July 31, 2019

Hoboken Records Storage Building @ Observer Highway, Hoboken

Date of Investigation: July 31, 2019

Performed by:
Andrew Marino, PE
Director of Civil and Structural Engineering
Lic# GE 29923
Attendees: John Drager (B and B)
Alexander Salazar (NJT Intern)

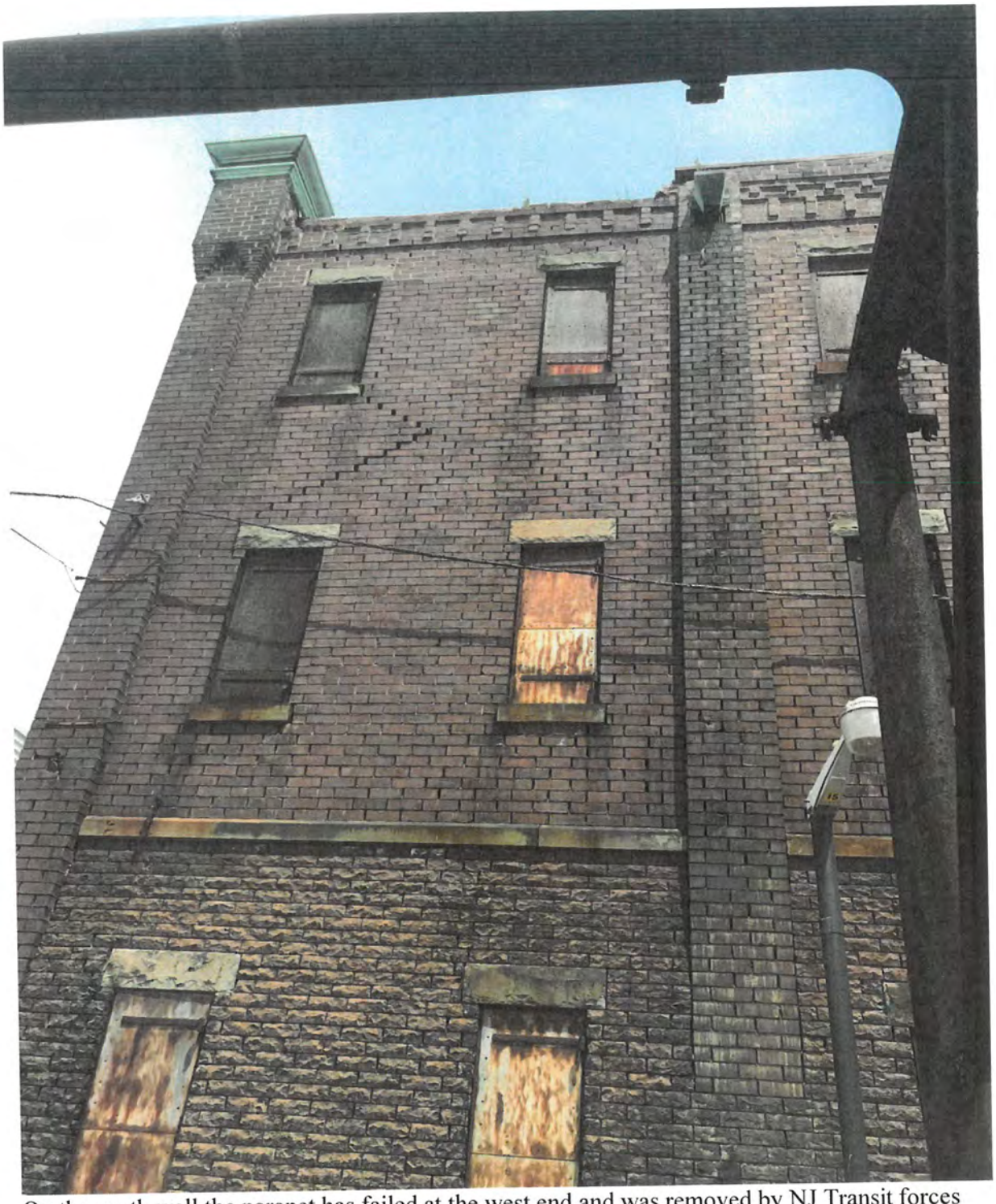
Findings:
The Design Services Unit was requested on July 31, 2019 to investigate the integrity of the above building. I performed a cursory inspection of the building to determine if it was in any immediate distress and noted the following:

NORTH

AERIAL VIEW

The west wall appeared relatively stable with the exception of a large separation at the lower north end of the wall which contained a wide crack near grade. The mortar over most of this wall was severely relieved and will be difficult to point properly due to the depth of mortar loss and narrow joint width.

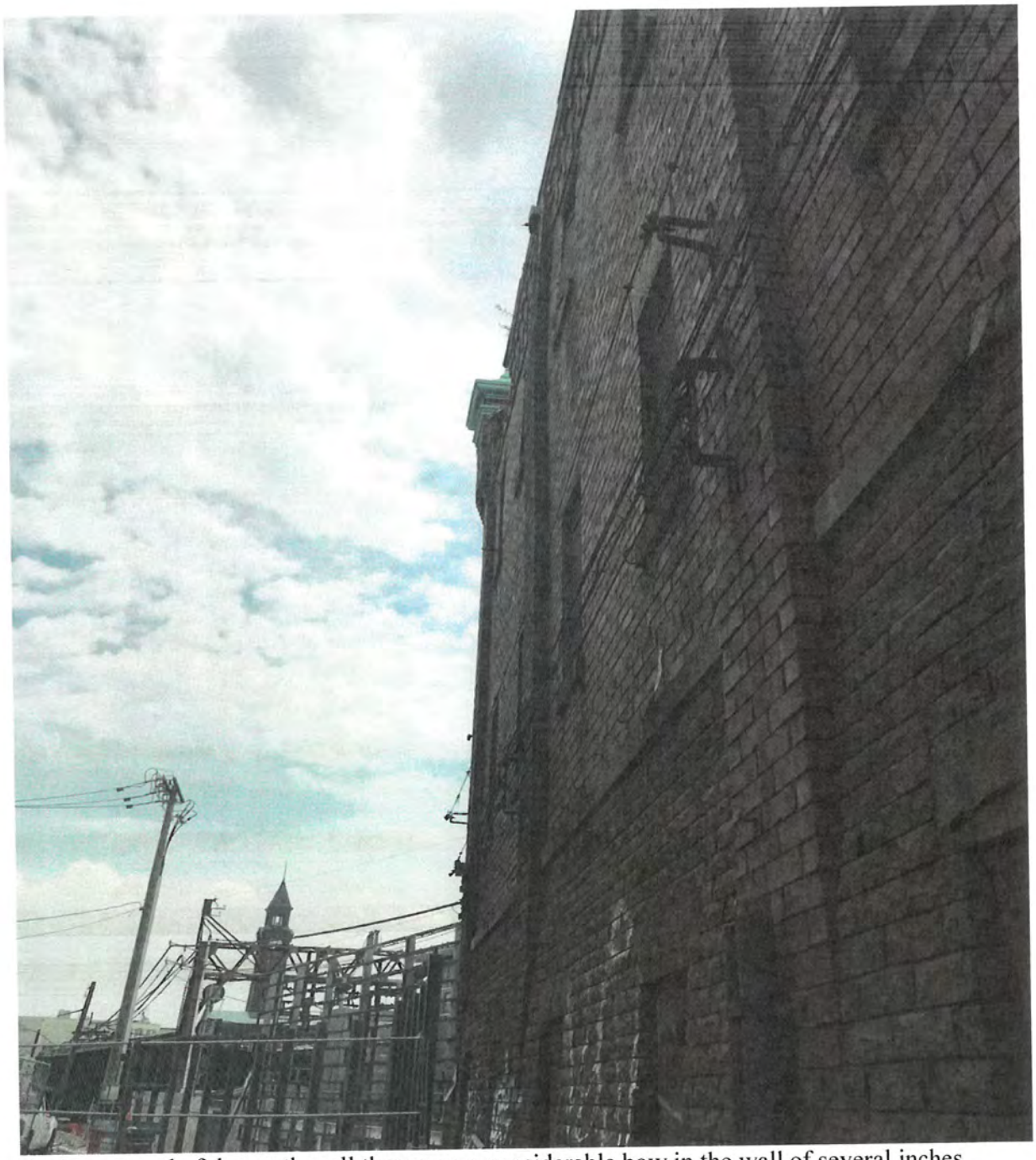
The area along the south side of the building was already secured with barricades against falling bricks. As noted in the photos below the south parapet has failed presenting a hazard to workers who normally traverse this area.



On the south wall the parapet has failed at the west end and was removed by NJ Transit forces about 7 years ago. There is a large diagonal crack above the second floor windows with the surrounding brick being displaced slightly outward.

The parapet along the south wall was also displaced at the top as depicted in the photo in the area above the light pole.

At the north wall the parapet has failed and was being removed on the east end by NJ Transit forces at the time of the inspection.



At the east end of the north wall there was a considerable bow in the wall of several inches starting around the top of the first floor. I did not enter the building due to its unsafe condition, but I suspect the steel floor beams which connect the north wall to the floor system have corroded or otherwise lost their connection to the floor systems which brace the perimeter walls. The perimeter walls appear to be load bearing and vertically supporting the floors inside the building. If the north wall collapses it could lead to a catastrophic collapse of the attached floor systems and building itself. This presents a significant hazard to personnel and surrounding structures as well as the general public since it is not far back from the sidewalk area.

SUMMARY

This building is in danger of at least a partial or possibly a total collapse at this time. I believe ongoing water intrusion, seismic activity, a major storm event, etc. could lead to failure of the north wall, the northeast corner of the building or worse.

Consideration should be given to removal of the building or at the very least, removal of the parapets and significant reinforcement of the north wall. The best long term solution would be to demolish the building as restoration of this structure to assure its future integrity would most likely require an environmental remediation and would require rebuilding much of the building in sections while shoring all of the interior floors for temporary support.

HOBOKEN

Ravinder S. Bhalla
Mayor

CITY OF HOBOKEN
Hoboken Historic Preservation Commission
94 Washington Street
Hoboken, New Jersey 07030
www.hobokennj.gov/municipal-boards/historic-preservation-commission

August 9, 2019

Kevin S. Corbett
President & CEO, NJ Transit
1 Penn Plaza East
Newark, NJ 07105
kcorbett@njtransit.com

RE: Preservation of Historic Records Building, Hoboken, NJ

Dear Mr. Corbett,

I am writing on behalf of the Hoboken Historic Preservation Commission regarding a proposed demolition of the Records Building on the Erie Lackawana site here in Hoboken.

On August 6, 2019 Ann Holtzman, Zoning Officer and Administrator for the Hoboken Historic Preservation Commission, took a call from John Geitner of NJ Transit. The gist of Mr. Geitner's call was to determine the procedure for demolishing a building on the Erie Lackawanna site, specifically the Records Building. Mr. Geitner stated that the building had withstood some damage in a recent storm and that there were other structural issues with this building and so NJT would like to take it down.

First, I have to say that this has taken us totally by surprise. I had correspondence with Ms. Callendar on 6.28.2019 in which we spoke of other work going on at the Erie Lackawanna Terminal. At that time, I also voiced the Commissions interest and concerns about the Records Building and she had promised to keep us apprised of any plans or developments in that regard. Needless to say, a phone call requesting demolition procedures is not exactly what we had in mind. It is also worth noting that the Records Building is mentioned multiple times in the Hoboken Yards Redevelopment Plan of October 2014, and in the currently proposed amendments to that plan. In the 5 years since the plan was published, and for many years prior, nothing has been done to preserve or stabilize the Records Building. This basically amounts to demolition by neglect. So, there is really no surprise that Mr. Geitner finds the building to be in disrepair.

With that said, disrepair is not a substantiating cause for demolition. This building was built to house tens-of-thousands of drawings for the railroad. Everything from the actual plans for the Terminal Building in Hoboken to working drawings for track configurations, other stations and terminals and all manner of engineering necessary to the safe and efficient operation of the railroad & ferry. The net result of this archive would have most likely been several thousand tons of paper. It is no accident that the Records Building resembles a fortress for its primary purpose

was to protect the intellectual property of the Erie Lackawanna Railroad. Like any fortress, I'm quite sure that, if anything, it was overbuilt to ensure its mission.

Here in Hoboken we are making a concerted push to protect our historic assets and make people aware of the value of historic preservation. Aside from the obvious, preserving history, historic preservation creates destinations for people to visit which, in turn, creates commerce which benefits both the City and property owners. The Records Building is situated in a unique spot just off Washington Street, our main thoroughfare, and just steps from the PATH train where one can imagine all manner of commercial endeavors. One very popular enterprise these days is shared workspace. Regardless of its final use, the Records Building is an important architectural asset to the City of Hoboken, and we are hoping that we can count on your cooperation to rehabilitate this building and return it to its former glory.

Thank you in advance for your help, cooperation, and sense of urgency in this endeavor. Please feel free to let me know if there is any information or other services the Commission or City can provide that will aid you in taking the necessary action to protect and preserve this important asset.

Sincerely,

Steve Zane, Chairman
Hoboken Historic Preservation Commission

Cc: Paul Wyckoff, Chief of Government & External Affairs; pwyckoff@njtransit.com
Eric Daleo, Director of Capital Planning & Projects; edeleo@njtransit.com
John Geitner, Sr. Dir. Energy, Environment & Sustainability; jgeitner@njtransit.com
Dana Callendar, Manager, Environmental Compliance; dcalendar@njtransit.com
Ravi Bhalla, Mayor of the City of Hoboken; rbhalla@hobokennj.gov
Chris Brown, Director of Community Development; cbrown@hobokennj.gov
Ann Holtzman, Zoning Officer & HPC Administrator; aholtzman@hobokennj.gov

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

August 12, 2019

Mr. Steve Zane, Chairman
City of Hoboken
Hoboken Historical Preservation Commission
94 Washington Street
Hoboken, NJ 07030

Re: Preservation of Historic Records Building, Hoboken, NJ

Dear Mr. Zane,

Thank you for reaching out to us so quickly after being made aware of our intentions to demolish the Erie-Lackawanna records building situated along Observer highway adjacent to the Hudson Street. We understand your concerns and offer apologies for the short notice of the work to commence. The decision to demolish the building was made based on recent events where a portion of the building parapet collapsed and fell to the ground. Upon closer inspection of the building, it was found that much of the structure, the parapet and the brick walls in particular, were in danger of collapse from bowing and deterioration. This inspection was performed by a licensed structural engineer registered in the state of New Jersey with over 30 years of experience. The engineer's conclusions also specifically precluded entry into the building for safety reasons. Without safe access into the building, stabilization of the structure is no longer an option available to us.

As you know, the records building is situated in an area that is surrounded by pedestrians, bikers, our workers, our rail infrastructure, and Observer Highway. New Jersey Transit's first and foremost concern in the safety of the public and our staff. Given the recent falling materials and the noted condition of the structure, we have no other choice but to demolish it in the interests of public safety.

Please note that we will be taking measures to document the building for historical reasons prior to demolition. Photography of the building is currently underway, and a drone flight recording of the structure will be performed in the coming weeks. We will gladly make these materials available to your office.

Thank you,

Richard Schaefer, PE
Chief Engineer, Design & Environmental
NJ Transit Corp.

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
MAIL CODE 501-04B
P.O. BOX 420
TRENTON, NJ 08625-0420
TEL: # 609-984-0176 FAX: # 609-984-0578

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

October 2, 2019

Mr. Daniel Moser
Region 2 Office
Federal Transit Administration
One Bowling Green, Room 428
NY, NY 10004

Re: Proposed Demolition of Records Storage Building, Hoboken, NJ

Dear Mr. Moser,

I am writing in response to your voicemail received by Meghan MacWilliams Baratta, of my staff, on September 30, 2019 noting that Federal Transit Administration (FTA) will initiate Section 106 consultation regarding the proposed demolition of the Records Storage Building on Observer Highway in Hoboken, NJ. The Records Storage Building is a contributing building to both the Delaware Lackawanna and Western Railroad Historic District, as well as the Hoboken Historic District, both of which have State Historic Preservation Officer's Opinions of Eligibility. You had noted that FTA would initiate Section 106 consultation because of the 2001 Programmatic Agreement (PA) that FTA signed for the Hoboken Terminal and Yard Master Plan Project. Because the Records Storage Building falls within the area of potential effects (APE) of the FTA funded Hoboken Terminal Signal Power and Yard Major Electrical Systems Repairs Project (HPO project # 16-0773) and a new pole is proposed at the base of where the Records Storage Building now stands, the HPO recommends that this proposed demolition be reviewed as part of the Hoboken Terminal Signal Power and Yard Major Electrical Systems Repairs Project Section 106 review as well as for the 2001 PA. The HPO recommends that the public be given the opportunity to comment on the proposed demolition of the Records Storage Building as part of these reviews.

We look forward to consulting with you regarding the proposed demolition of the Records Storage Building. Please feel free to contact Meghan MacWilliams Baratta, of my staff, at 609-292-1253 or Meghan.Baratta@dep.state.nj.gov if you have any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

KJM/MMB

Cc: Sharyn Lacombe AICP, FTA FPO, via e-mail
John Geitner, CHMM, NJ Transit, via e-mail
Sarah Stokely, ACHP, via e-mail
Hoboken Historic Preservation Commission, via e-mail

STV INC.
225 PARK AVENUE SOUTH
NEW YORK, NY 10003

CLIENT: NEW JERSEY TRANSIT
PROJECT TITLE: RECORDS BUILDING
SITE LOCATION: HOBOKEN, NEW JERSEY

DRAFT, DELIBERATIVE, CONSULTATIVE
ISSUED: 10/30/19

SITE REPORT – SITE MEETING

REPORT:S-01				
Temperature	50°F			**Inspection Date:** 10/16/2019
Weather	Cloudy			**Day:** Wednesday

AGENDA: Evaluate the condition of the building's structural system.

ATTENDANCE: John Pavel, (STV Inc.) Andrew Suozzi (STV Inc.)

GENERAL:

The Records Building is located at Hoboken Terminal along Observer Highway on the north side of the yard. The Records building is adjacent to the newly constructed Observer Highway Substation and cracks visibly observed in the Records Building façade have raised concerns for both the safety of pedestrians walking near the building and the possibility that the new substation could sustain damage should bricks fall away from the building's façade. NJ Transit has had their own Structural Engineer perform an evaluation of the building's condition, and NJ Transit has requested that STV provide an independent evaluation of the building's condition.

NJ Transit has provided four existing drawings of the Records Building, and these are believed to be the only drawings that are available/in existence. The drawings indicate that the Records Building was constructed in approximately 1904 and is a two story rectangular brick structure with 16 inch thick exterior bearing walls on all four sides with no perimeter columns and dimensions of approximately 96 ft. long x 24 ft. wide.

Due to concerns about the structural stability of the Records Building, and the safety of the inspection team, NJ Transit did not permit STV to access the interior of the building, accordingly all observation of the building are being made from the visual inspection of only the exterior of the building. The inspection was aided by pictures and video taken with the use of a mechanical drone that were provided to STV by NJ Transit. The drone photography provided pictures and videos of the roof and several inaccessible places at the roof cornices (turrets located at the corners of the building).

With these limitations, the structural evaluation of the brick Records Building focused on the current status of the parapets, roof and the brick exterior wall. In general, the entire building has a significant water infiltration problem beginning at the roof parapets, which is the main cause of the structural defects identified within this report.

ISSUES:

1. Exterior walls

- The perimeter bearing walls show diagonal cracks, which formed in the grout lines due to the expansion and contraction of the brick, being subjected to moisture infiltration. The water, present in the grout lines would freeze and expand, making the grout lines wider with each cycle. The observed grout line cracks were noticed mainly on the two 96 ft. long brick bearing walls. The design of the exterior bearing walls did not consider or incorporate any vertical expansion joints in the brick, and this is one of the main contributing causes for the damage of the building's structure.
- The perimeter bearing walls in some areas of the building appear to be bowing. As the second floor of the building is framed into the perimeter bearing walls it is likely that connection between the second floor and wall is compromised.

2. Parapets

- The parapets are deteriorating and are visibly damaged, mainly at the four cornices (turrets, located at building corners), and portions of them are entirely missing. In some segments of the parapets, the top stones were observed to be displaced from their original locations. The anchorage of the top stones is questionable, and is probably missing. These stones could fall away from the building and this creates a hazardous condition and a danger to the pedestrians walking close to the building and could cause damage to adjacent structures.

STV INC.
225 PARK AVENUE SOUTH
NEW YORK, NY 10003

CLIENT: NEW JERSEY TRANSIT
PROJECT TITLE: RECORDS BUILDING
SITE LOCATION: HOBOKEN, NEW JERSEY

DRAFT, DELIBERATIVE, CONSULTATIVE
ISSUED: 10/30/19

SITE REPORT – SITE MEETING

3. Roof

- According to the pictures, taken by the drone camera, the concrete roof shows visible deterioration at the corners of the building, and deterioration extends to the sides of the bearing walls. These conditions allow water to infiltrate the building and the grout lines between the bricks. The grout lines in these areas exhibit noticeable widening that continues from the roof level down towards the ground and is pushing the brick cornices away from the building. There is a substantial accumulation of soil and other debris along the roof valleys, adjacent to parapets, where further damage of concrete roof can be expected to only further deteriorate.

4. Cornices

- The cornices (turrets located at the corners of the building) have shown the most noticeable damage. Cracks, stemming from the end of parapet at the cornice, continue down in a zig-zag direction, through the window openings, all the way to the first floor. The cornices, being part of the bearing wall have been pushed out, caused by expansion of frozen water in the grout lines. The lateral movement at the top of the cornices is estimated to be approximately range between ½ inch and 2 inches out of plumb. The partially separated end cornices from the bearing wall are also slightly leaning and need to be stabilized (tied back to the exterior shell), or they could eventually fall away from the building creating a hazardous condition and a danger to pedestrians walking close to the building, and could cause damage to adjacent structures..

5. Summary and Recommendations

- The Records Building has significantly deteriorated due to years of water infiltration into the exterior walls of the building. Based on our field observations the building has noticeable structural defects in the structural brick bearing walls, parapets, roof structure and cornices that are integral to the exterior structural brick bearing walls that are the result of the freeze and thaw cycles associated with moisture that has infiltrated the grout lines. The building design did not consider or incorporate expansion joints, which would have allowed for movement of the structural brick bearing walls and possibly minimized cracking associated with moisture infiltration of the grout lines. Since the building was not designed to accommodate the expansion and contraction of the brick/mortar, structural defects have developed and the crack lines and have progressed to the point that portions of the façade and exterior structural walls may become loose and fall away from the building. In addition, the bowing of the exterior walls indicates that there is likely a structural defect in the connection between the second floor and the exterior bearing walls. These structural defects are creating hazardous conditions to both the public (pedestrians walking near the building), and adjacent structures. Due to the extensive amount of damage and hazardous conditions present, it is our recommendation that the building be demolished.

- STV recognizes that this building is located within the Hoboken Historic District, and is of historical significance, but the damage is pervasive and any attempts to repair the building would only delay the need to demolish the building instead of eliminating this need. Additionally, the repair work will likely require the workers to enter hazardous and possibly unsafe conditions, which may ultimately be the determining factor that repair work not possible. Any attempted repair would significantly impact the aesthetics and historic character of the building and would likely not be able to be performed in accordance with the Historic Preservations Standards and Guidelines. A repair would likely consist of the following elements:

    - The existing roof will require full restoration of surface concrete.
    - The parapet stones will need to be fully anchored to the parapet brick, and missing parapet bricks will need to be replaced.
    - The cornices would require full tie-back straps installed across the cracks that separate the cornices from the bearing walls. Exterior tie-back straps would be through bolted to the brick walls and supplemented with tie-bars that surround the entire building so that the cornices are pulled in towards the building lines and are clamped to the exterior walls.
    - Steel strapping and tie-bars similar to the cornice tie-backs will likely be needed at multiple levels.
        - While the tie-bars would help to prevent further displacement of the perimeter walls and cornices, these may move the stress points and eventually cause damage to occur in other areas of the building

SITE REPORT – SITE MEETING

that may not have been anticipated. This could possibly be mitigated through the use of slotted holes in the tie-bars and/or straps that would allow movement, while preventing the perimeter walls and cornices from falling away from the building.

- The visible cracks would need to be infilled with joint filler to stop any further penetration into the exterior brick.
- Pointing of all bricks will be required with special attention to the area below the parapet

These repair items will require access into the building, it is unknown if they can safely be performed as the building was deemed not safe for entry. An interior evaluation will be necessary to determine if these repairs are feasible and can be performed in a safe manner.
It should also be noted that if these repairs could be fully implemented, there is no guarantee that additional wall cracks will not appear due to the age and state of the existing brick mortar and additional water infiltration.

- Since repairs will only delay the need to demolish the building, the repairs will significantly alter the aesthetic of the building, and existing condition presents hazardous and un-safe conditions, it is our recommendation that the Records Building be demolished.

6. Other Observations and Comments

- The interior of the building was not inspected and it is unknown if repairs are required inside the structure. Substantial water penetration has occurred, and interior repairs may be required to interior structural elements.
- Please note that this site visit was intended only for general observations of the existing conditions as visually observed from the exterior of the building. The visit was not intended to be a full assessment of the existing condition or the adequacy of all components of the structure. Access into the building was not possible due to unsafe conditions throughout. There may be deteriorated or inadequate conditions that were not observed in other areas.

STV INC.
225 PARK AVENUE SOUTH
NEW YORK, NY 10003

CLIENT: NEW JERSEY TRANSIT
PROJECT TITLE: RECORDS BUILDING
SITE LOCATION: HOBOKEN, NEW JERSEY

DRAFT, DELIBERATIVE, CONSULTATIVE
ISSUED: 10/30/19

SITE REPORT – SITE MEETING

Photo 1: Deteriorated Parapet	**Photo 2: Roof filled with debris on deteriorated concrete**
	
Photo 3: Diagonal crack below the cornice	**Photo 4: One of the cornices separated by crack from the adjacent brick wall**
	
Photo 5: Separation of cornice at a different location	
	

John Pavel, P.E.

Senior Structural Engineer

Mr. Pavel is a senior structural engineer with more than 37 years of experience providing design and inspection services for a wide range of transportation, healthcare, educational, residential and commercial facilities. He has been responsible for complete structural design, including foundations, steel composite beams and steel columns, floor and roof framing, and braced steel frames. Mr. Pavel has also prepared contract drawings and specifications and coordinated projects with other trades during design and construction administration activities. He has collaborated with architects, civil engineers, geotechnical engineers, and mechanical engineers to determine framing plan layouts and the placement of lateral frames and braces.

Project Experience (Historic Facilities Only)

NJ TRANSIT Hoboken Terminal and Yard Hurricane Sandy Recovery Program - Structural Engineer

Provided structural engineering designs to support the restoration and flood mitigation for the historic Hoboken Terminal in New Jersey, which was part of the old Lackawanna Rail Road (built year 1907). The Train Terminal and the Yard in Hoboken suffered extensive damage from the storm surge during Hurricane Sandy in 2012. The scope of services includes comprehensive engineering restoration and repair designs for work throughout the entire yard, including the waiting room, terminal building, ferry operations, wheel true building, train washer, engine house, and yard facilities/systems (signal power distribution, wayside power systems, and building power distribution). The goal of this program is to restore all items and systems that were damaged during the storm and to restore many of these items in a resilient manner that will prevent or limit damage during future storm surges while minimizing the impacts to historic fabric. In addition, some items and systems are being hardened to prevent water intrusion during future storm events. Mr. Pavel provided designs for elements such as flood wall enclosures, repairs to utility rooms, and analysis and designs of catenary trusses. He also produced designs of support frames for two boiler plants and supporting structures for flood-proofing the ferry terminal. Mr. Pavel is currently providing construction phase services. (4/14 -Present)

Employee No.
03474

Department No.
205

Office Location
New York, NY

Date joined firm
4/10/06

Years with other firms
23

Education
Master of Science, Civil Engineering; State Institute of Technology, Prague, Czech Republic (1979)

Advanced Post-Graduate Courses in Pre-stressed Concrete Design and Reinforced Concrete Applications; University of Texas, San Antonio (1984)

Professional Registrations
Professional Engineer: New Jersey (1994/ #24GE03857900/exp. 4/30/20) and New York (2006/#083874/exp. 6/30/20)

Certifications
National Council of Examiners for Engineering and Surveying (NCEES) (Certificate No. 24317)

OSHA 10-Hour Construction Safety and Health

Memberships
American Concrete Institute (ACI), New Jersey Chapter

American Institute of Steel Construction (AISC)

Computer Skills
RAM Structural System, RAM Beam and Frame, RAM Concrete,

NJ TRANSIT Hoboken Ferry Terminal Hurricane Sandy Recovery Program Utility Room Repairs – Senior Structural Engineer
Prepared designs to repair damage to utility rooms at the Hoboken Ferry Terminal caused by Hurricane Sandy's storm surge. Mr. Pavel proposed repairs to the gas meter room, as well as the Pier No. 2 electrical room, at this historic facility, circa 1907. During this effort for NJ TRANSIT, he designed lateral supports for perimeter concrete masonry unit walls and removable segmental steel panels, floodproofing the area of the Ticketing room. To harden the facility against future storms, this effort also included the introduction and design of portable segmental flood walls, floodproofing Pier #2 of the adjacent Ferry Terminal. Mr. Pavel is currently responding to RFIs and reviewing shop drawings during construction. (5/14 - Present)

NJ TRANSIT Hoboken Station Repairs– Senior Structural Engineer
The work included restoration and replacement of the damaged concrete platform and part of the historic steel canopy that collapsed as a result of an accident where a train overrun the bumping blocks. Mr. Pavel provided design construction documents for repair of the concrete platforms and design of a new steel canopy, in a manner that matches the aesthetic of the historic canopy to the greatest extent possible while minimizing further impacts to historic fabric not directly damaged by the train accident. (10/17-Present)

NYCSCA Building Condition Assessment Survey (BCAS) - Senior Structural Engineer
Performing field inspections and structural evaluations for the BCAS program, which calls for condition surveys of 130 million sf of space in over 1,500 school facilities owned, operated, or leased by the New York City Department of Education (DOE). Many of the schools listed with SCA and New York State Historic Preservation office. The New York City School Construction Authority (NYCSCA) project includes comprehensive field inspections of all school buildings in Manhattan, the Bronx, and Staten Island by multiple field teams comprising architectural and engineering specialists, and incorporation of the inspection data through the NYCSCA's Costing Program. Mr. Pavel has conducted inspections at 19 schools across all three boroughs, as well as prepared reports listing defects he found, recommendations for repair procedures, and degree of urgency. (11/18 - Present)

SCA- P.S. 246 Public School, 2641 Grand Concourse, Bronx, New York--Senior Structural Engineer
The historic public school was built in year 1915. Mr. Pavel designed new replacement parapets around perimeter of the high roof, structurally anchoring them into the masonry of the existing brick walls. Developed details for attachment of precast stone ornamental cornices and new concrete lintels in a way the minimizes the impacts to historic fabric, and designed repairs of existing exterior emergency stairs. Analyzed and proposed new support system for added interior elevator, detailed new elevator shaft, designed areaway at the base of the building. (9/15-7/17)

West Point Military Academy, West Point, NY- Pershing Barracks- Senior Structural Engineer
Participated in the structural review of the VE Presentation Study for improvements of interiors of the existing, historic structure. Commented on the proposed repairs with suggestions for improved construction procedures and implementation of more effective structural repairs within the existing shell of the building. (6/16-7/16)

NYCT Fourth Avenue Line Station Repairs - Senior Structural Engineer
Provided final structural designs during work to repair two Subway stations, along the Fourth Avenue Line in Brooklyn, NY, (built in 1915), for New York City Transit (NYCT). Water infiltration, structural deterioration, and advanced age contributed to the need to repair the 9th Street and the 59th Street stations to extend their service lives. Station elements in need of repair included street stairs, platform edges, rubbing boards, platform floors, steel columns and beams, mezzanine floor drainage, and track wall and ceiling tiles. Mr. Pavel coordinated structural work with the architectural, electrical, and mechanical disciplines. (1/14 - 2/15)

NJ TRANSIT YMCA North Wall Reconstruction - Senior Structural Engineer
Provided final structural design for the rehabilitation of the former YMCA building's roof and north wall, consisting of a granite base and copper façade, at the historic Hoboken Terminal (built 1907), located in Hoboken, NJ. The YMCA building was added to the terminal in the 1920s and constructed above the baggage wing as lodging for railroad employees. The scope of work during this assignment for NJ TRANSIT included restoring the ornate copper-clad north exterior façade to its original beauty and replacing windows, while also making the wall structurally sound and watertight. Mr. Pavel also reviewed shop drawings during construction and performed field inspection services to verify the correctness of installations. (11/13 - 6/15)

NYCT Cortlandt Street Station Reconstruction - Senior Structural Engineer
Provided structural design study for improvements to the historic Cortlandt Street Station along the No. 1 subway line at the World Trade Center (WTC) site in Lower Manhattan for New York City Transit (NYCT). The project required extensive coordination with ongoing construction at the WTC Transportation Hub. The new structure consists of steel columns, beams, girders, grillage beam foundations, steel supported concrete slabs, and a concrete jack arch roof supported by steel beams. The structure was designed to meet both NYCT design standards and the New York State building code. Mr. Pavel coordinated structural work with the architectural, electrical, and mechanical disciplines. (5/10 - 10/10)

NJSDA West Side High School, Newark, NJ- Senior Structural Engineer
Responsible for the comprehensive design of new infill slabs and steel concentric braced lateral frames within the historic shell of the existing 3-story, 134,000-sf high school building, including classrooms, the auditorium, cafeteria, media center, and gymnasium, in Newark, NJ, for the New Jersey Schools Development Authority (NJSDA). For this $65 million effort, Mr. Pavel redesigned the renovated structure to conform to the requirements of the current International Building Code and AISC special seismic provisions. He designed the foundations, steel-braced frames, and composite steel beams. Mr. Pavel also produced contract documents, including floor plans, sections, and details, as well as provided specifications and general notes. (4/06 - 10/06)

Watchung Regional High School -Theater Construction - Senior Structural Engineer
Provided the complete structural design for this 18,000-sf theater at the historic Watchung High School in Watchung, NJ. Mr. Pavel designed the foundations, analyzed the framing plans, and performed a frame analysis. He executed designs for steel composite beams and columns, floor and roof framing, lateral moment and braced steel frames, flat slabs, lightweight stud exterior walls, wood diaphragm and shear walls, wood wall and floor framing, and masonry. Mr. Pavel prepared all contract drawings and specifications. In addition, he attended meetings and participated in decisions regarding framing plan layouts, determined the placement for lateral frames and braces, and supervised other engineers and coordinated tasks with other trades during the project's design and construction administration phases. (3/04 - 10/05)

OFFICE OF THE MAYOR

RAVI S. BHALLA MAYOR

CITY HALL
HOBOKEN, NEW JERSEY

October 24, 2019

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer
Mail Code 501-04B
P.O. Box 40
Trenton, NJ 08625-0420

Re: Proposed Demolition of the Lackawanna Records Building, Hoboken, NJ

Dear Ms. Marcopul:

It has come to my attention that New Jersey Transit intends to initiate a Section 106 consultation in conjunction with the Federal Transit Administration (FTA) for proposed demolition of the Lackawanna Records Building on Observer Highway in the City of Hoboken. The Records Building is an important contributing asset of the Delaware Lackawanna & Western Railroad Historic District and to the Hoboken Historic District, as designated by the State Historic Preservation Officer in its Opinion of Eligibility. It is also locally designated, by the City of Hoboken, as a key contributing building in the City's Hoboken Terminal & Washington Street Historic District. It is for these, and other reasons set forth in this letter, that the City of Hoboken strongly objects to an approval of any such petition for demolition.

As you may know, the City of Hoboken has been engaged with New Jersey Transit (NJT) and LCOR, their designated developer, in communications regarding a transit-oriented rail yard redevelopment plan. The redevelopment designation and planning process originated in 2006. A number of public hearings were conducted during the subsequent planning process and the residents of Hoboken expressed a clear desire to see the Records Building retained. As a result, the redevelopment plan adopted in 2014 specified that the Records Building would be preserved, restored, and adaptively reused for offices or another appropriate use.

Superstorm Sandy had a tremendous impact on the City of Hoboken. That event and related strategic decisions associated with Rebuild by Design changed the buildable area of the redevelopment zone. NJT and LCOR have since proposed amendments to the redevelopment plan. Those amendments were presented to the public at a recent meeting on October 15, 2019. Again, at that meeting, the public raised the issue of the Records Building and its preservation for adaptive

94 Washington Street, Hoboken, New Jersey 07030
(201) 420-2000 X 1003
rbhalla@hobokennj.gov

reuse. This, to me, is a clear indication that the Records Building remains an important landmark that, in the public interest, needs to be protected.

The building has been neglected and is in serious need of stabilization and repair. In August, members of my administration and members of the Hoboken Historic Preservation Commission reached out to NJT to encourage their initiation of the necessary work. Instead, they are now seeking approval to demolish the building.

An October 2, 2019 letter from Katherine Marcopul, Deputy State Historic Preservation Officer to Daniel Moser, of the Region 2 Federal Transit Administration recaps a voicemail in which Mr. Moser noted that the Section 106 consultation would be sought for demolition of the Records Building to facilitate installation of a single electrical utility pole. According to the message recap, the Records Building is in the "area of potential effects" and that the new pole is "proposed" at the base of where the building now stands. I find nothing about that argument that is compelling or substantive enough to support the destruction of a historic building.

As part of the review process, listed below are important questions that should be asked, and the City of Hoboken would like answered:

1) What is the engineering basis for demolition of the Records Building? Has a structural engineering report been prepared? To date, no such documentation has been submitted to the Hoboken Historic Preservation Commission for its review or evaluation against the Building Demolition Chapter §79A of the Municipal Code of the City of Hoboken.

2) Has NJT exhausted all possibilities for utilizing the Records Building as either office space or as part of their larger climate mitigation, sustainability and resiliency plan, similar to the preservation and adaptive reuse of the Pullman Building that is currently underway?
3) Has NJT considered relocation of the Records Building?

4) Is the proposed demolition truly tied to a transit related project where no other alternatives except for demolition are feasible, or is the building simply inconvenient and its restoration will be costly? If demolition is not required specifically for a transportation-related project, then no Federal funds can be used. Section 4/f of the US DoT Act of 1966 prohibits the FTA and other USDOT agencies from using land from "Public and private historic properties unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm to the property resulting from such use. Additionally, an agency wishing to demolish a historic structure must minimize harm to that structure *before* the project is approved. Conscious neglect is not to be rewarded.

If the Section 106 consultation determines that the proposed demolition is not exclusively transportation-related, the City reserves its right to review and approve or deny all plans and proposals for demolition, use of the site and/or development of the property.

Very truly yours,

Ravi S. Bhalla
Mayor

Cc: Daniel Moser, Region 2, FTA, via email
John Geitner, CHMM, NJ Transit, via email
Dana Callendar, MEC, NJ Transit, via email
John P. Allen, Chief of Staff, via email
Jennifer.Alvarez@dep.nj.gov
sstokley@achp.gov
sharyn.lacombe@dot.gov
Chris Brown, Director of Community Development, via email
Ann Holtzman, Zoning Officer & HPC Administrator, via email
Hoboken Historic Preservation Commission, via email

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

November 8, 2019

Mayor Ravi S. Bhalla
94 Washington Street
Hoboken, NJ 07030

Re: Lackawanna Records Building

Dear Mayor Ravi S. Bhalla,

Thank you for sending your letter expressing concern regarding the Lackawanna Records Building.

We have reviewed your letter to Ms. Katherine J. Marcopul of the State Historic Preservation Office (SHPO) dated October 24th 2019. Upon careful reading, it would appear that there has been a miscommunication and we offer the following clarifications which I believe will assist in future discussions.

First and most notably, NJTRANSIT has in all prior plans and construction works anticipated avoiding the Lackawanna Records Building (the Records Building) and progressed our plans with provisions to protect it from damage during work. The specific project you noted in your letter is meant to install raised power poles to provide reliable and resilient signal power and maintain safe clearances to infrastructures in the yard. This work is *not* associated with the Records Building in any way. In fact, the Records Building is not actually in the yard where the work is to be performed.

In addition to this, and out of an abundance of caution, we have been actively working with the Federal Transit Administration (FTA) to develop vibration monitoring provisions to protect the Records Building during the power pole work. Likewise, the two other major projects in your city, Rebuild by Design and LCOR's redevelopment effort, were explicitly tailored to avoid impacts to the Records Building. We apologize for any misunderstanding on these points.

Please be aware that our current intention to demolish the Records Building comes solely from a concern for the safety of our workers and customers, and your citizens. On July 31st, we were given notice that a portion of the brick and stone parapet had fallen and landed on the sidewalk below. We immediately dispatched one of our licensed and registered professional structural engineers to the site to evaluate necessary steps to stabilize and repair the building. That engineer returned with a detailed inspection report that noted that one of the structural brick load-bearing walls was noticeably bulging, and cracks were evident throughout the façade. This condition assessment was further supplemented by a drone video flight observation of the building.

We immediately took steps to cordon off the building and bar it from entry. We then communicated with local and state historical interests to inform them of the condition of the building and our intent to demolish it in the interest of public safety. After further consideration, and in the interest of being as thorough and complete as practicable for this situation, we proactively dispatched engineers from the consulting firm STV, who have experience both with building structural condition evaluation and historic preservation, so that they could render an independent opinion on the building's condition and its potential impact upon public safety. STV's subsequent inspection and conclusions indicate that the building has multiple points of failure throughout, due in part to its original construction methods, as well as faults in the original design of the building, and age-related deterioration. They further concluded that the condition of the building is such that attempting to repair or even stabilize the Records Building is considered unsafe and would not appreciably extend the life of the structure. It is for these reasons that demolition is required.

Until such time as we are permitted to demolish the building, we intend to reinforce our measures to protect the citizens of Hoboken, transit riders and our workers with a 20-foot buffer zone with unmovable barriers, as well as signs warning the public to stay back from the unsafe structure. It is anticipated these measures will remain in place until the Section 106 review of our work plan is concluded. We will be notifying the adjacent sewerage authority building occupants of the risks. We also strongly recommend that you consider closing the adjacent bike lanes out of an abundance of caution and concern for passersby, to avoid even a remote possibility that secondary debris might reach those lanes.

Thank you for your interest again, and please do not hesitate to contact us regarding any additional efforts or concerns.

Thank you,

Richard Schaefer, PE
Chief Engineer, Design & Environmental
NJ Transit Corp.

U.S. Department
Of Transportation
Federal Transit
Administration

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

November 8, 2019

Ms. Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection
Historic Preservation Office
PO Box 420
Trenton, NJ 08625-0420

Subject: Section 106 Initiation - Hoboken Records Building
Hoboken Rail Terminal and Yard, City of Hoboken, Hudson County, New Jersey

Dear Ms. Marcopul:

The Federal Transit Administration (FTA) is writing to notify you of our intention to initiate the process for satisfaction of the requirements of the National Historic Preservation Act (Section 106) for New Jersey Transit's (NJTRANSIT's) for the Records Building, located in Hoboken Yard. NJTRANSIT notified FTA of its intention to demolish the Hoboken Records Building based on a partial collapse of the roof parapet that occurred on July 31, 2019. NJTRANSIT informed FTA that a subsequent engineering evaluation performed on the same date by its Director of Civil/Structural Engineering Design, identified several wide cracks in the exterior walls, sections of missing roof parapet (both from a 2011 event and the current event), partial parapet displacement, and several areas of outward wall displacement. The NJTRANSIT assessment also indicated concern that ongoing water intrusion and/or a future seismic or weather-related event could result in the failure of all or a portion of the building. NJTRANSIT informed us that they will provide the Historic Preservation Office (and FTA) with a report documenting a field inspection undertaken this month by an outside structural engineering consulting firm in a future correspondence.

FTA is initiating this Section 106 consultation of the proposed demolition as required under the stipulations contained in the 2001 Programmatic Agreement (2001 PA) for the Hoboken Terminal and Yard Master Plan Project among the FTA, the Historic Preservation Office (NJ SHPO) and NJTRANSIT. FTA is also fulfilling its obligations under Section 110 of the National Historic Preservation Act.

Regulatory Background

In 2001, the FTA, NJ SHPO and NJTRANSIT entered into the PA regarding the implementation of the Hoboken Terminal and Yard Master Plan. The Records Building, designed by DL&W architect Frank Nies in 1901 and constructed by 1904 for the storage of railroad company records, was identified in the PA as a contributing resource to the National Register of Historic Places (NR) eligible Old Main Delaware Lackawanna and Western (DL&W) Railroad Historic District and the Southern Hoboken [now Hoboken] Historic District. The PA recommended the assessment of building conditions as well as rehabilitation and potential adaptive reuse. Stipulation IV of the PA specifies that proposed actions involving contributing resources other than listed maintenance and repair would be subject to the standard Section 106 consultation process.

Section 110 (l) of the NHPA states in part: "...Where a section 106 memorandum of agreement has been executed with respect to an undertaking, such memorandum shall govern the undertaking and all of its parts.

Relationship to Federally Funded Actions

As you are aware, the design of a separate, FTA-funded project to upgrade and provide resilience to the yard wayside and signal power systems throughout the Hoboken Rail Yard ("The Yard Signals Project," HPO Project #16-0773) is currently underway. The FTA and the HPO determined that, due to the height of the proposed monopoles relative to the existing yard infrastructure, this project represented an adverse effect to historic resources within the project's Area of Potential Effect (APE). A first draft MOA stipulating potential actions to mitigate the project effects was prepared and submitted to your office for initial review and comment earlier this year. Based on concerns voiced by your office, NJ TRANSIT and FTA are also assessing the potential for adverse effects on the Records Building resulting from the FTA-funded activity. Specifically, we are analyzing the potential effects of construction vibration resulting from the erection of new utility monopoles; the closest of which is located approximately ten feet from the southeast corner of the Records Building. The Section 106 process for the yard the Yard Signals Project will continue as planned with the review of and comment on the MOA by project consulting parties. The proposed mitigation to be incorporated into that agreement will be informed, as appropriate, by the results of the separate proposed Hoboken Records Building project Section 106 process.

The FTA is in receipt of your letter dated October 2, 2019 confirming FTA's intention to initiate the process for satisfaction of the requirements of the National Historic Preservation Act (Section 106) for the proposed demolition of the Records Building in response to recently observed building conditions and associated safety concerns. FTA also acknowledges your request to include the proposed demolition in the same consultation as the Yard Signals Project (HPO Project #16-0773). At this time, FTA does not agree that the two proposed project projects are related. FTA will provide its full rationale in a separate letter responding to your letter dated October 2, 2019. However, FTA does intend to share information on both projects with you and other stakeholders during the Section 106 Consultation for the Hoboken Records Building project. The outcome of the Section 106 consultation over the proposed demolition will determine whether combining both projects in a Section 106 agreement is appropriate.

Proposed Regulatory Process

As the proposed demolition undertaking would represent the execution of activities that fall beyond the rehabilitation or adaptive reuse stipulated in the 2001 PA, the FTA proposes consultation with NJ SHPO pursuant to the general requirements of Section 106 and specifically the application of the criteria of adverse effect (36 CFR 800.5 (a)(1)). Should the project be determined to result in an adverse effect to NR listed and/or eligible historic resources, in accordance with Stipulation IV.D. of the 2001 PA an alternatives analysis shall be prepared, consultation shall be undertaken to resolve adverse effects (36 CFR 800.6), and a Memorandum of Agreement (MOA), if necessary, shall be prepared and executed to document mitigation commensurate with the project effects.

Public Involvement

In accordance with Section VII. of the 2001 PA and Section 106, the FTA proposes the following public involvement plan:

1. Preparation and distribution of project materials including:
   - Assessment of the Records Building condition;
   - Background information on the Records Building, including other current and previous actions in the Hoboken Rail Yard and Terminal that have had or may have had effects on the Records Building;
   - An assessment of demolition effects on other historic resources;
   - Analyses of demolition alternatives; and
   - If deemed appropriate; a draft Memorandum of Agreement (MOA) to implement any mitigations,

   The draft project documents shall be prepared and revised with input from the NJ SHPO.

2. A Section 106 consultation meeting to disseminate project and background information to the following interested parties:
   - Department of Environmental Protection, Historic Preservation Office
   - The Hoboken Historic Preservation Commission
   - The Hoboken Quality of Life Coalition
   - Other identified consulting parties as agreed to by the above

   All participants will have an opportunity to ask questions, share concerns, provide additional information and propose alternatives.

3. An open public meeting under Section 106 in a suitable venue for the public. NJTRANSIT will provide background information on the proposed venue. Other stakeholders will be invited to participate. The public will have an opportunity to comment. Advance notice of the meeting will be sent to stakeholders and other agreed upon outlets.

4. A 14-day comment period open to the public and noticed in advance. The public will have an opportunity to comment on line or in writing. Advance notice of the comment period will be sent to stakeholders and other agreed upon outlets. The notice may be combined with the open public meeting notice.

We request your concurrence with the noted public involvement plan and list of consulting parties and look forward to continued consultation regarding the Hoboken Records Building project. If you have any questions, regarding this project, please contact Daniel Moser at 212-668-2326 or daniel.moser@dot.gov.

Thank you,

Donald Burns,
Director of Planning and Program Development

cc: Dara Calendar, NJTRANSIT
John Geitner, NJ TRANSIT

U.S. Department
Of Transportation
Federal Transit
Administration

Region 2
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

November 8, 2019

Ms. Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection
Historic Preservation Office
PO Box 420
Trenton, NJ 08625-0420

Subject: FTA response to NJSHPO Letter dated October 2, 2019
Records Storage Building
Hoboken, New Jersey (HPO Project# 16-0773-12 HPO-J 2019-015)

Dear Ms. Marcopul:

The Federal Transit Administration (FTA) is writing to address concerns raised by New Jersey State Historic Preservation Office (NJSHPO) in a letter dated October 2, 2019 regarding New Jersey Transit's (NJTRANSIT) Records Storage Building located in the Hoboken Rail Yard.

We agree with NJ SHPO's position that the Records Building is a contributing resource to two historic districts and is therefore a cultural resource eligible for review under the National Historic Preservation Act (NHPA). Moreover, Stipulation IV of the 2001 Hoboken Terminal Section 106 Programmatic Agreement ("the 2001 PA") between NJ SHPO, NJTRANSIT, and FTA specifies that any activity that may affect the Records Building in a manner other than maintenance and repair activities specified in the 2001 PA are subject to consultation in accordance with Section 106 of the NHPA. NJTRANSIT's proposed demolition of the Records Building clearly belongs in the category requiring consultation.

However, FTA does not concur that NJTRANSIT's proposed demolition of the Records Building should be included in the same Section 106 Consultation as the ongoing Section 106 consultation for the NJ TRANSIT Hoboken Terminal Signal Power and Yard Major Electrical Systems Repairs Project ((HPO Project #16-0773; "The Yard Signal Project"). FTA decision to pursue separate consultations is based on two facts. First, NJTRANSIT is proposing the demolition based on public safety and liability concerns. At no time has NJTRANSIT proposed to FTA - nor has FTA considered – demolition of the Records Building as an

appropriate mitigation to FTA-funded construction activities on the site, including the Signal Power Project. Second, NJTRANSIT is not proposing use of FTA or other federal funds for the demolition. Without a nexus between the federally-funded activity and the demolition, FTA believes that its obligations are limited to Section 110 of the NHPA and the terms of the 2001 PA.

The only potential FTA-funded construction activity currently under consideration and which would potentially adversely affect the Records Building is the proposed Yard Signal Project (HPO Project# 16-0773-10 & 14-1739; HPO-L2018-044 PROD). FTA and NJTRANSIT initiated the Section 106 consultation for that undertaking following a significant change in project design that adversely affected the historic character of the two historic districts and would potentially cause direct physical damage to the Records Building due to construction methods, (specifically construction vibration caused by the pile-driving of monopoles near the foundation of the structure). In response to NJ SHPO's requests, FTA has requested a more detailed analysis of the noise and vibration impacts of Yard Signal Project construction on the Records Building. The FTA is also evaluating the applicability of stipulations of the 2001 PA pertaining to preservation, rehabilitation, and/or adaptive reuse of the Records Building to this project.

FTA would like to assure both NJ SHPO and all other interested stakeholders that treatment of the Records Building is a major concern under either proposed undertaking. Both consultations will provide opportunities for the public to comment on the proposed activities and mitigation alternatives. Information on past and pending FTA-funded actions will be shared with stakeholders and the public during Section 106 outreach and consultations for the proposed demolition of the Records Building.

FTA looks forward to working with NJ SHPO and NJTRANSIT to advance the Section 106 consultations for both proposed actions, including a robust outreach to the City of Hoboken and any other interested stakeholders.

If you have any questions, regarding this project, please contact Daniel Moser at 212-668-2326 or daniel.moser@dot.gov.

Thank you,

Donald Burns,
Director of Planning and Program Development

cc: Dara Calendar, NJTRANSIT
John Geitner, NJ TRANSIT

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
MAIL CODE 501-04B
P.O. BOX 420
TRENTON, NJ 08625-0420
TEL: # 609-984-0176 FAX: # 609-984-0578

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

Honorable Ravi S. Bhalla
Office of the Mayor
City of Hoboken
94 Washington Street
Hoboken, New Jersey 07030

November 12, 2019

Re: Proposed demolition of the Records Building, Hoboken, NJ

Dear Mayor Bhalla,

Thank you for your letter regarding the proposed demolition of the Records Building of October 24, 2019. The New Jersey State Historic Preservation Office (HPO) appreciates the concerns of the City of Hoboken and the detailed nature of the letter. The HPO will be sure to make the Federal Transit Administration aware of the City of Hoboken's concerns. Additionally, pursuant to 800.2(c)(3) the City of Hoboken may participate in the 106 process as a consulting party to the Hoboken Terminal Signal Power and Yard Major Electrical Systems Repairs Project #16-0773. If you have any questions, please contact Jennifer Balson Alvarez at Jennifer.alvarez@dep.nj.gov or 609-633-2397.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

KJM/MMB/JBA

cc: Daniel Moser, Region 2, FTA (daniel.moser@dot.gov)
Sharyn Lacombe AICP, FTA FPO (sharyn.lacombe@dot.gov)
Sarah Stokely, ACHP (sstokely@achp.gov)
John Geitner, CHMM, NJ Transit (JGeitner@njtransit.com)
Dara Callender, NJ Transit (dcallender@njtransit.com)
John P. Allen, Chief of Staff via email (jallen@hobokennj.gov)
Chris Brown, director of Community Development (cbrown@hobokennj.gov)

Ann Holtzman, Zoning Officer & HPC Administrator (aholtzman@hobokennj.gov)
Steve Zane, Chair, Hoboken Historic Preservation Commission (hpc@hobokennj.gov)
Joanna Buonarota, Office of the Mayor (jbuonarota@hobokennj,gov)

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

November 19, 2019

Katherine Marcopul
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection
Historic Preservation Office
PO Box 420
Trenton, NJ 08625-0420

Re: Hoboken Records Building
City of Hoboken, Hudson County, New Jersey

Dear Dr. Marcopul:

Enclosed herewith please find a report, prepared by STV, Inc. documenting the results of an inspection of the Records Building in the Hoboken Rail Yard, and presenting recommendations based upon the building assessment. This document is provided in response to questions raised by your office relative to the engineering basis for the proposed demolition of the building. Please be aware that this document is also under review by the Federal Transit Administration (FTA) and that NJ TRANSIT's forwarding of the report to your office does not constitute FTA's endorsement of the conclusions or recommendations therein. The FTA has not yet taken a position on any proposed action to be undertaken at the Records Building, and reserves the right to request and consider additional information supporting or refuting the conclusions of the enclosed report before taking a final position. If you have any questions on the enclosed, please feel free to contact me at DCallender@njtransit.com or 973-491-7205.

Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Encl.
Cc: City of Hoboken
Federal Transit Administration

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

November 19, 2019

The Honorable Ravi S. Bhalla
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Re: Hoboken Records Building
City of Hoboken, Hudson County, New Jersey

Dear Mayor Bhalla:

Enclosed herewith please find a report, prepared by STV, Inc. documenting the results of an inspection of the Records Building in the Hoboken Rail Yard, and presenting recommendations based upon the building assessment. This document is provided in partial response to the questions asked in your letter, dated October 24, 2019, and addressed to Deputy State Historic Preservation Officer Katherine Marcopul. Please be aware that this document is also under review by the Federal Transit Administration (FTA) and that NJ TRANSIT's forwarding of the report to your office does not constitute FTA's endorsement of the conclusions or recommendations therein. The FTA has not yet taken a position on any proposed action to be undertaken at the Records Building, and reserves the right to request and consider additional information supporting or refuting the conclusions of the enclosed report before taking a final position. If you have any questions on the enclosed, please feel free to contact me at DCallender@njtransit.com or 973-491-7205.

Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Encl.
Cc: Historic Preservation Office
Federal Transit Administration

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
MAIL CODE 501-04B
P.O. BOX 420
TRENTON, NJ 08625-0420
TEL: # 609-984-0176 FAX: # 609-984-0578

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

December 6, 2019

Mr. Donald Burns
Director of Planning and Program Development
Region 2 Office
Federal Transit Administration
One Bowling Green, Room 429
New York, NY 10004-1415

Re: Concurrence with public involvement plan for the treatment/demolition of the Records Building
City of Hoboken, Hudson County, New Jersey

Dear Mr. Burns,

The New Jersey State Historic Preservation Office (HPO) is in receipt of the enclosed four-page letter dated November 8, 2019 from Federal Transit Administration (FTA) requesting concurrence with public involvement plan for the proposed demolition of the Records Building in Hoboken, NJ. The HPO concurs with the public involvement plan with two additions. Under item #2 the HPO recommends that the City of Hoboken and Preservation New Jersey be added to the interested parties list.

Contact information for Preservation New Jersey is:
Courtenay D. Mercer, PP, AICP
Preservation New Jersey
P.O. Box 7815
West Trenton, NJ 08628

Contact information for the City of Hoboken is:
Honorable Ravi S. Bhalla
Mayor of Hoboken
Hoboken City Hall
94 Washington Street
Hoboken, NJ 07030

Also, under item #4, the HPO recommends a 30-day public comment period rather than the proposed 14-day comment period.

The HPO looks forward to FTA's full rationale regarding the Section 106 review of the Records Building in response to the HPO letter of October 2, 2019. Please note the HPO is in receipt of a two- page letter also dated November 8, 2019. We are unclear as to the meaning of this letter. If this letter was to serve as FTA's full rational for a separate Section 106 review for the treatment/demolition of the Records Building, we ask for a conference call to discuss this rationale further.

We look forward to consulting with you regarding the Records Building. Please feel free to contact Jennifer Balson Alvarez, of my staff, at 609-633-2397 or Jennifer.alvarez@dep.state.nj.gov if you have any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

Attachment

Cc: Sharyn Lacombe AICP, FTA FPO, via e-mail
John Geitner, CHMM, NJ Transit, via e-mail
Dara Callender, NJ Transit, via e-mail
Steve Zane, Chair of the Hoboken Historic Preservation Commission, via e-mail
Honorable Ravi S. Bhalla, Mayor of Hoboken, via e-mail and US mail
Courtenay D. Mercer, PP, AICP, Preservation New Jersey, via e-mail

NOTICE OF UNSAFE STRUCTURE

Permit #
Date Issued
- or -
Control #:

IDENTIFICATION

Work Site Location 1 Hudson Place Hoboken NJ. Records Bldg Block ____ Lot ____ Qualification Code ____

Owner in Fee New Jersey Transit Agent ____

Address 1 Penn Plaza East Newark, NJ. 07105 Address ____

To: ☑ Owner ☐ Other: ____

☐ Agent/Contractor

DATE OF INSPECTION: Jan. 3 2020 DATE OF THIS NOTICE: Jan 3 2020

ACTION

Take NOTICE that as a result of the inspections conducted by this agency on Jan 3 2020 on the above property, an unsafe condition has been found to exist pursuant to N.J.S.A. 52:27D-132 and N.J.A.C. 5:23-2.32. The building or structure, or portion thereof, deemed an unsafe condition is described as follows: A visual inspection on Exterior of bldg. confirmed STVs report re: eminent hazard & unsafe structure. Also an interior inspection revealed major roof & wall leaks along with numerous areas of brick pulling away from wall so.

You are hereby ***ORDERED*** to:

[ ] Vacate the above structure by ____.

[✓] Demolish the above structure by June 31 2020, or correct the above noted unsafe conditions by no later than ____.

Failure to correct the unsafe condition or refusal to comply with this ***ORDER*** will result in this matter being forwarded to legal counsel for prosecution and assessment of penalties up to $2,000 per week per violation. You must immediately declare to the Construction Official, your acceptance or rejection of the terms of this ***ORDER***.

Any building or structure vacated pursuant to this ***ORDER*** shall not be reoccupied unless and until a certificate of occupancy is issued by the Construction Official.

Should you wish to contest the validity of this action, in accordance with N.J.A.C. 5:23-2.38, you may request an administrative hearing. The request for a hearing must be made in writing within fifteen days of receipt of this ***ORDER***, and addressed to:

Hearing Coordinator
Division of Codes and Standards
PO Box 802
Trenton, New Jersey 08625-0802

If you have any questions concerning this matter, please call: 609-468-6982

By ***ORDER*** of: Joseph Chiusano PP. CONSTRUCTION OFFICIAL Date: Jan 3 2020

DRT Bldg. Subcode Official 609-468-6982

U.C.C. F241STATE (rev. 1/2005)

Douglas Adamany 1/3/2020

D. Firestine
609.468-6891

PAGE 1 of _____

STATE OF NEW JERSEY
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF CODES AND STANDARDS
BCPR / STATE BUILDINGS UNIT

Inspection Report No. _____
For Information Call: (609) 633-7399 or 777-4521
DCA Project/Permit No. _____
Project: NJT Records Bldg.
1 Hudson Place Hoboken

DATE SCHEDULED Jan 3 2020 TIME 11 am
AREA(S) INSPECTED: Records Bldg Ext. & Int.

ITEM	CODE REFERENCE	COMMENTS
1.		A visual inspection Ext & Int was conducted on this day. This inspector confirms STVs report issued on 10/16/2019. Also numerous concerns re: interior water leakage & brick pulling away from Bldg. Verbally STV ~~today~~ stated today that an interior inspection could not be conducted due to an unsafe structure. NJT shall posted structure unsafe and properly protect surrounding structure from any falling Debri prior to and during Demo.

WORK INSPECTED

[ ] Building
[ ] Electrical
[ ] Plumbing
[ ] Fire
[ ] Mechanical

Donald T Fir Signature of Inspector	DCA 005560 Lic. #	Jan 3 2020 Date
Douglas Manning Signature of Person in Charge	NJ Transit Representing	Jan 3, 2020 Date
Signature of Contractor	Representing	Date

INSPECTION TYPE

[ ] Code [ ] Requested
[ ] Test _____
[ ] Reinspection
[ ] Progress / Ongoing
[ ] Rough
[ ] Electric Service
[ ] Elevator
[ ] Final
[ ] Annual

REMARKS

[ ] Item No. unsafe structure issued
Requires Immediate Attention
[ ] Reinspection / Test Required
[ ] Partial Approval
Area _____
[ ] Cut-In Card Issued [ ] Temporary
[ ] **Work Approved** [ ] **Work Not Approved**
[ ] Other _____

THE RECOMMENDATION BELOW IS NOT VALID UNTIL A CERTIFICATE IS ISSUED BY STATE BUILDINGS UNIT OFFICE.

[ ] C. O.
[ ] C. A.
[ ] T. C. O.
[ ] C. C. O.

C. Mailed on _____ To:

WHITE – SBU Copy CANARY – Contact Copy PINK – Contractor Copy GOLDENROD – Inspector Copy

Callender, Dara (CEDCDXC)

From: Callender, Dara (CEDCDXC)
Sent: Monday, January 6, 2020 10:32 AM
To: Alvarez, Jennifer; Baratta, Meghan (Meghan.Baratta@dep.nj.gov); 'daniel.moser@dot.gov'; Donald.Burns@dot.gov
Cc: Geitner, John A. (CCAPJAG)
Subject: Hoboken Records Building
Attachments: DCA Inspectionn Report Records Building Jan 3 2020.pdf

Please accept the attached NJ Department of Community Affairs Notice dated January 3, 2020 for the project record.

Dara Callender, P.E.
NJ TRANSIT
Manager, Environmental Compliance
Environment, Energy and Sustainability Unit
One Penn Plaza East
Newark, NJ 07105-2246
Phone: 973-491-7205
E-Fax: 973-863-4538
E-Mail: dcallender@njtransit.com

Philip D. Murphy, Governor
Sheila Y. Oliver, Lieutenant Governor
Diane Gutierrez-Scaccetti, Commissioner
Kevin S. Corbett, President & CEO

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

January 7, 2020

Melissa Abernathy, Interim Coordinator
Hoboken Quality of Life Coalition
PO Box 1195
Hoboken NJ 07030

Re: Hoboken Records Building
City of Hoboken, Hudson County, New Jersey

Dear Ms. Abernathy:

On July 31, 2019 a portion of the roof parapet of the (former Delaware Lackawanna and Western Railroad) Records Building in Hoboken, New Jersey collapsed. An assessment performed by NJ TRANSIT structural engineering personnel on the same date indicated that the building exhibited several wide cracks in the exterior walls, sections of missing roof parapet, partial parapet displacement, and areas of outward wall displacement. A subsequent inspection, performed on October 16, 2019 by engineering consultant STV, Inc., observed the following conditions:

- ✓ Bowed sections and diagonal cracks extending from the cornices, through the window openings, and down to the first floor on the exterior bearing walls
- ✓ Displacement of the some of the top stones of the parapets
- ✓ Deterioration and partial missing elements at the corner cornice turrets
- ✓ Deterioration at the corners of the roof and extending to the side walls, and substantial accumulation of soil and debris on the roof

On January 3, 2020, an inspector from the New Jersey Department of Community Affairs (DCA) inspected the building and confirmed the conditions noted in the STV report. He further determined the building to be an unsafe structure that represents an imminent safety hazard, and issued a notice requiring NJ TRANSIT to demolish the building by the end of June 2020. (The STV memorandum report and the DCA notice are attached herewith.)

The Records Building is located at the northern edge of the Hoboken Rail Yard alongside Observer Highway as highlighted on the aerial photograph on the following page. Given the condition of the Records Building, and due to concerns with the significant safety hazard that the structure poses to pedestrians and vehicular and rail traffic, NJ TRANSIT proposes to demolish the building. The Records Building was identified for potential rehabilitation and adaptive reuse in a 2001 Programmatic Agreement executed between NJ TRANSIT, the State Historic Preservation Office (SHPO) and the Federal Transit Administration (FTA) for the then planned Hoboken Terminal and Yard Master Plan Project. Therefore, the FTA has determined that the proposed demolition must be reviewed under the requirements of the National Historic Preservation Act (Section 106).

Hoboken Records Building
January 7, 2020

In November 2019 the FTA proposed a Section 106 regulatory process for the proposed project, including a public involvement plan, with which the SHPO concurred in December of 2019. Through consultation among the FTA, NJ TRANSIT and the SHPO, your organization was identified as a potential consulting party to the Section 106 process for the Records Building Project. The information contained herein, and incorporated in the attached documents, is provided for your review and comment.

Due to the time sensitivity associated with this project, we respectfully request that you forward any comments/input on the enclosed materials and/or any historic information that you feel would be relevant to the Section 106 process to my attention at your earliest convenience. If you have any questions please feel free to contact me at DCallender@njtransit.com or 973-491-7205.

Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Encl.
Cc: Historic Preservation Office
Federal Transit Administration

NJTRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
973-491-7000

January 7, 2020

Courtenay D. Mercer, Director
Preservation New Jersey
PO Box 7815
West Trenton NJ 08628

Re: Hoboken Records Building
City of Hoboken, Hudson County, New Jersey

Dear Ms. Mercer:

On July 31, 2019 a portion of the roof parapet of the (former Delaware Lackawanna and Western Railroad) Records Building in Hoboken, New Jersey collapsed. An assessment performed by NJ TRANSIT structural engineering personnel on the same date indicated that the building exhibited several wide cracks in the exterior walls, sections of missing roof parapet, partial parapet displacement, and areas of outward wall displacement. A subsequent inspection, performed on October 16, 2019 by engineering consultant STV, Inc., observed the following conditions:

- ✓ Bowed sections and diagonal cracks extending from the cornices, through the window openings, and down to the first floor on the exterior bearing walls
- ✓ Displacement of the some of the top stones of the parapets
- ✓ Deterioration and partial missing elements at the corner cornice turrets
- ✓ Deterioration at the corners of the roof and extending to the side walls, and substantial accumulation of soil and debris on the roof

On January 3, 2020, an inspector from the New Jersey Department of Community Affairs (DCA) inspected the building and confirmed the conditions noted in the STV report. He further determined the building to be an unsafe structure that represents an imminent safety hazard, and issued a notice requiring NJ TRANSIT to demolish the building by the end of June 2020. (The STV memorandum report and the DCA notice are attached herewith.)

The Records Building is located at the northern edge of the Hoboken Rail Yard alongside Observer Highway as highlighted on the aerial photograph on the following page. Given the condition of the Records Building, and due to concerns with the significant safety hazard that the structure poses to pedestrians and vehicular and rail traffic, NJ TRANSIT proposes to demolish the building. The Records Building was identified for potential rehabilitation and adaptive reuse in a 2001 Programmatic Agreement executed between NJ TRANSIT, the State Historic Preservation Office (SHPO) and the Federal Transit Administration (FTA) for the then planned Hoboken Terminal and Yard Master Plan Project. Therefore, the FTA has determined that the proposed demolition must be reviewed under the requirements of the National Historic Preservation Act (Section 106).

Hoboken Records Building
January 7, 2020

In November 2019 the FTA proposed a Section 106 regulatory process for the proposed project, including a public involvement plan, with which the SHPO concurred in December of 2019. Through consultation among the FTA, NJ TRANSIT and the SHPO, your organization was identified as a potential consulting party to the Section 106 process for the Records Building Project. The information contained herein, and incorporated in the attached documents, is provided for your review and comment.

Due to the time sensitivity associated with this project, we respectfully request that you forward any comments/input on the enclosed materials and/or any historic information that you feel would be relevant to the Section 106 process to my attention at your earliest convenience. If you have any questions please feel free to contact me at DCallender@njtransit.com or 973-491-7205.

Sincerely,

Dara Callender

Dara Callender
Manager, Environmental Compliance

Encl.
Cc: Historic Preservation Office
Federal Transit Administration

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
MAIL CODE 501-04B
P.O. BOX 420
TRENTON, NJ 08625-0420
TEL: # 609-984-0176 FAX: # 609-984-0578

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

Dara Callender, P.E.
Supervising Compliance Specialist
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

January 9, 2020

Re: Records Building – STV Site Report and NJ Department of Community Affairs Notice
City of Hoboken, Hudson County, New Jersey

Dear Ms. Callender,

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40553-40555), I am providing consultation comments on the following proposed undertaking.

Hudson County, City of Hoboken
The 2001 Programmatic Agreement among the Federal Transit Administration, the New Jersey State Historic Preservation Officer, and New Jersey Transit
Regarding the Implementation of the Hoboken Terminal and Yard Master Plan

---

On November 22, 2019 the New Jersey State Historic Preservation Office (HPO) received the four-page site report prepared by STV, Inc. on October 30, 2019. The site report was submitted by NJ Transit in response to the loss of a section of the parapet on or around August 1, 2019. Additionally, on January 6, 2020, the HPO received a NJ Department of Community Affairs (DCA) notice dated January 3, 2020 noting existing conditions of the Records Building and ordering demolition or correction of unsafe conditions by June 31, 2020.

800.4 Identification of historic properties

The Records Building is eligible for listing on the New Jersey and National Registers of Historic Places under Criterion A and C. It is a contributing building to the Hoboken Historic District (SHPO opinion December 12, 2016) and is a contributing building to the Old Main Delaware, Lackawanna and Western Railroad Historic District (SHPO opinion September 24, 1996).

The HPO concurs with the Federal Transit Administration (FTA) that the potential demolition of the Records Building would be in conflict with the existing *2001 Programmatic Agreement among the Federal Transit Administration, the New Jersey State Historic Preservation Officer, and New Jersey Transit Regarding the Implementation of the Hoboken Terminal and Yard Master Plan* (2001 PA) and if said demolition were to take place, it would have an adverse effect on the Hoboken Historic District and the Old Main Delaware, Lackawanna and Western Railroad Historic District.

The HPO reviewed both the four-page STV site report and the DCA notice. It is unclear to the HPO that historic building professionals with specialized knowledge of historic building means, methods, materials and treatments were utilized in the preparation of these two documents. Based upon the HPO's prior experience reviewing countless historic preservation projects across the state, we have found that it is critical in the evaluation of historic structures to utilize professionals with specific expertise in historic buildings, how they deteriorate, and how to successfully repair them. It requires a different skill set than new construction. Therefore, the HPO strongly recommends that a qualified historic structural engineer and/or historic architectural team with demonstrated experience with deteriorated load bearing brick structures prepare a detailed conditions assessment, treatment specifications and drawings. This is essential information for a meaningful alternatives analysis. Professional CVs outlining appropriate education and experience of historic structural engineer and/or historic architectural team should be provided to the HPO.

Please note NJ Transit has commissioned the preparation of master plan and preservation plan documents, over the last few decades that include conditions assessments, restoration recommendations, and cost estimates for the Hoboken Terminal and Yard buildings including the Records Building as follows:

Prepared by Beyer Blinder Belle Architects & Planners

1997 *Photographic Supplement to the Hoboken Terminal and Yard Preservation Plan.* On file, New Jersey Historic Preservation Office, Trenton, New Jersey

1998 *Hoboken Terminal and Yard Preservation Plan.* On file, New Jersey Historic Preservation Office, Trenton, New Jersey

1999 *Hoboken Terminal & Yard Master Plan.* On file, New Jersey Historic Preservation Office, Trenton, New Jersey

2005 *Hoboken Terminal & Yard Master Plan.* On file, New Jersey Historic Preservation Office, Trenton, New Jersey

In the interest of time and for the purposes of a more informed alternatives analysis, the HPO suggests that NJ Transit and its consultants utilize this existing body of work in the future analysis of the Records Building. Additionally, the HPO recommends that NJ Transit utilize the guidance stipulated in the *New Jersey Administrative Code (NJAC) 7:4-8.8 Standards for Alternatives Analyses for Buildings Meeting National Register of Historic Places Criteria* as it undertakes the alternatives analysis.

Additional comments

We look forward to working with you, the FTA, and all consulting parties regarding the treatment of the Records Building. Please feel free to contact Jennifer Balson Alvarez, of my staff, at 609-633-2397 or Jennifer.alvarez@dep.state.nj.gov if you have any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

JBA/MMB/KJM

cc: Sharyn Lacombe AICP, FTA FPO, Sharyn.lacombe@dot.gov
Mr. Donald Burns, FTA, Donald.Burns@dot.gov
Dan Moser, FTA, daniel.moser@dot.gov
John Geitner, CHMM, NJ Transit, JGeitner@njtransit.com
Honorable Ravi S. Bhalla, Mayor of Hoboken, rbhalla@hobokennj.gov
Joanne Buonarota, Office of the Mayor, City of Hoboken, jbuonarota@hobokennj.gov
Ann Holtzman, Zoning Officer, City of Hoboken, aholtzman@hobokennj.gov
Steve Zane, Chair of the Hoboken Historic Preservation Commission, stevezane53@gmail.com
Preservation New Jersey, info@preservationnj.org
Hoboken Quality of Life Coalition, contact@qlchoboken.org
Allison Mcleod NJDEP Office of Local Government Assistance, allison.mcleod@dep.nj.gov

OFFICE OF THE MAYOR

RAVI S. BHALLA MAYOR

CITY HALL
HOBOKEN, NEW JERSEY

January 16, 2020

Paul L. Wyckoff
NJ TRANSIT
Chief of Governmental & External Affairs
One Penn Plaza East
Newark, NJ 07105-2246

Dear Mr. Wyckoff:

Thanks to Ms. Callender and Ms. Baratta for summarizing the December 16th meeting. We appreciate everyone's effort in keeping the discussion going and the shared objective to find a suitable solution for preservation of the Records Building. All parties involved in this discussion are well aware of the providence of the Records Building and its contribution to the Railroad and Hoboken Historic Districts. With that in mind, we thought it would be helpful to recap the recommendations made by the Hoboken Historic Preservation Commission (HHPC).

First, let me reiterate our clear understanding of the public safety hazard presented by the Records Building in its current state of disrepair. We acknowledge, based on the engineer's report from STV Engineering that restoration and preservation of the existing structure would be a substantial undertaking. We are aware of the complications added by the Rebuild by Design alignment and the on-going railyard power upgrade project. We are also aware of the DCA's recently issued order to demolish the building by June 30, 2020. For these and other contributing reasons we believe disassembly or controlled demolition, relocation and reconstruction scheme is extremely viable because it would address all of concerns noted above and, at the same time, give new life and economic purpose to the Records Building.

In brief, the HHPC recommends relocation of the Records Building guided by the following:

- Make an architectural and photographic record of the existing structure (exterior) detailing the bulk dimensions, articulation and fenestration elements including brick cornice and corner spire details;
- Conduct a controlled demolition (disassembly) of the existing structure retaining all viable fascia bricks, copper elements and any other architectural decoration for restoration or future reproduction;

94 Washington Street, Hoboken, New Jersey 07030
(201) 420-2000 X 1003
rbhalla@hobokennj.gov

- Reconstruct the Records Building in a less volatile location using modern construction methods making it compliant with present day code requirements;
- Make adaptive changes, particularly to the interior, so the building has purpose; and
- Use the salvaged fascia bricks and restored or replicated details from the original building to finish the structure, replicating its original scale and appearance.

The HHPC purposefully recommended the Observer Hwy/Willow Avenue location. The Rebuild-by-Design wall alignment has substantially reduced the amount of developable land under the amended Hoboken Yards Redevelopment Plan that now identifies this strip of land as "undevelopable." The wall alignment also makes this strip of land rather shallow with an estimated depth ranging from 40' to 60'. While these are drawbacks for the redevelopment plan, it does present an opportunity for the Records Building relocation since the Records Building is only about 24' wide from street facing side to the rear wall. The proposed location would maintain, and actually improve the public-facing street presence that the Records Building currently has. Adaptive reuse of the building would be more feasible. And, the location at the foot of Willow Avenue would create an especially pleasing terminus to that southbound street while screening the railyard.

The recommended location would also make the Records Building a strategic and historic center piece for planned redevelopment of the rail yard, as well as redevelopment at the Neumann Leather and municipal garage sites across the street. The Neumann and garage sites alone are expected to add 500 or more new residential units opposite the proposed location. This opens a world of possibilities for adaptive reuse to house public-interfacing transit-oriented businesses and services, community facilities, or NJ Transit offices or operations.

While the Willow/Observer site is the recommendation of the HHPC for relocation, we remain open to other options. The City would also be receptive to a plan for reconstruction of the building in its current location should that be the best option.

In order to maximize the Record Building's viability for adaptive reuse, HHPC acknowledges the possibility that NJ Transit may wish to make minor modifications to the existing design such as enlarging the windows to get more light into the building or to add onto the structure making it wider or taller. It is my impression, based on recent discussions, that the City and HHPC would be amenable to that provided the integrity of the front, sides, roof, cornice and architectural elements are reproduced as they currently exist.

The Records Building was probably never looked at by many as a historic gem. However, given the opportunity, the Records Building could become a new and very important landmark. It's presence, architectural style and design elements are significantly reflective of both historic railway operations and the City's industrial past. Execution of this proposal would also be a landmark achievement in historic preservation, cooperation and economic development for both the City of Hoboken and NJ Transit.

Thank you for your consideration and we look forward to continuing to work together.

Very truly yours,

Ravi S. Bhalla
Mayor

Cc: John Geitner, CHMM, NJTransit, jgeitner@njtransit.com
Dara Callender, P.E., NJTransit, dcallender@njtransit.com
Richard Schaefer, NJTransit, rschaefer@njtransit.com
Dan Moser, FTA, Daniel.Moser@dot.gov
Donald Burns, FTA, Donald.Burns@dot.cov
Sharyn Lacombe, AICP, FTA, FPO, Sharyn.Lacombe@dot.gov
Katherine Marcopul, kate.marcopul@dep.nj.gov
Meghan Baratta, meghan.baratta@dep.nj.gov
Jennifer Alvarez, Jennifer.alvarez@dep.nj.gov
Chris Brown, cbrown@hobokennj.gov
Ann Holtzman, aholtzman@hobokennj.gov
Steve Zane, Chair HPC Hoboken, stevezane53@gmail.com

Memorandum

TO: Meeting Attendees:
City of Hoboken: Mayor Ravinder Bhalla, Chris Brown, Ann Holtzman, Steve Zane
NJDEP/SHPO: Kate Marcopul. Meghan Baratta, Jennifer Alvarez, Allison McLeod
FTA: Donald Burns, Dan Moser, Charles Dyer (via telephone)
NJ TRANSIT: Richard Schaefer, Jason Wormeck, John Del Colle, Matthew McHale, John Geitner, Dara Callender, Paul Wyckoff (via telephone)

FROM: Dara Callender, NJ TRANSIT

DATE: January 21, 2020

SUBJECT: Hoboken Records Building – Section 106 Initial Consultation Meeting

The following minutes describe the discussion that took place during the referenced meeting at the Hoboken City Hall on December 16, 2019. These minutes have been revised from the draft version to incorporate comments received from representatives of the FTA and the SHPO. The City of Hoboken has provided input to the draft minutes in a letter to NJ TRANSIT dated January 16, 2020; this letter is provided in full as an attachment to these minutes.

- ✓ Richard Schaefer of NJ TRANSIT explained that a partial collapse of the roof parapet of the Records Building had occurred in late August of 2019, and discussed the conditions observed during a field assessment undertaken by engineering consultant, STV, Inc. (Note: copies of the STV report were forwarded to the State Historic Preservation Office (SHPO) and the City of Hoboken on November 19, 2019.) Mayor Bhalla indicated that, as of the date of this meeting, he had not received the STV report; NJ TRANSIT confirmed that the document would be forwarded to his attention as soon as possible.
- ✓ Mr. Schaefer further explained that STV and NJ TRANSIT recommended demolition of the Records Building due to concerns with structural capacity and the significant potential safety hazard represented by the retention of the building.
- ✓ Katherine Marcopul of the SHPO explained the general requirements of the National Historic Preservation Act (Section 106) process and stated that the Records Building project was subject to Section 106 due to conditions stipulated in a 2001 Programmatic Agreement (PA) among the Federal Transit Administration (FTA), the SHPO and NJ TRANSIT. She further noted that, as demolition would result in an adverse effect to both the National Register-

eligible Records Building and the eligible historic districts within which is it located, an alternatives analysis will be required as part of Section 106 consultation.

- ✓ Dan Moser of the FTA confirmed the requirement for a federal regulatory process in accordance with the 2001 PA. As the recommended actions associated with the Records Building contained in the PA consisted of rehabilitation and adaptive reuse, the proposed demolition is in conflict with that agreement. He further noted that the FTA and the SHPO had agreed upon a list of proposed consulting parties to the Section 106 process. This meeting represents the first step in Section 106 consultation for the project.
- ✓ Mr. Moser stated that the proposed demolition of the Records Building required a separate Section 106 consultation from the ongoing Section 106 consultation for the FTA-funded Hoboken Yard Power project. NJ TRANSIT's stated rationale for the proposed demolition is based on the current condition and viability of the structure, and not on FTA-funded projects within the yard. The FTA anticipates that separate Memoranda of Agreements (MOAs) will be required for the two actions. The disposition of the Records Building, as recorded in the Records Building Section 106 process, will determine whether or not the FTA-funded Hoboken Yard Power project could potentially impact the Records Building and consequently the need for stipulations in the Hoboken Yard Power project MOA addressing the Records Building.
- ✓ Discussion followed regarding the need for an alternatives analysis. Mayor Bhalla said that the ideal, for the City, would be the rehabilitation, adaptive reuse, or relocation of the Records Building. NJ TRANSIT indicated that the building dimensions, construction method, and lack of basic utility provision make a commercially viable adaptive reuse of a restored building problematic.
- ✓ The City presented a proposal for the relocation of the Records Building to a NJ TRANSIT-owned site adjacent to Observer Highway at the border of the rail yard west of the current building location, adjacent to the proposed Rebuild By Design flood wall, and outside the boundaries of the property proposed for redevelopment by LCOR.
- ✓ The City proposed that the relocated building might be a project alternative that would avoid an adverse effect finding under Section 106; however, the SHPO confirmed that any alternative that required demolition of the existing structure would represent an adverse effect per the regulations. NJ TRANSIT stated that, even if technically possible to preserve and restore the existing structure, it may be extremely costly compared with demolition and reconstruction.
- ✓ Further discussion of the proposed relocation centered on potential mitigations to demolition. Options discussed included reconstruction in place; reconstruction on a nearby site; and preservation of brick, roof treatments and materials for incorporation into a wholly new structure on a nearby site. The City indicated an interest in constructing a new building that would be essentially the same as the existing with some variation in overall size and massing possible, or a new building generally similar to the existing but primarily intended to utilize materials and significant architectural elements salvaged from the Records Building.

- ✓ Hoboken HPC Chair, Steve Zane, stated that the issue of potential imminent demolition had arisen due to NJ TRANSIT's failure to care for the Records Building. Mr. Schaefer agreed that the building had not been maintained. Mayor Bhalla asked how this was not "demolition by neglect" and why the City should have to "pay for" the situation. Paul Wyckoff of NJ TRANSIT replied that, regardless of the current circumstances and how they had arisen, the adjacent area (sidewalk and bikeway) needed to be protected. Brief discussion followed regarding the need for protective measures to be undertaken by both NJ TRANSIT and the City.
- ✓ Donald Burns of the FTA indicated that the next step in the Section 106 process would involve the preparation of an alternatives analysis, and it was proposed that the attendees meet again at a future date to discuss alternatives, project effects and potential mitigation actions.
- ✓ All attendees agreed that, due to the safety concerns represented by the condition of the Records Building, the stakeholders present and any listed in the Section 106 outreach pan should expedite the review of the decision to demolish; more detailed investigation of potentially desirable mitigations; and the Section 106 consultation process to the maximum extent possible.

Next Steps:

City of Hoboken:	Install protective devices to ensure vehicular and pedestrian safety Review and provide input/comments on STV condition assessment
SHPO:	Review and provide input/comments on STV condition assessment
NJ TRANSIT:	Install protective devices to ensure rail and pedestrian safety Prepare alternatives analysis (AA) for review and comment by Section 106 consulting parties

Future Steps:

NJ TRANSIT:	Prepare draft MOA (if project is determined to be adverse) for review and comment by Section 106 consulting parties
All parties:	Meet to discuss AA, project effects and MOA as appropriate

Callender, Dara (CEDCDXC)

From: Callender, Dara (CEDCDXC)
Sent: Tuesday, January 21, 2020 11:14 AM
To: contact@qlchoboken.org
Subject: Hoboken Records Building
Attachments: Records Building Final 121619 Meeting Minutes with Hoboken att.pdf

Good morning. On January 7, 2020, I forwarded documentation for review and comment to the Quality of Life Coalition explaining that your organization had been identified by the FTA and the SHPO as a Section 106 consulting party for the evaluation of the proposed demolition of the Erie-Lackawanna Records Building in Hoboken.

To provide additional information, please be aware that representatives of the FTA, SHPO, City of Hoboken (including the HPC) and NJ TRANSIT met in Hoboken on December 16, 2019 to initiate discussions regarding this project. A copy of the minutes from the December meeting that incorporates comments provided by FTA and SHPO staff, and a separate letter from the City providing input to the draft minutes, is attached for your information.

A second meeting to continue consultation has been scheduled for Monday, February 10, 2020. You are invited to participate in this meeting; if you are interested and available to attend kindly forward the names and email addresses of those planning to attend to my attention so that I may forward the City's Outlook invitation and provide your names to the Mayor's office. The meeting information is as follows:

Subject: Follow Up Meeting on Demolition of Lackawanna Records Building
Location: Mayor's Conference Room, 94 Washington Street, 2nd Floor, Hoboken, NJ
Date/Time: Monday, February 10, 2020 at 11:00 am to noon

NJ TRANSIT hopes that your organization will be available to participate in this consultation. If not, you will continue to receive project-specific information for review and comment as well as minutes of further Section 106 consultation.

Thank you very much for your prompt attention to this request. Dara

Dara Callender, P.E.
NJ TRANSIT
Manager, Environmental Compliance
Environment, Energy and Sustainability Unit
One Penn Plaza East
Newark, NJ 07105-2246
Phone: 973-491-7205
E-Fax: 973-863-4538
E-Mail: dcallender@njtransit.com

Callender, Dara (CEDCDXC)

From: Callender, Dara (CEDCDXC)
Sent: Tuesday, January 21, 2020 11:14 AM
To: cmercer@preservationnj.org
Subject: Hoboken Records Building
Attachments: Records Building Final 121619 Meeting Minutes with Hoboken att.pdf

Good morning Ms. Mercer. On January 7, 2020, I forwarded documentation for review and comment to Preservation New Jersey explaining that your organization had been identified by the FTA and the SHPO as a Section 106 consulting party for the evaluation of the proposed demolition of the Erie-Lackawanna Records Building in Hoboken.

To provide additional information, please be aware that representatives of the FTA, SHPO, City of Hoboken (including the HPC) and NJ TRANSIT met in Hoboken on December 16, 2019 to initiate discussions regarding this project. A copy of the minutes from the December meeting that incorporates comments provided by FTA and SHPO staff, and a separate letter from the City providing input to the draft minutes, is attached for your information.

A second meeting to continue consultation has been scheduled for Monday, February 10, 2020. You are invited to participate in this meeting; if you are interested and available to attend kindly forward the names and email addresses of those planning to attend to my attention so that I may forward the City's Outlook invitation and provide your names to the Mayor's office. The meeting information is as follows:

Subject: Follow Up Meeting on Demolition of Lackawanna Records Building
Location: Mayor's Conference Room, 94 Washington Street, 2nd Floor, Hoboken, NJ
Date/Time: Monday, February 10, 2020 at 11:00 am to noon

NJ TRANSIT hopes that your organization will be available to participate in this consultation. If not, you will continue to receive project-specific information for review and comment as well as minutes of further Section 106 consultation.

Thank you very much for your prompt attention to this request. Dara

Dara Callender, P.E.
NJ TRANSIT
Manager, Environmental Compliance
Environment, Energy and Sustainability Unit
One Penn Plaza East
Newark, NJ 07105-2246
Phone: 973-491-7205
E-Fax: 973-863-4538
E-Mail: dcallender@njtransit.com

Callender, Dara (CEDCDXC)

From: Callender, Dara (CEDCDXC)
Sent: Tuesday, January 21, 2020 3:08 PM
To: Kate Marcopul (Kate.Marcopul@dep.nj.gov); Baratta, Meghan (Meghan.Baratta@dep.nj.gov)
Subject: Hoboken Records Building
Attachments: John Pavel, PE_Historic Projects Resume.pdf

Kate and Meghan – STV has forwarded the attached resume (with non-historic-related building projects removed) for the structural engineer who evaluated the Records Building in October. As promised when we spoke last week, I am passing it along for the HPO's review and input. I realize it is asking a lot, but would it be possible for you to take a look at this document within the next several days and perhaps speak with Rich and myself, say, this Friday or early next week about your impressions of this engineer's background and experience? Thanks again for your help with this. Dara

Dara Callender, P.E.
NJ TRANSIT
Manager, Environmental Compliance
Environment, Energy and Sustainability Unit
One Penn Plaza East
Newark, NJ 07105-2246
Phone: 973-491-7205
E-Fax: 973-863-4538
E-Mail: dcallender@njtransit.com

State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
MAIL CODE 501-04B
P.O. BOX 420
TRENTON, NJ 08625-0420
TEL: # 609-984-0176 FAX: # 609-984-0578

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

January 29, 2020

Dara Callender, P.E.
Supervising Compliance Specialist
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Re: Records Building – Structural Engineer Qualifications

Dear Ms. Callender,

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40553-40555), I am providing continued consultation comments on the following proposed undertaking.

Hudson County, City of Hoboken
The 2001 Programmatic Agreement among the Federal Transit Administration, the New Jersey State Historic Preservation Officer, and New Jersey Transit Regarding the Implementation of the Hoboken Terminal and Yard Master Plan
Potential Demolition of the Records Building

On January 21, 2020 the New Jersey State Historic Preservation Office (HPO) received the qualifications information for John Pavel, structural engineer with STV incorporated. The HPO agrees with NJ Transit that Mr. Pavel has demonstrated experience with historic structures. For the purposes of the forth coming alternatives analysis, the HPO strongly advises that, as with other alternative analyses prepared for buildings on the Hoboken Yard, an historic architect and building materials conservator be included on the alternatives analysis team.

Thank you for this opportunity to provide consultation comments. Please feel free to contact Jennifer Balson Alvarez, of my staff, at 609-633-2397 or Jennifer.alvarez@dep.nj.gov if you have any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

NORTH SEWERAGE AUTHORITY HUDSON

1600 Adams St.
Hoboken, NJ 07030
201/963-6043
Fax 201/963-3907
www.nhudsonsa.com

February 4, 2020

Mr. Thomas Malavasi, PE, County Engineer
Hudson County
595 County Avenue
Secaucus, New Jersey 07094

Re: North Hudson Sewerage Authority
New Jersey Transit Records Building c. 1904
1 Hudson Place, Hoboken, NJ

Dear Mr. Malavasi:

As a follow up to our conference call, we have prepared this letter to document the unsafe condition that recently came to our attention regarding the referenced building.

The North Hudson Sewerage Authority (NHSA) operates and maintains the H-1 Stormwater Pumping Station and Screening Facility that provides flood relief for southwestern Hoboken during rainfall events. This facility is located in Observer Highway on the north side of the NJ Transit Records Building. The Records Building has deteriorated to such an extent that NJ Transit has deemed the area surrounding the pumping station unsafe and has closed off said area with a fence. We are unable to access the pump station to allow our operators to clean the screens following wet weather due to safety concerns. As a result, the pumping station is currently inoperable and resulted in roadway flooding in southwest Hoboken over the weekend of January 25, 2020. What is most concerning is that further blinding of the Screening Facility will result in serious flooding in south and southwest Hoboken during moderate rainfalls.

We met with NJ Transit on January 30, 2020 and were presented with the following information:

1. NJ Transit Structural Engineers have declared the building to be unsafe and recommend that it be demolished as soon as possible
2. NJ Transit has been ordered by the Department of Community Affairs to demolish the building by June 30, 2020.
3. NJ Transit cannot demolish the building until they satisfy the requirements of the State Historic Preservation Office.

With the approval of NJ Transit, the NHSA contacted a scaffolding contractor to investigate the feasibility of installing a reinforced shelter to protect our operators to allow them to safely maintain the pump station and screening facility and place it back into operation.

Subsequent to our meeting, NJ Transit provided a field report dated October 2019 as prepared by STV, Inc., a consulting engineering firm, which stated that the exterior walls of the building are bowing outward. During the meeting on January 30, 2020, NJ Transit's engineer stated specifically said that "the bulge in one side of the building had increased by several inches" since the date of the report. This is an indication that the structure is shifting and the potential for a collapse is more likely. Photo No. 3 in the STV report documents the wide diagonal cracking in the building.

Since the structure is unsafe and has the potential to collapse, a "Collapse Zone" should be established at a minimum of 1.5 times the building height in accordance with Section 8.7.4.4.4.2 of the National Fire Protection Association. After determining the height of the building parapet to be 37.5-feet above grade, the Collapse Zone should be increased to a minimum of 60-feet in all directions from the face of the building in accordance with the attached sketch. This will require the closure of the bike path and the east bound lane of Observer Highway as well as the entrance to the NJ Transit property to protect the pedestrian and automobile traffic.

Following the meeting of January 30, 2020, our engineering consultant conducted a site visit to review the potential of temporarily supporting the building. During this inspection, it was noted there are several large diagonal cracks in the brickwork at the northwest corner of the building. The cornice appears to be displaced and leaning to the west just above the employee entrance to the Hoboken Train Station. We made these observations outside of the fence line along Observer Highway

We continue to work cooperatively with NJ Transit to attempt to find a solution to allow our staff safe access to our pumping station. However, in the interest of public safety, we felt it necessary to bring these issues to the County's attention.

If you have any questions, please do not hesitate to contact me.

Very truly yours,

Fredric J. Poco

cc: Hon. Anthony Romano, Freeholder, County of Hudson
Hon. Ravi Bhalla, Mayor, City of Hoboken
Dr. Richard J. Wolff, Executive Director, NHSA
Richard Shaefer, P.E., NJ Transit
Mario Patruno, Construction Code Official, City of Hoboken
Donald Conger, P.E., Project Director, OMI
Philip Reeve, Manager, OMI
Kevin Wynn, P.E., Mott MacDonald

Callender, Dara (CEDCDXC)

From: Callender, Dara (CEDCDXC)
Sent: Friday, February 7, 2020 1:04 PM
To: Kate Marcopul (Kate.Marcopul@dep.nj.gov); Baratta, Meghan (Meghan.Baratta@dep.nj.gov); 'daniel.moser@dot.gov'; Donald.Burns@dot.gov
Cc: Melissa Abernathy; Claire Lukacs; Courtenay Mercer; Joanne Buonarota
Subject: Hoboken Records Building
Attachments: 2016 02 06 H1 Wet Weather Pump Station Access Observer Highway Hoboken.pdf

Attached please find a letter from the North Hudson Sewerage Authority to Hudson County that relates to the Records Building; this correspondence is provided for your information in advance of our meeting at City Hall on Monday morning.

Kate and Meghan/Dan and Donald – this is the letter discussed earlier this afternoon.

Melissa, Claire and Courtenay – this is provided for your information and review.

Joanne – I believe that the Mayor already has this letter but wanted to forward it to your attention to be sure that all Hoboken parties participating in the Monday meeting have access to it.

See you all on Monday, Dara

Dara Callender, P.E.
NJ TRANSIT
Manager, Environmental Compliance
Environment, Energy and Sustainability Unit
One Penn Plaza East
Newark, NJ 07105-2246
Phone: 973-491-7205
E-Fax: 973-863-4538
E-Mail: dcallender@njtransit.com

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
501 East State Street
P.O. Box 420, Mail Code 501-04B
Trenton, New Jersey 08625-0420
Tel. (609) 984-0176 • Fax (609) 984-0578
www.nj.gov/dep

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

HPO Project # 20-0628-2
HPO-B2020-068

Dara Callender, P.E.
Manager, Environmental Compliance
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

February 14, 2020

Re: Records Building – Draft Alternatives Analysis

Dear Ms. Callender,

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, under Section 106 of the National Historic Preservation Act, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40553-40555), I am providing continued consultation comments on the following proposed undertaking.

Hudson County, City of Hoboken
The 2001 Programmatic Agreement among the Federal Transit Administration, the New Jersey State Historic Preservation Officer, and New Jersey Transit Regarding the Implementation of the Hoboken Terminal and Yard Master Plan
Potential Demolition of the Records Building

On January 31, 2020 the New Jersey State Historic Preservation Office (HPO) received the Draft Alternatives Analysis from NJ Transit. Additionally, the HPO attended a meeting with NJ Transit, the Federal Transit Administration (FTA), the Mayor of Hoboken, the Hoboken Historic Preservation Commission (HHPC) Chair and Zoning Officer, and representatives from the Hoboken Quality of Life Coalition and Preservation New Jersey on February 10, 2020 where the Draft Alternatives Analysis was discussed, and revisions and additions were suggested.

36 CFR §800.6 requires the agency official to consult with the SHPO/THPO and other consulting parties "to develop and evaluate alternatives or modifications to the undertaking that could avoid, minimize or mitigate adverse effects on historic properties." To this end, the Alternatives Analysis should include alternatives that are not adverse effects to historic properties.

Currently, all alternatives in this draft are adverse. Additionally, at the February 10, 2020 meeting the HHPC Chair, the representatives from the Hoboken Quality of Life Coalition and Preservation New Jersey all expressed their preference for in-situ rehabilitation of the Records Building. Therefore, the HPO requests that rehabilitation/adaptive reuse alternatives be prepared and added to the existing draft. During the meeting rehabilitation options such as commuter bike storage or a cistern were mentioned as potential new uses for in-situ rehabilitation alternatives. We recommend other in-situ rehabilitation alternatives be explored. These alternatives should address the specific treatments required for the rehabilitation/adaptive reuse options for the Record Building including but not limited to the attached recommendations in the 2001 Programmatic Agreement. The HPO recommends the use of an historic architect that meets the *Secretary of the Interior's Professional Qualification Standards for Historic Architecture* (Federal Register, Volume 48, No 190) and a building materials conservator, who have experience successfully rehabilitating deteriorated load bearing brick buildings. Additionally, the HPO recommends that a stabilization alternative that secures the building without adversely affecting the building be prepared by the historic architect and building conservator. Please see the attached example of temporary structural stabilization measures that do not adversely affect historic fabric.

The Alternatives Analysis is a public document that will be the basis for discussion at the public meeting tentatively scheduled for the middle of March, 2020. The HPO has developed an outline of the components of an Alternatives Analysis that has been used by other agencies in the development of Alternative Analyses. This outline entitled *Alternatives Analysis Outline for Protecting Buildings* is attached for your information and use. The HPO recommends that this outline be used as a guide in the preparation of the revisions and additions to the Draft Alternatives Analysis so that all pertinent information is included for public and interested parties' consideration.

Additional Comments

The HPO understands that NJ Transit has concerns regarding pedestrian safety proximate to the Records Building. The HPO is aware of other similar circumstances in which temporary freestanding sidewalk bridges around the buildings have been installed in order to address similar concerns. If NJ Transit is interested in implementing this temporary measure the HPO is available to discuss this option.

Thank you for this opportunity to provide consultation comments. Please feel free to contact Jennifer Balson Alvarez, of my staff, at 609-633-2397 or Jennifer.alvarez@dep.nj.gov if you have any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

ATTACHMENTS:
2001 Programmatic Agreement – Rehabilitation Recommendations
Mount Moriah Cemetery Gatehouse – Temporary Structural Stabilization
Alternatives Analysis Outline for Protecting Buildings

JBA/MMB/KJM

cc: Sharyn Lacombe AICP, FTA FPO (via email)
Mr. Donald Burns, FTA (via email)
Dan Moser, FTA (via email)
John Geitner, CHMM, NJ Transit (via email)
Honorable Ravi S. Bhalla, Mayor of Hoboken (via email)
Joanne Buonarota, Office of the Mayor, City of Hoboken (via email)
Ann Holtzman, Zoning Officer, City of Hoboken (via email)
Steve Zane, Chair of the Hoboken Historic Preservation Commission (via email)
Preservation New Jersey (via email)
Hoboken Quality of Life Coalition (via email)
Allison Mcleod NJDEP Office of Local Government Assistance (via email)

Alternatives Analysis Outline for Protecting Buildings

Consideration of alternatives should always be a part of project planning. However documentation of that consideration in accordance with this outline is only necessary when requested by the Historic Preservation Office as part of a specific regulatory process.

An alternatives analysis is **a process through which alternatives for developing a historic building or site are explored, and the benefits and losses of each alternative assessed, for the purpose of analyzing a** prudent and feasible alternative that will avoid or minimize the adverse effect to a historic resource. A good alternatives analysis steps back from a project to gain critical perspective. The analysis benefits the applicant by helping them thoroughly consider all aspects of project planning. Any potentially impacted historic resources can also benefit from the analysis for the same reasons.

The Historic Preservation Office may request an alternatives analysis as part of the following review processes in the event that a project does not conform with the Secretary of Interior's Standards for the Treatment of Historic Properties:

Section 106 of the National Historic Preservation Act
New Jersey Register of Historic Places Act
State of New Jersey Executive Order 215
Land Use Regulation permits (Coastal Areas Facility Review Act, Fresh Water Wetlands, Highlands, and Waterfront Development)

There are sometimes differences in the goals between a public project and a privately funded project and in the kinds of analysis that may be appropriate. By nature a private project has a limited number of constituencies. Maximizing economic return, location, program goals, community presence and design excellence are some of the most common considerations in developing a private project. Although many of the goals of a public project maybe the same as those of a private project, public projects have larger constituencies by nature and tend to include consideration of maximizing open space, recreation and historic preservation. Some of the investigation requested below may have been compiled in order to make the decision to implement a project.

Please note that every project is different; certain sections of this outline may not be relevant to your specific project. In those cases please address those sections as non-applicable. If the information was already submitted to the HPO please attach a copy to create a complete document.

I. Introduction to the project

1. Identify the regulatory action triggering the need for an alternatives analysis:
   a. Is the project a public or a private undertaking?
   b. What are the funding sources?
   c. Who is the owner?
   d. What if any permits are needed?
   e. Who is the lead agency for the regulatory review?

2. Project location map including all built structures and landscapes, with known historic resources identified.

3. Resource information:
   a. Statement of historical significance
   b. Physical description of the subject property, including character-defining features
   c. Boundary of the historic district or site, physical description of the subject property

4. Photographic documentation should include:
   a. Contextual photographs illustrating the relationship of the resource to the character of its surrounding area
   b. Sharp clear images which convey the character and significance of the resource, as well as details, such as materials and craftsmanship

5. Description of proposed project.

6. Statement of project need/objectives:
   a. Private projects (privately owned projects with no public funding): when use does not accommodate the resource type, explain why the resource could not be integrated into or within the site plan.
   b. Public projects (public ownership or use, such as libraries, government buildings, etc., with or without public funding): have other locations been sought which would better accommodate the project need/objectives?

7. Summary of redevelopment scenarios explored for subject property. Please note preferred alternative.

8. Describe how the proposed project meets:
   a. The local master plan and zoning requirements
   b. Local development trends

II. Site Condition and Design

1. For publicly initiated or funded projects: evaluation of alternative sites, programs, and/or buildings more appropriate for the proposed project must be included in the analysis.

2. A narrative summary of one of the fully examined alternatives must include the adaptive reuse of the historic building in accordance with the *Secretary of Interior's Standards for Rehabilitation.* (http://www.cr.nps.gov/hps/tps/secstan1.htm) Design alternatives must explore the potential for adding floors, additions or interior alterations that might be viable while retaining the character defining features of the historic property.

3. Where complete demolition is proposed for any reason, an existing conditions assessment prepared by an architect or structural engineer who meets the National Park Service's minimum standards for a historic preservation specialist in the architecture or structural engineering field must be submitted. The assessment must include:

a. A narrative summary of recommendations in order of feasibility
b. Evaluation of the architectural and structural features of the exterior and interior as well as all the environmental systems of the property
c. Annotated architectural drawings and existing condition photographs of the primary building, outbuildings (if applicable), site or landscape (if applicable)

4. Describe the site conditions and illustrate the status of the project site. Identify any conditions at the site that may impact the project, such as the presence of wetlands or open water, archeological resources, access/egress issues, soil conditions, etc.

III. Zoning or Building Code Constraints

1. Code constraints limiting adaptive reuse must be documented using the specific code citation and description, fully detailing the way in which the building fails to adhere to code requirements. The only current building code required for existing buildings in New Jersey is the Rehabilitation Subcode (http://www.state.nj.us/dca/codes/rehab/index.shtml).

2. Along with the code citation, a detailed analysis of work that is required to comply with the code and a cost estimate for this work must be submitted. Technical assistance is available through the Department of Community Affairs's Division of Codes and Standards.

3. If a local zoning variance is needed to facilitate adaptive reuse, this requirement should be discussed in the analysis.

IV. Development of Alternatives

1. A reasonable number of prudent and feasible alternatives, even those which may compromise project objectives, should be fully described and evaluated with regard to their impact upon the identified historic resource. The analysis should constructively evaluate factors such as local jobs generated, business creation, property tax stabilization or enhancement and other economic activity that may or may not result in a rehabilitation project versus a new construction project. Assessment should also include the benefits of cultural and heritage tourism and how those historic resources can enhance profitability. The analysis of alternatives should be sufficiently detailed and rigorous to permit independent comparative evaluation of the benefits, costs, and environmental risks of the proposed project and each reasonable alternative.

    a. For private projects, the alternatives shall provide a full understanding of the economic parameters that would prohibit the owner from realizing a return on investment in the historic property while keeping it in its historic use versus its proposed use or rehabilitating the site for a new use. The return does not necessarily have to be calculated based on the highest economic return. The new use may or may not be the same as the goals and objectives of the project. For example, if a historic farmstead complete with farmhouse and outbuildings has been purchased with the intent of developing a strip mall. Could it be adaptively reused keeping the site and buildings intact and

placing some of the strip mall businesses (such as a card shop, bank, hair salon, etc) within the farm buildings? Can the farmstead remain as a viable working farm? Could the farm and its buildings be best used to serve another purpose such as a bed & breakfast, antique shops and café?

b. For public projects (as defined under I.6.b.) each alternative shall be substantiated by economic data.
c. Economic data shall also include the sale of surplus property where applicable.

2. It is recommended that alternatives include consideration of financial benefits such as easements, investment tax credits and transfer of development rights in the analysis. Attached is a list of additional sources of funding and/or financial incentives that may make the rehabilitation of a historic property feasible.

V. Summary of Findings and Conclusion

Provide a narrative summary of the preferred alternative and full justification for its selection.

VI. Appendices

1. Vitae of persons involved in preparing the report

2. All letters from code officials or others with jurisdiction in which they have presented a position or recommendation on the project.

3. All comments received from interested parties including municipal historic preservation commissions, historical societies, and/or organizations that have a statewide interest in the protection and preservation of cultural resources.

List of Funding and/or Financial Incentives for Historic Preservation Projects:

Federal Tax Credits for Adaptive Reuse Projects:

The Federal Historic Rehabilitation Tax Credit:
http://www.state.nj.us/dep/hpo/3preserve/itc.htm

The New Market Tax Credit or the Bank of America Historic Tax Credit Fund which is administered through the National Trust for Historic Preservation:
http://www.nationaltrust.org/community_partners/hist_tax_credit.html

Public or private non-profit projects may be eligible to apply for funding:

The New Jersey Historic Trust
http://www.njht.org

The Foundation Center is a funding guide that can be searched using various key words such as "historic preservation", "cultural tourism", etc.

For more information about the foundation center please refer to:
www.foundationcenter.org

Financial assistance for low and moderate income housing may be obtained through:

New Jersey Department of Community Affairs:
http://www.state.nj.us/dca/programsbook/programsbook.pdf

New Jersey Housing Mortgage Finance Agency
http://www.state.nj.us/dca/hmfa/

PSE&G 5 Star Energy program
http://www.pseg.com/environment/urban/smart.jsp

Location	*Recommendations*	*Design Guidelines*
MB MATERIAL BUILDING	Based on the findings of Chapter III, Significance and Eligibility Table, this structure is not considered a contributing historic resource. It may therefore be developed outside of the controlled treatments of these recommendations.	
CH COACH HOUSE	Based on the findings of Chapter III, Significance and Eligibility Table, this structure is not considered a contributing historic resource. It may therefore be developed outside of the controlled treatments of these recommendations.	
RB RECORD BUILDING		
RB-1 Exterior Walls	.1 Restore ornamental copper pinnacles and moldings atop corner piers. .2 Replicate original copper scuppers, leaders and acroteria. .3,.4,.5 Perform masonry conservation analysis of bluestone or slate belt courses, sills and lintels to determine treatment, which may include consolidation or replacement of some units, particularly sills. Replace/repair stone accordingly. Clean. Repoint 100%. .6 Repair split-face brick masonry beneath belt course: repair damaged individual brick where cracked, at removed inserts, etc. Analyze and match original mortar mixes. Clean. Repoint 100%. .7 Smooth face brick above belt course and on piers: Same scope as RB-1 6. Add the following: Perform structural investigation of parapet, especially at corner piers, as well as several locations at north and south facades where brick is bulging and/or numerous joints are enlarged along a stepped diagonal ending at a window corner. Perform repairs accordingly, possibly including rebuilding parts of parapets and lower areas of south wall. Repoint 100% .8 Repair cracked concrete base at east, south and west elevations. Clean and remove stains. .9 Dismantle numerous metal inserts in masonry walls for electrical wiring, phone, etc. and repair brick and stone. .10 Perform cleaning tests on exterior masonry to determine scope. Clean exterior brick and stone and remove stains, including spray paint graffiti at north elevation. .11 Provide expansion joint between building perimeter and sidewalk.	Restore exterior of Record Building. Reassess and reorganize egress, including building entry at street curb and existing winder stair.
RB-2 Openings	.1 Remove galvanized steel replacement shutters. Restore/replicate original corrugated iron metal window shutters and hardware, reusing most or all existing iron strap hinges. New door on existing hinges. .2 Replace metal-clad wood windows, adding insulating glass in such a manner as not to modify exterior profiles of windows. Alternate: restore salvageable windows, replace others, add interior storms.	
RB-3 Roof	.1 Replace sloped built-up roofing, flashing, and reset stone coping. .2 **Recommendation for immediate action:** Remove tree at roof near south facade. Reset coping stones dislocated by tree and patch roofing.	
RB-4 Interior	.1 Repair damaged exposed brick, repoint at areas of mortar loss/failure with mortar matching original. Scrape and paint exposed steel columns. .2 Scrape and paint structural steel columns. Repair and repaint exposed structure and concrete slab ceiling. .3 If retained, restore original steel stair and lift in entry hall. .4 Remove storage shelving (casework).	Reassess egress at interior (winding stair and exterior door adjacent to street).

APPENDIX C
Design Guidelines Table

WJE

PROJECT PROFILE

Mount Moriah Cemetery Gatehouse

Temporary Structural Stabilization | Philadelphia, PA

Deteriorated by weather exposure and damaged by vandals, the gatehouse was at risk of collapsing before it could be restored by the Mount Moriah Cemetery Preservation Corporation, the nonprofit entity that took over management of the cemetery in 2014. WJE provided pro bono structural engineering services to design temporary stabilization measures that will limit further loss of historic fabric until funds can be raised for a more extensive restoration.

CLIENT

Mount Moriah Cemetery Preservation Corporation

BACKGROUND

Designed by architect Stephen Decatur Button, this ornate sandstone-clad gatehouse was constructed in 1855 for Mount Moriah Cemetery, a historic Philadelphia burial ground based on the "rural ideal" movement.

During the late twentieth century, ownership of the cemetery became unresolved and maintenance of its historic structures was neglected. The Preservation Alliance of Greater Philadelphia named the gatehouse one of its "Places to Save" in 2014 and facilitated efforts to designate the cemetery and gatehouse as eligible for the National Register of Historic Places.

SOLUTION

WJE communicated with Philadelphia's building department, which had issued a violation because of the structure's deteriorated condition, to mitigate the possibility of a demolition order. WJE designed temporary stabilization measures utilizing readily available lumber sizes and connectors, which were assembled by a local contractor at cost. Because of the proximity of grave sites to the perimeter of the structure, precast concrete traffic barriers were used as reaction blocks in lieu of foundations below grade. This not only minimized ground disturbance and eliminated the need for archaeological exploration but also reduced cost and resulted in a fully reversible intervention. The completed stabilization measures attracted press coverage that should help the Mount Moriah Cemetery Preservation Corporation raise funds for a more extensive restoration of this landmark structure that anchors one corner of the historic cemetery site.

Historic photo: Library of Congress, Prints & Photographs Division, HABS PA,51-PHILA,489A--2

WJE | ENGINEERS ARCHITECTS MATERIALS SCIENTISTS

Memorandum

TO: **Meeting Attendees:**
City of Hoboken: Mayor Ravinder Bhalla (Mayor), Chris Brown (CB), Ann Holtzman (AH), Steve Zane (SZ)
NJDEP/SHPO: Kate Marcopul (KM), Meghan Baratta (MB), Jennifer Alvarez (JA), Allison McLeod (AM)
Hoboken Quality of Life Coalition: Claire Lukacs (CL), Melissa Abernathy (MA) (telephone)
Preservation New Jersey: Courtenay Mercer (CM)
FTA: Donald Burns (DB), Dan Moser (DM), Uzoma Anukwe (UA), Charles Dyer (CD) (telephone)
NJ TRANSIT: Richard Schaefer (RS), Ralph Duran (RD), John Del Colle (JD), Dara Callender (DC), Paul Wyckoff (PW) (telephone)

FROM: Dara Callender, NJ TRANSIT

DATE: February 25, 2020

SUBJECT: **Hoboken Records Building Project**
February 10, 2020 Section 106 Consultation Meeting

- ✓ The Mayor offered an introduction, indicating that he had met with JD and PW at NJ TRANSIT during January 2020 for purposes other than the Records Building. During that meeting the Records Building and the DCA notice were discussed. The Mayor referred to the notice as showing "substantial disregard" for the Section 106 process and local concerns with historic preservation. The Mayor also asked if the federal process pre-empted the DCA order or not. He also indicated that Hoboken is extraordinarily concerned with the preservation of this building.
- ✓ The Mayor further stated that, during a subsequent conference call between NJ TRANSIT and the City, NJ TRANSIT had offered to carefully deconstruct the building and reconstruct it either at the existing location or at the alternate site proposed by the City during the prior Section 106 consultation meeting, with some adjustments to be made as needed to erect a building that would be practicable for other uses.
- ✓ PW stated that NJ TRANSIT engineers had recently observed additional deterioration of the building, that it was located near the NJ TRANSIT yard access driveway (which is of significant concern), and that NJ TRANSIT was in the process of closing off that driveway, emptying the adjacent employee parking lot, and locating alternative parking with the assistance of the Mayor. PW said that NJ TRANSIT believed that more deterioration had been seen on the north side of the building near the driveway.

- ✓ RS stated that a major NJ TRANSIT concern was to avoid a "jurisdictional conflict" associated with the DCA order as related to the preservation process, but also noted that the June 30th deadline was generous and workable. He confirmed that NJ TRANSIT was still willing to consider deconstruction of the building and the use of architecturally salvaged elements to construct a similar building evocative of the original building but configured to be of more serviceable design. (Alternative 3 in the current draft Alternatives Analysis (AA)).
- ✓ RS explained that the North Hudson Sewerage Authority (NHSA) had manholes located immediately in front of the Records Building that they used to access their pumps for cleaning and maintenance. NJ TRANSIT met with representatives of NHSA in January at which time NJ TRANSIT indicated willingness to pay for NHSA to design and install some protective measures and access the pumps; NHSA is still researching this proposed work. NHSA subsequently contacted the Hudson County engineer's office and recommended a 60 foot buffer area around the building. RS indicated that this size buffer was overly conservative for the situation as it was intended for safe distance from burning buildings, and that he was comfortable with the protective buffer presently in place. RS also said that the bulge at the upper northeast corner of the building appeared to be larger than when last viewed.
- ✓ RS noted that the draft AA, prepared by consultant, STV, had been distributed to all attendees, that the resume of the STV engineer who had inspected the Records Building had been reviewed by the Historic Preservation Office (HPO), and that the HPO requested that the AA include the use of a brick conservator. The Mayor asked if NJ TRANSIT was receptive to a discussion of Alternative 3, including the proposed relocation to the City's recommended site. RS replied that Alternative 3 anticipated salvage of approximately 60% of the brick, plus the lintels and other elements as noted in the AA, preserving the elements, and later using them to construct a new building at the existing site or elsewhere. NJ TRANSIT is evaluating potential uses of the new building. RS stated that he was not sure where the new location would be for Alternative 3.
- ✓ The Mayor indicated that it appeared that the discussion was "moving in the right direction." He asked about next steps in the process given NJ TRANSIT's information on the vulnerabilities of the building and the DCA order. RS responded that we needed to conclude Section 106 to determine what would happen. He explained that, if deconstruction and reconstruction were to occur, a scaffold would be erected, and the building would be carefully deconstructed with the salvaged materials stored safely for reuse. It is anticipated that this work will take four weeks to accomplish. NJ TRANSIT also proposed to construct a "façade" to cover the open area following removal of the building similar in style to the visual shield used to cover the adjacent electrical substation.
- ✓ DM explained that the FTA is obligated to ensure that the Section 106 process is undertaken, and reiterated that, obviously, public safety is the critical issue. All identified and recommended consulting parties (CPs) are now involved, but general public outreach is also required. This public discussion should consist of the presentation of alternatives as well as an explanation of the need for expedited review. DB added that the project would represent an adverse effect regardless of the alternative selected since even preservation and restoration in place would

necessitate significant building alterations based upon the current draft AA. DM said that we want to present other alternatives that may come up during the 106 process.

- ✓ KM stated that Alternative 2 discussed stabilization in place but that there was no rehabilitation or adaptive reuse alternative in the current draft AA. KM said that alternatives analyses usually included an alternative addressing rehabilitation or adaptive reuse. KM further explained that it was important to the public review process for the adaptive reuse alternative to be included, and for information to be provided that would assist the public in understanding the "thinking behind" all of the presented alternatives. She asked why the Records Building could not be adaptively reused in place.
- ✓ RS responded that the adaptive reuse alternative definitely need to be added to the AA. He also discussed the constraints associated with the adaptive reuse alternative: access/proximity to the tracks, the building size (20x100), the fact of the building not having been anticipated to be a habitable structure, the lack of parking in front of the building, lack of adherence to modern energy and safety codes, and the proximity of access to the NJ TRANSIT driveway and NHSA pump manholes. KM stated that this information should be included in the rehabilitation alternative.
- ✓ MB added that the AA should state that it had been prepared by STV, the STV inspection engineer's resume should be attached to the AA, and the AA should also incorporate information on what codes the building did not meet. DB added that information on the historic use should also be included and that this information would help to inform the reasons why there was, for example, no HVAC system as would have been provided for normal functional use. DM added that the AA should also include information on how close the building is to various NJ TRANSIT functions within the yard. AH stated that information on the NHSA access issue, as well as the difficulty with reuse and access associated with the planned Rebuild by Design (RBD) flood wall, should be included in the AA. RS confirmed that the AA definitely needed to be revised and asked that all CPs provide input on the items proposed for salvage under Alternative 3 for use n the event that this was the chosen alternative.
- ✓ DB asked about also cataloging what exists inside the building and whether or not there is anything inside that is of significance. JA noted that there is a stair and dumbwaiter. DC noted the bookcase shown in the AA photograph may or may not be of significance. SZ asked if there was a known time when interior elements might have been removed. RS responded that he believed that the building had been vacant during the entire time of NJ TRANSIT ownership. DB asked if any information existed regarding how things were stored in the building, particularly given the lack of, say, an HVAC system. He noted that, as we cannot access the building, it will be important to have this information for the record and for the public process.
- ✓ CB asked if typical AAs contained language on how costs were developed, and DM replied that Section 4(f) requirements included cost as one of the alternative evaluation considerations. DB added that costs could be identified in 4(f) but were not necessarily the deciding factor. DM stated that cost is not the only consideration but is one of the elements looked at. He further stated that there was no federal money associated with this project.

- ✓ CL said that she was astonished that the AA did not contain an alternative for reuse in place and stated that the deconstruction/reconstruction alternative appeared to not be fiscally wise. RS replied that few, if any, possible reuse options existed for the reasons previously noted, but that Alternative 3 was doable. CL said that Alternative 3 did not represent historic preservation and that the AA gave the reader the misconception that no other alternatives existed as it relied upon the opinion of only one engineer. RS replied that the building had been assessed by not only NJ TRANSIT engineers, but also engineers from the County, NHSA, DCA and STV, and that every engineer that reviewed the materials was in consensus that the building was unsafe.
- ✓ DB asked if other alternatives should be considered and CL replied that City resident Allen Kratz (AK) had presented a suggested use of the building to hold a combined septic/stormwater cistern installed separate from the exterior walls with those walls to be preserved. The Mayor explained that the City was currently proposing new parking at a location north of the Records Building site and that a 1,000,000 gallon detention tank would be required to meet the associated water storage requirement. AK's recommendation, which the Mayor said appeared to be well thought out, had been provided to the City in writing and would be sent to NJ TRANSIT for inclusion in the AA. DB noted that this alternative might be the worst option for the building as it called for placing a tank inside a building that was not "retaining itself." CL replied that the tank could consist of a water bladder system, and agreed that the option would necessitate the securing of the building for the proposed reuse. DB responded that this option could still end up requiring deconstruction which would still represent an adverse effect and not guarantee historic preservation.
- ✓ DM noted that any reuse needed to be included as an alternative. JA indicated that some documentation existed indicating that either NJ TRANSIT or the HPO had suggested bicycle storage as a reuse option for the building. SZ stated that, at the top of the list is for NJ TRANSIT to preserve and use the building for a transit use. He stated that the Historic Preservation Commission (HPC) was certainly aware that NJ TRANSIT owned the Records Building, and indicated that a new NJ TRANSIT use would be preferable to others as a way to restore the building to a useful life. He added that it was a structurally simple building that could be readily reassembled. CM indicated a preference for retention and adaptive reuse in place, and stated that mitigation measures needed to be incorporated into the AA for the CPs to "budge" on this issue. She added that the 20x100 size was being downplayed as not being useful, and stated that the preference, should relocation be the selected alternative, would be to reconstruct a building of the same size and configuration.
- ✓ RS explained that it was important to consider ADA, fire, and other modern codes and that it is not practicable to reconstruct using the original building design. No structural engineer has yet been willing to sign off on a stabilization option, and stabilization might actually make the building condition worse. The parapet of a building is not normally a structural element but, with the pent roof configuration, if the parapet collapsed the roof would also collapse and the walls could also be at risk. CM asked if that all meant that Alternative 2 was not a real alternative, and RS replied that it was important that the AA investigate all practicable alternatives and determine the results after the evaluation.

- ✓ AH asked about next steps in addition to the need to update the AA. KM confirmed that the AA needed to be more "robust" for meaningful public involvement. The AA should define whether or not any alternatives existed that would avoid or minimize the adverse effect and, if so, whether or not they were feasible. If no feasible avoidance or minimization alternative exists, we will need to discuss mitigation measures. KM reiterated the need to update the AA to include the CPs' concerns, after which the document should be redistributed and the public be given the opportunity to comment. RS confirmed that NJ TRANSIT preferred to receive written feedback on the AA from all CPs. He also stressed the need to expedite the AA comment and revision process. DB stated that all CPs should provide comments on the AA to NJ TRANSIT by COB Friday February 14th, and all attendees agreed.
- ✓ AH further noted that it was important to set a schedule based on the need for a four week deconstruction schedule prior to the DCA June 30th demolition deadline as well as the need to provide access to NHSA. RS agreed, indicating that the process would need to be concluded by, say, the third week in May. He added that the cost of performing Alternative 3 would have to be presented to the NJ TRANSIT Board for approval with a goal of presenting the project at the May 2020 Board meeting.
- ✓ AH and DB confirmed the importance of holding the required public meeting in early March in order to maintain the desired schedule. CB asked the FTA what form the meeting should take. DB indicated that the FTA was flexible in terms of format; the meeting can either be a public hearing or an informational meeting with board sessions and/or a presentation. He stated that the latter was preferable in this situation as much of the public was not yet informed about the various project alternatives, etc. Comments would be accepted from the public, and notice of the meeting would have to be placed in the local newspaper, on NJ TRANSIT's and the City's websites, and posted at City Hall and the Terminal.
- ✓ AH indicated that the next city council meeting was scheduled for February 19th and that, if the public meeting date was selected prior to that date, the council could announce the planned public meeting at that time. DB stated that a minimum two week notice period (or as long as 30 days) was required, and that it is important that the public know how to offer comments and how long the comment period will be. He added that the public will have to "learn a lot quickly" so there was insufficient time for the "normal" process. The notice will need to offer information on the project issues, why the project and review process are time sensitive, what alternatives have been evaluated, and what the project challenges are. He proposed a two week notice period prior to the meeting and a two week comment period afterwards.
- ✓ RS stated that NJ TRANSIT could finalize the revised draft AA by the end of February. CL asked who would pay for the project and whether or not NJ TRANSIT was obligated to pay due to not caring for the building in the past. RS replied that, while it was not an excuse, the reason for not maintaining the building was due to the significant financial constraints faced by NJ TRANSIT, and that all available funding was prioritized for matters of life safety and maintaining the operation of transit. All other priorities are necessarily secondary. CL asked why the LCOR proposal still showed the Records Building as being in place if preservation was not feasible. CB explained that, while LCOR encouraged preservation of the building, they were not a part of this project discussion and that their plans, therefore, simply

assumed the building continuing to be in place. RS noted that preservation of the building was always contemplated for the site until portions of the roof parapet collapsed onto the sidewalk below and subsequent in-depth inspection revealed that the structure was at risk.

- ✓ CL asked how the 2001 PA relates to the selection of the preferred alternative. DB confirmed that the PA determined the need for undertaking the Section 106 process as this project calls for a non-adaptive reuse option. DM added that the PA language was not specific and that many of the proposed actions were dependent upon available funding. Under the PA, proposed non-adverse projects would have a streamlined regulatory process. FTA responds to applicant requests for funding but the grantees have to determine their own priorities. DB added that it is FTA's "job" to bring people together under the Section 106 process.
- ✓ CM asked if NJ TRANSIT was self-insured and stated the assumption that there was no insurance money available for this project; DC confirmed that NJ TRANSIT is self-insured. CM also asked what would happen if the NJ TRANSIT Board did not approve the project and DB replied that the FTA would speak with NJ TRANSIT prior to the project being presented to the Board.
- ✓ DB reiterated the time sensitivity, the need for a thorough AA discussing all really feasible alternatives, and the importance of timely review by the public. He said that we need to decide what can be done in terms of either preservation in place or another alternative. He said that alternatives should not be ruled out without supporting information and pros and cons for each. He and JD confirmed that the point is not to find blame for the situation but rather to move forward in the interest of public safety and also perform the necessary due diligence.
- ✓ CM noted that this might be a project that would focus attention on the need to investigate and catalogue all NJ TRANSIT buildings so that similar situations to this one might be avoided in the future. She added that the cost of the project will ultimately be greater than what would have been spent had maintenance not been deferred. DB noted that NJ TRANSIT prepares a plan of this type for FTA to ensure state of good repair activities are undertaken as that it is FTA's intent that NJ TRANSIT maintain its buildings. DM added that it will be worthwhile to reassess the Hoboken assets plan, and RS stated that NJ TRANSIT is currently in the process of inspecting all of its facilities for a new asset plan. He noted that it was important to bear in mind that, while historic preservation is important, each time we address some sort of facility need other regulations or constraints arise (such as ADA compliance). DB agreed and noted that, as an example, the Perth Amboy Station project evaluation took longer than was originally anticipated due to the need to balance historic preservation with ADA requirements.
- ✓ DB proposed a schedule and steps for moving forward:
  - Comments on AA from all CPs to DC by COB Friday February 14th
  - STV and NJ TRANSIT to finalize revised AA by Friday February 28th
  - Revised AA (as draft for public review) to be posted on NJ TRANSIT website by first week of March
  - March 2nd or immediately thereafter (two weeks prior to public meeting date) advertise public meeting in local newspaper (*Jersey Journal* per CB), notice on NJ TRANSIT and City websites, postings at City Hall and Hoboken Terminal

- Public meeting week of March 16th; City to determine date, time and location
- Close of public comment March 27th
- April to be spent evaluating results of public meeting and comment, finalizing the AA document, preparing a Memorandum of Agreement (MOA)

✓ AH indicated that the next HPC meeting was scheduled for March 2nd, so if the revised AA could be available for discussion at that meeting HPC comments could be sent to NJ TRANSIT on March 3rd. DB noted that the preferred alternative should be disclosed at the public meeting, and stated that portions of the MOA (i.e., Section 106 process information, etc.) could be written at this time.

✓ RS stated that immediate notice would be given to all parties in the event of a major building failure. DB confirmed that, in that event, it would be important to know what would be needed for stabilization, and that any required stabilization would have to be performed with the situation documented for the record. CM asked about the planned use of scaffolding for either stabilization or deconstruction, and RS explained that the two types would be very different as the former would have to structurally support the building whereas the latter would be used for demolition purposes only. DM sought clarification regarding past NHSA access and RS explained that NHSA had accessed the site only prior to the placement of the cordon around the Records Building.

✓ DB reminded all attendees that public safety is the first priority and that nothing should be done to make the building situation worse than it currently is. DM noted that, if anything happened to the building in the coming weeks, all parties should be notified and all actions and reasons for those actions must be documented. CM asked why stabilization could not begin now. RS replied that any stabilization would not happen quickly, that stabilization would likely take three months to complete, and that the installation of a robust frame for this purpose would likely cause the building to shift further. DB reiterated that, even trying to stabilize the building could result in partial demolition, and reminded all parties that the NHSA building and NJ TRANSIT traction substation were located in immediate proximity to the Records Building.

✓ AH asked about the appropriate timing of a follow-up Section 106 CPs meeting, and DB indicated that the next meeting should occur after the public meeting for the purpose of discussing the contents of the MOA (i.e., say, the second week of April). He added that by the end of April all history, process information, alternatives, the proposed decision, CP and public correspondence, etc. would need to be compiled for presentation to the FTA Regional Administrator for approval.

Next Steps:

Feb. 14, 2020:	All CPs to provide AA comments to NJ TRANSIT by COB
Mid-Feb., 2020:	City of Hoboken to determine date, time and location for public meeting to be held during the week of March 16, 2020
Feb. 28, 2020:	NJ TRANSIT and STV to finalize revised draft AA incorporating all CP comments
March 2, 2020:	Hoboken HPC to review revised draft AA (with comments to be provided to NJ TRANSIT on or soon after March 3, 2020)
March 2, 2020*:	Notice of public meeting to be published in *Jersey Journal*

March 2, 2020:	Notice of public meeting and revised draft AA to be placed on NJ TRANSIT and City websites
March 2, 2020:	Notice of public meeting and availability of revised draft AA to be physically posted at City Hall and Hoboken Terminal
Week of March 16, 2020:	Public meeting to be held in Hoboken
March 27, 2020:	Close of public comment period

* Note – draft newspaper notice to be prepared by NJ TRANSIT for FTA review and approval prior to publication

Future Steps:

Week of April 6 or 13, 2020:	All CPs to meet for follow-up Section 106 consultation to discuss results of public meeting and proposed mitigation measures
April 30, 2020:	NJ TRANSIT to finalize all project documentation for FTA for approval by Regional Administrator

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE
501 East State Street
P.O. Box 420, Mail Code 501-04B
Trenton, New Jersey 08625-0420
Tel. (609) 984-0176 • Fax (609) 984-0578
www.nj.gov/dep

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

HPO Project # 20-0628-3
HPO-C2020-024

Dara Callender, P.E.
Manager, Environmental Compliance
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

March 4, 2020

Re: Records Building – Revised Alternatives Analysis of March 2, 2020

Dear Ms. Callender,

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, under Section 106 of the National Historic Preservation Act, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40553-40555), I am providing continued consultation comments on the following proposed undertaking.

Hudson County, City of Hoboken
The 2001 Programmatic Agreement among the Federal Transit Administration, the New Jersey State Historic Preservation Officer, and New Jersey Transit Regarding the Implementation of the Hoboken Terminal and Yard Master Plan
Potential Demolition of the Records Building

The HPO received the revised Alternatives Analysis on March 2, 2020. It is understood that the revised Alternatives Analysis is a work in progress and HPO will continue consultation with NJ Transit and FTA after consideration of all consulting parties' input. But in the interest of providing timely feedback for all parties concerned, the following are our preliminary observations. The revised Alternatives Analysis dated March 2, 2020 finds that all alternatives are adverse effects to the Records Building. However, it is the professional opinion of the HPO that, **Alternative 4 – Adaptive Reuse Alternative would not constitute an adverse effect on the Records Building** and meets the Secretary of the Interior's Standards for Rehabilitation. Specifically, the suggested bike and/or lost and found storage would retain the existing use, that of storage, could be sympathetically modified to allow periodic flood waters to flow through the base of the building, and would, in all likelihood, have a cost significantly lower than that of **Alternative 5 – Relocation/Reconstruction Alternative**.

Additional Comments

The HPO understands that NJ Transit has concerns regarding pedestrian safety proximate to the Records Building. Therefore, the HPO would like to reiterate that we are aware of similar circumstances in which temporary freestanding sidewalk bridges and/or support structures around buildings have been installed in order to address similar concerns. If NJ Transit is interested in implementing temporary sidewalk bridges and/or support structures the HPO is available to discuss these options. Additionally, if these measures are taken, the Department of Community Affairs may extend its deadline to its unsafe structure notice.

Thank you for this opportunity to provide consultation comments. Please feel free to contact Jennifer Balson Alvarez, of my staff, at 609-633-2397 or Jennifer.alvarez@dep.nj.gov if you have any questions.

Sincerely,

Katherine J. Marcopul

Katherine J. Marcopul, PhD., CPM
Deputy State Historic Preservation Officer

JBA/MMB/KJM

cc: Sharyn Lacombe AICP, FTA FPO, Sharyn.lacombe@dot.gov
Donald Burns, FTA, Donald.Burns@dot.gov
Dan Moser, FTA, daniel.moser@dot.gov
John Geitner, CHMM, NJ Transit, JGeitner@njtransit.com
Honorable Ravi S. Bhalla, Mayor of Hoboken, rbhalla@hobokennj.gov
Joanne Buonarota, Office of the Mayor, City of Hoboken, jbuonarota@hobokennj.gov
Ann Holtzman, Zoning Officer, City of Hoboken, aholtzman@hobokennj.gov
Steve Zane, Chair of the Hoboken Historic Preservation Commission, stevezane53@gmail.com
Preservation New Jersey, info@preservationnj.org
Hoboken Quality of Life Coalition, contact@qlchoboken.org
Allison Mcleod NJDEP Office of Local Government Assistance, allison.mcleod@dep.nj.gov

Jeffrey Messinger, P.E., LEED® AP BD+C

Transportation Maintenance Facilities National Practice Leader
Project Manager/Mechanical Engineer/Industrial Engineer
Vice President

Mr. Messinger is a project manager, mechanical engineer, and industrial designer with more than 17 years of experience in the design and construction of rail vehicle systems and rail maintenance facilities. He has prepared and managed industrial designs for rail maintenance shops, including facility sizing and layout development; specification of shop equipment; design of component repair support shops, including analysis and design of component repair workflows; and design of storage facilities. Mr. Messinger's project management duties have included overseeing design staff; reviewing, coordinating, and preparing design documents; and coordinating with subconsultants, construction managers, contractors, and clients. He is adept at document control, including compiling and organizing meeting minutes, specifications, drawings, technical reports, submittals, and RFIs so that they are easily accessible. Mr. Messinger also has a thorough understanding of green building practices, the principles of the LEED Rating System, and the knowledge and skills to successfully steward the LEED certification process.

Education
Bachelor of Science, Mechanical Engineering; University of Massachusetts at Amherst (2002)

Professional Registrations
Professional Engineer: District of Columbia (2019/#PE21787/exp. 8/31/20), Maryland (#47024/exp. 7/9/21), Massachusetts (Mechanical/#53135/exp. 6/30/20), New Jersey (2011/#24GE04899700/exp. 4/30/20), New York (2015/#095473/exp. 7/31/20), Pennsylvania (2016/#PE085117/exp. 9/30/21), Virginia (2015/#0402055136/exp. 7/31/21)

Certification
LEED Accredited Professional (AP) Building Design + Construction (BD+C) (2010/#10426191/exp. 8/16/20)

Memberships
Chairman, Young Member's Committee, Society of American Military Engineers (SAME) New York City Post

Project Experience

NJ TRANSIT Hoboken Terminal and Yard Hurricane Sandy Recovery Program - Project Manager

Providing design services for the restoration and mitigation of the historic Hoboken Terminal and Yard in Hoboken, NJ, which suffered extensive damage from the storm surge during Hurricane Sandy. The scope of services includes comprehensive architectural and engineering designs as well as coordination of specialty consultants (historic preservation, marine engineering, environmental remediation) for work throughout the entire yard, including the waiting room, terminal building, ferry operations suite, boiler systems, electrical distribution systems throughout the Terminal, wheel true building, train washer, engine house, and yard facilities/systems (2.4kV signal power distribution, wayside power systems, and 15kV building power distribution). The goal of this program is to restore damaged building elements and systems and provide resiliency measures to prevent or mitigate damage from future storm surges, including system hardening to prevent water intrusion. Mr. Messinger led the effort to document the damage and prepare cost estimates along with a descriptive narrative of conditions in support of NJ TRANSIT's insurance claim. Mr. Messinger is responsible for coordinating the designs of all disciplines, specifying repair and protection requirements for historic fabric in accordance with SHPO requirements and developing construction logistics phasing plans. Mr. Messinger led extensive coordination with SHPO to obtain approval for the various construction packages, including modifying the design concepts where feasible to minimize the impacts to historic fabric, developing alternatives analyses to demonstrate if feasible and prudent alternatives are available. Mr. Messinger specifically worked with the SHPO to preserve historic plaster, ornate metal, and to integrate the ferry ticket selling windows into the Main Waiting Room. Mr. Messinger also oversaw the preparation of a Historic

Documentation Report and a Historic Memorabilia Report. During construction, Mr. Messinger is attending construction progress meetings, coordinating the review of shop drawing submittals, and responding to RFIs. (4/14 - Present)

NJ TRANSIT Hoboken Terminal Structural Damage Assessment - Project Manager

After a train crashed through the bumping block at Hoboken Terminal and causing the partial collapse of the historic train shed canopy adjacent to the Main Waiting Room, Mr. Messinger received a call from NJ Transit's chief engineer requesting emergency support. Mr. Messinger immediately assembled a team of structural engineers and arrived at the site shortly after the accident occurred to assess the damage to the building, provide shoring recommendations and assist NJ TRANSIT in establishing a safe perimeter at the site. Mr. Messinger developed a strategy to barricade the damaged areas from being accessed by the public so that train service could resume as quickly as possible. Mr. Messinger managed the preparation of safety zone diagrams needed to satisfy the System Safety Certification that was required before reopening the station for service. He also oversaw the development of shoring recommendations and assisted in evaluating the best practices that should be implemented to remove the derailed train car and damaged materials from the concourse while minimizing disturbance of historic fabric. (9/16 - 11/16)

NJ TRANSIT Hoboken Terminal Station Repairs - Project Manager

After a train crashed through the bumping block at Hoboken Terminal and causing the partial collapse of the historic canopy adjacent to the Main Waiting Room, Mr. Messinger managed and oversaw the design of repairs that would restore the historic Terminal to pre-accident conditions. Mr. Messinger coordinated the various design disciplines to make certain that historic fabric was preserved to the greatest extent possible and that the repair design details and specifications replicated the historic aesthetic in accordance with SHPO requirements. To this end, the canopy joists and columns were designed utilizing modern steel shapes and materials in a manner that closely matches the size and shape of the original joists and columns, and faux rivet head have been welded onto the members to match the aesthetic of the existing members. Mr. Messinger oversaw the work of the Historic Materials Conservator who was responsible for specifying the materials, colors, and repair procedures for the terracotta tile wall and iron fencing. Mr. Messinger also developed construction logistic and staging plans that allowed the work to be performed and minimize disruption and coordinated the designs of all disciplines. During construction, Mr. Messinger is attending construction progress meetings, coordinating the review of shop drawing submittals, responding to RFIs, and visiting the steel and pre-cast concrete manufacturing facilities to review construction progress and confirming that materials are complying with project requirements. Mr. Messinger also oversaw the review of material samples and sitework mockup for the terra tile wall repairs. (5/17 - Present)

NJ TRANSIT Hoboken PATH Track & Structures Building Emergency Services - Project Manager

After receiving an emergency call from NJ Transit requesting about a partial collapse of the historic PATH Track & Structures Building at Hoboken Terminal, Mr. Messinger assembled a team of structural engineers and accompanied them to

the site. The team arrived within an hour of receiving the call and assessed the condition of the building. The team determined that a portion of the wood framed second floor collapsed onto the steel mezzanine due to water leaking in from the roof saturating pipe insulation that was stored on the second floor. The team determined that the overall building was stable, and before leaving the site, Mr. Messinger assisted in the preparation of a memorandum report that documented observed conditions and provided recommendations for immediate, near, and longer-term implementation. Mr. Messinger assisted NJ Transit in the evaluation of the various recommendations and oversaw the development of a selective demolition design package that would remove debris and other portions of the building that could potentially further collapse and to stabilize the building in a manner that would minimize further deterioration for a period of 2-3 years while NJ Transit evaluates how to proceed with the building, which was originally planned to be demolished. (1/18 – 4/18)

Metro-North Harmon Shop Replacement Phase II - Assistant Project Manager/Industrial Engineer

Provided industrial engineering and assisted in managing preliminary design and construction phase services for this $32 million design-build project in Croton-on-Hudson, NY. Mr. Messinger prepared the preliminary designs for the layout of pallet racks, loading docks, and storage areas in the new materials distribution center and maintenance-of-way storage facility. He prepared the specifications for vertical lift modules, forklifts, loading dock equipment, and custom storage racks for the M7 AC units. Mr. Messinger also designed equipment layouts for the renovation and installation of a new locomotive drop table within an existing drop table pit within the Building No. 6 Main Shop which was constructed in the early 1900s. During design and construction he coordinated the review of design and construction submittals and RFIs, attended design review meetings, reviewed equipment shop drawings, and witnessed equipment acceptance testing. (9/02 - 8/06)

MBTA Cabot Carhouse Renovation and Addition – Industrial Engineer

Preparing the industrial engineering design for the renovation of the Cabot Carhouse in Boston. The $86 million project will enable the Massachusetts Bay Transportation Authority (MBTA) to maintain a newer, larger fleet of Red Line vehicles currently being procured. The 125,530-sf single-story facility was constructed in the early 1970s, and currently services 218 cars manufactured by Pullman and Bombardier. The new 252-car fleet manufactured by CRRC will have more advanced electronics than the existing fleet, as well as rooftop AC equipment, and consequently requires shop space renovations so the facility can implement the new maintenance requirements and procedures. Mr. Messing is responsible for designing the layout for the facility improvements and preparing equipment specifications for truck hoists, bridge cranes, a vehicle paint booth, a wheel truing machine, a trainwasher, a truck wash area, and an electronic components repair shop. Mr. Messinger is also performing review of equipment shop drawings, responding to RFIs, attending/witnessing site acceptance testing and attending construction progress meetings. (1/17 - Present)

Dara Callender, P.E.
NJ TRANSIT, Manager, Environmental Compliance

EMPLOYMENT:
February 2000 to Present - NJ TRANSIT
Previous - Lichtenstein Consulting Engineers

EDUCATION:
BS, Civil Engineering, Columbia University, School of Engineering and Applied Science
MA, Historic Preservation, Goucher College

LICENSE:
New Jersey Professional Engineer (License #GE34689)

PROFESSIONAL DEVELOPMENT:
Attendance at workshops, seminars and classes in the following fields:
- Regulatory Compliance (Section 106, Section 4(f), NEPA)
- Professional Engineering PDHs in conformance with New Jersey PE licensing requirements

PUBLICATIONS:
The Pulaski Skyway – Railway Economic Theory Applied to Superhighway Design, published in *Canal History and Technology Proceeding, Volume XXVIII*, and by West Virginia University Press

PUBLIC SPEAKING:
- Presentation on the Southern New Jersey Light Rail Transit System [River LINE] regulatory review processing and permitting, New Jersey Quality Initiative, 2003
- *The Pulaski Skyway – Railway Economic Theory Applied to Superhighway Design*, Canal History and Technology Symposium, 2009
- *The South Orange Train Station and the DL&W,* "South Orange and its Colorful History" Symposium, South Orange Historic and Preservation Society, 2014
- *Fair Lawn Travels the Rails Then and Now,* Fair Lawn Historic Preservation Commission Program Night, 2016

EXPERIENCE:
- Preparation and/or management/processing of documents pursuant to the National Historic Preservation Act, National Environmental Policy Act, US Department of Transportation Act, NJ Executive Order 215, and NJ Register of Historic Places Act
- Research and preparation of content for interpretive and recordation documents and signage, and regulatory agreements, in satisfaction of historic regulatory approvals and agreements
- Acts as NJ TRANSIT liaison with NJ Historic Preservation Office, Federal Transit Administration, and other regulatory agencies and historic/environmental process stakeholders
- Provides advice/support to NJ TRANSIT, consultant and contractor staff regarding the requirements of applicable state and federal historic and environmental regulations, the compatibility of materials and methods affecting historic resources, and potential regulatory issues affecting project designs
- Provides resources, guidance and training to NJ TRANSIT personnel and third parties relative to historic and environmental regulatory requirements affecting planned projects and activities
- Managed numerous bridge inspection projects; performed inspection, analysis and evaluation of thousands of highway and railroad bridges; performed quality reviews of bridge evaluation documents
- Prepared contract documents for numerous bridge replacement and rehabilitation projects including the restoration/rehabilitation of historic bridges