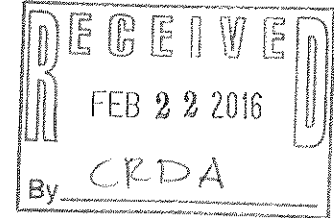


arh *adams, rehmann & heggan*
ENGINEERS
SURVEYORS
PLANNERS
associates, inc.

February 19, 2016

Lance B. Landgraf, Jr., P.P., AICP
Director of Planning
Casino Reinvestment Development Authority
15 South Pennsylvania Avenue
Atlantic City, NJ 08401



Re: Atlantic City Development Corporation
Stockton University & South Jersey Gas Corporate Headquarters
Application for Site Plan Approval and Variance Relief
Block 189, Lot 1; Block 18, Lots 1, 4, 5; Block 20, Lot 1; Block 21, Lot 1;
Block 1, Lots 29, 30, 31, 32
Gateway Redevelopment Area
Completeness and Technical Review
CRDA File No. 2016-02-1797
ARH #24-10019.01

Dear Mr. Landgraf:

On February 9, 2016, the applicant, the Atlantic City Development Corporation, submitted a site plan for Stockton University and South Jersey Gas Corporate Headquarters to CRDA.

A summary of the Applicant's recent submission is as follows:

A. Documents Submitted:

1. Letter addressed to Lance Landgraf, PP of CRDA from Jon J. Barnhart, PE, PP, CME of Arthur W. Ponzio Co. & Associates, Inc. dated 2/4/16;
2. Letter addressed to William M. England, PE, PP, CME, CPWM from Robert L. Reid, CRDA dated February 9, 2016.
3. CRDA Application Form signed and notarized on 2/8/2016;
4. Storm Water Management Report prepared by Arthur W. Ponzio Co. & Associates dated February 3, 2016;
5. Traffic Impact Study prepared by Langan Engineering & Environmental Services dated February 5, 2016;
6. Site Engineering Plans consisting of 29 sheets, dated February 8, 2016;
7. Architectural Plans consisting of 33 sheets, dated February 8, 2016.

B. Background:

The Stockton University and South Jersey Gas sites are located in the Gateway Redevelopment Area at Atlantic Avenue and Albany Avenue. The Applicant seeks a site plan approval and variance to construct a parking garage, headquarters for South Jersey Gas, and academic building, campus, dorm and retail buildings for Stockton University.

COMPLETENESS REVIEW:

Engineer and Planner's Review Comments

Based on our review of the documents submitted, it is our opinion the application is complete for planning and engineering review.

TECHNICAL REVIEW:

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

I. Planner's Review Comments

- 1) A variance is required from Ordinance Section 163-70¹ to allow parking a parking space dimension of 19 feet in length by 8 feet in width, whereas the regulation requires a parking dimension of 18 feet in length by 9 feet in width. Accordingly, the applicant seeks to deviate from the length dimension by one foot.
- 2) A variance is required from Section 6.2.4(A)(1) of the Amended and Restated Redevelopment Plan for the Gateway Redevelopment Area to allow 94% impervious coverage in Block 18, Lots 1, 4, and 5, whereas the regulation requires a maximum 90% impervious coverage. Accordingly, the applicant seeks to deviate from the maximum permitted by 4%. We note that the projects total impervious coverage is at 82% and thus does not require a variance.
- 3) In regard to the "c" variances, the Municipal Land Use Law (MLUL) at NJSA 40:55D-70c sets forth the standards for variances from the bulk regulations of a zoning ordinance. A "c(1)" variance is for cases of hardship due to factors such as shape or topography, or due to "an extraordinary and exceptional situation uniquely affecting a specific piece of property or the structures lawfully existing thereon." A "c(2)" variance may be granted where the purposes of zoning are advanced and the benefits of deviating from the ordinance requirements outweigh any detriments. The benefits derived from granting a "c(2)" variance must include benefits to the community as a whole, not just to the applicant or property owner. A "c" variance application also must address the "negative criteria." As part of the negative criteria, since the Applicant requires variances from the Ordinance's sign regulations, it should articulate to the CRDA whether its proposal would have any negative impact.
- 4) The property is located within the Amended and Restated Redevelopment Plan for the Gateway Redevelopment Area, which permits all proposed uses. The objectives of the Gateway Redevelopment Area are as follows:
 - a. To provide a mechanism for a public/private partnership leading to the development of a Destination Resort in the Redevelopment Area.
 - b. To foster development of a Destination Resort, and to make available such assistance as may be reasonably necessary to aid development.
 - c. To improve and abate the present conditions of the properties within the Redevelopment Area and to encourage the development of the area to encourage the highest and best use.
 - d. To promote the redevelopment of an area which would not otherwise occur solely by private effort.
- 5) The applicant should provide testimony relative to how the application advances the objectives of the Gateway Redevelopment Area.
- 6) The subject property is also 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

¹ The Land Use Ordinance regulates parking within the Amended and Restated Redevelopment Plan for the Gateway Redevelopment Area.

“reinvigorate Atlantic City in the near-term as the leading resort destination in the Northeast and beyond (Page 4, New Jersey CRDA Atlantic City Tourism District Master Plan). Among others, overarching objectives are to “develop an economically viable and sustainable tourism district” and “[expand] Atlantic City’s tourism and economic bases” (Id, Page 1-2). The applicant should provide testimony relative to how the application advances the goals of the Tourism District.

- 7) The applicant should provide testimony relative to the extent to which the application complies with 6.2.4(A)(8) of the Gateway Redevelopment Area. Specifically, how does the project integrate pedestrian oriented uses? How does the proposed landscaping and design integrate within the property and the surrounding area? How does the Atlantic Ocean-centric portion of the project integrate with the boardwalk and its unique characteristics?
- 8) Relative to parking stall size, the applicant shall discuss how the proposed deviation would impact the function of the property.
- 9) The Applicant should provide testimony regarding the submitted traffic study.

II. Engineer’s Review Comments

A. General Comments

1. The plans should contain a conversion factor between the NAVD88 and NGVD29 datums, legend, right-of-way widths, north arrow, the traffic flow direction for each street, and the Block and Lot numbers.
2. Drawings C-3 through C-5 should note the footprint area, in square feet, for each building. The footprint area should be noted for each of the three (3) components of the South Jersey Gas building.
3. A proposed impervious area breakdown shall be provided for each Block and Lot affected by this development. The impervious coverage should be broken down by each building footprint, parking/driveways, concrete sidewalks, other impervious, etc.
4. The layout of the proposed parking lot (for the Academic Building) differs between the civil drawings (Drawings C-3, C-4, and C-7) and the landscaping plans (Drawings L3, L6, and L10). Also, the shape of the Academic Building differs between the civil drawings and landscape plans. Please resolve these inconsistencies between all of the drawings.
5. The Applicant shall provide testimony on how waste, recycling, and deliveries will be handled.

B. Site Development Plans

1. The note at the bottom of the Total Project Parking Statistics table on Drawing C-3 needs to reference the ordinance section.
2. The Site Development Plan C-4 does not distinguish between existing curb to remain and proposed curb. This plan should show the existing parking spaces and those to be removed (if required). A note should be added to the Site Development Plans stating all cracked / damaged curb shall be replaced plus those sections designated for removal by the Engineer.
3. Additional information needs to be provided on the plans regarding the handicap parking spaces. Each parking area should be checked to ensure the required number of handicap parking spaces are provided per the ADA Standards. The handicap parking spaces should be located closest to the building entrance(s) as possible and include a crosswalk. The parking space layouts shall take into account the widths of the handicap parking space and striped access areas.
4. The curb islands within the Academic Building parking lot should be shortened 2-feet to allow for easier maneuvering out of the parking spaces. The curbing within this parking lot should be identified as concrete curb.

5. The Applicant's Engineer should check the vehicular maneuvering into and out of the proposed Academic Building parking lot using Auto-Turn or an equivalent program. The analysis should be performed for the largest vehicle to access the site.
6. Drawing C-4 should identify the material for the "patio" area to the south of the proposed Academic Building. This drawing also shows what appears to be planters (unidentified rectangular and circular shapes) alongside the 1:20 Ramps alongside the Academic Building. Please clarify.
7. The Site Development Plans should note the Finished Floor for all buildings.
8. Supporting calculations for the Floor Area Ratio (F.A.R.) need to be provided for each affected Block and Lot.
9. The plans should indicate where parking exists along each street. The plans should show any existing traffic paint delineating the spaces. For instance, parking is permitted along the east side of Lincoln Place (no traffic paint).
10. The southerly curb return at driveway intersection with Lincoln Place should be revised to conform to a typical driveway entrance.
11. The Applicant's Engineer should confirm a clear sight line at all driveway – street intersections.
12. An existing handicap parking space and associated signage along Roosevelt Avenue will need to be relocated since it conflicts with a proposed driveway. The Applicant's Engineer should also check whether any existing utility poles conflict with the proposed improvements and if so, how this will be addressed.
13. The proposed handicap ramp layout from Roosevelt Avenue to the Boardwalk as shown on the Site Development Plans does not agree with the Architectural Plans.
14. Will the proposed gate leading from the Boardwalk to the Stockton University Campus have controlled access?
15. Albany Avenue and the 10.3-ft wide alley should be milled, resurfaced, and reconstructed as required due to the deteriorated condition of the pavement on these streets. Please provide cross-sections and details as required.
16. Details for the proposed Boardwalk need to be provided. The Applicant should verify whether any vehicles will need to access the proposed boardwalk.

C. Grading, Drainage, and Utility Plans

1. Provide additional existing and proposed elevations. Spot elevations should be provided along the outside of the buildings to ensure runoff is directed away from these structures.
2. We recommend the Applicant's Engineer prepare enlarged grading (1"=10' scale) views for several areas on the parcel serving the proposed Academic Building. These areas include "patio" to the south of the building, walkways leading to each building entrance, and at each driveway entrance to the parking lot. These views shall clearly document all changes in grades with spot elevations in addition to showing contours and grades.
3. The proposed 1:20 ramps alongside the Academic Building should be re-labeled to indicate a grade of less than 5 percent. The Applicant's Engineer may wish to consider the use of one or more landings along the 1:20 ramps as a convenience. Also, how will the areas under these ramps be secured to prevent unauthorized entry?
4. The proposed contours within the raingardens need to be labeled. Cross-sections of the proposed raingarden shall be provided and shall include all information necessary for construction. The grading plans shall show all inflow and outflow pipes, including interconnections, and the means for dewatering in case a problem with standing water arises. Can the discharge from the raingardens be directed into the City storm sewer?
5. A license from the City will be needed in allow the raingardens to occupy a portion of the Albany Avenue right-of-way. An Operations and Maintenance Manual for the raingardens will need to be prepared for the City's Stormwater Pollution Prevention Plan.

6. The plans should provide information on the existing storm drainage pipes in the areas of the proposed connections. This information should include, but not be limited to, the rim/grate elevations, inverts, pipe size/material/slope. Also, please provide grate, invert elevations, and pipe size for the drainage structures within the Academic Building parking lot.
7. The proposed grading within the northern portion of the courtyard requires clarification. If it is to be raingarden, adequate measures shall be taken to protect building foundations.
8. Drawing C-8 should indicate how the interior courtyard will be drained in the event of a significant rainfall event. Drainage calculations, documenting various peak runoff rates within and leaving the courtyard, should be furnished.
9. The plans should provide information on the existing sanitary sewer pipes in the areas of the proposed connections and where crossings are planned. This information should include, but not be limited to, the rim elevations, inverts, pipe size/material/slope.
10. The plans show several utility services directly underneath doorways and/or staircases. For instance, Drawing C-8 shows gas services either under a staircase or doorway. Roof drains may be in conflict with doorways. Please clarify on the plans.
11. The proposed portion of the Boardwalk should be labeled on Drawing C-8 and other sheets where necessary. Complete details of the Boardwalk construction should be provided, including the joining of the existing and proposed sections, construction materials / wood, and handrails. Existing handrail material shall be reused or provided to the City.
12. We recommend the existing 18" outfall pipe at the end of Roosevelt Avenue be video inspected in order to verify the condition of this pipe and if remedial measures are required.
13. Can porous concrete be used instead of porous bituminous pavement? Calculations should be provided demonstrating that the porous concrete system captures the NJ Water Quality Volume for the site. An Operations and Maintenance Manual for the porous concrete will need to be prepared for the City's Stormwater Pollution Prevention Plan.
14. The handicap ramps should be aligned parallel to the street as opposed to radial with the curb return. Enlarged (1"=10' scale) grading detail of each handicap ramp, including spot elevations and grades shall be provided. Extra wide crosswalks in accordance with the Complete Streets Program and the City's Streetscape Projects shall be provided. The plans need to show a handicap ramp at the following locations:
 - a. Northeast corner of the Lincoln Place – alley intersection.
 - b. Southwest corner of the Albany Avenue – Atlantic Avenue intersection. The crosswalk in this location should be extended entirely across Atlantic Avenue.

D. Construction Details

1. Construction details shall be provided for the following proposed features or cross-referenced to other sets of documents:
 - a. Ramps (1:20) alongside the Proposed Academic Building.
 - b. Circular area to the north of the Proposed Academic Building, including the height of the flagpole and the maximum flag size. The Applicant's Engineer should confirm whether there is anything worth saving from the existing corner treatment and confirm such with the City and Historical Committee.
 - c. Depressed curb for the driveways.
 - d. Pavement sections and cross-sections of the Academic Building parking lot.
 - e. Striping, traffic paint, and signage for the parking spaces, loading zone, and other areas. This should include the type of paint, color, thickness, etc.
 - f. Timber walkways, including cross-sections and materials.
 - g. Fire pit.
 - h. ADA ramp to boardwalk, including the handrails.
 - i. Boardwalk expansion.
 - j. Piling for storm sewer structures and pipes shall comply with City Standards.

2. We have the following comments regarding the construction details on Drawing C-11:
 - a. Detail #1, Granite Curbing – Additional notes need to be added, including material specifications identifying the granite block, concrete mix, and compaction of the subgrade. The concrete shall be Class B and a minimum design strength of 4000 psi at 28 days, air entrained.
 - b. #2, Sidewalk Detail – A 4-inch thick layer of choked granular material should be specified directly beneath the concrete.
 - c. #4, Concrete Curb Detail – The Class B concrete shall be 4000 psi air entrained. The subgrade shall also be compacted.
 - d. #5, Asphalt Paving Detail – The “Prepared Subgrade” note should be revised to read “Prepared, Compacted, and Approved Subgrade”. Class B concrete should be specified for the base course. The surface course should be described using the typical terminology for superpave pavement.
 - e. #6, Section Through Roadway – The “Prepared Sub-Base” note should be revised to read “Prepared, Compacted, and Approved Sub-Base”. Class B concrete, 4000 psi air entrained should be specified for the apron and gutter. The 2” FABC-1 surface course should be specified as superpave pavement.
 - f. #7, Handicap Ramp Details – This detail should specify a maximum slope of 7% (or 1:14) in order to allow for construction tolerances. The dimensions within the table at the lower left of the “Curb Ramp Type 3” view should be inches instead of feet.
 - g. #15, Dual Function Meter Pit Detail – A shop drawing, approved by the Water Company, should be provided prior to construction. This detail should show the top slab, including the means of access and finished grade. The pile support for this structure shall be designed by a New Jersey Professional Engineer, which shall include signed drawings and calculations.
 - h. #17, Type “B” Inlet – All inlets are to be labeled and numbered per the City’s Stormwater Pollution Prevention Program. The Applicant’s Engineer shall contact the City Engineer and Public Works Director for this information.
 - i. #20, Overflow Detail at Roof Leader Connection – A catalog cut of the proposed Zurn Trench Drain shall be provided. This details needs to specify the materials, dimensions, maximum load capacity, and other important criteria for the trench drain. The curb height and roof drain – trench drain connection should be shown.
3. We have the following comments regarding the construction details on Drawing C-12:
 - a. #4, Water Main Bedding – This detail needs to show the top of the trench, minimum cover, and specifications for the bedding and approved backfill. Also, the Orange Snow Fence should be shown along the top of the trench. Please check this detail to ensure it is in compliance with current standards and practices.
 - b. #6, Concrete Encasement – The Encasement Section should show the water pipe / other utility crossing over the sanitary sewer.
 - c. #11, Piling Cap Detail – This detail should be checked to ensure it complies with City Standards. The note below the title should be revised to indicate this detail shall apply to manhole structures and storm inlets/manholes.
4. All major structures, including but not limited to, storm pipes/inlets/manholes, sanitary manholes, sanitary service boxes, meter pits, etc. shall be pile supported.
5. The Applicant should verify whether the proposed buildings will be sprinklered. The adequacy of the existing hydrant network and proposed fire protection measures should be reviewed by the City’s Fire Marshall.

E. Stormwater Management Report

1. Detailed calculations, including drainage area plans, should be furnished for the area subject to 80% TSS Removal (Runoff Quality Standards). These calculations shall include a tabulation of the pre- and post-development coverage on each Block and Lot.
2. Hydrologic analysis and routings should be furnished for each raingarden.

G. Landscape and Lighting Plans

1. An Operations and Maintenance Manual for the rooftop garden will need to be prepared.
2. Note 8 on Drawing L2 should identify those areas and plant materials that will not be watered via underground irrigation.
3. The Applicant's Engineer should confirm the plant quantities agree with the plan count and the lists.
4. A detail of the tree grates shall be provided.
5. Drawing L7 should show the pavement treatment for the portion of Albany Avenue between Pacific Avenue and the Boardwalk. The plans should clarify whether this area shall be used for pedestrian access.
6. Drawings L10 and L11 should show the illumination intensity in footcandles in a grid format for the proposed parking lots and the areas surrounding it.
7. Detail #1 on Drawing L13, Concrete Sidewalk Surface Treatment Detail – This detail incorrectly references Drawing C-5. The tooled control joint should be shown on the plans. The concrete sidewalk details on the civil and landscape plans should be coordinated.
8. Detail #2 on Drawing L13, Pavers at Sidewalk – This detail shows the concrete pavers being set in sand. The Engineer and Landscape Architect should consider whether the concrete pavers shall be set in concrete as opposed to sand.
9. Detail #7 on Drawing L13, Illustrative Elevation A-A: Lincoln Avenue Garage – the foundation and anchors for the Mesh Screen shall be designed by a New Jersey Professional Engineer for high wind loads. Calculations and details of the design criteria shall be provided.
10. Detail #3 on Drawing L14, Decorative Metal Ribbon Bike Rack – The bike rack locations shall be shown on the plans. The plans should identify all barrier free access routes.
11. Detail #14 on Drawing L15, Curbside Raingarden/Bioswale – The "Bioretention Soil" mix should be specified in more detail. For instance, the percentage of topsoil and compost should be noted.
12. A raingarden detail is needed for those areas near proposed Academic Building.
13. Detail #2 on Drawing L16, 10' H Column Light – Where will these lights be utilized?
14. Detail #6 on Drawing L16, Sign Light – In order to reduce glare, the sign light should point in a vertically upward direction.

H. Architectural Plans

1. The total floor area for each story should be indicated on Drawings A-2201 and A-2202.
2. The parking count for the first floor, second floor, and seventh floor of the garage should be checked and revised where necessary (Drawings A-3101 and A-3104). The Parking Schedule on Drawing A-3101 contains several errors and should be revised.

I. Traffic Impact Study

The Traffic Impact Study, prepared by Langan Engineering & Environmental Services, concludes the adjacent roadway network has sufficient capacity to accommodate the trips generated by this development. Langan found the existing signal phasing at the study intersections was ample for the pedestrian and traffic volumes. The study also found the proposed parking count will satisfy the demands.

The Executive Summary for the Traffic Impact Study *recommended four (4) mitigation measures:*

- *Restripe Atlantic Avenue to provide a westbound left-turn lane at Lincoln Place.* This westbound left-turn lane is shown on Drawing C-5.
- *Construct a one way connection between Lincoln Place and Roosevelt Place within an existing public right-of-way.* Appropriate signage (One-Way, Do Not Enter, Stop, etc.) should be added to Drawing C-5 and other applicable sheets.
- *Restripe Roosevelt Place and convert to one way traffic flow between the proposed alley and Atlantic Avenue.* Appropriate signage and re-stripping along Roosevelt Place should be added to Drawing C-5 and other applicable sheets.
- *Provide stop control on the channelized southbound right-turn movement from Albany Avenue to Atlantic Avenue.* Although Drawing C-4, shows a channelized right-turn lane at this intersection enhances such as a stop sign and stop bar should be added.

We take no exception to these recommendations.

III. Standard Conditions

Should the CRDA choose to approve this application, the following standard conditions shall also be included:

1. Applicant shall submit a Bond Estimate for approval for each phase of work to be completed. Bonds to be provided prior to the start of construction.
2. Applicant shall schedule a preconstruction meeting with the CRDA and City Engineer 30 days prior to the start of construction.
3. Comply with all CRDA administrative requirements.
4. Submission of the proper number plans required by the CRDA for signatures. Provide additional copies of the final plans in CAD and PDF format.
5. This application is subject to the review and approval of various outside agencies. Evidence of these approvals must be submitted to this office prior to the signature of any final plans and the start of construction:
 - i. Local Fire Marshall/DCA/OEM
 - ii. NJDEP CAFRA
 - iii. Cape/Atlantic Soil Conservation District
6. All professional fees shall be paid and inspection escrow posted prior to construction.

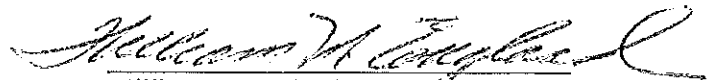
RECOMMENDATION:

Should the Board wish to consider approval of this application, it is the recommendation of this office that this letter, in its entirety, become part of the approval resolution. All items in this letter must be complied with to the satisfaction of this office and the CRDA prior to the start of construction.

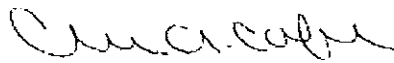
We reserve the right to review and provide additional comment on the revised plans and reports. We are willing to meet with the applicant and his engineer to expedite the revisions, if requested.

Should have any questions or require additional information, please do not hesitate to contact our office.

Sincerely,



William M. England, PE, PP, CME, CPWM
Board Engineer



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

cc: Robert L. Reid, AICP, PP, Land Use Regulation Officer
Paul G. Weiss, Chief Legal Counsel
Christine A. Nazzaro-Cofone, Board Planner
Jon J. Barnhart, Applicant's Engineer
Daniel D. DiSario, Langan Engineering
Alan W. Lothian, Langan Engineering
Applicant's Attorney
Applicant

WME/tgk