecting flexible, suction, hardline to, most likely "roof-top" connection enables filtered flood waters to be pumped for fire fighting.

3. Non-Fire Fighting within flood waters, ie. removal of flood water:

Non-fire fighting use of above modified surplus USPS vehicle(s) would be plumbed into the auxiliary hydrants for removal of flood waters understreet pipeline for fire truck pumping into existing drainage sump / Hudson river [or storm surge holding tank(s)].

Addition of a pump w/i the USPS vehicle will free up fire truck pump while adding power [electric] requirement. Like the Fire Truck use; flexible discharge hose required. No suction side hard line to be plumbed.

JOBs resulting from these equipment requirements:

Vocational Technical school students can modify USPS vehicle(s) for above purposes. At a rate of just one or two per school year there will be some for other communities to be sold to cover costs. Yet Open Sourcing will keep costs contained and profit motive out.

USPS vehicle laying on its side, while pumping, should be capable of ingesting a minimum of 2 inches of standing water so as to be useful in removing flood waters down to street surface level bounded by curbs and drains. Drains which can presumably be primed to handle 2 inch street water level at the curb. In consideration of 2 feet of more street level flood water at curb rending the drain system ineffective there is a need for suction side flexible hard line connection(s) from manual pickup wands to a removal suction side of either the above mentioned auxiliary street plumbing for such purpose, Fire Truck / USPS pump feeding discharge hose away from the area to fill appropriate reservoir/sump.

*All plumbing shall be compatible with Fire Truck water connections.*

It is hoped any of these 3 "test-projects" can be completed for use case testing during next flood surge event.

thanx,  
steveb  
7/29/15

**Sliker, Laura**

**From:** DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>  
**Sent:** Thursday, October 01, 2015 1:44 PM  
**To:** Smith, Lawrence  
**Cc:** Spahn, Kenneth; Sears, Michael (NJ); Parab, Rahul; Reinknecht, Dennis; Schwarz, Frank; DEP rbdh-archive  
**Subject:** FW: Rebuild by Design Hudson River Project Scoping Document Comment

Larry,

4 of 5

Clay Sherman, Environmental Specialist 3

Project Manager - Hudson River Rebuild By Design  
Office of Flood Hazard Risk Reduction Measures  
501 East State Street, P.O. Box 420  
Mail Code 501-01A  
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**From:** Mark Renna [<mailto:mrenna@evergreenenv.com>]  
**Sent:** Saturday, September 19, 2015 11:21 AM  
**To:** DEP rbd-hudsonriver  
**Cc:** Jim Cannon ([james.h.cannon@usace.army.mil](mailto:james.h.cannon@usace.army.mil)); Lockwood, Susan  
**Subject:** RBD Hudson - EIS Scoping Document Comments - Evergreen Environmental LLC 9-19-15

Dear David Rosenblatt, Director, Office of Flood Hazard Risk Reduction Measures:

What are the potential impacts to wetland and aquatic habitats in terms of acres? Please segregate by freshwater, tidal and open water wetland and aquatic resource impacts.

Please provide specific detail as to mitigation for such impacts as well as demonstration of proof of compliance with federal as well as state regulations regarding freshwater and tidal wetland and aquatic resource impacts.

Your documents make the following statements (Excerpted below in italics); please see our comments as follows:

*4.0.3 Environmental Mitigation Design Elements  
Creation of tidal and freshwater wetlands, with associated riparian vegetation, as well as living shorelines located along the Hudson River waterfront may be options to mitigate environmental impacts from the construction of coastal flood risk reduction system.*

Comment: Wetland mitigation is performed in many ways with "creation" being only one type of mitigation and the most difficult and risky with higher failure rates. Other forms of wetland mitigation are restoration and enhancement. Mitigation should be conducted in accordance with the Federal Rules on Aquatic Mitigation of 2008. In those rules advanced

1

mitigation via successful wetland mitigation banks is cited as the number one preferred alternative for wetland mitigation. The mitigation alternatives analysis should consider wetland mitigation banking. Please note there is a wetland mitigation bank that serves this watershed as well as another mitigation bank proposed.

Freshwater wetlands found in the Project Area will be mapped; if there are impacts to these wetlands, mitigation would be required, usually at a 2:1 ratio. Required mitigation for project impacts will be evaluated, to determine the most efficient and effective type of mitigation, given existing site conditions and constraints.

Comment: All permitted impacts pose mitigation constraints to permittees "given existing site conditions and constraints". However, this is not a federal or state mitigation alternative selection criteria to be cited as a basis to restrict "efficient and effective" mitigation alternatives to onsite and local alternatives solely. Mitigation should be performed in accordance with the Federal Rules of 2008, with the assessment of onsite existing condition constraints being only one parameter, but not the sole defining parameter. The document focuses on freshwater wetland impacts, which we agree may occur. Other wetland impact types (tidal, subtidal, coastal) are very likely. The cited "usual" mitigation ratio is misleading as a 2:1 ratio is only codified in NJDEP regulations for the category of creation. As commented above, creation is only one type of wetland mitigation. The 2:1 ratio is not applicable to mitigation for all wetlands or for federally regulated wetlands as the federal regulations do not codify specific ratios and all wetlands in the study and impact area are likely to be under federal jurisdiction. Wetland mitigation is required to replace lost wetlands based on wetland functions, services and values lost in concert with areal replacement of at least a 1:1 ratio. Compliance with the 2008 Federal Rules on Mitigation should be specified. Mitigation banking should be assessed in the alternatives analysis and provided weighting commensurate with the Federal Rules and the success of advanced mitigation versus other categories of wetland mitigation.

We look forward to your response.

Sincerely,  
Mark Renna

Mark Renna  
Evergreen Environmental, LLC  
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973/305-0643 (office)  
973/356-7164 (cell)



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Peter Kasabach

Oct. 9, 2015

Office of Flood Risk Reduction Measures  
NJ DEP  
Attn: Dave Rosenblatt  
501 E. State St.  
Mail Code 501-01A  
P.O. Box 420  
Trenton NJ 08625-0420

Dear Mr. Rosenblatt:

Thank you for the opportunity to comment on the [Draft Scoping Document](#) for the Hudson River Rebuild By Design (RBD) project: Resist, Delay, Store, Discharge.

New Jersey Future is a nonprofit, nonpartisan organization that promotes responsible land-use policies to help revitalize cities and towns and create livable, resilient communities for all New Jersey residents. We are very interested in ensuring that this project maximizes the opportunity to keep people and property along the Hudson River safe from future natural disasters.

Our comments are focused on five main areas including the funding allocation, sea-level-rise projections, the concept screening matrix, vulnerable populations, and public involvement.

#### Funding Allocation

According to the draft scoping document, "[w]hile the funding allocation awarded in the CDBG-DR grant provides for the implementation of Phase 1 of the project, which includes the Resist component, the EIS and feasibility analysis will examine three Build Alternatives, as well as a No Action Alternative, for the entire comprehensive approach." Even if there is not enough funding for the entire project, the Phase 1 floodwall will not address flooding caused by smaller rainstorms, and perhaps could impede drainage.

**Recommendation:** Mitigation measures for inland flooding from rainfall events, not just coastal surge, must be integrated into the project if the goal of the funding is to create a comprehensive flood solution that will also address the flood risk that comes with precipitation. The document should explain explicitly how the funding will address interior flooding.

#### Incorporating Projections for Sea-Level Rise and Precipitation Events

The changing nature of flood risks, including risks that are associated with sea-level rise, demands conservative standards that will withstand the test of time and the forces of nature. The document discusses rising sea levels and the potential for this phenomenon to result in greater frequency of coastal flood events; however, it fails to make clear what sea-level-rise projections are to be used to guide the project.

Working for Smarter Growth...More Livable Places and Open Spaces

**Recommendation:** To ensure that the project mitigates risks from coastal and inland flooding and stronger storms, New Jersey Future recommends including in the scope:

- An official adoption of sea-level-rise projections for 2075 and 2100
- A detailed analysis of the flooding vulnerabilities today, in 2075 and in 2100, incorporating a range of projected extents of sea-level rise (low, medium, high) and projections of future precipitation patterns.
- Articulation of methods to protect infrastructure, not just residences, from current and future flooding risks so that when evaluating alternatives, there is transparency in how vulnerable infrastructure, such as storm sewers and outfalls, will be addressed.

#### Concept Screening Matrix and Co-Benefits

To determine the goals and therefore the matrices used to evaluate alternatives, it is essential to decide from the beginning what is being protected (residents, businesses, the most vulnerable, private property, infrastructure such as hospitals, roadways, mass transportation facilities, water supply and sewage treatment, energy distribution, etc.) and how priorities will be set.

**Recommendation:** The concept screening matrix needs to be explicit in identifying project goals and who is benefiting. In addition, since residents and businesses will be most extensively affected by the project, these stakeholders should have the opportunity to provide input into the development of the matrix itself, not just the final rankings from the matrix. Co-benefits of flood control projects should be clearly articulated and quantified, and considered in cost-benefit analyses. For example, by incorporating "green infrastructure" practices into efforts to control stormwater, communities and property developers can reduce energy costs, diminish the impacts of flooding, improve public health, and reduce overall infrastructure costs.

#### Vulnerable populations

The Socioeconomics and Environmental Justice technical sections say that social, economic, and demographic factors will be analyzed to determine if the project will have a disproportionate adverse environmental impact on vulnerable populations.

#### Recommendations:

- Studies should be performed that document how many people are currently living in locations vulnerable to flooding, whether if, as a result of the implementation of the projects chosen, residents, particularly low- and moderate-income and other vulnerable populations, will be protected from sea-level-rise-based flooding projected for 2100.
- During the hazardous-waste investigation, risks specific to vulnerable populations should be analyzed, findings should be distributed to these communities as well as the public as a whole, and discussed at a public meeting.
- Given the fact that flooding problems are not just at the water's edge and that LMI and other vulnerable residents must be protected from flooding, funding should be allocated for both coastal and inland flooding and not be spent solely to protect high end housing along the Hudson River Waterfront.
- Social workers in the target areas should be contacted to assist with identification of vulnerable communities and with communicating information about the project.
- 

*"The Study Area (defined as the City of Hoboken, extending into Weehawken and Jersey City, with the following approximate boundaries: the Hudson River to the east; Baldwin Avenue [in Weehawken] to the north; the Palisades to the west; and 18th Street, Washington Boulevard and 14th Street [in Jersey City] to the south)"*

The Study area needs to be extended South to 6<sup>th</sup> Street/Thomas Gangemi Drive and West to Washington Blvd. to include the entire Newport development. See site map attached<sup>2</sup>.

### 3.0 PURPOSE AND NEED

#### 3.1 Need

*"The City of Hoboken's exposure to flood hazard risks is evident by the number of properties included in the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP)."*

The Newport development's exposure to flood hazard risk has been determined by FEMA. Coastal flooding at Newport has the potential to impact forty six buildings and over sixteen thousand residents. Accordingly, Newport holds seventeen Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) policies with building and property coverage in excess of \$8.9 Million, in addition to private and excess policy coverage.

##### 3.1.1 Coastal Flooding

*"In addition, the surge flooded critical transportation infrastructure, including the Port Authority Trans Hudson (PATH) line at the Hoboken Terminal. Service on this line was not restored for several months."*

Within the Newport development there are numerous PATH facilities including the Newport PATH Station, PATH electrical substation, PATH escape chamber and PATH and Holland Tunnel ventilation buildings as well as the New Jersey Transit Light Rail station. Some of these facilities were also impacted by Superstorm Sandy and need to be considered within the study area of the project.

*"Within the Study Area, there were two main entry points for floodwater into interior portions of Hoboken): the area around Long Slip Canal and Hoboken Terminal in the south of Hoboken, and Weehawken Cove in the north."*

#### Public Involvement

Section 6.1 of the document refers to the project's Citizen Outreach Plan (COP) as the public involvement plan that will be implemented.

#### Recommendations:

- New Jersey Future reiterates the recommendations we made for the draft COP. Citizen Advisory Groups (CAGs) must be truly inclusive and allow for genuine dialogue, through clarification of composition, authority and meeting structure. For example, not only must those residents recommended by local officials be included, all residents not on a CAG should be encouraged at least to observe the dialogue. This can be accomplished by making public all CAG meeting dates, times and places.
- It should be transparently stated how the Dept. of Environmental Protection (NJDEP) and engineering consultant Dewberry will respond to comments and recommendations made by the CAG and the general public.
- As stated above, a proactive outreach and engagement program should be developed to ensure participation from vulnerable populations.

New Jersey Future looks forward to working with NJDEP, Dewberry, and the cities of Hoboken, Jersey City and Weehawken to assist in the design and implementation of a successful comprehensive resiliency initiative. We commend Hoboken Mayor Dawn Zimmer for her forward-looking flood resiliency initiatives and for creating a culture of openness that encourages inclusive community dialogue and outreach, and we hope her example is followed as the project moves forward.

Thank you for your consideration. If you have any questions, please don't hesitate to contact me at [csturm@njfuture.org](mailto:csturm@njfuture.org) or 609-393-0008, x114.

Sincerely,

Chris Sturm  
Senior Director of State Policy  
New Jersey Future



October 6, 2015

Via FedEx

Mr. David Rosenblatt  
NJDEP  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street  
P O Box 420  
Mail Code 501-01A  
Trenton, New Jersey 08625-0420

Re: Rebuild By Design: Hudson River  
Draft Scoping Document

Dear Mr. Rosenblatt:

We have reviewed the draft scoping document published September 8, 2015. An understanding and documentation of the overall strategy to fix Hoboken's flooding problem is needed in order to properly analyze alternatives. There are other initiatives that are aimed at dealing with the flooding within Hoboken and each of them will have an impact on the alternatives analysis for this project. Some of these initiatives are:

- A pump station in the H-1 drainage area was completed by the North Hudson Sewerage Authority in 2012 which allows for expelling water into the river, and it is has helped to alleviate, although not eliminate, flooding in Southwest Hoboken.
- A pump station is planned to be built in the H-5 drainage area of Hoboken.
- Development of Block 12 – an approximately one acre property which will be the first phase of a Southwest Park.
- NJ Transit is leading a project that will fill the Long Slip to an elevation above the FEMA base flood elevation. The project also includes construction on the filled area of six new tracks serving three high-level boarding platforms.
- Developer LCOR and NJ Transit have revised "The Crossing at Hoboken Terminal"<sup>1</sup> project plans, following Hurricane Sandy, adding new flood prevention

□ Newport  
111 Town Square Place - Suite 1505  
Jersey City, NJ 07310  
Telephone (201) 626-2010  
Fax (201) 626-2015

□ Newport Associates Development Co.  
40 West 57th Street - 23rd Floor  
New York, NY 10019  
Telephone (212) 708-6600  
Fax (212) 708-6641

□ SNP, Inc.  
225 West Washington Street  
Indianapolis, Indiana 46207  
Telephone (317) 636-1600  
Fax (317) 636-1600

4.0.4 Urban Design and Community Co-Benefit Design Elements

"A flood risk reduction system will reduce flooding risks at critical infrastructure and for the entire community but also can be used as a catalyst for urban design and neighborhood improvement. In conjunction with flood reduction system concepts, we will attempt to tie these concepts with a larger, productive open space and urban design initiative that serves as a community resource."

The master plan for Newport already includes urban design and public facilities. Newport is a master planned community with State of New Jersey Waterfront Development permits.

5.0 POTENTIAL REGULATORY APPROVALS

"In addition to NEPA requirements (including HUD regulations at 24 CFR Part 58 and CEQ regulations at 40 CFR Parts 1500-1508), the project will also be subject to numerous additional regulatory approvals. The following is a list of potential regulatory approvals that the Project will require. The EIS will discuss in detail the anticipated approvals that the Project will require."

What impact will the regulatory process have on Newport?

6.0 ENVIRONMENTAL IMPACT STATEMENT SCOPE OF WORK

6.2.4 Hazardous Waste

"In cases where remediation of a site is overseen by an LSRP, Dewberry will make attempts to contact the LSRP of Record for site specific information, if warranted. If a site is overseen by the NJDEP, the case manager will be contacted."

The Rebuild by Design Project is to absorb the cost of all associated LSRP activity and only information generally accessible to the public will be available.

"Participation in the LSRP program allows responsible parties to forward remedial activities in order to remain in compliance with NJDEP regulations and guidance."

The owner must be contacted for information related to remedial activities.

6.2.12 Socioeconomics

"Adverse impacts resulting from the build conditions may include the direct displacement of residents and/or businesses. Impacts to businesses would also include the loss or relocation of the any businesses and associated employees."

6.2.13 Land Use/Zoning

"This section of the EIS will examine each alternative's consistency with the existing land uses as well as proposed land uses within the Project Area as described in local master plans (such as the Hoboken Master Plan, last revised 2010) and redevelopment plans for Jersey City, Hoboken, and Weehawken, including the Western Edge Redevelopment Plan (2015) and Hoboken Yard Redevelopment Plan (2014)."

The Newport master and redevelopment plan needs to be considered.

6.2.16 Infrastructure

"For the purposes of this EIS, the various types of structures within the Study Area have been divided into three major broad categories:

- All types of buildings and waterfront structures
- Streets
- Transit and Railway Structures"

Environmental impacts to Newport Parks and recreation areas need to be considered. While open to the public, Newport Parks are privately funded, owned and maintained. These parks were built as a requirement of Waterfront Development permits.

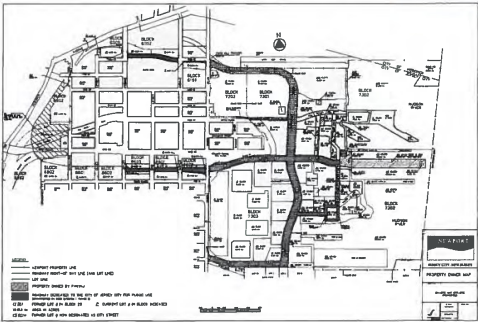
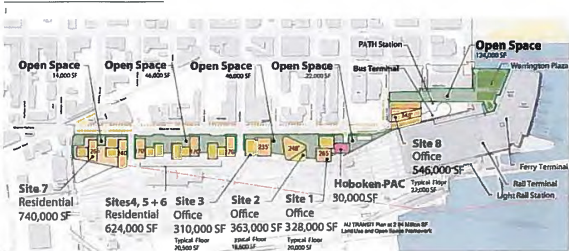
We look to see these considerations made in the final version of the scoping document. Please call me at (201) 626-2010 if you have any questions or require additional information.

Very truly yours,

Marsilia A. Boyle  
Senior Vice President

Enclosures

cc: Jessica Tribble  
Michael Sabet  
Kostas Svarnas  
File



Sliker, Laura

From: DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>  
Sent: Thursday, October 01, 2015 1:42 PM  
To: Smith, Lawrence  
Cc: Spahn, Kenneth; Sears, Michael (NJ); Parab, Rahul; Reinknecht, Dennis; Schwarz, Frank; DEP rbdh-archive  
Subject: FW: Rebuild by Design Hudson River Project Scoping Document Comment

Larry,

I am forwarding you the comments we have received so far on the Scoping Document. I will send them as five different emails just so you can keep them separate and straight. Additionally, could you let me know how you are progressing on the Scoping Document responses and when you may have some slides for us to review for the CAG meeting.

Thanks

Clay Sherman, Environmental Specialist 3

Project Manager - Hudson River Rebuild By Design  
Office of Flood Hazard Risk Reduction Measures  
501 East State Street, P.O. Box 420  
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From: Robert Sternlieb [mailto:robert.sternlieb@gmail.com]  
Sent: Monday, September 28, 2015 6:35 PM  
To: DEP rbd-hudsonriver  
Subject: Rebuild by Design Hudson River Project

Hello,

I attended the 9/24 meeting. It was very interesting. Thank you.

I have a couple of comments/questions.

During the presentation it was discussed that one of the projects milestones would be to get to 5 concepts, then 3 alternatives and finally to one preferred alternative.

There are 2 major locations where coastal surge has been known to enter Hoboken: one at the south near the Hoboken Terminal; and the other in the north at Weehawken Cove. Will those two locations be treated separately and potentially have different solutions?

Sliker, Laura

From: DEP rbd-hudsonriver <rbd-hudsonriver@dep.nj.gov>  
Sent: Tuesday, October 13, 2015 9:30 AM  
To: Smith, Lawrence  
Cc: Spahn, Kenneth; Sears, Michael (NJ); Parab, Rahul; Reinknecht, Dennis; Schwarz, Frank; DEP rbdh-archive  
Subject: FW: Rebuild by Design Hudson River Project Scoping Document Comment

Larry,

4 of 10

Clay Sherman, Environmental Specialist 3

Project Manager - Hudson River Rebuild By Design  
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From: Phil Jonat [mailto:philip.jonat@gmail.com]  
Sent: Thursday, October 08, 2015 9:21 PM  
To: DEP rbd-hudsonriver  
Subject: RBD Hoboken Draft Scope comments

October 8, 2015

Mr. David Rosenblatt, Director

Office of Flood Hazard Risk Reduction Measures

401 East State Street, Mail Code 501-01A,

PO Box 420, Trenton, NJ 08625-0420.

Via email: [rbd-hudsonriver@dep.nj.gov](mailto:rbd-hudsonriver@dep.nj.gov)

Dear. Mr. Rosenblatt,

Below are my comments on the Draft Scoping document.

Combined Sewage Overflows are a major problem in this town. They turn all flood events into a public health problem. This EIS should evaluate whether these problems are equal to or worse than the coastal flooding issues. Regardless, CSOs should be an elevated concern within the EIS moving forward.

Unless required by law, I recommend that the draft scoping document should remove the following language, "Phase 1 includes...funding for the implementation of the Resist component" of the project. This statement is included in 1.0 Exec Summary and 2.0 Background and 2.2 Proposed Project. The project that should be funded should be the most effective project as shown by the EIS, not just the Resist component of the OMA study.

I suggest that another measurement of success by added to 1.0 Executive Summary and 3.2 Goals/Objectives: Long Term Cost Effectiveness of the project. This is often missed at the beginning of a project. Hoboken residents may or may not be able to effectively pay for maintenance of a flood control district. Locally maintained flood control districts in New Orleans were not fully funded and maintained, causing further damage and destruction during Hurricane Katrina.

Green infrastructure should be emphasized as much as possible because I believe it has the largest co-benefits. Hoboken has some of the lowest green space per capita, even compared to other high density cities.

Water efficiency can play a role in this project as well. It tends to be very low cost and effective at reducing CSOs. How much does this impact flooding? Please explore how much this impact has on flood events.

Finally, I would like to also add a second vote for the CAG's request for better data from North Hudson Sewer Authority. Open data is a key component to moving forward with alternatives and promoting future solutions (that can't yet be predicted).

Data, Infrastructure and Utilities: Develop a Strong and Thorough Baseline Data Set/ p. 25, p.32, p.33

The Draft Scope is fundamentally flawed by failing to address, consider, or improve the dearth of available and reliable data on the current sewage and stormwater management system in operation and controlled by North Hudson Sewerage Authority. For a project involving this amount of money, focused on such a small geographic area, where the urban fabric is both dense and relatively old, any resultant Alternative must be based on a strong understanding of the existing system. Given the lack of information held by the public, including residents and ratepayers, as to the myriad causes of the Sandy storm surge flood, it should be a clearly stated priority for Data Collection in any EIS for such a project

that obtaining, verifying, and refining this baseline data is fundamental to the most basic level of due diligence that is needed for ANY Build alternative to be potentially moved forward towards inclusion in a Record of Decision.

As part of this Scope of Work the process needs to develop a strong baseline of data relating to the existing wastewater and stormwater collection systems. This data should include:



The Draft Scoping Document, consisting of 36 pages, while being comprehensive in stating the extent of the problem of flooding in the Study Area, defined on page 7, and setting forth generally “the Proposed Project actions” is deficient in the following respects.

1) Although a major report cited on page 12, under **Article 3.1.2, Systemic Inland Flooding**, entitled, Street Scale Modeling of Storm Surge Inundation along the New Jersey Hudson River Waterfront, Stevens Institute of Technology, Davidson Laboratory, October 2014, (hereinafter “Stevens Storm Inundation Report”) provides a measure of the total volume; source and directions of flow of floodwaters that entered the Study Area during the Hurricane Sandy storm surge; the Draft Scoping Document provides no information with as much specificity as to what countervailing measures the project engineers propose to take ( i.e. resist, delay, store) to address such expected levels of floodwaters in the event of a storm of the magnitude of Sandy strikes the area again. For example, although it is admitted in the Draft Scoping Document that: “If the storm-sewer flow volume exceeds the limited treatment volume capacity of the WWTP” [(between 32 and 36 million gallons per day)” which it did by 430,000,000 gallons when 466,000,000 gallons of floodwaters, according to the Stevens Storm Inundation Report, entered the interior areas of Hoboken,] “a portion of the storm-sewer flow volume outflows into the Hudson River through various outfalls located along Hoboken’s waterfront.” But if such a large volume has to pass into the Hudson River outfalls, but those outfalls may not be available as the Draft Scoping Document also admits, when the increased level of the Hudson River during high tides and storm surges exceeds the distance of the outfalls from the normal high water mark of the Hudson River during non-storm conditions and low tides what is to be done with the huge volume of excess water under the Project. This seems to be unsolvable problem for preventing the flooding unless the Subject Matter Experts envision resist, store and delay measures as sufficient to offset the immense volume of floodwaters that for all intents and purposes cannot be discharged through the Hudson River outfalls. The Draft Scoping Document neither addresses these issues qualitatively, much less quantitatively, despite the fact that in the latter case the Stevens Storm Inundation Report provides a true historic benchmark for the nature and magnitude of inland flooding during major storm events caused by this phenomenon.

2) Since issuing the Draft Scoping Document the City of Hoboken has taken steps toward addressing the issue of inland flooding by proposing to purchase two parcels of land currently owned by BASF Industries, formerly the Cognis/Henkel Chemical Company, and build a large retention pond in the western area of Hoboken to store excess floodwaters when discharge through the Hudson River outfalls is prohibited by conditions described in point 1. Despite the

fact that such proposal is fraught with issues concerning the presence of hazardous wastes leaching into the retention area as a result of documented on-site disposal of hazardous wastes by the previous owners, the Draft Scoping Document, in 6.24 Hazardous Waste, fails to consider the impact of such hazardous wastes on the overall Project or specifically the feasibility of the proposed retention pond and its impact, if any, on the handling of the excess storm water when the Hudson River outfalls are blocked as discharge points because “No acquisitions of private land are anticipated as :part of the Project,.” Whether the proposed purchase of the BASF property indeed was not anticipated by Dewberry Engineers, Inc., the author of the Draft Scoping Document, or the State of New Jersey Department of Environmental Protection, as lead agency in the Project, is irrelevant now that the City of Hoboken has explicitly indicated its intention to proceed with the purchase and eventual construction of a park and underground retention facility to store excess storm water when the Hudson River outfalls operated and controlled by the North Hudson Sewerage Authority are not available. The Draft Scoping Document, therefore, should not be finalized until an amended Draft Scoping Document has been issued by NJDEP , and the public comment period has been reopened for an additional thirty days from the issuance of such amended Draft Scoping Document addressing both the impact of the BASF property facility to store excess storm water during times of potential inland flooding and the impact of the hazardous wastes potentially accumulating in the retention pond if all existing contamination is not removed or treated on site prior to its construction or contained after to its construction.

In conclusion not only does the Draft Scoping Document fail to address the manner in which these specific concerns are to be remedied, but also is incomplete in its scope by failing to take into account new facts that have surfaced since the draft was completed and despite the fact that the draft specifically provides that “should it be determined that such acquisitions are required, further investigation into those properties may be warranted.”

Presented by Richard M. Weinstein, Esq.

[Justicemartin@msn.com](mailto:Justicemartin@msn.com)

October 9, 2015



October 9, 2015

Mr. David Rosenblatt  
Director  
Office of Flood Hazard Risk Reduction Measures  
401 East State Street, Mail Code 501-01A  
Trenton, NJ 08625-0420

Dear Director Rosenblatt,

Please accept the following scoping document comments on behalf of my administration.

Pg. 1: The executive summary should be simplified and provide the reader with an understanding of what the scoping document will present. This includes a brief background (the impacts from Sandy, recurring flooding issues within the project area, the uncertainty of future flood events) which establishes the need for the project. The executive summary should also state the purpose of the project and the four project strategies (RESIST, DELAY, STORE, DISCHARGE). The executive summary should help the reader understand how the feasibility study and EIS will analyze alternatives and produce a preferred alternative based upon screening criteria. Part of the narrative uses language that sounds like the intent of this project is to prevent consequences similar to Sandy - when the objective of the project is better expressed in reducing flood risk to a yet to be specified level of protection. In places, the language used to summarize the project is difficult to understand. Perhaps an improved summary might be: The Project is a comprehensive urban water strategy to reduce flood hazard and flood-related public health risks while leveraging infrastructure investments to enhance urban livability. Amending the preceding sentence should occur throughout the document.

Pg. 3: The project background should paraphrase and expand upon language from the executive summary. The background should provide the reader with the appropriate context to understand how the purpose and need for this project have been developed. This includes a history of flooding in the project area, as well as the Rebuild by Design competition.

Pg. 5: The study area map should reflect current Hoboken Open Space.

Pg. 6: The scoping document should clarify how the preferred alternative will be memorialized and presented to the public. Specifically, this document should identify how the “master plan” for this project will address operations and maintenance, ownership, cost strategies for financing subsequent phases, and how long term plan amendments should be handled.

Pg. 7: Much stronger language should be used to describe interconnections between this project, the Long

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Slip Canal project and the North Hudson Sewerage Authority's long term control plan (LTCP). North Hudson's LTCP will address water quality issues, while this project will focus on water quantity issues. The combinations of water quality and quantity issues are systemic along urban coastal waterfronts, and this topic should be addressed in the scoping document. The scoping document should speak to strategies and implementable goals and objectives that are consistent with the LTCP. Moreover, the Long Slip Canal project has the potential to mitigate flooding effects if coordinated as a resiliency strategy as part of this plan.

Pg. 7: Section 3.0 - The project purpose should emphasize the need for protection from storm surges, spring tides, sea level rise and rainfall events. Suggested language: “The Study Area, comprising the entire City of Hoboken, and adjacent areas of Weehawken and Jersey City (see Figure1), is vulnerable to flooding from **high tides or spring tides**, coastal storm surge and inland rainfall events. The purpose of the project is to reduce the **short and long term** flood risk to flooding areas within the Study Area. The project intends to minimize the impacts from surge, **tidal** and rainfall flood events on the community, including impacts to public health, while providing benefits that will enhance **quality of life**, recognizing the unique **opportunities and constraints** within a highly developed urban area.”

Section 3.1 - The project need should be split into three interconnected types of flooding that characterize and differentiate between coastal storm surge and high tides, springs tides and sea level rise and rainfall flooding. The scope of work should also discuss and explore the interplay between groundwater elevation, nuisance flooding and coastal storm surge events. There should be sufficient data collected to understand if or when seepage, backflow or other types of underground water movement effects the interior project area.

Pg. 13: Section 3.2 - Goals and objectives should be stated in terms that are clearly either a goal or objective. A goal is an overarching principle that guides decision making while objectives are specific, measurable steps that can be taken to meet the goal. For example a priority goal for this project is to reduce flood risk from storm surge. There should be stronger language in the goal statements that tie this project to the success of the resist strategy.

Pg. 15: Project concepts should be developed to address the impacts from three types of flooding:

- coastal storm surge
- tidal flooding (high tides, spring tides and sea level rise)
- and systemic inland flooding associated with rainfall

Pg. 15: Provide a laymen’s explanation of what “site and reach based” mitigation strategies mean to a member of the public un-informed on these terms.

Pg. 33 The scoping document should address the impact to emergency services for ingress, egress, circulation or access as it relates to proposed changes to the project area during construction, following project closeout, and during an emergency deployment.

As always, we are looking forward to working with your staff on implementing this tremendously important project.

Sincerely,

  
Mayor Dawn Zimmer