

October 31, 2014

Rose Ann Lafferty  
Land Use Regulation Enforcement Officer  
Casino Reinvestment Development Authority  
15 South Pennsylvania Avenue  
Atlantic City, NJ 08401

Re: The Beach at South Inlet Proposed Mixed Use Development  
Block 132, Lot 1 and Block 133, Lot 1  
**Checklist Review for Completeness**  
**Preliminary and Final Site Plan Review Letter No. 1**  
ARH #24-10006

Dear CRDA Members:

This office has reviewed the following application documents submitted for Preliminary and Final Site Plan Approval for the referenced project:

**A. Applicant Information:**

- Applicant: South Inlet Partners Urban Renewal, LLC  
120 Albany Street, Suite 800, New Brunswick, NJ 08901
- Owner: Same as Applicant
- Engineer: Jay Sciuillo, P.E., Marathon Engineering and Environmental Services  
2922 Atlantic Avenue, Suite 3A, Atlantic City, NJ 08401
- Planner: None Noted
- Traffic: Charles Olivo, P.E., Stonefield Engineering and Design, LLC  
75 Orient Way, Suite 303, Rutherford, NJ 07070
- Attorney: Jennifer P. Smith, Esq., Gibbons P.C.  
Gibbons, P.C., One Gateway Center, Newark, NJ 07102

**B. Documents Submitted:**

1. Letter from Jennifer Phillips Smith (dated 10/17/2014)
2. CRDA Application Form (dated 10/20/2014)
3. Project Description (dated 10/17/2014)

4. CRDA Checklist (dated 10/17/2014)
5. Tax Certification, Facsimile (dated 10/8/2014)
6. Letter from the Tax Assessor providing a Certified List of Property Owners within 200' of both parcels (dated 9/19/2014)
7. Property Deeds
8. Corporate Disclosure Statements (dated 10/17/2014)
9. Escrow Setup Information
10. Plan set as prepared by Marathon Engineering and Environmental Services, Inc. consisting of the following:

<u>Sheet #</u>	<u>Plan Description</u>	<u>Date</u>	<u>Latest Revision</u>
1 of 17	Cover Sheet	10/15/2014	10/15/2014
2 of 17	Information Sheet	10/15/2014	10/15/2014
3 of 17	Site Plan	10/15/2014	10/15/2014
4 of 17	Site Plan	10/15/2014	10/15/2014
5 of 17	Grading Plan	10/15/2014	10/15/2014
6 of 17	Grading Plan	10/15/2014	10/15/2014
7 of 17	Utility Plan	10/15/2014	10/15/2014
8 of 17	Utility Plan	10/15/2014	10/15/2014
9 of 17	Landscaping and Lighting Plan	10/15/2014	10/15/2014
10 of 17	Landscaping and Lighting Plan	10/15/2014	10/15/2014
11 of 17	Landscaping and Lighting Dated Sheet	10/15/2014	10/15/2014
12 of 17	Site Detail Sheet	10/15/2014	10/15/2014
13 of 17	Stormwater Management Detail Sheet	10/15/2014	10/15/2014
14 of 17	Sanitary Sewer and Water Detail Sheet	10/15/2014	10/15/2014
15 - 17	Soil Erosion and Sediment Control Plan	10/15/2014	10/15/2014

11. Architectural Plans, submitted by SOSH Architects consisting of the following:

<u>Sheet #</u>	<u>Plan Description</u>	<u>Date</u>
AC - 100	Cover Sheet	10/15/2014
A - 101 thru 501	Floor Plans	10/15/2014

12. Stormwater Management Report prepared by Marathon Engineering and Environmental Services, Inc. dated 10/15/2014, no revisions.
13. Traffic Impact Study prepared by Stonefield Engineering and Design, LLC date 10/15/2014, no revisions.

**Review of Checklist for Completeness - Preliminary & Final:**

We have reviewed the checklists prepared by the Applicant as part of the application package, and it appears that the major application is ‘**complete,**’ and all checklist items are satisfied with the exception of the following:

- (10) As per Section 161-131, provide sight triangle easements and confirm that no landscaping, hardscape or retaining walls/planters fall within sight lines.
- (21)
  - (c) Survey – applicant should submit two signed and sealed copies of a current plan of survey for each block referenced in this application.
  - (e) Typical Sections are warranted for each local street, and how the proposed buildings, retaining walls, planters and steps will impact the existing walking areas of public rights of way.
  - (i) Existing storm drain system, pipe sizes, inverts and slopes should be shown on the plans, in order to assess the potential impacts on the system as a result of this improvement.
  - (o) Public utilities – proposed gas, electric and cable lines should be identified.

We do not recommend waiving any of the above noted sections of the checklist at this time. **Any approvals should be conditioned upon satisfying the above checklist items.**

**TECHNICAL REVIEW LETTER NO. 1:**

Based upon our review of the application, plans, reports, we offer the following comments:

**I. Project Description and Background**

Description of Site and Summary of Development Proposal

South Inlet Partners Urban Renewal LLC (“Applicant” or “Redeveloper”) seeks preliminary and final major site plan approval to permit the construction of a mixed use project (“Project”) at Block 132, Lot 1 and Block 133, Lot 1, known as 600 and 700 Atlantic Avenue, Atlantic City, New Jersey (the “Property”). The Property is located within the Uptown Urban Renewal Tract, and has been vacant for approximately fifty years. **The Application conforms to the Uptown Urban Redevelopment Plan, the relevant portions of the City of Atlantic City Land Use Ordinance, and the Residential Site Improvement Standards.**

On Block 132, Redeveloper proposes to construct approximately 251 residential units, residential amenities, and parking. Although the mix of units and other construction details

may change slightly during the final design, the Redeveloper anticipates that there will be 131 one-bedroom units and 120 two-bedroom units.

Residents will have access to an outdoor pool and a multi-purpose/gym facility, as well as centralized mail rooms, courtyard parking, bicycle storage, and ground floor storage. The redeveloper also proposes to construct approximately 8,890 square feet of ground floor commercial space along Atlantic Avenue, which may include retail uses, restaurants, or any other use permitted by the Redevelopment Plan. The number and type of commercial users has not been determined at this time.

On Block 133, Redeveloper ultimately anticipates constructing a second mixed use project. However, although the amount of parking proposed for Block 132 complies with the City's parking requirements, the CAFRA regulations, specifically N.J.A.C. 7:7E-8.14(e)(2), requires residential development within 0.5 miles of the beach to provide two parking spaces for every dwelling unit.

Thus, Applicant currently proposes to construct a parking lot with 256 spaces on Block 133. In the future, Applicant intends to replace this parking lot with permanent development.

A variety of ancillary uses and improvements are in the proposed project including miscellaneous signage, fencing, LED lighting, landscape planters, walkways, barrier free ramps, and stormwater management facilities.

Photographs of the site and surrounding roadways (New Jersey, Pacific, Atlantic, Connecticut, and Delaware) are on the pages that follow.

## **II. Significant Issues to be Addressed:**

We have completed our technical review of the major development and the following technical review comments describe specific concerns that should be addressed, prior to considering any approvals:

### **A. Environmental**

1. We suggest to the Board that copies of any environmental Phase I Audits or assessment reports be on-file discussing any findings regarding underground storage tanks, clean-ups, recorded discharges, etc.
2. There is a history of UST's being found beneath the public sidewalks, from the curb to right-of-way line. Therefore, we recommend that the applicant take responsibility for the complete removal and clean-up of any uncovered UST's located on the property or within the public right-of-way, up to the curb-line of each street.

### **B. Right-of-way Infringement – Atlantic Avenue**

1. The plan, as designed, proposes new retaining walls, steps, ramps, and planters within the right-of-way of Atlantic Avenue. This infrastructure encroaches into the existing 15-ft wide border by as much as 6-feet, leaving only 9-feet of usable sidewalk space.
2. At the bus-shelter, there will be less than one-foot of sidewalk remaining when built.
3. At each utility pole or sign structure, there will be nearly 2 to 3 feet remaining for pedestrian movements.
4. In an urban setting, the un-restricted sidewalk space should not be less than 10-feet.
5. We request that the applicant revisit this proposal and discuss the issue at the hearing, prior to considering any approvals.

C. Storm Water Management – Discharge to Existing

1. The proposed development provides no provisions for on-site attenuation of storm water flows and requires 100-percent discharge into the existing storm drain system located on New Jersey Avenue.
2. We recommend that the plans be revised to describe in detail the existing infrastructure, along each street, in order to determine the impacts on the existing system.
3. Provisions for dry-wells or on-site attenuation may be warranted, to reduce negative impacts down-stream.

The above items should be discussed at the hearing and the applicant may provide testimony as to how each item can be achieved to the mutual satisfaction of the CRDA and the Engineers Office.

Preliminary Approval may be considered only if the applicant can satisfy the ‘significant items.’

**III. Photographs of Site**



*Looking Northeast at the residential property Block 132, Lot 1 form the New Jersey/Pacific Avenues' intersection.*



*Looking Northwest at the parking lot on Block 133, Lot 1 from the New Jersey Avenue/Pacific Avenue intersection.*



*Looking North on New Jersey Avenue. Block 132 on Right. Block 133 on Left.*



*Looking West along Atlantic Avenue. Block 133 is on the Left.*



*Looking East along Atlantic Avenue. Block 132 is on the Right.  
Planters extend to the back of the bus shelter in the City ROW.*



*Looking East along Atlantic Avenue approaching Connecticut Avenue intersection. The Proposed Planters & Steps will be less than five feet from the sign post when constructed, in some locations, this impeding flow of pedestrians.*



*Looking South along Connecticut Avenue from the Atlantic Avenue intersection. Block 132 on the Right.*



*Looking Southeast at the Connecticut Avenue/Pacific Avenue intersection. Note the extra heavy sign posts. A plan of action is needed to relocate signs and bus shelters. Reduce conflicts with development; ADA compliance should also be assessed.*



*Looking West along Pacific Avenue from the Connecticut Avenue intersection. Block 132 on the Right. As per current ADA, the cross-slopes of existing and proposed sidewalks will need to be addressed on the plans, adhering to the maximum cross-slope of 2.0-percent.*



*Looking North along Delaware Avenue from the Pacific Avenue intersection.  
Block 133 on the Right.*

**IV. Planner’s Review**

1. The property is located within the Uptown Urban Renewal Tract, which is regulated by the Urban Renewal Redevelopment Plan (“Redevelopment Plan”). The purpose of the Redevelopment Plan is “to provide the mechanism leading to the complete development of Redevelopment Area.”
2. Specific goals of the Redevelopment Plan include:
  - A. To provide for intensive development of uses as permitted herein including uses permitted in an RS-C and CBD District. To transition development of the Redevelopment Area with adjacent developments and land use zones.
  - B. To the extent reasonably practicable, work with the Redeveloper to minimize traffic infiltration into the City's neighborhoods.
3. Objectives of the Redevelopment Plan include:
  - A. To stimulate private development by allowing maximum flexibility in land use, project design and building regulations.
  - B. To provide land for and thus promote growth of new private sector development which will strengthen and diversify the City's economic base by:

- Stimulating new markets, thereby attracting new employees and visitors to the City;
  - Providing diverse entertainment experiences resulting in an extension of a visitors stay and an increase in the likelihood that visitors will patronize other, non-casino attractions in the City and the region;
  - Providing year-round facilities, thus extending the length of the tourist season;
  - Increasing employment and business opportunities, including opportunities reserved for City residents and businesses;
  - Generating new hotel rooms;
  - Ensuring financial viability of the Project;
  - Encouraging private sector interest; and
  - Facilitating community use.
- C. To maximize tax revenue and generate new tax ratables by constructing on and thus increasing the assessed value of lands currently undeveloped.
- D. To return to productive use currently unimproved vacant land which, as a whole, has remained unproductive and which is not likely to be developed without the active participation of public bodies and return to the active tax rolls land currently under-public ownership.
- E. To prevent the spread of blight by the application of comprehensive plan controls.
- F. To improve pedestrian circulation, movement and facilities.
4. The applicant shall provide testimony in regards to how its application advances the goals and objectives of the Redevelopment Plan.
5. The subject property is located within the Atlantic City Tourism District. Pursuant to the New Jersey CRDA Atlantic City Tourism District Master Plan, the overall intention and vision is to “reinvigorate Atlantic City in the near-term as the leading resort destination in the Northeast and beyond. Among others, overarching objectives are to “develop an economically viable and sustainable tourism district” and “[expand] Atlantic City’s tourism and economic bases.”
6. The subject property is located within the Atlantic Avenue area, where the City has a vision to create a “Main Street” environment, creating a sense of place and connectivity along its two-mile path. The vision is to create a “clean, safe and energized coastal resort destination similar to locations found all along the eastern seaboard.”
7. The Master Plan also contains a vision for active, pedestrian friendly streets, including a “vibrant mix of retail, pedestrian circulation, signage, ground-floor retail, visual amenities, parks, residential living, adaptive re-use, good traffic circulation, and safe and clean environments.”

8. The applicant shall provide testimony in regards to how its application advances the intention and vision of the Tourism District and in particular the Atlantic Avenue corridor.
9. The applicant shall provide testimony relative to the extent to which the application complies with Ordinance Section 163-74, “Urban Design Standards.”
10. The applicant shall provide testimony about its landscaping plan and specific whether, in the context of the surrounding area, additional plantings would help to beautify the property.

## V. Engineer’s Review

### A. Mapping

1. The existing conditions map should identify the right of way improvements more accurately including the signal equipment, junction boxes, cleanouts, signs, underground electric, etc.
2. The storm drain data needs to be provided; contact the Public Works to have manholes opened for survey data collection.

### B. Site Plan

1. Site Improvements, including planters and staircases, are located within the ROW of Atlantic Avenue. The encroachment is approximately 6-7 feet, or approximately one half of the current sidewalk area. In some cases, the remaining sidewalk area is completely impassible due to the presence of bus shelters and double post traffic signs, or severely restricted due to utility poles and traffic control boxes. Based on the severity of the impact, the encroachment must be eliminated. If any encroachment remains, a license agreement to occupy the ROW must be obtained from City Council.
2. The 10’ dimension shown from Atlantic Avenue to the nearest planter must be revised. The actual dimensions to the curb line (not the concrete gutter) appears to be 8 feet or less.
3. The applicant shall obtain the foundation details for the overhead sign on Connecticut Avenue. This foundation may impact the proposed ingress/egress driveway
4. The applicant shall detail the proposed changes to the guiderail at the ingress/egress driveway. All modifications shall be made to NJDOT standards and in conjunction with the original design engineer for the roads.
5. Provide additional detail on the removal of landscaping material, impact to irrigation systems and other utilities as a results of this new access drive. Provide a large scale drawing of this access drive and include all existing and proposed grades as required.

6. All crosswalks on both sites shall have wide striping perpendicular to the path of pedestrian travel (Abbey Road stripes).
7. Any and all damaged curb shall be replaced with granite. Install granite curb where the sidewalk has been formed to take the place of curb.
8. Describe the use of the loading driveway. Identify the type of vehicle and the anticipated vehicle movement to access this driveway. When will this driveway be accessed, for how long, and how will pedestrian and vehicular traffic be impacted.
9. Provide an agreement for the bus shelter to remain on the north side of Pacific Avenue, near the westerly ROW line of New Jersey Avenue.
10. Provide barrier free pedestrian ramps at the Loading Zone driveway.
11. Since this is a major development of the entire block, the applicant should modify the existing ADA ramps at each corner to meet current regulations.
12. The applicant is advised that Pacific Avenue will be paved very soon and the gas company may need to install gas service on New Jersey Avenue. Install all utility connections immediately in Pacific or move these connections as there will be a 5 year moratorium on Pacific.
13. In coordination with number 11, the location of the water meter pits may be an issue due to conflicts with other utilities. The water meter pits are large. Coordinate with all utilities on the proposed locations for the water meter pits. Do test pits if necessary. City and CRDA to receive advance notification.
14. We recommend that the Sanitary Sewer connection onto Block 133 be terminated outside the ROW to minimize disturbance of the sidewalk in the future. Terminate the main in accordance with ACSA standards/direction.
15. Provide a point by point Isolux light level grid for review. Include street lighting and lights under all overhangs. Coordinate with the City on its citywide lighting master plan.
16. Developer to install Barrier Free Ramps at the intersection of New Jersey Avenue and the south side of Atlantic Avenue (2 ramps). Ramps on Connecticut and Pacific Avenues have already been done.

**C. Signage – Façade & Ground:**

1. The applicant should provide details of any façade or ground mounted monument signs for the major development, meeting the current ordinances for façade and monument signage.
2. The applicant should testify as to the illumination proposal also.

#### D. Grading and Drainage

1. This major development will require approvals at CAFRA and Waterfront Development, requiring water quality measures, such as the upflow filtration system, which is proposed as part of this application.
2. Any approvals considered will be conditioned upon the applicant receiving approvals at the state for storm water management and water quality.
3. There are a few areas in the residential parking area (Block 132) where grading appears to be flat. Schedule a meeting with this office to review these areas.
4. Is all of the curbing under the second floor pool/open space area necessary? It appears that the curbing will be of limited value to protect the support columns, and may inhibit the parking movement.
5. Show all barrier free routes and slope percentages to confirm adequate barrier free routes on the sites. Document that acceptable width is provided in all areas.
6. It appears that there are low points along the parking spaces along New Jersey Avenue on Block 133, near the driveway. Regrade as necessary (see #1 above).
7. Add spot shots and slope percentages to the ramps at both corners on the Block 133 parking area to confirm a barrier free route.
8. Grade the remainder of Block 133 (grass area) to drain properly. Some low points appear to exist.
9. Provide profiles for all storm sewer.
10. Provide a detailed as-built and connection plan to the existing storm manhole on New Jersey Avenue. Coordinate with the City of Atlantic City Public Works Department to open this structure. The applicant shall make all repairs necessary to this structure as required. Show all utility crossing to avoid conflicts.
11. All drainage pipe within the City ROW shall be reinforced concrete Class IV (min), rubber gasket, pile supported.
12. All storm drains will need to be pile supported. The details show that storm drains will be DIP piping. Details should be revised accordingly.
13. What is the downstream capacity of the storm system? Two 30 inch diameter pipes are proposed to tie into the New Jersey Avenue line, which may overload the system and cause

flooding. Water from other streets is being redirected to New Jersey Avenue. Provide documentation that the system is hydraulically capable of handling this redirected flow. For storms greater than the design capacity, what is the overland flow route for excess storm water to avoid flooding?

14. Detail/profile the stormwater feature on Sheet 6 of 17.
15. Provide a certification that all conditions and approval from the NJDEP for the use of the up-flow system have been met. Describe in written detail how they have been met.

#### **E. Trash and Recycle**

1. The plans should identify where the trash and recycles will be staged by residents on a daily basis.
2. There appears to be one location on the site to house the compactors, however, the residents should not need to travel across the site to dump trash and recycle.

#### **F. Maintenance Plans**

1. Maintenance Plans for Site and Storm Water Management should be provided on the final site plans.

#### **G. Vehicular and Pedestrian Circulation**

##### **Vehicular**

1. Sight triangles are required at each corner as well as the exit points onto local streets.
2. Add additional directional arrows to the pavement on Connecticut Avenue between the new access drive and Atlantic Avenue. Add a one way sign directly across from the access drive, along the easterly curb line of Connecticut Avenue.
3. Describe how the gates on the access drives on Connecticut and New Jersey Avenues will operate. Will vehicles be required to back out onto Connecticut or New Jersey Avenues on the event of a gate failure, lost vehicle, etc.?
4. Add additional pavement directional arrows on the ingress/egress drive. Include a right only arrow and wording.
5. Describe the primary uses of both parking areas. Is the residential parking on Block 132 exclusively for residents? Is the lot on Block 133 open to the public and for overflow parking for the residents on Block 132?
6. The parking lot will be secured with 6-ft high fencing, however, the rear and side yards of lot will be fenced in with chain link fence, while the front side will be secured

with decorative fencing. We recommend that the applicant install decorative fencing around the entire lot for consistency.

### **Pedestrian**

1. The plans propose planters and retaining walls near the edges of public sidewalks. These walls have blunt 90-degree turns at corners, at a height of approximately 36-inches. This may be a safety issue with pedestrians traversing corners and impacting the sharp corners.

We recommend that the architect revisit this design addressing the safety concerns.

2. Review in detail and prepare a plan for the pedestrian circulation (including barrier free routes) for this site. Address such issues as:
  - a. Pedestrian path from the parking area in Block 132 to each building.
  - b. Pedestrian path from building to building, storage areas, and each street.
  - c. Pedestrian path to the common area and retail stores.
  - d. Path from New Jersey Avenue onto the site on Block 132.
  - e. Pedestrian paths on Block 133. Consider a dedicated pedestrian path along the main access drive out to the sidewalk on New Jersey Avenue.
  - f. Address the intent of the 2 access points near the corners of the parking lot. Is the alignment appropriate for the intended use of the lot?
  - g. Should the handicap spaces at the southeast corner be moved up along New Jersey Avenue closer to the ingress/egress drive to balance the spaces at the various access points?
3. Prepare a mid-block pedestrian crossing detail for the connection on New Jersey Avenue between the 2 properties. Address crosswalks, signage, pavement reflectors, and increased lighting at this point. Add additional lighting at all access drives and pedestrian paths as necessary.
4. Coordinate all traffic improvements with the CRDA, City, and the City Police Department and Traffic Safety Officers. Schedule a meeting with all parties to review proposed changes and details.

### **H. Details**

1. Provide footing/foundation details and calculations signed by a New Jersey professional engineer for all proposed planters, retaining walls, lights, large signs, etc.
2. Use heavy duty posts for all signage in this development. Wind velocities are extreme in this area of the City. See the intersections of Delaware and Pacific Avenues as a general example. Coordinate with the CRDA for their details/solutions for this problem.
3. All concrete shall be 4500 psi with 8-10% air entrainment. Revise all details.

4. Revise the concrete sidewalk detail to reflect control joints to generate a square parcel. (i.e. 4x4, 5x5, etc.) Match joint patterns in adjacent sidewalk where appropriate.
5. Are all gates wind proof and are they self-closing? Gates, posts, foundations, etc. must be heavy duty in this area of the City (see #2 above). All gates shall be able to be completely secured in the open position.
6. Provide a chart of post size and required footing size for this project.
7. Update the cross walk detail to include wide lines perpendicular to the path of pedestrian travel (Sheet 12).
8. Revise the paving section (Sheet 12) to reflect that the sub-base material shall match existing. If concrete is encountered, concrete shall be doweled and replaced in kind.
9. All stone used on the project shall be choked stone. No open graded stone is permitted to prevent migration of fires. Update all details as necessary, including stone with Mirafi Fabric.
10. Call out the location of the dog house manhole on the plans.
11. Provide a concrete HDPE and PVC ASTM bedding details.
12. Remove note #2 of the off-line up-flow filter if a “downstream defender manhole” is not being used.
13. Identify all timber supports as pressure treated.
14. Provide flotation calculations for the water meter pits.
15. We recommend polypropylene ladder rungs rather than galvanized, which is subject to ACMUA approval.
16. The plans should identify the proposed utility trench restoration limits, including typical sections. We recommend that a minimum mill/resurface width of 20-feet for any trench work on local streets, to be done 6-months after the trench work is done, allowing for ample settlement time.

**I. Miscellaneous**

1. Provide a signed and sealed survey for Block 132 and Block 133.
2. Add a note to Sheet 2 that the owner is to schedule a preconstruction conference with the CRDA and the City at least 30 days prior to start of construction.

3. The City and CRDA require 72 hours notice prior to the start of each phase of the project (i.e. clearing; grading; foundations; utilities, etc.) Note D-4 on the plans.
4. Revise all notes to indicate notice/approvals to be reviewed by the City Engineer, Design Engineer, and CRDA.
5. Add a note to section C that the owner is responsible to identify, protect, reset as needed all City owned control monuments.
6. Add a note that the Owner is responsible to construct, inspect, and maintain all stormwater management facilities associated with this project. The City of Atlantic City will not accept responsibility for these facilities.
7. Add a note that the Owner shall provide all inspection reports, maintenance records, O&M manuals, and receipts for all work/materials for the stormwater management facilities as required by the City.
8. Revise Note #11 to include “ASTM standards.”
9. Revise the notes under “Stormwater Facilities Maintenance Schedule” (Sheet 17) as follows:
  - a. Note 3: Submit quarterly reports of inspections, repairs, cleanout, filter repair/replacement, volume of material removed, etc. to the City of Atlantic City. Keep all records available for inspection by the City.
  - b. The last note should be revised to the following:

“The Owner is responsible for the construction, maintenance, and replacement of the stormwater management facility. The City of Atlantic City does not assume oversight or maintenance responsibility.”
10. Under no circumstances shall concrete trucks wash down, after a pour, into the City ROW and storm sewer system. The project owner shall provide a designated wash down structure (watertight) where all vehicles will wash down. This structure shall be emptied into a suitable vehicle and carted away or the structure itself carted away and subsequently replaced on-site.

**J. Parking**

1. The surface parking area is located beneath the proposed buildings, and across the street from New Jersey Avenue on Block 133, also with access via New Jersey Avenue.
2. Based upon Atlantic City Ordinances, 1 space for every two (2) dwelling units is required plus 1 space for each 300 square feet of retail floor area. The total number of required spaces is 126 (251 units) plus 30 (9000 sf/retail), or 156 spaces. The number of retail spaces could be reduced by 85% for the retail portion, which would leave the total spaces to 131.

3. RSIS standards requires 1.8 spaces for a one bedroom; 2 spaces for a 2 bedroom. Based on this standard, 476 parking spaces would be required. RSIS also recognizes that the number of spaces could be reduced if public transportation is readily available.
4. Based upon the requirements noted above, this project exceeds the required number of spaces by providing 518 spaces (256 on Block 133 and 262 on Block 132).

## **K. Traffic**

### **Existing**

1. The existing condition analysis was completed by analyzing the adjacent roadway network infrastructure and identifying public transportation opportunities.
2. Based upon U.S. Census data, approximately 26.5% of City residents use public transportation to commute to work, while approximately 18% walk to work. Both NJ Transit and the Jitney Association have routes that operate along the frontage of this project. Connection are available to the Boardwalk, Atlantic City bus and rail terminals, and the Atlantic City Marina.
3. Traffic count were collected during a typical weekday morning, weekday evening, and Saturday midday time periods while Showboat and Revel were still in operation. Specifically, traffic counts were taken at the intersection of Atlantic and Pacific Avenues with Delaware, New Jersey, and Connecticut Avenues. Based upon the analysis of the data, the peak hour traffic occurs as follows:

Weekday Morning Peak	8 – 9 am
Weekday Evening Peak	4:15 – 5:15 pm
Saturday Midday Peak	11:30 am – 12:30 pm
4. Under the existing condition, each studied signalized intersection would operate at Level C or better during all studied peak hours. Note that for a signalized intersection, as LOS A indicates operations with a delay of less than 10 seconds per vehicle, while an LOS F describes operations with delay in excess of 80 seconds per vehicle.
5. The no-build analysis, which accounts for a 1% background growth rate over a 5 year build out period, indicates that each of the studied intersections will still operate consistent with the findings of the existing condition.

**Proposed**

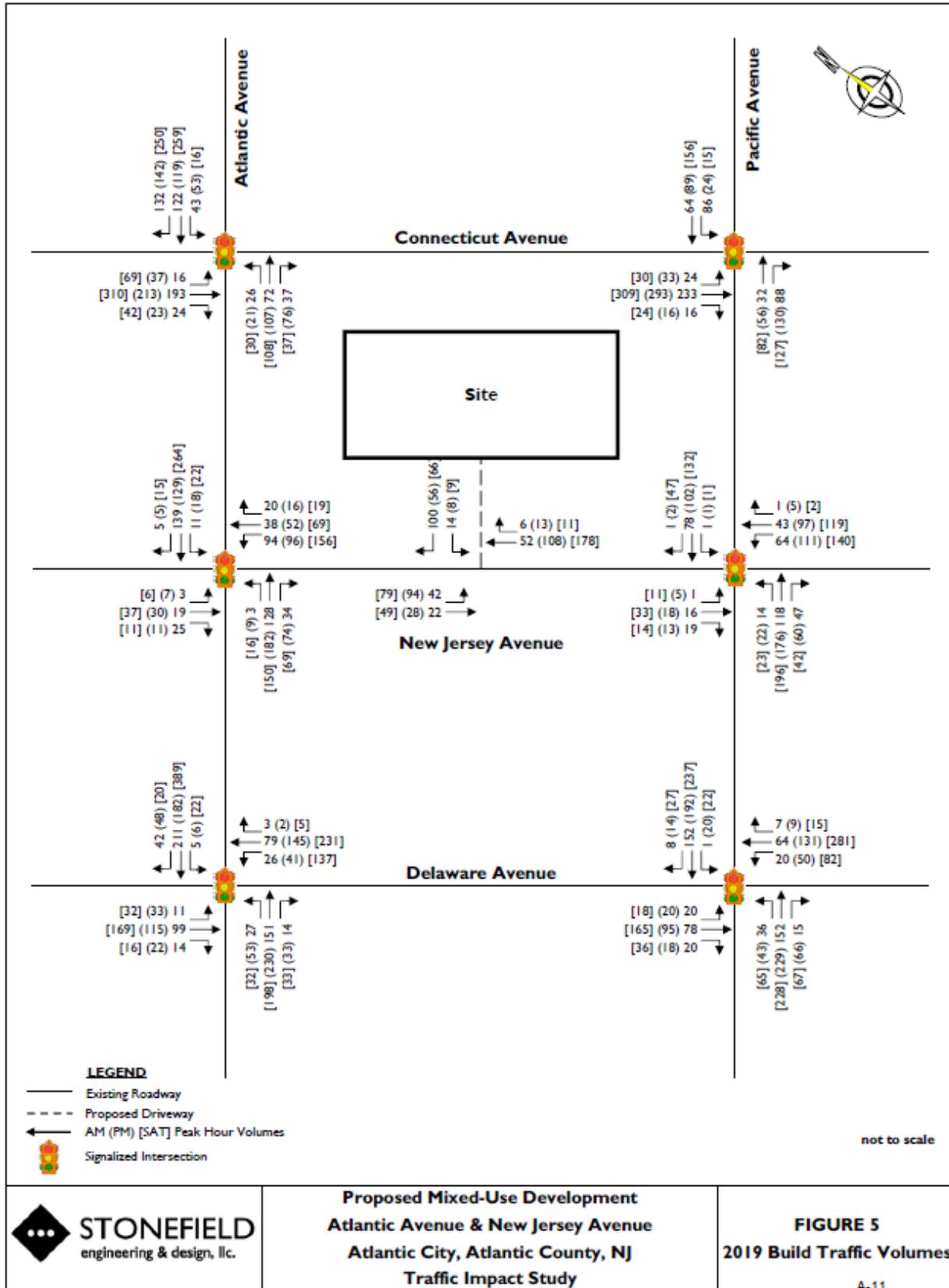
1. The proposed trip operation projections for this project are noted below:

**TABLE 2 – PROPOSED TRIP GENERATION –AUTOMOBILE & NON-AUTOMOBILE TRIPS**

	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
<b>251 Apartments</b>									
Automobile Trips	22	87	96	86	47	120	64	48	112
Non-Automobile Trips <sup>1</sup>	4	15	19	15	8	36	11	8	19
<b>Total Trips</b>	<b>26</b>	<b>102</b>	<b>128</b>	<b>101</b>	<b>55</b>	<b>156</b>	<b>75</b>	<b>56</b>	<b>131</b>
<b>9,000 SF Specialty Retail</b>									
Automobile Trips	26	27	53	21	17	38	26	27	53
Non-Automobile Trips <sup>1</sup>	4	5	9	4	3	7	4	5	9
<b>Total Trips</b>	<b>30</b>	<b>32</b>	<b>62</b>	<b>25</b>	<b>20</b>	<b>45</b>	<b>30</b>	<b>32</b>	<b>62</b>

<sup>1</sup>"Non-Automobile Trips" includes projected trips via public transportation and non-motorized trips

2. The site generated trips were added to the No-Build Volumes to calculate the 2019 build volumes. The values are shown on Figure 5 of the Traffic Report and included here for reference. With the development of the project, each signalized intersection studied will operate at LOS C or better, consistent with the findings of the no build condition.



**Recommendations:**

Based on the above technical issues, we recommend that the significant engineering issues be addressed prior to taking action on both Preliminary and Final Site Plan approval.

However, we have no objection to the governing body taking action on 'Preliminary Major Site Plan Approval,' conditioned upon satisfying the 'significant' technical concerns enumerated on Page 4 of this report.

We reserve the right to further review comments resulting from the receipt of revised plans and reports.

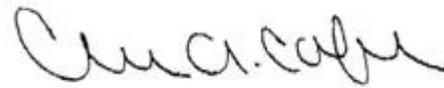
If you should have any questions or require additional information, please feel free to contact our office.

Sincerely,



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Theodore Wilkinson, PE  
Board Engineer



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Christine A. Cofone, AICP, PP  
Cofone Consulting Group, LLC



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Justin Auciello, ACIP, PP  
Cofone Consulting Group, LLC

TW/sc

cc: Lance Landgraf, CRDA, Director of Planning  
Paul G. Weiss, Chief Legal Counsel  
Christine Cofone, Board Planner  
Jay Scullo, Marathon Engineers, Applicant's Engineer  
Applicant's Attorney  
Applicant