

CASINO REINVESTMENT DEVELOPMENT AUTHORITY
LAND USE REGULATION AND ENFORCEMENT DIVISION
PUBLIC HEARING

RE: 2013-06-679-Steel Pier Associates, LLC

Thursday - September 18, 2014

CASINO REINVESTMENT DEVELOPMENT AUTHORITY
PUBLIC HEARING, taken in the offices of CASINO
REINVESTMENT DEVELOPMENT AUTHORITY, 15 South
Pennsylvania Avenue, Atlantic City, New Jersey, before
Karen Winkler, a Certified Court Reporter and Notary
Public of the State of New Jersey, on the above date,
commencing at 10:00 a.m., there being present:

<p style="text-align: right;">Page 2</p> <p>1 APPEARANCES:</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7 LANCE B. LANDGRAF JR., Director of Planning Hearing Officer</p> <p>8</p> <p>9</p> <p>10</p> <p>11</p> <p>12 RYKER, DANZIG, SCHERER, HYLAND & PERRETTI, LLP BY: SCOTT G. COLLINS, ESQUIRE</p> <p>13</p> <p>14</p> <p>15</p> <p>16 ROSE ANN LAFFERTY, Land Use Enforcement Officer</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22 J. TIMOTHY KERNAN, P.E., P.P., C.M.E. J. TIMOTHY KERNAN, INC.</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 4</p> <p>1 MR. LANDGRAF: Call our hearing to</p> <p>2 order. CRDA Land Use Regulation Enforcement</p> <p>3 Division hearing for September 18th.</p> <p>4 Everyone, please rise for the Pledge of</p> <p>5 Allegiance.</p> <p>6 (At this time the Pledge of Allegiance</p> <p>7 is being recited.)</p> <p>8 MR. LANDGRAF: Thanks for accommodating</p> <p>9 us in this small room today. Our boardroom is taken</p> <p>10 up by some other action this morning. We'll make</p> <p>11 due with the smaller room.</p> <p>12 The hearing has been noticed in</p> <p>13 accordance with Byron M. Baer Open Public Meetings</p> <p>14 Act.</p> <p>15 On our agenda today is the Steel Pier</p> <p>16 Associates, LLC, application number 2013-06-679, 1000</p> <p>17 Boardwalk, beach zone, block 1, lots 144, 145, 146</p> <p>18 and 147.</p> <p>19 Public notice has been taken care of?</p> <p>20 MS. LAFFERTY: Yes, it has.</p> <p>21 MR. LANDGRAF: And verified, good,</p> <p>22 thank you.</p> <p>23 Mr. Hankin?</p> <p>24 MR. HANKIN: Thank you. For the</p> <p>25 record, Steve Hankin. I represent the applicant and</p>
<p style="text-align: right;">Page 3</p> <p>1 APPEARANCES - CONTINUED:</p> <p>2</p> <p>3</p> <p>4</p> <p>5</p> <p>6</p> <p>7</p> <p>8 HANKIN, SANDMAN & PALLADINO, ESQUIRES BY: STEPHEN HANKIN, ESQUIRE Attorney for Applicant</p> <p>9</p> <p>10</p> <p>11</p> <p>12</p> <p>13</p> <p>14</p> <p>15</p> <p>16</p> <p>17</p> <p>18</p> <p>19</p> <p>20</p> <p>21</p> <p>22</p> <p>23</p> <p>24</p> <p>25</p>	<p style="text-align: right;">Page 5</p> <p>1 I've got to tell you I'm proud to say that I've</p> <p>2 represented him, even though I don't look that old,</p> <p>3 since 1992 and it's a pretty exciting day today.</p> <p>4 I know that the CRDA Board because of</p> <p>5 financing, has a good knowledge of this application,</p> <p>6 but this is a different aspect today. We're here to</p> <p>7 seek a developmental approval for a 100-foot wide</p> <p>8 along the boardwalk by 315-foot deep boardwalk</p> <p>9 structure, an extension essentially of the boardwalk.</p> <p>10 Literally comes off the boardwalk. The genesis of</p> <p>11 our land control is a redevelopment agreement and</p> <p>12 lease with Atlantic City and which we struggled with</p> <p>13 for a long time and we were fortunately able to get</p> <p>14 last year, and the purpose of this application really</p> <p>15 is to seek a developmental approval for this</p> <p>16 structure, for the deck within that 100-by-315-foot</p> <p>17 land mass. We also are seeking approval for the</p> <p>18 wheel, which is a phenomenal -- going to be a</p> <p>19 phenomenal and first-time all year-round attraction</p> <p>20 for Atlantic City. This is going to be -- we propose</p> <p>21 it to be 204 feet above the deck. It will sit on a</p> <p>22 structure, and in this regard is what we need a</p> <p>23 height variance for. It will sit on a structure that</p> <p>24 is approximately -- Jon Barnhart will tell you.</p> <p>25 We're here with a great team. Got Tom Sykes. Got</p>

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1 Mr. Petrella. We have Jon Barnhart who woke up a
 2 little late, but he got here fortunately several
 3 moments before we started. We filled him in on what
 4 to say so he's going to be good.
 5 These cabs are heated and cooled.
 6 They're going to have a video. They're going to have
 7 intercoms. They're going to sit like six to eight
 8 people. People will get served food. It's about a
 9 12-minute ride. It's going to be phenomenal.
 10 You can see the relationship to the Taj
 11 Mahal and I think that John will explain to you
 12 better the relationship between the Taj Mahal and the
 13 other buildings and the height of this wheel. And,
 14 again, it will sit on a structure underneath which
 15 will be, as John and Tony will tell you, underneath
 16 which will be general ticket sales and food
 17 concession, and that, as I indicated, will be
 18 approximately 32 feet above boardwalk level, so
 19 technically, what we're seeking is preliminary and
 20 final site plan approval and a variance not for the
 21 ride itself, but for the structural mass on which it
 22 sits, because of its height and the fact that it
 23 houses retail business underneath it.
 24 It really isn't a day for a lawyer to
 25 speak. It's a great day -- it's been a long ride, so

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1 to speak, to get here, and not your fault, but ours
 2 in terms of trying to get the lease from Atlantic
 3 City and the redevelopment agreement and connections
 4 in Italy where this ride will be manufactured. It's
 5 really a day for the Catanoso family who frankly I
 6 love. Tony is here today with his brother Chuck.
 7 They've been doing this since 1992, as I indicated,
 8 and it's a day for them to speak. So with that in
 9 mind, what I'd like to do, subject to your okay, of
 10 course, is have Tony Catanoso go through it. We're a
 11 little cloudy on the signage aspect, but Tony will
 12 show you, because that's another aspect that you
 13 raise. We don't have definite signs prepared, but
 14 Tony can give you where we want them and what he
 15 thinks the purpose is going to be. So with that in
 16 mind, I'm going to really turn this over to Tony and
 17 then to Jon Barnhart and any technical questions, Mr.
 18 Petrella's here today, Tommy Sykes is here today as
 19 well. So that's about it.
 20 MR. CATANOSO: Am I allowed to --
 21 MR. LANDGRAF: Can we have Mr. Catanoso
 22 sworn?
 23
 24 ANTHONY CATANOSO, sworn.
 25

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1 MS. LAFFERTY: Can you spell your name
 2 for the record?
 3 MR. CATANOSO: Anthony Catanoso,
 4 C-A-T-A-N-O-S-O.
 5 Thanks for the opportunity. Our goal
 6 here is simple. We need to expand our operation
 7 beyond where it's at and the way to do it is with
 8 year-round attractions and bigger attractions. We
 9 can only go so far on the space allowed, the space
 10 with we have right now which is 150,000 square feet
 11 plus the building on the front, which we also at some
 12 point want to finish and bring in a national tenant.
 13 We've got several people looking at it.
 14 But the wheel in particular is our first
 15 step into a year-round attraction, and these wheels
 16 which there's four, five operating across the country
 17 are very, very successful, and Atlantic City --
 18 except for Las Vegas, Atlantic City has more
 19 visitorship than any of the other locations, so we
 20 think this wheel financially is going to be
 21 successful and as far as boosting Atlantic City and
 22 the tourism business, we think it's just exactly what
 23 we need right now, especially with what we're facing.
 24 Nongaming attractions are where we need to go and
 25 this will be a great first nongaming attraction to

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1 jump start this.
 2 As Steve said, 40 gondolas on here,
 3 climate control. We won't serve food in the cabin.
 4 You'll be able to get your food before you enter the
 5 cabin, take it on with you. There will be 12 minutes
 6 of revolution. We can vary that, speed the wheel up,
 7 slow it down. It won't be just one revolution per
 8 ride. You'll probably get a couple, so a 20- to
 9 25-minute experience with this ride. The ride is a
 10 great marketing tool. I've got letters from almost
 11 every hotel and major tour operators saying they
 12 can't wait for this thing to open so they can book
 13 buses, so they can basically bring in what the city
 14 needs, you know, gamblers, nongamblers, but to come
 15 in, enjoy the ride, go to the casino, go to have
 16 lunch somewhere. They could actually do a lunch on
 17 the wheel if they wanted to and the area down the
 18 bottom, our goal is to have some assembly area down
 19 there. We could actually book a group of 250 or 300
 20 people and you could have anywhere from 100 to 300
 21 people on the wheel at a time and 100 people in the
 22 area downstairs. So the downstairs we'd like that --
 23 we'd make that a little bit of an area we can sell
 24 events to and our goal is really to have this thing
 25 full all the time with groups.

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1 MR. HANKIN: Tony, will this be the
 2 second highest ride in the United States?
 3 MR. CATANOSO: Yeah. Right now --
 4 this'll top out at about probably -- above sea
 5 level. If you do it like that, maybe 225 and I
 6 think Vegas wheel is the highest at 550. Then
 7 there's one in Texas which is a little over 200, but
 8 this will be the highest certainly on the East
 9 Coast. The highest wheels we have on the East Coast
 10 now are 144 feet at Gillian's and 156 at Morey's.
 11 So we'll be -- they're all open gondolas. Ours will
 12 be closed.
 13 We will also relocate our Slingshot as
 14 you see in front of the wheel, the two red towers.
 15 Those red towers in the back move down to the front,
 16 so it's a very successful ride. In fact, this past
 17 summer that ride had its best year ever in 15 years.
 18 We'll probably increase the season on that ride by at
 19 least two months, maybe three, so we'll have a bigger
 20 season with it being on the boardwalk. Right now
 21 we're not going to open the pier and have people walk
 22 back to it. So if it's down there that will help.
 23 Two major attractions right on the boardwalk.
 24 Like Steve said, we're an extension of
 25 the boardwalk. People can flow right off the

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1 boardwalk onto the pier, onto the addition.
 2 Regarding signage, the wheel's our sign.
 3 The wheel will have a full LED program package on
 4 there so we can basically program that thing to say
 5 or look like anything we want. And that's a good
 6 selling point. It will be perfect for the city. I
 7 mean, I could see, you know, do AC pop up on that
 8 thing every 15 seconds. There will be an LED screen,
 9 as we call it, at the hub where the legs come up and
 10 meet. There will probably be another LED screen in
 11 there. We're not sure. Because whatever we put on
 12 the ride's got to be approved by them. So we have to
 13 go through a design process. May not need it. The
 14 LED package is going to be so comprehensive we may
 15 not even need that sign. There will be normal
 16 signage on the entrance and exit of the building and
 17 those areas, we'd like to have one as you're walking
 18 up to the wheel as we go into the cue line or the
 19 area where it takes you to the building, like to have
 20 one sign up top. We're kicking some names around.
 21 We're leaning towards the Steel Pier Revolution or AC
 22 Revolution. We think that's a good name for it. So
 23 there will be some signage to that effect.
 24 MR. LANDGRAF: Similar to what's
 25 happening out there?

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1 MR. CATANOSO: Yep. You theme it out,
 2 and I'd say keep that in the room right now. I
 3 threw that name out there, but we want to come up --
 4 MR. LANDGRAF: This is a public
 5 hearing, so --
 6 MR. CATANOSO: That's true.
 7 MS. LAFFERTY: Little late for that.
 8 MR. CATANOSO: We like that and I think
 9 it is a double meaning because I really think it's
 10 going to change things for us and change things for
 11 the city. So that's what I have on my end. I mean,
 12 I can turn it over to the professionals at this
 13 point. If you have any questions for me.
 14 MR. HANKIN: I'd like Jon Barnhart to
 15 take you through the site plan.
 16 MR. LANDGRAF: Anybody have any
 17 questions of Mr. Catanoso at this point?
 18 MR. KERNAN: No.
 19
 20 JON BARNHART, sworn.
 21
 22 MR. COLLINS: State your name for the
 23 record.
 24 MR. BARNHART: JON, J-O-N, Barnhart,
 25 B-A-R-N-H-A-R-T.

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1 MR. COLLINS: And you've testified
 2 before this body previously?
 3 MR. BARNHART: Yes. I'm a licensed
 4 professional engineer and professional planner.
 5 MR. COLLINS: Based on his past
 6 experience, we'd like to recognize his credentials
 7 as an expert in engineering and planning today too?
 8 MR. BARNHART: Yes.
 9 MR. HANKIN: Both. Thank you.
 10 MR. LANDGRAF: Jon, the floor is yours.
 11 MR. BARNHART: I won't spend a lot of
 12 time on this one, but we haven't entered anything
 13 yet, so this would be A-1.
 14 MR. HANKIN: Yeah.
 15 MR. LANDGRAF: Just identify it if you
 16 could since we don't have a physical plan here.
 17 MR. BARNHART: With the first being
 18 Exhibit A-1.
 19 MR. HANKIN: Which is an aerial of the
 20 neighborhood.
 21 MR. BARNHART: It's an aerial photo.
 22 The source date was 2009 and, again, I won't spend a
 23 lot of time. Everybody's very familiar with the
 24 Steel Pier. It's a historic icon at this point.
 25 But you see the position of the Trump Taj Mahal,

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1 Resorts, Showboat Casino, the Garden Pier up toward
 2 the east or north and then Revel. And focus of
 3 today obviously is the expansion of Atlantic City
 4 Boardwalk to what I would say the southwesterly side
 5 of the Steel Pier where I'm highlighting at this
 6 point to allow for the development of the two new
 7 ride positions. Exhibit A-2 is a rendering prepared
 8 by Mark Petrella and Tom Sykes, SOSH Architects.
 9 Identical as the paper copy over on the side of the
 10 room here. It gives you really a good overall
 11 picture.
 12 Everybody's familiar with the pier.
 13 It's an amusement park on an ocean pier. It's a
 14 wonderful attraction for the residents and for
 15 patrons of the city of Atlantic City and Mr. Catanoso
 16 is proposing to take it to a whole nother level with
 17 what he proposes here this morning. That proposal is
 18 to expand Atlantic City Boardwalk along the side of
 19 his pier structure. You can see as I'm highlighting
 20 it there, that expansion will have a length from the
 21 edge of the boardwalk out to its limit toward the
 22 ocean of 315 feet and it will have a width along the
 23 frontage of the boardwalk coming from the pier
 24 heading -- measured heading toward the Land Shark
 25 pier immediately adjacent to this site of 100 feet.

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1 That structure will be built essentially identically
 2 to the structure of the Steel Pier itself. It will
 3 match the elevation of the boardwalk and then it will
 4 step up as it goes out in order to meet the FEMA
 5 flood hazard regulations and requirements of the
 6 NJDEP, Army Corps of Engineers and also FEMA.
 7 This would be Exhibit A-3. This is a
 8 colored version of sheet A-1, which was submitted
 9 with the plan package and what this depicts is really
 10 the --
 11 MS. LAFFERTY: What's the title of
 12 that?
 13 MR. BARNHART: First floor plan and
 14 second floor plan. What this depicts is you can see
 15 what I'll say the darker brown shaded area is the
 16 deck structure itself. That's the 315-foot long by
 17 100-foot wide deck area and sitting on that is
 18 the -- is a base building which is the entrance to a
 19 number of items which I'll detail, which then
 20 supports the wheel itself and then also closer to
 21 the boardwalk -- the boardwalk would be on the left
 22 on this plan. Closer to the boardwalk you can see
 23 here the foundation position for the Slingshot that
 24 Mr. Catanoso had mentioned will be relocated to this
 25 site.

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1 MR. PETRELLA: Can I say --
 2 MR. COLLINS: Are you going to be
 3 providing testimony later?
 4 MR. HANKIN: Yeah, he will be.
 5 MR. COLLINS: Okay.
 6
 7 MARK PETRELLA, sworn.
 8
 9 MR. COLLINS: State your name for the
 10 record.
 11 MR. PETRELLA: Mark, M-A-R-K, Petrella,
 12 P-E-T-R-E-L-L-A. I'm a licensed architect in New
 13 Jersey with SOSH Architects.
 14 Just one clarification. What's colored
 15 on the bottom plan isn't the full extent of the pier.
 16 This isn't a large plan that focuses on the building
 17 structure. So there's an extent of the addition that
 18 extends towards the left and that white X is really
 19 just one of the bases of the relocated Slingshot
 20 structure.
 21 MR. BARNHART: Thank you, Mark. So as
 22 I said, mentioning the wheel which is, you know,
 23 basically the reason we're here this morning, does
 24 require a variance, because of the fact that we have
 25 a base building at the bottom of the wheel which

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1 will house a couple of different types of
 2 activities. That base building has a length of 124
 3 feet and a width of 40 feet and you can see the six
 4 concrete rectangles. They are the foundation
 5 structures of the wheel that come adjacent to and
 6 actually through the building in some locations to
 7 support the wheel above it. I described the ground
 8 floor and then the second floor and then that goes
 9 into why we believe that the height variance
 10 necessary for this accessory structure is justified.
 11 So as you come to the wheel, you'd be able to enter
 12 from either side of the boardwalk area into the
 13 ground floor. That ground floor area will have a
 14 ticketing area. It will have public bathrooms. You
 15 can see a lot of open space for circulation. It
 16 will have a gift shop area. It will have a small
 17 cafe and a kitchen area. The intent of this is you
 18 have a patron or customer that wants to come in.
 19 He's got a number of options before he visits the
 20 wheel. He's got the ability -- I think Mr. Catanoso
 21 talked about, the ability to actually have food or
 22 drinks so that he could take it on the wheel with
 23 him or I think Mr. Catanoso would actually serve it
 24 to the people as they're getting on the wheel.
 25 Everything on this thing is really in support of

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1 this ride itself.
 2 The second level, you either go up the
 3 stairs or elevator and you see a series of ramps and
 4 things. That is the access to each one of the
 5 gondolas. As they come around, those gondolas
 6 basically come down into that upper level so that you
 7 can then board the cars and then go onto the ride.
 8 So what you end up with -- I'll go back
 9 to A-2 for a second. What you end up with is what
 10 appears to be a two-story building at the base of the
 11 wheel structure. You can see the deck level and then
 12 you can see an upper level of that structure. So it
 13 creates a two-story building which by ordinance is an
 14 accessory structure.
 15 I'm going to go to Exhibit A-4. This is
 16 a rendering created by SOSH Architects which depicts
 17 the accessory structure that we're talking about this
 18 morning. So we can give you some understanding of
 19 its height and how it relates to the existing
 20 boardwalk and the existing pier deck. So you can see
 21 here, as I've just described, you have -- that's your
 22 124-foot long building and the actual height of this
 23 building above the adjacent boardwalk, the adjacent
 24 boardwalk is approximate elevation 12 and a half.
 25 The roof structure of that building is elevation 26.

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1 So we have a building that from the existing
 2 boardwalk elevation will be 33 feet six inches above
 3 existing boardwalk which is how your ordinance
 4 measures the height requirement, Atlantic City's
 5 ordinance. So because we are an accessory structure,
 6 we're permitted 15 feet. We are proposing 33 feet
 7 six inches, which is the variance that we're seeking
 8 this morning.
 9 So why is that justified? Well, I think
 10 this is a clear case of this being a flexible type
 11 C-2 variance where the benefits of the deviation
 12 clearly outweigh any potential detriments. Why can I
 13 say that? Well, this is Mr. Catanoso. The Catanoso
 14 family is trying to develop an icon for the city of
 15 Atlantic City. This is an attraction that will
 16 hopefully bring people from all parts of the
 17 northeast and hopefully even further to the
 18 community. So the benefits of creating this ride
 19 clearly outweigh any potential detriments.
 20 So why do we need the additional height?
 21 Well, I've explained to you how the building
 22 functions. At the ground floor you have the
 23 supporting concession to the wheel, again, is what
 24 attracts and brings people to this ride and then the
 25 upper floor is how you board the ride. So the need

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1 for the height is to support the ride itself. So we
 2 believe that the variance is clearly warranted and
 3 justified in this specific case.
 4 I'm just going to jump back to Exhibit
 5 A-2 again for a minute. Look at it in the scheme of
 6 what's going on around it. Because that's really the
 7 key. Is it really impacting anybody? We are double
 8 the height required. We recognize that, for the
 9 accessory structure, but look at it in the scheme of
 10 this rendering. It's 100 or more feet off the
 11 boardwalk's edge. It's amidst an entire amusement
 12 park facility. It's going to be a beautifully
 13 designed and beautifully built structure. It fits
 14 into the landscape around it. So it doesn't create
 15 any negative visual impact. Doesn't block any air or
 16 open space. Doesn't block any views of any kind.
 17 It's between an existing pier and an existing
 18 oceanfront restaurant in the Land Shark that was
 19 developed approximately two years ago. So it really
 20 does not create any negative visual or circulation
 21 impacts in any fashion whatsoever. So for that
 22 reason, we believe that the positive and the negative
 23 criteria are established and that variance can be
 24 granted for that accessory height.
 25 MR. HANKIN: Jon, in relationship to

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1 the existing structure on the boardwalk, on Steel
 2 Pier, the one that connects to the skywalk, what
 3 is -- do you have an approximation of how high that
 4 is? I mean, this is a bit above --
 5 MR. BARNHART: You're talking about the
 6 building?
 7 MR. HANKIN: Yes.
 8 MR. BARNHART: That building that has
 9 the bridge that goes over the boardwalk and then it
 10 has the main building at the front, that's
 11 approximately 60 feet, yeah.
 12 MR. HANKIN: Okay. So it's
 13 substantially lower?
 14 MR. BARNHART: That's 60 feet above the
 15 existing boardwalk. This is half that.
 16 Mr. Catanoso discussed the signage
 17 issue. I think the only other technical item that
 18 was mentioned in the report, Mr. Kernan's report, was
 19 with regard to continued upkeep of the facility which
 20 obviously with the investment that is proposed here,
 21 that's obviously kind of a nonissue, so to speak.
 22 That's really the extent of my technical testimony.
 23 Obviously, we can answer any specific
 24 questions anybody has. But I think this is obviously
 25 a case where on balance the benefits of permitting

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1 that variance to be granted clearly outweigh any
 2 potential detriments.
 3 MR. LANDGRAF: Jon, it's kind of a
 4 question. Jon, you would say in the scheme of
 5 things or the scale of things this building,
 6 two-story accessory structure, is consistent with
 7 what's already out there on both sides of the block
 8 and the pier?
 9 MR. BARNHART: 100 percent. Again, the
 10 mass of the building that's up front as you're
 11 walking down, I mean, that's what you see. When
 12 you're walking down this boardwalk, you see that
 13 large building right up on the property line with
 14 the bridge that goes over. This will -- I hate to
 15 say it this way, but this will pale in comparison to
 16 the mass of what is there now. It will fit right in
 17 with the character and, frankly, when you're walking
 18 down this boardwalk, you're not even going to notice
 19 it because you're going to be looking at the wheel.
 20 That two-story building is going to appear so small
 21 that I really believe there is no negative
 22 associated with it.
 23 MR. LANDGRAF: All right.
 24 MR. HANKIN: One thing, Mr. Chairman.
 25 On a technical level, although the D variance under

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1 the land use law, technically I think in terms of
 2 height only applies to principle structures and this
 3 is an accessory structure. For the record, I think
 4 that not only does this satisfy the C-1 and C-2
 5 categories, that is, to say, benefits outweigh
 6 detriments and hardship given the physical
 7 constraints that we have, but I actually think in
 8 the context of Atlantic City in 2014, this
 9 constitutes an inherently beneficial use, in my
 10 opinion, to bring what is desperately needed to
 11 Atlantic City and the need for this structure, no
 12 matter what it houses beneath it to be at this
 13 level, I think rises to the level of essentially an
 14 inherently beneficial use to the city in these down
 15 times, which will soon become up times. I just
 16 wanted to say that for the record. I think all
 17 three categories justify the height.
 18 MR. LANDGRAF: I tend to agree with the
 19 C-1 and C-2. I have to think about the inherently
 20 beneficial use. We don't need to --
 21 MR. HANKIN: Listen, I wasn't sworn.
 22 MR. LANDGRAF: Right.
 23 MR. BARNHART: That's why he said it,
 24 not me.
 25 MR. LANDGRAF: Right, exactly. But

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1 thank you for the commentary. Very well done.
 2 MS. LAFFERTY: I have a question about
 3 the sign on the hub. What's the diameter of the
 4 hub?
 5 MR. CATANOSO: In the middle there?
 6 20-by-20. If we put an LED sign up there would be
 7 about 20-by-20. Any idea what you got for that
 8 center hub? Talking about right above the --
 9 MR. LANDGRAF: The solid part in the
 10 middle, right?
 11 MR. CATANOSO: 10 feet? That center
 12 hub might be eight or 10 feet. We'd be talking
 13 about mounting a 20-by-20 screen right at the top of
 14 the apex there.
 15 MS. LAFFERTY: So a 400-square foot LED
 16 screen?
 17 MR. CATANOSO: Yeah, maybe. Like I
 18 said, we may not even need it. That decision
 19 probably won't be made until after the lighting
 20 package is put on the wheel. It may detract from
 21 the lighting package.
 22 MR. LANDGRAF: It's not part of this
 23 application. We might have to take a look at that.
 24 MR. CATANOSO: We have to get that
 25 engineered and approved by DCA Ride Division before

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1 anyway, so we're -- it's way down the road.
 2 MS. LAFFERTY: So that's not part of
 3 this package?
 4 MR. CATANOSO: No, not right now. Like
 5 I said, something like that could even detract from
 6 the LED package on the wheel.
 7 MR. LANDGRAF: Yeah, might block some
 8 of it.
 9 MR. CATANOSO: Yeah, might block some
 10 of it.
 11 MR. HANKIN: Any questions? You know,
 12 we do have Mark here, Petrella, and Tom Sykes.
 13 MR. LANDGRAF: I think our engineer and
 14 planner has some comments and questions. Why don't
 15 we have him go through his report and we might have
 16 some questions for Mark to go through the urban
 17 design standards.
 18 MR. HANKIN: Okay. Because we are
 19 asking for a couple waivers as well.
 20 MR. KERNAN: Okay. I have a report
 21 dated July 22nd and the first thing I did address
 22 was submission requirements. There's maybe a few
 23 preliminary site plan items that are not part of the
 24 application package and then a handful of the final
 25 site plan requirements. All of which I either

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1 recommend that they be waived or deferred and made a
 2 condition of any approval that might be granted.
 3 And the stuff that will be deferred will be bond
 4 estimates and so on and so forth, outside approvals.
 5 CAFRA permits.
 6 MR. HANKIN: Do you want me to comment
 7 on that, on the outside approvals now?
 8 MR. KERNAN: Sure.
 9 MR. HANKIN: We are awaiting DEP
 10 approval, waterfront development permit, which we
 11 expect to have -- a deadline date is November 2. We
 12 do not need an Army Corps of Engineers permit,
 13 because no portion of this development is waterward
 14 of the high water mark. Green Acres has, you know,
 15 approved the use of this with Atlantic City, so we
 16 are awaiting short -- the only other approval we
 17 need is from DEP and Jon and Arthur Ponzio and I
 18 have worked on that. We expect an approval very,
 19 very shortly. All they're waiting for -- for the
 20 record, Janet Stewart is the project review person.
 21 She's only waiting for a comment from the Army Corps
 22 of Engineers construction department. Doesn't
 23 expect any problems there, and by November 2nd which
 24 is the deadline, we should have an approval there
 25 and timing, of course, is very critical because the

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1 financing of this and I'm sorry to interrupt, Tim,
 2 your narrative, but timing of all these approvals is
 3 extremely important, because we cannot get serious
 4 with financing for this project in terms of the
 5 ride, until and unless we get those approvals and
 6 yours as well, of course.
 7 Thank you. I'm sorry, Tim.
 8 MR. KERNAN: No problem.
 9 Actually they did provide a brief
 10 narrative. On page three, items 19 and 20 there were
 11 narratives that were submitted as part of the
 12 application process. So subject to those waivers
 13 being granted and/or deferred I would recommend
 14 completeness be granted.
 15 Dealing with the zoning and the
 16 redevelopment plan standard, certainly what's being
 17 proposed is permitted. As a result of the
 18 redevelopment plan that was adopted last summer,
 19 there is a requirement.
 20 I'm moving on to page five, construction
 21 staging, that anything on city property's got to be
 22 subject to approval by city engineering division.
 23 So do you acknowledge that?
 24 MR. HANKIN: Uh-huh.
 25 MR. KERNAN: All right. All the

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1 setbacks are being met by the proposal. Height, we
 2 heard testimony on the positive and negative
 3 criteria for flexible C variance to allow the
 4 two-story wheelhouse structure I'll call it at 33
 5 feet six inches above the boardwalk elevation where
 6 15-foot maximum is allowed for these accessory
 7 structures and I would agree with the testimony that
 8 was provided by Mr. Barnhart and recommend approval
 9 of that variance.
 10 Signage, I note now that nothing is
 11 proposed at this time, although we did hear some
 12 ideas about where you'd like to put some signage down
 13 the road. Under urban design there is a requirement
 14 in the redevelopment plan that says facade surfaces
 15 shall be well maintained the and consistent with
 16 adjacent buildings. Maybe Mr. Petrella can comment
 17 about that.
 18 MR. PETRELLA: What we're proposing for
 19 the facade is mix of metal panel which is
 20 represented by the green rendering. This is
 21 referring back to, I guess, Exhibit A-4, the
 22 elevation rendering. Also a lot of glass, because
 23 this is at the end of a pier structure. We like to
 24 provide a lot of views out to the water. So that
 25 area's represented by the gray and then, of course,

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1 we do need to provide some sun shading for that
 2 glass, so the gridded area of that elevation would
 3 be a metal mesh that would help control the sun into
 4 that interior space.
 5 MR. LANDGRAF: Seems to meet the intent
 6 of that urban design standard.
 7 MR. KERNAN: I would agree. May not
 8 necessarily be completely consistent with the
 9 existing 60-foot high building out front, but I
 10 don't think you want to necessarily do that. I
 11 like -- this is a good-looking structure. I think
 12 that's all I have. Yes.
 13 MR. LANDGRAF: Okay.
 14 MR. COLLINS: Little bit of
 15 housekeeping. I think we should note that
 16 Mr. Kernan has been previously sworn and has been
 17 qualified as an expert, both professional engineer
 18 and planner, and we'll mark his letter dated July
 19 22nd, 2014, as B-1.
 20 MR. LANDGRAF: Okay. Anything else
 21 from our side? Rose, any questions?
 22 MS. LAFFERTY: The Slingshot's moving
 23 forward. Are the little trucks or whatever, the
 24 food trucks staying out there or are you moving
 25 those?

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1 MR. CATANOSO: They're staying on there
 2 where they're at for now until the next phase. They
 3 will be affected by whatever tenants come into the
 4 bridge.
 5 MR. LANDGRAF: The bridge is the main
 6 structure you're talking about?
 7 MR. CATANOSO: The existing building on
 8 the front and goes across.
 9 MR. LANDGRAF: Where the little pub is?
 10 MR. CATANOSO: Yeah.
 11 MR. HANKIN: So that's essentially it.
 12 MR. KERNAN: Out of curiosity, the
 13 motors, the engine, how this wheel will be turned?
 14 MR. CATANOSO: Yeah. Part of the --
 15 well, some of it will be in the back of those
 16 buildings there and some will be on the existing
 17 pier. Some of the controls will be on the existing
 18 pier. We'll probably put up a control house or what
 19 we're going to call, for lack of a better term, a
 20 pump house or whatever on the existing pier right by
 21 our electrical vault. We built a building last year
 22 where we moved our new electrical service into this.
 23 So right in that area there will be some more
 24 support buildings.
 25 MR. KERNAN: Are the motors electric?

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1 MR. CATANOSO: Electric.
 2 MR. LANDGRAF: The elevation of this
 3 pier as it comes out underneath the wheel, is it
 4 exactly level with the existing pier?
 5 MR. CATANOSO: Yes.
 6 MR. LANDGRAF: Will there be
 7 interconnection there?
 8 MR. CATANOSO: Yeah, we're connected.
 9 MR. LANDGRAF: So you'll be able to
 10 walk from that pier, three different levels?
 11 MR. HANKIN: Three different levels,
 12 but it's connected.
 13 MR. CATANOSO: There's building on a
 14 lot of it, so where it's deck, we'll be able to go
 15 from one to the other.
 16 MR. LANDGRAF: Yeah, you certainly want
 17 intersection.
 18 MR. KERNAN: I'm sure you already have
 19 three phase electric out there?
 20 MR. CATANOSO: We just put a brand new
 21 23,000 volt service in there. We have enough power
 22 for a small city right now.
 23 MR. HANKIN: Yeah, exactly.
 24 That's essentially the application.
 25 Couple waivers, site plan, preliminary and final. A

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1 C variance for the accessory use. I guess signage
 2 other than what's described and, of course, for
 3 anybody that denies this application, a mandatory
 4 ride on the Slingshot.
 5 MR. LANDGRAF: That's a little bit of a
 6 scary ride. I had some friends in town. The boy
 7 wanted to get on it. I said I'm not getting on that
 8 thing.
 9 MR. HANKIN: Word to the wise, okay?
 10 MS. LAFFERTY: Doesn't scare me. I
 11 like those rides. Think I've been on that ride.
 12 MR. CATANOSO: We've had them from six
 13 years old to 86 years old.
 14 MR. HANKIN: I also want to say one
 15 other think and I think it needs to be said. I've
 16 worked with a great crew here, I tell you. Between
 17 SOSH and Ponzio and Jon Barnhart, it's really been a
 18 pleasure working with them. This has been a very
 19 difficult project.
 20 MR. LANDGRAF: He keeps leaving.
 21 MR. HANKIN: I hate to say it about
 22 Barnhart, but it's been a very difficult project.
 23 It's been exciting which is what's driven us, but
 24 technically to design this structurally, Mark
 25 Petrella worked endlessly. I have 200 E-mails back

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1 and forth. I didn't bill you for them.
 2 I thank CRDA for being patient with this
 3 application.
 4 MR. LANDGRAF: I think the buzz about
 5 the project's been here for quite a while, so it's
 6 exciting for us to see it move forward and, you
 7 know --
 8 MR. KERNAN: What's your budget?
 9 MR. CATANOSO: All in, probably 11 and
 10 a half million for this project.
 11 MR. LANDGRAF: Anything else from our
 12 side? Rose, you're good?
 13 MS. LAFFERTY: Yeah.
 14 MR. LANDGRAF: Scott?
 15 MR. COLLINS: No.
 16 MR. LANDGRAF: With that we'll open the
 17 hearing up to the public. Members of the public
 18 wishing to address this application 2013-06-679,
 19 application and final site plan for Steel Pier, LLC,
 20 can do so at this time. Anybody here?
 21 Seeing none, we'll close the public
 22 portion.
 23 Again, one last chance from us. You're
 24 pretty good? We got what we need?
 25 MR. KERNAN: Yep, I'm good.

1 MR. LANDGRAF: Okay. Mr. Hankin,
 2 you're good?
 3 MR. HANKIN: Good, thank you.
 4 MR. LANDGRAF: With that I'll close the
 5 hearing and our next meeting is October 2nd. This
 6 will hopefully be on for the 21st, our board
 7 hearing. We get our officers' report done. Goes to
 8 our board on the 21st.
 9 MR. HANKIN: Okay. That's a critical
 10 date for us. I hope we can do it, because we can't
 11 order this until -- and by then we should have DEP.
 12 Thank you.
 13 MR. CATANOSO: Now, do we need to be at
 14 the meeting on the 21st?
 15 MR. LANDGRAF: It's always nice to have
 16 you there.
 17 MR. CATANOSO: In case there's a
 18 question?
 19 MR. LANDGRAF: Yeah, in case there's a
 20 question from the board.
 21 MS. LAFFERTY: I'll be forwarding the
 22 hearing officer report, Mr. Hankin.
 23 MR. HANKIN: Thank you.
 24 MS. LAFFERTY: And you'll get back to
 25 me with any comments or corrections.

1 MR. HANKIN: I sure will.
 2 MS. LAFFERTY: We'll let you know if
 3 it's definitely going to be on for the 21st.
 4 MR. HANKIN: Thank you.
 5 MR. LANDGRAF: No other public comment,
 6 we'll close the meeting.
 7 (The public hearing was concluded at
 8 10:41 a.m.)
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<p style="text-align: center;">A</p> <p>ability 17:20,21 able 5:13 9:4 17:11 31:9,14 about 6:8 7:19 10:4 17:21 18:17 21:5 23:19 24:2,7,8 24:13 28:12,17 30:6 32:21 33:4 above 1:19 5:21 6:18 10:4 17:7 18:23 19:2 21:4,14 24:8 28:5 AC 11:7,21 access 18:4 accessory 17:10 18:14,17 19:5 20:9,24 22:6 23:3 28:6 32:1 accommodating 4:8 accordance 4:13 acknowledge 27:23 Acres 26:14 across 8:16 30:8 Act 4:14 action 4:10 activities 17:2 actual 18:22 actually 9:16,19 17:6,21,23 23:7 27:9 addition 11:1 16:17 additional 19:20 address 25:21 33:18 adjacent 14:25 17:5 18:23,23 28:16 adopted 27:18 aerial 13:19,21 affected 30:3 after 24:19 again 6:14 13:22 19:23 20:5 22:9 33:23 agenda 4:15 ago 20:19 agree 23:18 28:7 29:7 agreement 5:11 7:3 air 20:15 Allegiance 4:5,6 allow 14:6 28:3 allowed 7:20 8:9 28:6 almost 9:10 along 5:8 14:18,22 already 22:7 31:18 although 22:25 28:11 always 34:15 amidst 20:11 amusement 14:13 20:11 and/or 27:13 ANN 2:17 another 7:12 11:10 answer 21:23 Anthony 7:24 8:3 anybody 12:16 20:7 21:24 32:3 33:20</p>	<p>anything 11:5 13:12 27:21 29:20 33:11 anyway 25:1 anywhere 9:20 apex 24:14 appear 22:20 APPEARANCES 2:1 3:1 appears 18:10 applicant 3:9 4:25 application 4:16 5:5,14 24:23 25:24 27:12 31:24 32:3 33:3 33:18,19 applies 23:2 approval 5:7,15,17 6:20 26:2 26:10,16,18,24 27:22 28:8 approvals 26:4,7 27:2,5 approved 11:12 24:25 26:15 approximate 18:24 approximately 5:24 6:18 20:19 21:11 approximation 21:3 architect 16:12 Architects 14:8 16:13 18:16 area 9:17,18,22,23 11:19 15:15,17 17:12,13,14,16,17 29:2 30:23 areas 11:17 area's 28:25 Army 15:6 26:12,21 around 11:20 18:5 20:6,14 Arthur 26:17 asking 25:19 aspect 5:6 7:11,12 assembly 9:18 associated 22:22 Associates 1:6 4:16 Atlantic 1:17 5:12,20 7:2 8:17 8:18,21 14:3,15,18 19:4,15 23:8,11 26:15 Attorney 3:9 attraction 5:19 8:15,25 14:14 19:15 attractions 8:8,8,24 10:23 attracts 19:24 AUTHORITY 1:1,14,16 Avenue 1:17 awaiting 26:9,16 A-1 13:13,18 15:8 A-2 14:7 18:9 20:5 A-3 15:7 A-4 18:15 28:21 a.m 1:20 35:8</p> <p style="text-align: center;">B</p> <p>B 2:6 back 10:15,22 18:8 20:4 28:21 30:15 32:25 34:24 Baer 4:13</p>	<p>balance 21:25 Barnhart 5:24 6:1 7:17 12:14 12:20,24,24 13:3,8,11,17,21 15:13 16:21 21:5,8,14 22:9 23:23 28:8 32:17,22 base 15:18 16:25 17:2 18:10 Based 13:5 bases 16:19 basically 9:13 11:4 16:23 18:6 bathrooms 17:14 beach 4:17 beautifully 20:12,13 become 23:15 before 1:17 6:3 9:4 13:2 17:19 24:25 being 1:20 4:7 10:20 13:17 19:10 27:13,16 28:1 33:2 believe 17:9 20:2,22 22:21 beneath 23:12 beneficial 23:9,14,20 benefits 19:11,18 21:25 23:5 best 10:17 better 6:12 30:19 between 6:12 20:17 32:16 beyond 8:7 bigger 8:8 10:19 bill 33:1 bit 9:23 21:4 29:14 32:5 block 4:17 20:15,16 22:7 25:7 25:9 board 5:4 18:7 19:25 34:6,8 34:20 boardroom 4:9 boardwalk 4:17 5:8,8,9,10 6:18 10:20,23,25 11:1 14:4 14:18,21,23 15:3,21,21,22 17:12 18:20,23,24 19:2,3 21:1,9,15 22:12,18 28:5 boardwalk's 20:11 body 13:2 bond 26:3 book 9:12,19 boosting 8:21 both 13:9 22:7 29:17 bottom 9:18 16:15,25 boy 32:6 brand 31:20 bridge 21:9 22:14 30:4,5 brief 27:9 bring 8:12 9:13 19:16 23:10 brings 19:24 brother 7:6 brown 15:15 budget 33:8 building 8:11 11:16,19 15:18 16:16,25 17:2,6 18:10,13,22 18:23,25 19:1,21 21:6,8,10 22:5,10,13,20 29:9 30:7,21</p>	<p>31:13 buildings 6:13 28:16 30:16,24 built 15:1 20:13 30:21 buses 9:13 business 6:23 8:22 buzz 33:4 Byron 4:13 B-A-R-N-H-A-R-T 12:25 B-1 29:19</p> <p style="text-align: center;">C</p> <p>C 28:3 32:1 cabin 9:3,5 cabs 6:5 cafe 17:17 CAFRA 26:5 call 4:1 11:9 28:4 30:19 care 4:19 cars 18:7 case 19:10 20:3 21:25 34:17 34:19 casino 1:1,14,15 9:15 14:1 Catanoso 7:5,10,20,21,24 8:3 8:3 10:3 12:1,6,8,17 14:15 15:24 17:20,23 19:13,13 21:16 24:5,11,17,24 25:4,9 30:1,7,10,14 31:1,5,8,13,20 32:12 33:9 34:13,17 categories 23:5,17 center 24:8,11 certainly 10:8 27:16 31:16 Certified 1:18 Chairman 22:24 chance 33:23 change 12:10,10 character 22:17 Chuck 7:6 circulation 17:15 20:20 city 1:17 5:12,20 7:3 8:17,18 8:21 9:13 11:6 12:11 14:3 14:15,15,18 19:14,15 23:8 23:11,14 26:15 27:21,22 31:22 City's 19:4 clarification 16:14 clear 19:10 clearly 19:12,19 20:2 22:1 climate 9:3 close 33:21 34:4 35:6 closed 10:12 closer 15:20,22 cloudy 7:11 Coast 10:9,9 COLLINS 2:13 12:22 13:1,5 16:2,5,9 29:14 33:15 colored 15:8 16:14 come 9:14 11:9 12:3 17:5,11 17:18 18:5,6 30:3</p>
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