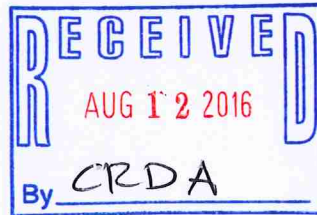


**arh**  
ENGINEERS  
SURVEYORS  
PLANNERS

**adams, rehmann & heggan**  
*associates, inc.*



August 8, 2016

Lance B. Landgraf, Jr, PP, AICP  
NJCRDA  
15 South Pennsylvania Avenue  
Atlantic City, NJ 08401

Re: Polo North Country Club, Inc  
500 Boardwalk, Atlantic City, New Jersey  
Block 62, Lots 1 and 2  
CRDA Application #2016-07-1988 (Amended Site Plan)  
ARH Project #2410022.01  
**Completeness and Technical Review**

Dear Mr. Landgraf,

The applicant, Polo North Country Club, Inc, has made an initial application to the CRDA for a CLUC. That application was initially denied by the CRDA on June 23, 2016. As a result, Polo North Country Club, Inc. has filed an appeal on July 15<sup>th</sup>, 2016.

The application as presented includes the construction of a "Ropes" course in what originally was the main entrance and Porte-Cochere for the Revel Casino off South Connecticut Avenue (Revel Boulevard), effectively closing this access point. The only remaining access will be for the self-parking lanes. In addition to modifying the original traffic patterns, valet parking will now be directed down Oriental Avenue (east) to South Massachusetts Avenue, the location of the previous 3 lane exit for the casino. This exit will be modified to allow one lane of traffic into the casino for valet services.

The applicant's information and inventory of documents reviewed include the following:

**APPLICANT INFORMATION**

Applicant/Owner: Polo North Country Club, Inc.  
11198 Polo Club Road  
Wellington, FL 33414



Engineer/Planner                      Arthur W. Ponzio Co. and Associates, Inc.  
400 North Dover Avenue  
Atlantic city, NJ 08401

Traffic:                                      Shropshire Associates  
277 White Horse Pike  
Suite 203  
Atco, NJ 08004

Attorney:                                    Cooper Levinson  
1125 Atlantic Avenue  
Atlantic City, NJ 08401

**Documents submitted:**

- Notice of Appeal with supporting documents dated July 13, 2016
- Letter to Glenn Straub dated May 27, 2016
- Email from Nick Talvacchia dated June 17, 2016
- Property traffic plans by Architect Richard Sanford dated April 25, 2016
- Ropes Course Ready for Assembly ACPrimetime dated June 13, 2016
- Letter to Nick Talvacchia dated June 17, 2016
- Site circulation concept plan consisting of one sheet prepared by Arthur Ponzio Associated dated June 16, 2016
- Porte-Cochere ropes course consisting of one sheet prepared by Dauntless Design dated June 16, 2016

**COMPLETENESS REVIEW**

**Engineer's comments**

Based on our review of the documents submitted, it is our opinion that the application is complete and ready for a technical engineering review.

**Planner's comments**

Our planning review has found that the application is "complete" for our pending technical review. We defer to the CRDA Engineer on all engineering checklist items. In our technical review, we will be issuing comments on the application. However, the applicant should be prepared to address any and all planning issues through professional planning testimony.

## **TECHNICAL REVIEW**

### **Planner's Comments**

#### **Master Plan Review**

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 (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).

#### **Zoning Compliance**

The property is located within the Revel Redevelopment Area, which is controlled by the “Amended Redevelopment Plan for the Revel Redevelopment Area” issued in February 2008. According to the Amended Development Plan Section 5, “Statement of Purpose and Intent,” the plan has been prepared “for the purposes of facilitating the development of a Destination Resort.”

Specific to this application, permitted uses in the Revel Redevelopment Area include amusement parks, theme parks, active/passive recreation facilities and other like and similar attractions. In addition, support uses are permitted, including surface and structured parking.

As such, all proposed uses are permitted.

#### **Planning Analysis and Issues for Consideration by the Board**

We offer the following for your consideration in reviewing the Application:

- 1) The Applicant is proposing modifications to the existing layout of the property. No structural changes are proposed.
- 2) No variances are required.
- 3) In a “Supplement to Application Checklist” prepared by the applicant, the applicant presents a response to various sections of the Amended Redevelopment Plan for the Revel Redevelopment Area.
- 4) As it relates to planning issues, we take no issue with the applicant’s responses provided in the Supplement to Application Checklist.
- 5) We defer to the CRDA engineer relative to parking and site circulation review. However, the applicant shall provide testimony relative to the design’s impact on pedestrian circulation and public safety.

- 6) The applicant shall provide testimony about the functioning of the ropes course and whether there will be any negative interactions between the proposed use and the remainder of the property. How will the area be secured? What are the hours of operation?

### **Engineer's Comments**

There are significant changes to the previously approved traffic pattern for access to the Revel Casino. Based on our review of the documents submitted, we offer the following comments:

- 1) Three south bound traffic lanes exist on South Connecticut Boulevard (Revel Boulevard). At its intersection with Oriental, there are four lanes of traffic. It is suggested that this intersection be modified to reflect a new traffic pattern, specifically creating a right turn only lane, directing the 2 adjacent lanes into the self-parking garage, and assigning the remaining lane as a left turn lane onto Oriental solely for valet parking. It is recommended that the traffic pattern changes be announced beginning at Atlantic Avenue, with additional signage added as required on South Connecticut Avenue. Additional signage, striping and pavement markings along South Connecticut Boulevard and Oriental Avenue shall be installed to clarify traffic patterns.
- 2) Restripe the entrance to the self-parking garage to align the above access lanes to the modified traffic pattern, and add additional signage as necessary. Add striping along both curb lines of the existing access to the Porte-Cochere to enhance lane identification for the two lanes entering the garage from South Connecticut Avenue. Modify the entrance to the garage if necessary to facilitate safe 2 lane access to the garage.
- 3) Converting Oriental to 3 lanes, with 2 lanes heading east towards the inlet appears to be a tight fit. The paved cartway is approximately 31 feet (from edge of concrete gutter to edge of concrete gutter, while curb face to curb face is approximately 36 feet. Left turn movements from two lanes on South Connecticut Boulevard onto Oriental may cause vehicular conflicts, especially with larger vans or limousines. Provide a turning template analysis for this area. Document that the lane widths along Oriental Avenue will be sufficient to avoid driving on the concrete gutter. In the event the two east bound lane proposal remains, skip lines should be provided to assist with the left turn movement from South Connecticut Boulevard. The proposed method of removal of existing traffic striping shall be submitted for review. Any striping removal shall not leave deep gouges in the existing pavement. Black paint shall not be used to cover existing striping.
- 4) It is presumed that the two lanes of traffic shown on Oriental approaching the new entrance are heading to the valet parking in Revel. With only one lane providing access into the valet area, there will be conflicts in cueing with the two proposed lanes on Oriental attempting to merge or turn right into a one lane narrow driveway. This will most likely cause a backup on Oriental, blocking the road.

Depending on the size of the vehicle, there may be turning radius issues for larger vehicles as well (large passenger vans and limousines). Provide a turning template analysis for all vehicles entering the valet area. Recommend additional changes to curb radii where necessary and identify what vehicles will be excluded from using this entrance. It is suggested that the right lane along the entire length of Oriental Avenue be designated as a thru/valet entrance lane, and the second east bound lane designated as a thru lane only. Provide appropriate pavement markings and signage along the length of Oriental Avenue as required.

- 5) Provide a traffic analysis based on full occupancy of both towers and event traffic to justify that the proposed traffic pattern changes are sufficient for proper long term operation of the facility. Compare the capacity and function of the original porte-cochere design to this revised design and document that the revised plan will function at or above the capacity of the previous design for the Revel. Previous events at the Revel have had vehicles stacked out to Oriental Avenue and beyond with the original Porte-Cochere in operation.
- 6) Provide a turning template analysis for the interior valet area.
- 7) The timing of the lights at Pacific and Oriental currently do not favor through traffic to the Revel when demand warrants. This will cause backups and may contribute to the honking of horns in this area. The honking of horns has been a major source of complaints from the Bella Condominiums. The signals in this area shall be re-timed in coordination with the City of Atlantic City traffic bureau, and existing cameras inspected for proper operation so as to facilitate traffic flow into Revel when demand warrants, while also allowing residents to traverse this area without unnecessary delays during all other non-peak hours.
- 8) Provide an intersection detail for Oriental Avenue and Metropolitan Avenue to show how the revised 3 lane pattern on Oriental Avenue will align with the 2 lane traffic on the east side of Metropolitan Avenue. Address striping, signage, parking, site distances, etc. to create a safe intersection.
- 9) All traffic signage and modifications to the signals/roadways shall be done in coordination with ACPD and the AC traffic bureau. The traffic safety officer for ACPD and the City's traffic bureau shall be contacted to provide comment on the traffic patterns, signage, and observed problems in the area, and their recommendations incorporated into the final plan.
- 10) Identify taxi access locations, stacking, and access routes to the valet area on the plans. No taxis shall stack, park, or stage, on New Jersey and Oriental Avenues.
- 11) Amend the Traffic Management Plan which was required to be completed as part of the final approval for the Revel Casino per Atlantic City Planning Board on Nov. 2, 2007.
- 12) Upgrade the rooftop screening to dampen the mechanical noise and improve the visual impact to the adjacent buildings.
- 13) Comply with all outstanding issues in the various AC Planning Board and CRDA approvals, including but not limited to AC Planning Board meetings of Nov 2, 7 of 2007 and February 6, 2008.
- 14) Prepare a lighting plan to demonstrate that adequate lighting exists at all entrances and exits as part of this modified traffic plan for vehicular and pedestrian access.
- 15) Consider realigning the valet parking sign at the new entrance, and provide a detail of same for review and approval. Will it be lighted? If so, in what manner? Will additional signage be placed on Oriental to identify the self-park access point?

**RECOMMENDATIONS**

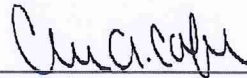
Should the Board wish to consider approval of this application, it is our recommendation that this letter, in its entirety, become part of the approval resolution. All items in this letter must be complied with to the satisfaction of this office, the CRDA and the appropriate departments of the City of Atlantic City, prior to posting of bonds, inspection fees, and start of construction. We reserve the right to make further review comments resulting from the receipt of revised plans and reports. We are willing to meet with the applicant and his engineer to expedite revisions to the plans and expedite final plan approval.

Should you have any questions or require any additional information, please do not hesitate to call.

Sincerely,



William M. England, PE, PP, CME, CPWM  
Adams, Rehmann & Heggan



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

cc: Robert L. Reid, AICP, PP  
Paul G. Weiss, Chief Legal Counsel  
Christine Cofone, Board Planner  
Applicant's Attorney  
Applicant's Engineer