

CASINO REINVESTMENT DEVELOPMENT AUTHORITY

LAND USE REGULATION ENFORCEMENT DIVISION

APPLICATION: 2025-08-3890

CASPIAN POINTE URBAN RENEWAL COMPANY

NE New Hampshire Avenue and Caspian Avenue

Site Plan for 180 market-rate rental

Mid-rise residential apartment units

- - -

Thursday, October 16, 2025

10:00 A.M.

Public Hearing in the above
Referenced matter conducted at CASINO REINVESTMENT
DEVELOPMENT AUTHORITY, 15 South Pennsylvania Avenue,
Atlantic City, New Jersey, taken before Kara Hackett,
Professional Court Reporter and Notary Public of the
State of New Jersey, on Thursday October 16, 2025
commencing at 10:00 a.m.

A P P E A R A N C E S:

CASINO REINVESTMENT DEVELOPMENT AUTHORITY

LANCE D. LANDGRAF, JR.
CHAIRMAN
DIRECTOR, PLANNING DEPARTMENT
ROBERT REID
LAND USE ENFORCEMENT OFFICER

MICHAEL CHAIT
PUBLIC INFORMATION OFFICER

PROFESSIONALS TO THE BOARD:

SCOTT G. COLLINS, ESQ.
RIKER DANZIG
CAROLYN FEIGIN, PE

COUNSEL FOR THE APPLICANT CARING, INC.:

Jack Plackter, Esq.
Fox Rothschild

PROFESSIONALS TO THE APPLICANT:

Jon Barnhart, Arthur W. Ponzio Company &
Associates
Nathan Mosley, Shropshire Associates
Jack Raker, Minno & Wasko

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E X H I B I T S

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P R O C E E D I N G S

LANCE LANDGRAF: Good morning. I'm going to
call to order the CRDA Land Use Regulation Enforcement
Division hearing on October 16th, 2025. Everyone, rise
and join in the Pledge of Allegiance.

It's actually nice to hear a crowd say that
because we're usually here by ourselves. This hearing
has been noticed in accordance with the Senator Byron M.
Baer Open Public Meetings Act, there are three items on
our agenda today. I will state that item number two:
Application 2025-01-3772, SECAA LLC, doing business as
Goldfish Beach Club, also doing business as Coco Rico
and Chelsea Beach Bar, the beach lease area between
Morris Avenue, Montpelier, amended site plan for
expansion, this matter has been withdrawn by the
applicant. Any new submission will need a new
application, a new notice to property owners within 200
feet. That application will not be discussed today. It
is not on our agenda any longer, and the application has
been withdrawn by the applicable application. So if
anybody's here for that, we will not be talking about
the beach bar today.

Okay. With that, our first application on the

1 agenda is application 2025-08-3890 Caspian Point Urban
 2 Renewal Development Renewal Company, LLC, Northeast New
 3 Hampshire Avenue, Caspian Avenue Site Plan for 180
 4 market-rate rental mid-rise residential apartment units.
 5 The applicant seeks preliminary and final site plan
 6 approval for those 180 units with clubhouse, pool, and
 7 recreational amenities. As I said, the project's
 8 located on Northeast New Hampshire Avenue and Caspian
 9 Avenue, Block 102, Lots 4, 5, and 6 on the tax map of
 10 The City of Atlantic City. It's located in the Garwood
 11 Mills mid-rise residential planning unit, GMMR Zoning
 12 District. That is a redevelopment area, correct, Mr.
 13 Plackter?

14 MR. PLACKTER: That's correct.

15 LANCE LANDGRAF: Rob, we have proper notice on
 16 this application?

17 ROBERT REID: Yes, I reviewed the proof of
 18 service provided by the applicant, and we do have
 19 jurisdiction to hear the application.

20 LANCE LANDGRAF: Do you want to swear in
 21 Carolyn?

22 SCOTT COLLINS: Good morning, Carolyn.

23 CAROLYN FEIGIN: Good morning.

24 SCOTT COLLINS: Do you swear to tell the
 25 truth, the whole truth, and nothing but the truth in

1 The property is located in the Garwood Mills
 2 Mid-Rise Residential Planning Zoning District (GMMR) as
 3 delineated in the Northeast Inlet Amended and Restated
 4 Redevelopment Plan, and is presently vacant. As we
 5 know, mid-rise residential buildings and typical
 6 residential amenities, including clubhouses and pools,
 7 are permitted uses in this zone. It is required by the
 8 New Jersey Municipal Land Use Law, on September 23rd,
 9 2025, which caused the notice of this hearing to be
 10 published -- I'm sorry, on September 23rd we sent
 11 notices to all 200-foot property owners. On September
 12 25th the notice of the hearing was published in the
 13 Atlantic City Press. And also, taxes are current.

14 Do we want to swear in -- I want to give an
 15 introduction, but do we want to swear in our
 16 professionals at this point?

17 LANCE LANDGRAF: Yes, please.

18 JACK PLACKTER: Stand up. And we also have a
 19 representative from Caspian Point, Mr. Himanshu. So we
 20 should have him sworn as well.

21 LANCE LANDGRAF: Yes, please.

22 SCOTT COLLINS: Good morning, gentlemen. Just
 23 raise your hand -- Right hand, please.

24 Do you swear to tell the truth, the whole
 25 truth, and nothing but the truth, in your testimony here

1 your testimony here today?

2 CAROLYN FEIGIN: I do.

3 LANCE LANDGRAF: With that done, we have
 4 completeness. We're good on completeness.

5 CAROLYN FEIGIN: We are good.

6 LANCE LANDGRAF: All right. Mr. Plackter, the
 7 floor is yours.

8 JACK PLACKTER: Good morning, members of the
 9 Land Use Board. Good morning, interested members of the
 10 public. My name is Jack Plackter. I'm an attorney with
 11 the firm of Fox Rothschild, with offices at 1301
 12 Atlantic Avenue, Atlantic City, New Jersey. I represent
 13 the applicant today. The applicant is Caspian Point
 14 Urban Renewal Company, LLC. The application, as Mr.
 15 Landgraf correctly stated, is for preliminary and final
 16 major site plan approval to construct 180 market-rate
 17 units with clubhouse, pool, recreation and other
 18 amenities. The applicant in this case is requesting no
 19 variance or other relief. In other words, this
 20 particular project is consistent with the Northeast
 21 Inlet Redevelopment Plan, and so forth. The property is
 22 commonly known and identified as Northeast Inlet,
 23 Caspian Avenue, and is designated as Block 102, Lots 4,
 24 5, and 6 on the official tax map of the City of Atlantic
 25 City.

1 today?

2 PROFESSIONALS TO THE APPLICANT: I do.

3 SCOTT COLLINS: And Jack, if you could just
 4 run down the line, just explain to me --

5 JACK PLACKTER: Sure. Why don't you just
 6 state your name and what your role is in the project?

7 JOHN BARNHART: John Barnhart, Licensed
 8 Professional Engineer, Licensed Professional Planner,
 9 Certified Municipal Engineer in the State of New Jersey.

10 SCOTT COLLINS: Lance, we accept his
 11 credentials as such?

12 LANCE LANDGRAF: Yes.

13 NATHAN MOSELEY: Nathan Moseley, Licensed
 14 Professional Engineer with Shropshire Associates and the
 15 traffic engineer for the applicant.

16 LANCE LANDGRAF: Same with Mr. Moseley. I'm
 17 very well aware of his expertise.

18 JACK RAKER: Jack Raker, Minno & Wasko
 19 Architects, Principal at Minno & Wasko Architects.
 20 Licensed architect in the State of New Jersey and
 21 project architect.

22 LANCE LANDGRAF: Jack, what was your last name
 23 again? I'm sorry.

24 JACK RAKER: Raker, R-A-K-E-R.

25 HIMANSHU TRIPATHI: Hams Tripathi VP of

1 development construction at Kushner, owner, operator,
2 developer for the project.

3 LANCE LANDGRAF: Okay. Thank you.

4 JACK PLACKTER: So, by way of introduction,
5 and clearly we'd like to thank the neighbors for being
6 here. We did have a neighborhood meeting First Order
7 Civic Association. Some of you were there. We talked
8 about, you know, a lot of the issues. And let me say
9 this, that, you know, I talk to Hams and, you know,
10 Kushner wants to be a good neighbor to all the property
11 owners who happen to live there. Caspian Point has
12 owned the property for a number of years. As we said,
13 it's in the mid-rise zoning district. But in the 1987,
14 and we're going to testify to this redevelopment plan,
15 this particular parcel was originally contemplated to be
16 a 350-foot high-rise. And then, of course, through
17 various iterations, it did get what I would call, for
18 lack of a better term, down-zone to mid-rise. What
19 we're proposing is a four-story multifamily market-rate
20 development. There are no variances or other relief
21 requested. We believe this is a significant project.
22 We're going to be a good neighbor. We think concerns
23 were things like, you know, will there be Airbnb?
24 There's not going to be any Airbnb allowed in this
25 project. It will be very tightly managed. We will

1 person at the community asked about, well, how come
2 there's no commercial development? Well, I didn't have
3 the answer then. I don't know everything, obviously.
4 So I looked, I went back and looked at the redevelopment
5 plan, the GMMR zoning district, commercial development
6 is not permitted. So there is no commercial development
7 permitted on this property.

8 We think it's a significant project that will
9 help transform the redevelopment area into an upscale
10 market. We think that having rooftops will help foster
11 commercial and other development. And we think this
12 project, will have, you know, cameras, security
13 cameras, and things will be a stabilizing influence on
14 the neighborhood and will actually be complementary to
15 the already really nice development that everybody has
16 in this area.

17 So with that, I'd like to call as my first
18 witness, John Barnhart. John, you've been accepted.
19 You're a licensed professional planner and engineer in
20 the State of New Jersey, correct?

21 JOHN BARNHART: That's correct.

22 JACK PLACKTER: And you've been engaged by
23 this applicant, Caspian Point, to prepare plans and
24 provide testimony, is that correct?

25 JOHN BARNHART: Yes.

1 interview and make sure that all our applicants are
2 qualified and, you know, can pay the rents.

3 One of the things I'd like to point out is a
4 lot of people have said, well, if it's for sale, we
5 wouldn't have an objection. But whether a project is
6 for sale or for rent under the Municipal Land Use Law in
7 New Jersey is really not relevant, believe it or not,
8 because what land use boards do is regulate the use, and
9 the use is multifamily. We may later on choose to make
10 a condominium, but right now we were very honest. We're
11 going to be a rental project. Rents are 15 to \$1,600
12 per month. This is what we're projecting. It could
13 change. For a one-bedroom unit. 26 to \$2,700 a month
14 for a two-bedroom unit. So there are no low-income
15 units. And you may ask why? Well, Atlantic City under
16 the fourth round of COA has no prospective need, meaning
17 that in every town they do a study. Because of the
18 amount of low and moderate income units that currently
19 exist in Atlantic City, there is no need for a fourth
20 round to do any affordable housing in our project. So
21 we've elected not to have any affordable or lower-income
22 units. There will be no Section 8 housing or anything
23 like that in connection to this.

24 So again, we think this is a significant
25 project. Oh, and there's one other question. One

1 JACK PLACKTER: In connection with that, have
2 you been to the site on one or more occasions?

3 JOHN BARNHART: Yes.

4 JACK PLACKTER: Are the plans you're going to
5 testify to today prepared by you or under your
6 direction, absent the architectural plans?

7 JOHN BARNHART: Yes.

8 JACK PLACKTER: And we do have the architect
9 here if there's any particular questions. Have you also
10 had occasion to review the Northeast Inlet Redevelopment
11 Plan and the GMMR Zone?

12 JOHN BARNHART: Yes.

13 JACK PLACKTER: Okay. And there's also a
14 Professional Report done by Adams Raymond Hagen dated
15 October 13th, 2025. And you also reviewed that?

16 JOHN BARNHART: Yes.

17 JACK PLACKTER: Okay. So then based upon
18 that, would you just --

19 LANCE LANDGRAF: If we could, just some
20 housekeeping, we're going to mark the entire application
21 as A-1. And then anything new today, we'll start with
22 A-2 and move forward with that.

23 Is this part of the application.

24 JOHN BARNHART: This is not. So this would be
25 Exhibit A-2.

1 LANCE LANDGRAF: A-2. And that is an aerial
2 of the existing site.

3 JACK PLACKTER: Okay. Before we do that,
4 would you just talk a little about the Redevelopment
5 Plan and what the Redevelopment Plan envisions for this
6 area?

7 JOHN BARNHART: Sure. So, as Jack already
8 pointed out, this property became part of a
9 Redevelopment Plan all the way back to 1987, the
10 Northeast Inlet Redevelopment Plan. This parcel, which
11 is the former Garwood Mills site, and then to the plan,
12 and looking at this aerial, Exhibit A-2, to the plan
13 north or to the top of this site, is the city-owned
14 piece of property which is also within that Northeast
15 Inlet Redevelopment Plan, as is all the surrounding
16 sites that are developed and shown within this area. At
17 that time, this project, or this property specifically,
18 was identified to be an appropriate location for
19 high-rise development. That high-rise development was
20 considered high-intensity residential, or high-density
21 residential. It actually, ironically, only required one
22 parking space per individual dwelling unit as part of
23 that Redevelopment Plan. And, as time has gone on, a
24 number of the blocks within that Northeast Inlet
25 Redevelopment Plan were redeveloped and done very, very

1 It is now slated for mid-rise, what we call
2 moderate-to-low-density residential. This site allows
3 for up to 30 units -- 30 units per acre with regard to
4 the total number of residential units that can sit on
5 the property. It's very consistent with the mixture of
6 residential uses that are in this area. If it had been
7 developed as a high-rise, based on the development
8 pattern that took place around it, it probably would
9 have looked out of character. There are certainly other
10 high-rises on this block. You can see, plan-right, it
11 gets cut off there; I believe that's the Ocean Terrace
12 High-Rise facility. Immediately next to that actually
13 was a project that's been approved a couple of times as
14 a high-rise. Actually, if you're familiar with the
15 site, they even started construction on that high-rise;
16 there are pilings still on the ground. If and when that
17 will be built, we're certainly not sure. But again,
18 where this site sits and how the development pattern has
19 taken place around it, moderate-to-lower-intensity
20 mid-rise construction from a Redevelopment Plan
21 perspective is what is -- is the only thing that is
22 permitted here. But, frankly, from a planning
23 perspective and for consistency with the neighborhood,
24 it is the appropriate land use, in our opinion, from a
25 planning perspective.

1 well. You can see a couple of those, or some of those
2 blocks within this area. You have some single-family
3 homes along Main Avenue, you have some multifamily, type
4 of townhouse-style on the plan south on the -- along New
5 Hampshire Avenue, and then butting up to Gardener's
6 Basin Park. This site, however, never did end up
7 getting developed, and, as we know, it sits vacant
8 today. The site did undergo a redevelopment by way of
9 brand-new shore protection and a brand-new concrete
10 promenade along the entire water frontage. Although
11 it's not part of the property that we're developing as
12 part of this application, that is City-owned land; it
13 really went to kind of fortify this property for future
14 development, and that's, frankly, why we're here this
15 morning to move that forward.

16 The Redevelopment Plan was amended a couple of
17 times, and actually, if you read the most recent
18 Redevelopment Plan amendment, it identifies the fact
19 that this site at one time was technically not even in a
20 Redevelopment Plan anymore when the CRDA Tourism
21 District regulations came into play. So a restated and
22 amended Redevelopment Plan was put back into place to
23 allow these parcels to be within a Redevelopment area.
24 So this site specifically is within an area that's known
25 as the Garwood Mills Mid-Rise Residential Planning Area.

1 So that's what we're here for this morning to
2 have this project developed entirely in accordance with
3 the GMMR, again, that's the Garwood Mills Mid-Rise
4 Residential Planning Area, without any deviations from
5 the standards that are set forth in the Redevelopment
6 Plan.

7 JACK PLACKTER: And you reviewed all the use
8 and bulk requirements in the GMMR zone that were part of
9 the Redevelopment Plan, and in your professional
10 opinion, after reviewing the plans, do we meet each and
11 every one of the bulk requirements?

12 JOHN BARNHART: It is my opinion that we do
13 meet each and every one of the bulk requirements. They
14 are enumerated on our plans, and the CRDA planning and
15 engineering staff that have reviewed it, I believe,
16 agree with that position.

17 JACK PLACKTER: So, tell us a little bit about
18 the proposal then for the site, the actual site-plan
19 elements. And you're going to describe not only the
20 engineering but also the architecture.

21 JOHN BARNHART: Sure. So I'm going to go to
22 Minno & Wasko's plans. They're a lot prettier than the
23 engineering plans. Okay. So let me just --

24 LANCE LANDGRAF: Were these submitted as well,
25 or are these new?

1 JOHN BARNHART: Are these -- The renderings
2 are probably new.

3 LANCE LANDGRAF: Okay. So this is marked A-3,
4 and that is a rendering of what looks like looking east,
5 but everyone thinks it's north, towards Brigantine.

6 JOHN BARNHART: Right. Right.

7 LANCE LANDGRAF: From New Hampshire, it looks
8 like.

9 JOHN BARNHART: Yeah, we're actually going to
10 -- I'm not going to start with this one, though. So,
11 Lance, there are a number of slides within this one
12 file. Do you want to mark each one independently or --

13 LANCE LANDGRAF: The architectural renderings
14 we'll mark them as A-2, A-3, etc.

15 JOHN BARNHART: As a package?

16 LANCE LANDGRAF: Yeah.

17 JOHN BARNHART: All right.

18 So I'm going to start with this. This is an
19 architectural rendering of the site which, you know, we
20 want to just walk through the layout of the site, how it
21 will operate, how the buildings are situated and such.
22 So as you can see, this is Minno & Wasko's Exhibit A01
23 or Plan A01 that has been rendered. And you can see the
24 site is proposed to be laid out with four independent
25 buildings. Each of those buildings, and they are in the

1 specific and separate location for renters that need to
2 move their move furniture or luggage or things in. They
3 don't have to come through the main corridor. And that
4 area also, while it's separate, is also an area where
5 the trash will be stored at the lower level in a
6 compactor. The site will be, obviously, if you looking
7 at this plan, you can see the site will be fully
8 landscaped all the way around its perimeter as well as
9 the interior to make as beautiful a setting as possible.

10 We believe that the application does meet the
11 standards of the Redevelopment Plan with regard to
12 landscaping and lighting. There are a couple of
13 comments in the ARH report through Ms. Feigin and Ms.
14 Caphone related to landscaping, and we will certainly
15 comply with those comments and work with them to address
16 any open issues.

17 The site will be fully lit. We'll have site
18 lighting and building lighting. The building lighting
19 will be mainly to create safe entry to the building and
20 also to create a nice appearance of the building in the
21 evening hours. Site lighting is proposed to make sure
22 that the parking areas are appropriately lit to create
23 safe passage through the facility and into the
24 buildings. But the site lighting has been designed to
25 make certain that there is no light spillage that would

1 yellow shaded area that you see on the exhibit, each one
2 of those buildings houses 45 residential units and they
3 are a mixture of 1 and 2-bedroom units. And we'll show
4 you the floor plans of those units as we go forward.
5 They are spread out in a fashion that allows nice,
6 convenient parking and access into and out of each one
7 of the buildings. Access from the adjacent roadways to
8 the project takes place both on Caspian Avenue and New
9 Hampshire Avenue to allow ease of access and also good
10 circulation through the site. But as you can see, the
11 real main entry to the facility is off of New Hampshire
12 Avenue. As you enter into the driveway off of New
13 Hampshire Avenue, you have a nice landscaped island; you
14 have one-way in, one-way out type of traffic that leads
15 you to a nice landscape element in front of a clubhouse
16 area. That's the main entry to what I'll call the
17 campus or the facility. Residents would come in,
18 circulate through closest to their unit, park, and then
19 go into their unit. For each one of the buildings, the
20 main entry point is at the corner of the buildings. You
21 can see by way of the sidewalks that show at the corners
22 of the buildings what those main entry points are. But
23 there are a number of egress stairs, obviously, that
24 allow for ingress and egress to the building as well.
25 Each one of the buildings are fully equipped with a

1 create a nuisance to any of the neighboring properties.

2 The site will have a full stormwater
3 management system. We have the benefit of being
4 immediately adjacent to the inlet which leads out to the
5 ocean. So this site will be fully drained to the ocean
6 by way of a new outfall structure that will actually
7 cross the City property. We have approval from the City
8 of Atlantic City to do that, cross the City property,
9 and go out into the inlet area. That will avoid this
10 project having any negative impact whatsoever with
11 regard to flooding, rainwater, creating any kind of
12 negative downstream impact. So this is a self-contained
13 facility with regard to stormwater management Because of
14 the fact that we are proposing a new outfall.

15 The circulation for loading and trash and
16 emergency vehicles, obviously, I'll start with emergency
17 vehicles. There are three access points, as I
18 mentioned: One on Caspian Avenue, the main entry on New
19 Hampshire Avenue, and then there's a third access point
20 as you get closer down, closer to Gardner's Basin to
21 some of that remote parking area that allows very free
22 circulation through the site. So emergency vehicles,
23 whether it be ambulance or fire truck or police officer,
24 have ease to get through this facility pretty much in
25 any direction. They can get to the front of every

single building because of the way the parking is laid out. They can come easily -- come in off of Caspian Avenue or New Hampshire Avenue, circulate all the way through and go out the other way without any real need to turn around. So the circulation, we believe, works very well for emergency management and all emergency services.

With regard to trash, as I already mentioned, the buildings will be equipped with actual trash rooms on every floor with trash chutes that take you down to a main trash facility. That main trash facility will have a compactor within it to consolidate the trash as much as possible. The facility will, obviously, be hiring and scheduling with a private hauler for pickup of trash. And there is a specific exit from every building for trash. The folks that are the maintenance folks of these buildings will have set up that schedule, will bring the trash out to the trash vehicles on the days of pickup. They will not sit outside for any prolonged period of time. It is fully scheduled with the trash company so that when the trash vehicle gets there, the maintenance staff is ready to bring the trash out to the trash vehicles.

LANCE LANDGRAF: John, can you show us an example of where that entrance would be?

project is proposing electric vehicle charging stations as is required by state law and in accordance with all local ordinances as well. The project will comply.

As far as the site amenities are concerned for residents, there are a number of amenities on the project. The first, obviously, probably the most important to residents of this community is the clubhouse. The clubhouse, you can see it in the, I'll call it a pink shaded building, which kind of becomes the focal point as you're coming in off of New Hampshire Avenue that will have lounge space, it will have a gym. And then off of that clubhouse will have a really, really nice patio and a beautiful pool overlooking what I would argue, having worked in Atlantic City for almost 30 years now, is potentially one of the best views in The State of New Jersey. So that clubhouse, that pool area is going to be absolutely spectacular for the residents of this community. Some other areas that we have, although it's not shown on this rendering, we do have, we are proposing a small dog park down toward the waterfront by that, what I'll call that little accessory lot over on New Hampshire Avenue for use by the residents. There is a brand new dog park for use by the public which is just five or six blocks down New Hampshire Avenue at Lighthouse Park. But this will be

JOHN BARNHART: Sure. So, for example, I'm gonna call it the back of every building, but Minno & Wasko did a wonderful job of making sure there is no back to any of these buildings. Every elevation looks like a front. So, like for example in building three here I'm pointing to, the main entry to that building would be up toward the clubhouse, but the wide sidewalk in the back of that building, if you look at the floor plans, and I'll show them shortly, if you look at the floor plans for each one of the buildings where you see that wide sidewalk, that's the access to the trash and it's also the access, if I'm a new tenant, I can park in that little parking lot right there and take my things in and out of that area. That's kind of like the move-in space.

LANCE LANDGRAF: Gotcha. Thank you.

JOHN BARNHART: And every building has -- has one of those. So as far as the site is concerned, we believe that this project meets all of your standards for Preliminary Final Major Site Plan. We have reviewed every one of the comments within the ARH report. There are a few comments with regard to some parking alignment and we can address every one of them. We have reviewed them already. We can address every one of them without having to eliminate or lose any parking spaces. The

used for the residents so that there is an appropriate area for them to go and exercise their dogs and not create a nuisance for the neighborhood. We have some passive recreation areas. You can see the lawn area between buildings two and three there's a nice lawn area for some passive recreation. You can hang out on the lawn, take your beach chair out there if you just want to sit and read a book or something of that nature.

The entirety, if you look at this site plan, you'll see the entirety of this site is actually technically not waterfront. The City of Atlantic City Parcel, which is the -- Parcel, actually owns and maintains the waterfront and the promenade. So there is no concern with regard to circulation around this site hampering or hindering the circulation of public or public access, because that promenade that was built just a handful of years ago will be fully maintained. So even upon completion of this project, you will have circulation around this entire site by way of New Hampshire Avenue and Caspian Avenue. There is no change to those public rights-of-way. We're not proposing to reduce them or modify them or vacate anything. And that entire water frontage will still have full public access as it has and has become very popular, as I'm sure everybody is aware. That site is actually, though, part

1 of this Redevelopment Plan and has potential, I'll say,
2 to the top of the exhibit that you're looking at has
3 potential for development. And I believe that site
4 actually does permit commercial development. I know
5 there was some questions of the neighbors about why
6 there couldn't be commercial at this area. That site is
7 actually permitted to have commercial. So hopefully
8 this gets built, it creates some synergy and then that's
9 the next one in line in this area.

10 LANCE LANDGRAF: John, will there be direct
11 connection from this development to that promenade area?
12 Will a resident there be able to walk across there? I
13 see there's a retaining wall.

14 JOHN BARNHART: So there's a retaining wall in
15 one area, Lance, just from a grading perspective. We
16 have not shown a direct connection at this point.

17 LANCE LANDGRAF: But wait, there it is. Steps
18 right there by the two EV spaces near the clubhouse.
19 Far left from the clubhouse here, there's two EVs.
20 Looks like there's steps going down.

21 JOHN BARNHART: Yeah, I just don't know --
22 There are steps going down. I just don't know if we
23 connected the sidewalks, but that's a good comment. And
24 I'm sure the city would be more than happy to allow us
25 to connect those sidewalks to the promenade.

1 site. So we actually worked out a plan with them to
2 make sure that their vehicles work within the project as
3 well.

4 JACK PLACKTER: And lastly, just on the
5 exterior, can you tell us about the parking: How many
6 spaces we have and how they're arranged?

7 JOHN BARNHART: Sure. So for this project, as
8 I mentioned, the original Redevelopment Plan would have
9 required one parking space per unit. So the original
10 plan would have required 180 parking spaces. As
11 proposed, we have 311 parking spaces. We have applied
12 the Residential Site Improvement Standards, which is the
13 controlling parking standard in New Jersey for
14 residential projects. We have two unit types:
15 One-bedroom and two-bedroom. The standards that we've
16 applied are 1.8 spaces per unit and 2.0 spaces per unit.
17 When you do the calculation and apply the EV credit that
18 requires EV spaces, the project fully complies at a
19 total of 311 parking spaces.

20 Mr. Moseley is here from Shropshire
21 Associates; I think he'll address that further.

22 LANCE LANDGRAF: I'm just looking at the ARH
23 report; it says 340 acres.

24 CAROLYN FEIGIN: I think that possibly that's
25 because when you say 345 spaces overall are required,

1 LANCE LANDGRAF: Because there's no real fence
2 around this site.

3 JOHN BARNHART: No, correct. We're not
4 proposing a fence at this point.

5 Okay. So I think I've kind of addressed all
6 the exterior. We'll kind of get into what --

7 JACK PLACKTER: Before you go there, a couple
8 questions.

9 JOHN BARNHART: Yes.

10 JACK PLACKTER: So could you just address this
11 briefly, you did a great job on all the -- elements, but
12 could you briefly address the utilities and how it's
13 going to be served by public water.

14 JOHN BARNHART: Oh, sure. Yeah. Absolutely.
15 So with regard to utilities, the project will be fully
16 served by public sewer and public water. We have
17 will-serve commitments from the Atlantic City MUA, which
18 is the water authority, and from the Atlantic City Sewer
19 Company, which is the owner of the sewer system in the
20 City of Atlantic City. We do have will-serve letters
21 and commitments from them. We've been working through
22 the design process with them for the permitting that's
23 necessary, and in fact they had some circulation
24 comments to make sure that their vehicles for
25 maintenance and access can properly function through the

1 you're applying the EV credit on that. If you take the
2 credit for one for every two spaces, it probably could
3 be stated better in this table.

4 LANCE LANDGRAF: So there's going to be a
5 total of 311 parking spaces.

6 JOHN BARNHART: That's correct. Mr. Moseley
7 will talk about that. I think he's also going to cite
8 some Institute of Transportation Engineers standards
9 that show the appropriateness of this parking. Because
10 of the unit types and unit sizes, you'll have a scenario
11 where some residents are not here and others are here
12 and working. There's a lot of parking on this site at
13 311 spaces. I know when we went to the community
14 meeting there was a lot of concern with regard to
15 parking and how the site has been used in recent times.
16 But this site does, as I mentioned, fully comply with
17 standards of both the Redevelopment Plan and the New
18 Jersey Residential Site Improvement Standards.

19 LANCE LANDGRAF: Will there be a parking
20 permit on the vehicle? Some kind of window sticker to
21 let folks know that they're permitted to park there.

22 JOHN BARNHART: Like a parking permit if
23 you're a resident you mean?

24 LANCE LANDGRAF: Yes, I'm certain there is.

25 HIMANSHU TRIPATHI: Yes.

1 LANCE LANDGRAF: Because, as you said, the
2 area's been used, a lot of fishermen use that area. A
3 lot of folks in the region come to that space and enjoy
4 those views.

5 JOHN BARNHART: Of course. And just to be
6 clear, if you're not fully familiar with exactly which
7 port and which lands are part of this project, what is
8 known as the bulkhead where the fishermen are -- is not
9 part of this project. That's down -- you can't see it
10 on this aerial, but it's down further toward the basin.
11 That asphalt parking lot will still be there as a public
12 parking lot. That entire frontage of the bulkhead where
13 you see fishermen lined up on a daily or weekly basis
14 will still be fully accessible to the public. Okay.

15 So we're going to go to some of the interiors.
16 Let me start here, or start with this example we already
17 had up. This is looking -- This would be if I was
18 standing kind of at the intersection of New Hampshire
19 Avenue and our main entry. To my left in this picture
20 would be Gardner's Basin. To my right would be the
21 multi-family project, townhouse project. So you're
22 looking straight into the facility, and you can see the
23 real sense of access and entry, landscape island down
24 the center, landscaping on both sides leading to what is
25 a really, really beautiful looking clubhouse. And then,

1 look like. Kushner is proposing a first-class facility
2 here. The goal here is that this is a highly desirable
3 place to rent a unit. Okay. So this is the layout.
4 This is the layout of the second through fourth floors.
5 So I showed you the ground floor with all the common
6 spaces and the trash and the utility rooms. These are
7 your standard floors above. And you can see, again,
8 it's a mixture of one and two-bedroom units. The
9 one-bedroom units are 820 square feet, and the
10 two-bedroom units average at 1,170 square feet. Here's
11 some additional imagery of the attention of
12 level-of-finishes on the exterior. Some of the common
13 spaces, some of the passive recreational spaces. This
14 is just a roof plan. The roofs are very clean. They're
15 not cluttered with a bunch of equipment. I mean, they
16 will have some equipment, but they're very clean and
17 simple.

18 LANCE LANDGRAF: No rooftop decks?

19 JOHN BARNHART: No.

20 That's another roof plan. So here's the
21 elevations of the building. You can see, as I mentioned
22 earlier, it's hard to tell which is the front because
23 they all look like a front. The building from 360
24 degrees has a very similar look and architectural
25 appeal. The building will be fully treated on all four

1 in the background, obviously, that absolutely beautiful
2 inlet view. That's the site plan we just showed. This
3 gives you a general layout of the interior space. You
4 can see, as I mentioned, the pink shaded area is the
5 main entry to the lobby, which is at the corner of each
6 of the four buildings. Each of the four buildings is
7 very similarly laid out. You come in and you've got a
8 total of four floors of units. You can see the gray
9 shaded areas are not units. They are package pickup and
10 mail pickup. There's a utility room. And then you can
11 see on the right side that move in space which gets you
12 to the back of the elevator. So you can just take your
13 stuff right into the elevator and straight up, not have
14 to walk down the corridors and such to get to the
15 stairs. And then that's also the same location for the
16 refuse -- You see the refuse termination building and
17 then the water and fire sprinkler rooms. They're all
18 accessed by way of their own independent spaces, which
19 lead out to that large sidewalk that takes you away from
20 the building and toward the parking area. And that
21 configuration is nearly identical for every one of the
22 buildings. These are some views. And, you know, Mr.
23 Raker's here, he can discuss any specifics in detail,
24 but I'm just going to run through them. These are some
25 image reviews of what the interiors of the units would

1 sides, so it doesn't matter which direction you're
2 looking from. These buildings, we believe, will be
3 absolutely beautiful.

4 MEMBER OF THE PUBLIC: How tall are the
5 buildings in total?

6 LANCE LANDGRAF: There'll be a time for public
7 questions at the end. Thank you.

8 JACK PLACKTER: How tall are the buildings?

9 JOHN BARNHART: I believe they're 45.

10 JACK PLACKTER: 45?

11 JOHN BARNHART: Yes, 45 feet is the answer.

12 That's just another slide of the other side and end of
13 the building. As you can see, they look identical to
14 one another. So this is the elevations of the
15 clubhouse. As I mentioned, it really pushes aside to
16 make it a real focal point of the facility. It's what
17 you're going to be looking at when you come down that
18 main entry off New Hampshire Avenue. You know, some
19 projects like this, the clubhouse becomes kind of like
20 an afterthought and maybe not as beautiful or as well
21 done as what the actual units themselves or the other
22 buildings on the site. Kushner has chosen not to do
23 that. They have tied the architecture in exactly with
24 the buildings, and they're going to great lengths to
25 make this a very, very beautiful structure. Okay.

1 Here's -- This is a good example of the floor
 2 plans of the two unit styles. You can see on the
 3 bottom, the one in the bottom left corner is a
 4 one-bedroom unit, has living space, nicely sized
 5 bedroom, a full walk-in closet, nice master bathroom,
 6 and then a nicely sized kitchen, and it has a balcony.
 7 In fact, all the units have a balcony. And then the
 8 two-bedroom unit, similar in layout, but obviously it
 9 provides for essentially two suites. So each of the
 10 bedrooms have their own walk-in closet and their own
 11 bathroom. So the two-bedroom units are very, very
 12 nicely laid out, and as I mentioned, have balconies as
 13 well. That's the last architectural slide. That's the
 14 package that we're calling Exhibit A-3, I believe it was
 15 correct?

16 LANCE LANDGRAF: Okay.

17 JOHN BARNHART: Jack, I don't really have any
 18 other testimony. As I mentioned, we did go through the
 19 ARH Report in detail. There are a couple, two other
 20 things I do want to mention. One is with regard to
 21 signage. So Ms. Feigin pointed out the discrepancy with
 22 regards to the maximum permitted sign area for the
 23 monument signs. There's a monument sign proposed at the
 24 corner of New Hampshire and Caspian. And then there's a
 25 monument sign proposed at the main entry on New

1 major site plan --

2 JOHN BARNHART: Yes, we believe that we have
 3 met the standards that are put forth by the CRDA Tourism
 4 District Standards, the Redevelopment Plan, and the
 5 Municipal Land Use Law to allow us to obtain preliminary
 6 and final Major Site Plan. And, as I've already stated
 7 a few times, we will comply with all the conditions of
 8 the professional reports.

9 JACK PLACKTER: Thank you. Like to call --
 10 any questions from the board at this point?

11 CAROLYN FEIGIN: Just one. Sorry. Thank you,
 12 Mr. Barnhart. I don't even think we need to go through
 13 the engineering comments; they're very minor in nature.
 14 Obviously, the plan is compliant with the Redevelopment
 15 Plan. So I would offer that the buildings are separated
 16 further apart than they need to be. So there does have
 17 that whole light-air-open-space feeling; it is
 18 definitely accomplished. The one item that is part of
 19 the Gaffone planning, they actually have a suggestion
 20 about potentially bicycle parking, and will there be any
 21 wayfinding signage?

22 JOHN BARNHART: So the answer is there will be
 23 some wayfinding signage. We will make sure it complies
 24 with regulations, which I actually understand, signs
 25 regulations are being amended shortly. As far as

1 Hampshire. We discussed with our client, we will
 2 comply. If the 10 square feet requirement is the
 3 maximum permitted, we will comply with that. So I just
 4 wanted to point that out. I know I already stated this,
 5 but I just want to bring it up again. Section 11,
 6 landscaping, streetscape, and lighting provisions, which
 7 are in the Redevelopment Plan. Ms. Feigin requested
 8 some testimony with regard to our meeting those
 9 standards. The standards are subjectively written.
 10 However, I do believe that we -- we meet the intent of
 11 those standards. And certainly to the extent that Ms.
 12 Feigin or Ms. Gaffone have any, any other specific
 13 concerns, I'm certain we can address them as a part of
 14 plan compliance, but we believe that we do meet the
 15 intent of that Section 11. That's it.

16 JACK PLACKTER: So, Mr. Barnhart, one last
 17 question.

18 JOHN BARNHART: Yes, sir.

19 JACK PLACKTER: Thank you very much for your
 20 testimony. Based upon your testimony, the facts you
 21 presented, and subject, of course, to the conditions in
 22 the professional reports, have you formed an opinion
 23 with a reasonable degree of engineering and planning
 24 certainty whether this applicant, Caspian Point Urban
 25 Redevelopment, is entitled to preliminary and final

1 bicycle parking --

2 HIMANSHU TRIPATHI: We can add outdoor bike
 3 racks.

4 JOHN BARNHART: Okay. So we -- yeah, so we --
 5 we can add outdoor bike racks.

6 CAROLYN FEIGIN: Thank you. I think I'm good.
 7 Thank you.

8 LANCE LANDGRAF: Okay. We'll mark that report
 9 to October 3rd -- dated October 13th from ARH as B-1.

10 CAROLYN FEIGIN: Thank you.

11 JACK PLACKTER: If you don't have any further
 12 questions, I'd to call Mr. Moseley.

13 LANCE LANDGRAF: Okay.

14 JACK PLACKTER: You were previously sworn, Mr.
 15 Moseley. Is that correct?

16 NATHAN MOSLEY: Yes, that's correct.

17 JACK PLACKTER: Okay, and you're a Licensed
 18 Professional Engineer, and you do the traffic
 19 engineering. Is that correct?

20 NATHAN MOSLEY: Yes, that's correct. I'm the
 21 Principal Partner, Shropshire Associates.

22 JACK PLACKTER: And you've been involved in a
 23 number of traffic studies in the City of Atlantic City,
 24 correct?

25 NATHAN MOSLEY: I have, yes.

1 JACK PLACKTER: And in connection with this
2 applicant, I would offer, I think you already said --

3
4 LANCE LANDGRAF: Well aware of Mr. Moseley's
5 credentials.

6 JACK PLACKTER: Thank you.

7 LANCE LANDGRAF: You've been here before.

8 JACK PLACKTER: So you're engaged by the
9 applicant at Caspian Point to provide testimony.
10 Is that correct?

11 NATHAN MOSLEY: That's correct.

12 JACK PLACKTER: So in connection with that,
13 have you looked at the site on one or more occasions?

14 NATHAN MOSLEY: Yes.

15 JACK PLACKTER: Have you also looked at,
16 basically, the background traffic and the ingress and
17 egress and access points?

18 NATHAN MOSLEY: Yes, we did.

19 JACK PLACKTER: Okay. And then, based upon
20 that, would you tell us a little bit about the scope of
21 your study and levels of service, what you determined,
22 and also, I think Mr. Barnhart alluded to the fact you
23 were going to address the parking based on the ITE
24 standards as well?

25 NATHAN MOSLEY: Yes, no problem.

1 well. We did our counts in March of 2025. Obviously
2 this is kind of off season for Atlantic City. We
3 understand that. So what we did was we applied a
4 seasonal adjustment factor to our traffic counts. The
5 NJDOT publishes seasonal adjustment factors for the
6 entire state, and we utilize those factors to compare
7 the March data to what would be the typical peak times
8 in this area for traffic, which would be July and August
9 in those time frames in the summer season. So we
10 adjusted the traffic to account for the seasonality that
11 does occur, to make it as conservative as possible. And
12 then we did our traffic study based on those seasonally
13 adjusted traffic volumes that we collected. So for the
14 purpose of our report, we identified the three peak
15 periods or peak hours that we wanted to analyze. Those
16 are the weekday a.m. peak hour, the weekday p.m. peak
17 hour, and then the Saturday midday peak hour. And
18 again, that's because we have a residential project.
19 It's an existing established residential area. So we
20 really wanted to look at the a.m. and the p.m. peak
21 hours for people coming to and from the site for work
22 and for business and whatever else may be going on a
23 typical weekday. We also wanted to look at Saturdays as
24 it is a summer area destination area. There's a lot of
25 shore traffic that occurs and a lot of weekend activity

1 JACK PLACKTER: Go right ahead.

2 NATHAN MOSLEY: So we submitted a traffic
3 engineering assessment report that was dated April 14th,
4 2025, for the project. The first thing we did was we
5 went out and did a field visit to the site. We saw the
6 existing conditions and the existing intersections in
7 the area. We identified study locations where we think
8 that the traffic concentrations from this site will be
9 most impactful, potentially, and we wanted to make sure
10 that we analyzed those intersections. The intersections
11 that we studied for the purpose of our report were along
12 New Hampshire Avenue. They were at the intersection of
13 New Hampshire and Parkside, because we have our primary
14 access located opposite Parkside. We also have the
15 intersection of New Hampshire and Caspian, which is a
16 signalized intersection. Again, we have secondary
17 access onto Caspian. We wanted to make sure that we
18 identified that intersection and see if there are any
19 issues or impacts there. And then also further to the
20 south on New Hampshire at Melrose we wanted to analyze
21 that intersection as well, because Melrose kind of takes
22 the traffic from this area and distributes it further
23 throughout the City and throughout the area. So we
24 wanted to identify that study location as well and see
25 if there are any potential traffic impacts there as

1 that would occur. So we wanted to identify and analyze
2 all three of those study periods in those peak hours.
3 So once we had established the existing
4 conditions, the seasonally adjusted volumes, then we
5 looked at the traffic that would be generated by this
6 site. Again, you've heard some testimony, but it's 180
7 total units, a mixture of one and two-bedroom units.
8 For the trip generation analysis, we looked to the
9 Institute of Transportation Engineers (ITE). They
10 published the ITE Trip Generation Manual. That manual
11 contains hundreds of different land use categories.
12 This proposed development is most similar to ITE land
13 use 221, which is multi-family housing, mid-rise, based
14 on the height and the number of stories it has. And so,
15 based upon that land use category and the number of
16 units. During the peak hours, so during that one hour
17 in the morning on a weekday, or the one hour in the
18 afternoon on a weekday, or on a Saturday when it's
19 busiest in this area for the proposed development, it's
20 anticipated that this site will generate around 70 total
21 trips during that peak hour. Obviously there's 180
22 units and we're talking about 70 trips, and the
23 questions sometimes come up about why there are fewer
24 trips than there are units if everyone comes and goes at
25 the same time. My experience and what the data shows is

1 that people who live in residential developments,
 2 whether it's apartments or neighborhoods or whatever it
 3 may be, don't all leave and arrive at the exact same
 4 time. So during that peak hour, we anticipate around 70
 5 total trips. People leave earlier in the morning. Some
 6 people work from home. There's just different travel
 7 patterns. So the data that's collected at existing
 8 sites shows that this project itself will generate
 9 around one trip per minute during those peak-hour
 10 conditions. Again, not a substantial increase in
 11 traffic, in my opinion. But again, we did analyze the
 12 traffic based upon those published rates which are used
 13 throughout the entire country.

14 So once we determined the traffic to be
 15 generated by the site, we added that into the existing
 16 traffic volumes, which we also increased to account for
 17 just general background growth that may occur between
 18 now and when this site is fully built out and occupied.
 19 And then we analyzed the intersections that we had
 20 counted and studied. And that analysis is a level of
 21 service analysis. Levels of service are a way for
 22 traffic engineers to evaluate intersections, the
 23 capacity at those intersections to accommodate more
 24 traffic, the operations of those intersections, the
 25 delays that are experienced currently and in the future

1 add in all the additional traffic from the project, as
 2 well as just a general background growth that we
 3 anticipate to occur, all the intersections will continue
 4 to operate at similar levels of service. The two
 5 signalized intersections will continue to operate at
 6 overall levels of Service A during all peak hours. And
 7 the movements at New Hampshire and Parkside, including
 8 the movements in and out of the new driveway location,
 9 also will operate at level of Service A during all peak
 10 hours.

11 We also looked at the secondary driveway on
 12 Caspian, the outbound movements there, and the inbound
 13 movements also operate at level of Service A as well.
 14 So again, we have really good levels of service overall
 15 in this area at the access points as well as at the
 16 off-site study locations that we identified. It's my
 17 opinion that, based upon the traffic study that we did
 18 and based upon the levels of service and the analysis
 19 that was done, the traffic from this project really will
 20 have a minimal impact on the adjacent roadway network.
 21 The driveways themselves, the primary access on New
 22 Hampshire, as well as the secondary access on Caspian,
 23 and even the third secondary access onto New Hampshire,
 24 all those driveways will operate safely and efficiently
 25 for the proposed use. I think that the design and

1 at those study locations, whether they're signalized or
 2 they're unsignalized. Levels of service go from a level
 3 of Service A, meaning you have plenty of additional
 4 capacity available, you have minimal delays, good
 5 operations at those intersections, down to a level of
 6 Service F, where you have really minimal capacity,
 7 excessive delays, and poor ability to get through an
 8 intersection, maybe one or two cycles to try and get
 9 through a signalized intersection. That's the kind of
 10 experience you would see for a level of Service F. Just
 11 as a point of reference, NJDOT considers anything that's
 12 a level of Service D or better to be a good level of
 13 service. So those are kind of the parameters that we
 14 work with.

15 So under existing conditions, at the two
 16 existing signalized intersections on New Hampshire, both
 17 Caspian and Melrose, those intersections currently
 18 during peak hours operate at an overall level of Service
 19 A during all three peak hours that we analyzed. The
 20 individual movements operate at a level of Service C
 21 better during all peak hours. And then at the
 22 stop-controlled intersection of New Hampshire and
 23 Parkside, which is currently a T-shaped intersection,
 24 those movements at that intersection currently operate
 25 at a level of Service A during all peak hours. When we

1 location of them are appropriate, and it's my opinion
 2 that they can accommodate the needs for this development
 3 from a traffic access perspective.

4 The last thing I'll just say briefly is about
 5 on-site circulation and parking. I have reviewed the
 6 plans and the design for the on-site circulation. I do
 7 believe that it's designed to accommodate the needs for
 8 this site. The intersections themselves internally are
 9 laid out in such a way that people can safely and
 10 efficiently move throughout the site. And again, you've
 11 heard testimony about the parking. We propose a total
 12 of 311 physical parking spaces on the site for the 180
 13 units. The way we look at it is the ratio of spaces to
 14 units: That's about 1.6 spaces per unit. So almost two
 15 spaces per unit. We comply with the Residential Site
 16 Improvement Standards. But in addition to that, I did
 17 look at the Institute of Transportation Engineers (ITE).
 18 They also publish parking generation data. They've gone
 19 out and done parking data collection at existing
 20 residential projects, and they've published that
 21 information as well. What they've seen is that the
 22 average parking demand for a residential project like
 23 this is around 1.23 spaces per unit. Again, we're at
 24 1.73. So we're about a half a space more than the
 25 average that they've seen, and even the 85th percentile

1 that they see at developments, which is kind of the
2 conservative, worst-case scenario, that's 1.45. So
3 around one and a half spaces per unit. Again, we're at
4 1.73. So I do believe we have more than enough parking
5 to accommodate the needs for this site from a parking
6 supply perspective as well.

7 JACK PLACKTER: Thank you. Any questions?

8 LANCE LANDGRAF: One question.

9 NATHAN MOSLEY: Yeah.

10 LANCE LANDGRAF: I want to get to the right
11 plan. I guess the best one to look at is C3, the Ponzio
12 Plan. Part of New Hampshire Avenue comes onto this
13 site. Right by the words New Hampshire, we're just past
14 your main entrance.

15 NATHAN MOSLEY: Okay.

16 LANCE LANDGRAF: Are you granting an easement
17 back to the city with that, or how are you guys handling
18 that aspect? It's right from the main entrance to where
19 it turns into Gardner's Basin. It's not a right-of-way.
20 It's actually on your property.

21 JOHN BARNHART: This right here.

22 LANCE LANDGRAF: Right there. Yes.

23 JOHN BARNHART: So I'll be honest, that's
24 probably still open for discussion with the city.

25 That's not new construction. Obviously, that exists. I

1 units? Is there a storage area on the main floor that
2 each of them will have access to for bikes, beach
3 chairs, kayaks, whatever? Is there anything like that
4 proposed on the floor plans?

5 JACK RAKER: So, currently, as proposed, we
6 don't have any area that we've dedicated to storage for
7 bikes, but we realize that it's a very popular amenity
8 here. We have a very generous refuse room. So we could
9 probably carve a little area out of there to create some
10 storage for bicycles for the residents.

11 LANCE LANDGRAF: Beach chairs, I don't know if
12 they want to bring them into their unit. Sandy.
13 Whatever. That's another question. Is there an outdoor
14 space to rinse off?

15 JACK RAKER: Exactly. Again, these plans have
16 not been fully engineered. We have very generous sized
17 gas and electric rooms. There may be some space that we
18 can carve out of there for some additional storage.
19 Once it gets fully engineered and we get an MEP engineer
20 on board and we size those rooms, we could -- we could
21 get probably a little more efficient there.

22 LANCE LANDGRAF: Okay. Just really a
23 suggesting, not a requirement. Just something that --

24 JACK RAKER: Oh, yeah, and the clubhouse, we
25 could probably -- We have a very generous clubhouse as

1 don't know why. I don't. When New Hampshire Avenue was
2 widened some years ago, I'm not sure why they actually
3 didn't widen that additional piece, but it is something
4 that Kushner will need to address.

5 LANCE LANDGRAF: All right. So you'll --
6 you'll look to address that with the City, whether
7 you -- The road is on your property. So little bit of a
8 -- You don't want to move the road because that's the
9 access. I don't know if you need the land for the
10 density. I don't think you do.

11 JOHN BARNHART: No. No, we do not. So we'll,
12 we'll, we'll work with the City by. It'll be there by
13 way of easement or dedication or something. But we'll,
14 we'll work with the City to clarify how they want, how
15 they would like to deal with that.

16 LANCE LANDGRAF: Yeah. Because their, their
17 widening starts right at your -- looks like halfway
18 through the exit portion of your entrance.

19 JOHN BARNHART: Right.

20 LANCE LANDGRAF: Okay. All right. I think
21 that's all I had with the traffic and the things. Wrote
22 a whole list of questions, and I can't find the page I
23 put them on. I think that's it for traffic. Back,
24 maybe, to the site-plan-related items. So we talked
25 about bike racks. What about storage for each of these

1 well, but we could do some temporary storage there.

2 LANCE LANDGRAF: When you get to the
3 construction phasing or construction portion of this,
4 are you going to phase the development? You think
5 you're going to try and build it all out at one --

6 JACK PLACKTER: It'll be phased.

7 LANCE LANDGRAF: Okay. Construction timeline?

8 JACK PLACKTER: It's going to be built at all
9 at one time, but they'll build one building. It's going
10 to be essentially constructed all in phases.

11 LANCE LANDGRAF: Okay. Do you have an
12 estimated construction? These are the questions we're
13 going to get.

14 JACK PLACKTER: Sure, sure.

15 LANCE LANDGRAF: From my board members. So,
16 construction timeline? As soon as possible?

17 JACK PLACKTER: Well, we anticipate -- we have
18 to still get our -- Permit, which is pending. We
19 anticipate that we should have our permits in hand
20 before the end of the year or at the end of the year.
21 And we would start sometime next year, early next year.
22 And it's probably a two-year, two to two-and-a-half-year
23 construction period.

24 CAROLYN FEIGIN: Excuse me. On that, you
25 still have to get your treatment works, though, right?

JACK PLACKTER: That's correct.

CAROLYN FEIGIN: You haven't submitted for that, you may be. Whatever all of your permits are -- okay.

LANCE LANDGRAF: Okay. When you get into the construction phase, where are you looking at your construction entrance? That going to come right off New Hampshire you think, the widest roadway?

JOHN BARNHART: Yes. Yeah. In all likelihood it would be -- Let me go back to that. In all likelihood, the construction entrance, you know, and until they have a general contractor on board that has his own logistics ideas, it would likely be, you know, down here or somewhere near the main entry point.

LANCE LANDGRAF: Okay.

JOHN BARNHART: But not on Caspian. That would be too disruptive and too difficult.

LANCE LANDGRAF: Yeah. I'm also assuming you're going to need a construction trailer and maybe a rental trailer or something like that.

JOHN BARNHART: Yes.

LANCE LANDGRAF: Maybe when you submit your compliance plans, show where that's going to be.

JOHN BARNHART: Yeah, we can do that.

LANCE LANDGRAF: We've gotten to projects

comments, and we look forward to working with you to make sure that our development is compatible with your neighborhood. Thank you.

LANCE LANDGRAF: Thank you, Mr. Plackter. So with that, we'll open it up to a public comment. Please raise your hand, step forward, state your name, and ask your questions or make your comment.

Ma'am, you're the first hand to go up in the back there.

JOY GREENE: Okay. Hi. Very good presentation. My name is Joy Green. Okay. And my parent's shore house is right at Caspian and New Hampshire. I cannot understand how they're going to do this construction when you've got a circle coming past Caspian, blocking off the aquarium, Gillcrest, and everything else. What happens when these people move in and they have company? And where does that overflow traffic go to? What happens when everybody -- every time somebody wants a little water space, I've seen it at Bayonne and everywhere else. They all of a sudden call this luxury apartments with a waterfront view. All the trucks that go into Bayonne, that go into the shipping terminal, and everywhere else, are cut off. You can't get to anything. They built a city inside of there. So, when you have all these four buildings here,

where all of a sudden we need a rental trailer and you need a new site plan.

JOHN BARNHART: Yeah.

LANCE LANDGRAF: So, let's add that in. We don't want to get to that.

JOHN BARNHART: Agreed.

LANCE LANDGRAF: We want to make this go as smoothly as possible, not only for you guys, but for most of the residents here. We want to make sure their -- you know, the construction is going to be a dirty time and a noisy time for the neighborhood. We want to make sure it goes as quickly and smoothly as possible.

JOHN BARNHART: Understood.

LANCE LANDGRAF: That's kind of the questions I had. You have any, Carolyn?

CAROLYN FEIGIN: -- Only because John indicated that he's just going to do all that comments.

LANCE LANDGRAF: Yeah, makes it easier.

CAROLYN FEIGIN: Don't have to sit here and negotiate back and forth.

LANCE LANDGRAF: Jack?

JACK PLACKTER: Just like to thank the Board for hearing, thank the public for sitting through our presentation. I know it was a little long. And you'll have your chance. Now, we appreciate any of your

when the people go down to the beach, without those four buildings that overflow traffic is already coming onto our properties with nowhere to park. So then we will not be going to any stores. It's going to affect the businesses around there because you're going to have a stinking traffic jam. Two and a half years of construction is going to block off everything. All of this to put something in this little tiny space there on the corner. And I realized that they said something about the sewage and where the water's going, but I can't see how that much sewage -- where is it going to dump to? And we've seen this before in other towns. We've seen this with the water. We've seen it with the sewage. We've seen it with the parking. To give everybody this luxury of parking, water view, at the expense of everybody else who's been living there from the beginning. It doesn't make any sense. I understand what you're trying to do. I understand that all these people say this will give them the money they need to meet whatever it is that they have to do, but at the expense of the people who've been living there for years. I cannot see how this is going to work. So our view of the water is now cut off so that some newcomers can come in and have this view and have this clubhouse and have this lifestyle, and our lifestyles are cut off.

1 I don't understand that at all. What happens when you
2 go down Caspian, where the boats are and the fishermen
3 and all like that? What if some of this sewage, even
4 though I heard what they said about the sewage, dumps in
5 and starts affecting the fishing area? That's --

6 LANCE LANDGRAF: Hold on one second.

7 JOY GREENE: Oh, I'm sorry.

8 LANCE LANDGRAF: Just -- No, you're fine. I
9 just want to address that. Sewage is not being dumped
10 into the inlet. Sewage -- the sanitary sewer, the
11 wastewater coming out of your homes will be tied into
12 the sewer system for the City of Atlantic City. It will
13 not be dumped into the bay, not dumped into the inlet.
14 What Mr. Barnhart provided testimony on was the
15 stormwater management. The State DEP reviews their
16 plan, and because they're going to have to contain the
17 water on their site and then they have what's called an
18 outfall, they will have an outfall of that rainwater
19 that then goes into the inlet just like everybody else's
20 here on the island. So it's not sewage. It's
21 stormwater.

22 JOY GREENE: Stormwater. Right.

23 LANCE LANDGRAF: So, just to be very clear.

24 JOY GREENE: I should have said it like that.

25 LANCE LANDGRAF: That's okay. This is the

1 terminology we use. We want to make sure you guys are
2 safe.

3 JOY GREENE: Right, right. And that's what I
4 should have said. So I apologize.

5 LANCE LANDGRAF: That's okay.

6 JOY GREENE: Okay. And what happens when it
7 floods? New Hampshire Avenue floods all the time. So
8 when this flooding starts and they start doing this
9 construction, are we all supposed to swim through the
10 construction debris? So I just can't -- I just can't
11 see how this is all possible. You know, I -- I
12 understand what you're saying as to how you've gone
13 through this, but the people have to live there and they
14 have to function through there. And all of this is
15 going to stop so that four units can get there so that
16 somebody else can have a lifestyle all of a sudden and
17 everybody else's lifestyle is cut off. And thank you
18 for listening to me. I appreciate that.

19 LANCE LANDGRAF: Thank you. Just to touch
20 base a little bit on the construction will be maintained
21 on site. It will not be in the middle of the street
22 other than for the utility connections. The streets
23 around here will not be blocked during construction.

24 Is that right, Mr. Barnhart?

25 JOHN BARNHART: Correct.

1 LANCE LANDGRAF: Okay. So the traffic should
2 be fine during the construction you'll have construction
3 vehicles there. Anything else, Jack, that you guys want
4 to respond to with that or anyone else?

5 JACK PLACKTER: I'll reserve the comments
6 until the end.

7 LANCE LANDGRAF: Sir?

8 NICHOLAS LASCARIDES: Nicholas Lascarides.
9 Approximately 40% of the properties within this
10 development are Airbnbs. They are.

11 LANCE LANDGRAF: In this proposed development?

12 NICHOLAS LASCARIDES: Near it.

13 LANCE LANDGRAF: Okay. Around it.

14 NICHOLAS LASCARIDES: Around.

15 LANCE LANDGRAF: Because they provided
16 testimony that none of the units in this will be
17 short-term rentals.

18 NICHOLAS LASCARIDES: We understand that. I
19 heard that. Thank you. But around that area, there are
20 many Airbnbs. My son has two of them. All right. One
21 of them directly across from the secondary entrance on
22 Caspian Avenue. Right directly head on to it. Now, a
23 few questions here. During this construction, these
24 Airbnbs are going to take an enormous financial hit.
25 There's no question about that. They're going to have

1 to let the potential tenants know it, that this
2 construction is taking place, that there's going to be
3 noise, that there's going to be dirt, there's going to
4 be issues with this construction coming in and out of
5 these -- of this facility and it's going to be over a
6 two-year period. That's an enormous amount of time.
7 People are not going to want to rent these Airbnbs while
8 this construction is going on. It's going to drop off
9 like a lead balloon. There's no if, ands, or buts about
10 that. People are just not going to like it. That's --
11 that's number one. And of course, these are all
12 licensed businesses for these Airbnbs. They have to be
13 in the City of Atlantic City. When will construction
14 start? What time of day? 8:00 a.m.? 7:00 a.m.? When
15 will it end? 5:00 p.m.? 6:00 p.m.? We're.

16 JACK PLACKTER: Going to comply -- Atlantic
17 City has very strict ordinances when you can start and
18 we can finish. We'll be in compliance.

19 NICHOLAS LASCARIDES: What is the compliance?
20 What is -- what is that? What is the state's city
21 statute?

22 JACK PLACKTER: You know, I don't want to
23 answer. I just don't --

24 LANCE LANDGRAF: I'm not sure, because that's
25 not our jurisdiction. That's a city ordinance.

NICHOLAS LASCARIDES: Okay.
 LANCE LANDGRAF: So, we deal with the land-use aspect of it. Construction will be managed by the building offices.

NICHOLAS LASCARIDES: Can somebody get back to me?

LANCE LANDGRAF: We can certainly do that.

NICHOLAS LASCARIDES: Who do I --

LANCE LANDGRAF: I think I've talked to your son on the phone. Steve?

NICHOLAS LASCARIDES: Steven. Yes.

LANCE LANDGRAF: So I will reach out to him.

NICHOLAS LASCARIDES: Oh, you will.

LANCE LANDGRAF: I'm glad you made it here.

NICHOLAS LASCARIDES: You'll be running this construction year-round, I take it, for two years, six days a week, seven days a week, whatever --

JACK PLACKTER: Subject to the ordinance.

NICHOLAS LASCARIDES: You'll get back to me on -- Steven on that then?

LANCE LANDGRAF: Yes, sir.

NICHOLAS LASCARIDES: What about the people that have businesses in the area in this construction going on? What -- what -- what happens to them? I mean, they've got mortgages to pay on these Airbnbs.

taxes in Atlantic City. To have rental units that in the case of one-bedroom that don't even go for more than one of Steve's Airbnbs in one night, he rents the one-bedroom rentals that you're talking about; he may get that in one night in many cases. So you're going to juxtapose these rental units next to homes going for \$600,000 to \$1.3 million.

Not to mention the fact that I heard the gentleman with the traffic study, and he indicated that he looked at it in April of 2025. There's no way, even with the peak adjustment, that it begins to explain what we know happens in the Inlet on every weekend, every holiday in the summertime. It is a nightmare. North Main Avenue, you cannot get down the street; you cannot park in any of the unrestricted parking spaces in front of our house, in front of the beach.

No one's mentioned an engineering study on Caspian Beach, which is always over capacity. You add 180 units and, let's do some simple math, however many people live there, 500-plus people given its full occupancy say, and you have a nightmare. No one's done any studies on the beach. It's a tiny beach. It's a tiny beach. People come from near and far. It's as if someone just puts on social media, "Come to Caspian Beach," they don't even live near it. And that's not

Business is going to drop off dramatically. There's no way around it. I mean, what about them? What happens to them?

LANCE LANDGRAF: There's really nothing. I mean, this is a permitted use here to do this. They meet all the requirements of the Zoning and Redevelopment Plan. So construction happens in every municipality in the state. Large-scale, small-scale. We all live in this area. I live locally. It happens mainly in the summertime, a lot in the fall. But there is construction that happens. I don't have an answer for your question.

NICHOLAS LASCARIDES: Thank you.

LANCE LANDGRAF: You're welcome. Thank you, sir.

Ma'am.

EUNICE MEYERS: Hi, my name is Eunice Myers. My husband, Shaun, and I own a property at 414 Main Avenue and we do not Airbnb our property. We've been there for a little over four years. Our question is that I think this gentleman indicated that there's not going to be much difference between a rental-type development versus an ownership-type development, and I beg to disagree. We need taxpayers in Atlantic City, and to that end, we pay some of the highest residential

going to stop. What's going to happen is the unrestricted parking on Caspian and Main is going to be even worse than it already is. I don't know if any of you gentlemen have participated in these engineering studies during the holidays and during the summer; you would see a totally different picture than what your report indicates, particularly after 4:00 p.m. So I noticed -- was hearing things about people leaving in the morning, how many people, how many cars exit, how many cars enter; however, it's a tale of two beaches. At 4:00 p.m. on Saturdays, they're laughing because they know, and on holidays it's a nightmare. It's a nightmare on North Main Street. Okay. You cannot get -- double parking, blocking people so that people cannot enjoy the beach. It's a nightmare. So has anyone considered that Caspian Beach and 500-plus more people wanting to go onto that beach because, again, they have a pool house but they don't have a beach, so they can go freely to that beach as well with the population that already goes there. It's been consistent. We've been there just over four years, and I'm sure there are many people here who've been here a lot longer --

MEMBER OF PUBLIC: 40.

EUNICE MEYERS: And they can attest to that. And this lot that you're building on, while we

1 definitely wanted something there because it's been a
 2 nuisance, we have no quiet enjoyment of our properties.
 3 Never, never in the summertime. My husband and I can't
 4 even come on the holiday; it's so bad. Okay. So what
 5 I'm saying is, has anyone considered this beach? This
 6 beach is not managed like the rest of the beaches in
 7 Atlantic City behind the casinos. There's no adherence
 8 to any of the ordinances. Yeah, they're posted up
 9 there, but no one adheres to that, and the City doesn't
 10 have the police resources to enforce them. I've never
 11 seen one ticket written in the entire time I've been
 12 here for double parking or for anything else. The noise
 13 is crazy on this particular lot. Campers regularly
 14 bring huge, concert-style speakers. We're inundated
 15 with this constantly. Constantly. It is a literal
 16 nightmare. So now we go from this to what we were
 17 hoping would be, yay, let's get some development in here
 18 similar to what we have in the beautiful Cove or the
 19 other areas where they're homeowners here who have skin
 20 in the game. Okay. Not people who are just coming up
 21 and trashing the place.
 22 The trash, that's another thing. The trash on
 23 -- your lot is not fenced. Is this going to be gated,
 24 this community? Well, you're going to have a big
 25 problem if it's not gated, because those nice little

1 going to have.
 2 EUNICE MEYERS: Okay. And the parking I heard
 3 you talk about, is this for residents and their guests?
 4 JACK PLACKTER: It would be for residents and
 5 guests.
 6 EUNICE MEYERS: Where's the guest parking?
 7 Where's the visitor parking?
 8 SHAUN MEYERS: You're going to be overrun by
 9 people coming off of the --
 10 LANCE LANDGRAF: Sir, you gotta -- we're
 11 having a court reporter her, so don't talk over each
 12 other.
 13 EUNICE MEYERS: Can you show me where the
 14 visitor parking would be for your development? Because
 15 people are gonna want their friends to come visit them.
 16 Hey, I'm right there in front of the beach. Where's the
 17 visitor parking?
 18 JOHN BARNHART: So the Residential Site
 19 Improvement Standards requirements and the, and the
 20 numbers that Mr. Moseley put on the record contemplate
 21 visitors as part of -- as part of this site. So the 1.8
 22 and the 2.0 space per unit contemplates visitors as part
 23 of that overall parking requirement.
 24 EUNICE MEYERS: Wow. Okay.
 25 JOHN BARNHART: And so, to answer your

1 green spaces are going to be overrun with all the folks
 2 that overrun our properties, come up on our porches.
 3 Someone even lived under our porch for a bit of time
 4 during the summer. So this needs to be a gated
 5 community, and I would suggest that it be condos and not
 6 apartments because you have Novi. Look what happened
 7 with Novi, right? That was a market-rate development
 8 right there next to the ocean. It's hardly even
 9 occupied. Where's the demand for these apartment units.
 10 Where? Was there a market study that said, yes,
 11 everyone wants to come right here in Inlet? I don't --
 12 I don't know where the demand is for this.
 13 Now, homeownership, maybe condos, yeah. But I
 14 don't see where the demand is for these one and
 15 two-bedroom apartments. Novi's not even fully occupied,
 16 has 20 voucher residents because, and again I ask you,
 17 once you can't rent them, what's going to happen then?
 18 LANCE LANDGRAF: Just, just for clarification.
 19 So Novi took state money, some of our money, and some
 20 EDA money. That's why they have a 20 percent --
 21 EUNICE MEYERS: So you're saying that this
 22 will never be not HUD voucher or even land city
 23 vouchers. No vouchers will ever be accepted if this
 24 property -- Even if you don't rent at capacity ever.
 25 JACK PLACKTER: It's a market rate -- we're not

1 question, there is no specifically identified visitor
 2 parking. But operationally, with the management team,
 3 they will, you know, they will make a decision on how
 4 they're going to, how and where they're going to have
 5 their residents park versus having spaces that are
 6 available as a parking-pool type of space.
 7 EUNICE MEYERS: And if it is not gated, how
 8 are you determining whether or not one of the guys that
 9 like to fish over on the piece of the boardwalk that's
 10 left, who is to prevent them from coming here and
 11 parking.
 12 JOHN BARNHART: So that would be done -- That
 13 would be done, as most products of this nature are, each
 14 person that rents a unit will have a parking sticker or
 15 pass in their car. And they have, fortunately, they
 16 have full-time on-site management.
 17 EUNICE MEYERS: Who is enforcing this?
 18 JOHN BARNHART: Absolutely. Because they're
 19 going to have a bunch of very upset residents if they
 20 don't.
 21 EUNICE MEYERS: Okay. And what about the
 22 parking on North Main and Caspian that's currently
 23 unrestricted? I know in New Hampshire there's some
 24 hourly some restrictions on their parking there, but
 25 there is none on North Main and New Hampshire. And

again, the traffic study that was cited by the gentleman here does not account for the evening, the evening 4:00 to whatever time in the morning traffic that happens.

The police are constantly having to come and be called to that area because of the double parking and the inability of emergency vehicles to get down North Main Avenue. And I've not heard that mentioned at all.

Again, there is case law in other beach communities where they've determined an engineer has come to determine what the capacity is of a particular beach. Now, we don't want, you know --

LANCE LANDGRAF: Ma'am, just to -- You've been referencing Caspian Beach. That's outside of our jurisdiction here --

EUNICE MEYERS: But it affects the traffic.

LANCE LANDGRAF: Well, again, that's -- the City streets are outside of our purview here. The City -- the Caspian Beach is a City beach that's open to the public. So if there's traffic issues there now, that's not something that we can stop this development based on that. They're providing the parking that they're required to. Excess of what they're required to, in excess. They've provided a traffic study that talked about the intersections that the level of service will not be decreased significantly in those intersections.

EUNICE MEYERS: Well, I mean, that's why I'm speaking to--

LANCE LANDGRAF: And in order to get some of these other folks to speak, could I ask you to sit and If you have something else at the end, we can certainly jump back.

EUNICE MEYERS: Yes.

LANCE LANDGRAF: Jack, go ahead.

JACK PLACKTER: Thank you for your comments.

I mean, I think Mr. Landgraf indicated, you know, a lot of these things were enforcement problems. And you know, I know they do have these -- Have you ever gone to the City staff meetings where they have these --

EUNICE MEYERS: Yeah, yeah.

JACK PLACKTER: And talk to Chief Sarcos.

EUNICE MEYERS: Good luck with that.

JACK PLACKTER: We'll go with you. I mean, because we have the same community of interest, to be honest with you.

But with respect to the condo, I just want to address the one point you made about the condo versus, you know, home ownership versus renting. Because, you know, I respectfully think that there's a different -- There's also a different view of that and that is that people now are doing what they call choosing to rent.

Whether or not there's summer traffic in a resort town that gets excessive in the summertime, we all live with that down here. I live in Ventnor. I deal with it. I live, you know, in an area that is inundated from June through September. Yes, we all deal with it down here.

EUNICE MEYERS: Yes. And you do expect that. We do expect that to some degree.

LANCE LANDGRAF: It's understanding, and I put notes in here that I'm going to talk to the City about enforcement of their ordinances of the loud music and things of that nature, overcrowding and double parking, that's things we can have a conversation with the City, but it's their jurisdiction.

EUNICE MEYERS: Yes. And folks will park -- If you don't have a gate here, they're parking here. And again, I would say -- I would, you know, we're opposed to it. We would prefer condominiums here because, again, it serves two purposes: Increases tax base in Atlantic City, it helps lower the taxes for existing residents who have suffered through this nuisance lot for all these many years. And it would just be a better situation if folks own these units.

They look great, but you know --

LANCE LANDGRAF: Rental is not something we can control.

And it's not low income people. And you know, Kushner Companies, who are the owners, Hams is right here. They run a tight ship. They have excellent management onsite. And I've seen it the opposite way. For example, I did a lot of work, you can see by my age and --

LANCE LANDGRAF: Jack's retired. If no one knew this.

JACK PLACKTER: I'm just here for -- this is my last hoorah. So I see this like in Smithville. Smithville is a big planned community. And with the condos, what happened there was when the condos couldn't sell and the people were there, they kind of abandoned them and they went into disrepair and they didn't care who they were renting to. Hams can tell you we have strict rental requirements. Their objective is to do a first-class development so they can actually raise the rents, and they have a tight management. So they're not going to tolerate somebody who has a bad criminal background. They do background checks. They do all kinds of things, and they'll keep the development nice and you'll have a person to call if they're creating any problems. We'll give you a phone number to call because we do want to be a good neighbor. I certainly understand you'd rather see it being for sale, but I

1 think a really well run rental development can be credit
2 to the community and can be a good neighbor and that's
3 what we think.

4 HIMANSHU TRIPANTHI: If I can just add, thank
5 you, Jack, I don't know if you know the scale of our
6 company, We own 27,000 units in 14 states right now, all
7 multifamily rentals. We do a first-class job managing
8 it. We want this kind of development too come on this
9 side because it will be professionally managed 24/7.

10 We'll have onsite leasing staff. We'll have property
11 managers. We'll have maintenance staff. We'll have

12 towing companies on standby, all the issues that you
13 just referenced, and I appreciate you bringing it up,
14 will be mitigated with the professional method, not with
15 the condo development, not with the vacant lot.

16 LANCE LANDGRAF: Anyone else? Miss?

17 LAURA MISTRETTA: Good morning, everybody. My
18 name is Laura Mistretta, and I'm with the Labor Eastern
19 Region. We are currently engaged in a campaign to hold
20 Kushner companies accountable for a host of exploitive
21 practices and labor violations that took place --

22 LANCE LANDGRAF: That's not relevant to this
23 meeting. I'm going to have to ask you to sit down.

24 LAURA MISTRETTA: -- their Jersey City
25 development.

1 balconies? What's the dimensions of the balconies?

2 JACK RAKER: Approximately six by seven, six
3 by eight.

4 SHAUN MEYERS: I have one more question. Can
5 we get the lot fenced? I mean, right now, it's kind of
6 like a nuisance because, you know, I walk my dog by
7 there. There are condoms --

8 LANCE LANDGRAF: Fenced --

9 SHAUN MEYERS: You know, like the rest of the
10 lots that are vacant in the City.

11 EUNICE MEYERS: So people can't come on to the
12 lot.

13 SHAUN MEYERS: Right. Because we're having a
14 big problem with that. Like I said there, people bring
15 campers, RVs, big, big speakers, and they have, you
16 know, just a huge impact on.

17 HIMANSHU TRIPATHI: That's the problem because
18 the lot is vacant. It would be a problem when we have a
19 project ongoing wing --

20 SHAUN MEYERS: Are you required to fence the
21 lot?

22 HIMANSHU TRIPATHI: We're not required and we
23 don't like it because, aesthetically, it doesn't go with
24 the architecture it looks --

25 EUNICE MEYERS: No, fence at this point before

1 LANCE LANDGRAF: I'm going to have to ask you
2 to sit down.

3 LAURA MISTRETTA: And we're concerned that
4 Kushner companies are going to repeat these egregious
5 practices here --

6 LANCE LANDGRAF: Let's go off the record.

7
8 (At this time, a discussion was held off the
9 record.)

10
11 LANCE LANDGRAF: All right. We'll go back on
12 the record. Thank you. Anyone else have anything to
13 comment on the application. Sir?

14 NORMAN CHAZEN: Simple question. My name is
15 Norman Chazen. I'm an Atlantic City native. Grew up at
16 Seaside and the Boardwalk. It's been an empty lot for
17 about 40 years, but some questions about the -- is it
18 going to be three levels or four?

19 JACK PLACKTER: Four.

20 NORMAN CHAZEN: Four levels. With 45 units
21 per building?

22 JACK PLACKTER: Correct.

23 NORMAN CHAZEN: Elevators.

24 JACK PLACKTER: Yes.

25 NORMAN CHAZEN: Okay. And how large are the

1 the --

2 LANCE LANDGRAF: You're talking about
3 pre-construction.

4 HIMANSHU TRIPATHI: Oh, during construction.
5 Absolutely. We'll have a construction fence on all
6 sides with the wire mesh and everything. Absolutely.

7 LANCE LANDGRAF: Okay. So fencing during
8 construction --

9 EUNICE MEYERS: Or earlier, if possible.
10 That'd be great.

11 LANCE LANDGRAF: Miss?

12 MEMBER OF THE PUBLIC: I just wanted to say
13 something, and it's not about anything that's been said
14 before. But It's been interesting having the free space
15 there. What happens to what you mentioned about the
16 people who come in? There won't be any place for them.
17 There won't be any place for those people anymore. And
18 there won't be any place for the fact that for 40 years,
19 for almost 50 years, birds have been coming into that
20 area and use that area as an environment that they
21 consider -- that birds migrate through that area. There
22 are some aspects of us building a city that just seem to
23 neglect how the area is actually used. And the thing
24 about the beach is actually true. The thing about the
25 beach and how many people it brings in, and I'm sorry,

1 the amount of parking that they're talking about is not
 2 going to be enough. When one Airbnb can have four cars.
 3 One Airbnb can have four cars come in. In the area
 4 where we are in Caspian, across the street, where there
 5 have been houses there since 1990, we have watched how
 6 the traffic in our area changes. They have one parking
 7 space for everyone, but they thought they were going to
 8 have some extra parking space around. There's none of
 9 that parking space there anymore. Everybody has two
 10 cars. Everybody actually has two cars, regardless of
 11 what size the apartment or house is; everyone has two
 12 cars. And then when you add in the summer, when the
 13 third car comes in for the grandparents or for the
 14 children, it becomes this thing where I know it seems
 15 like it's very easy. I know it's in compliance. It
 16 looks beautiful. Everyone's going to love that it's
 17 filled in with something. But in reality, there will be
 18 no place for people of Atlantic City to use that
 19 feature. There will be no place for these extra cars
 20 that are going to be there. Because if you're thinking
 21 that that pier, if you're thinking that pier parking is
 22 going to be there for them, that free city parking, it
 23 is always, always crowded in the summer. It is always
 24 crowded in the summer. So I'm just talking about,
 25 environmentally, that there is an impact. I would

1 dealing with health issues on job sites. That's going
 2 to effect Atlantic City residents in those terms. So
 3 when you're taking advantage of workers --
 4 LANCE LANDGRAF: So just hold on. This is a
 5 land use hearing. We do nothing with the building --
 6 CARL STYLES: You're taking advantage of --
 7 This is going to hurt Atlantic City. How can you not be
 8 concerned about the welfare of residents, people in
 9 general. And they know it. We have all the records.
 10 But I'm just making the statement --
 11 LANCE LANDGRAF: Okay. Sir, I'm going to ask
 12 you one more time, if not, I'm gonna have to have you
 13 removed.
 14 CARL STYLES: Well, like I said, to be in safe
 15 condition, sir.
 16 LANCE LANDGRAF: Brian, he's not -- He's not
 17 talking about this. Sir, I'm gonna have to ask him to
 18 leave. He's not gonna stay.
 19 CARL STYLES: No problem, sir. No problem. I
 20 can leave. It's no issue.
 21 LANCE LANDGRAF: Please leave.
 22 CARL STYLES: Yes.
 23 LANCE LANDGRAF: Thank you.
 24 LAURA MISTRETTA: Atlantic City deserves good
 25 jobs that pay people well in construction -- Treat

1 prefer a park, but I understand that it's been zoned and
 2 I understand that. I just want it on the record that
 3 nobody is thinking about the people who actually use the
 4 area now, and that there are concerts and stuff that are
 5 there, and that there still isn't any parking for that.
 6 This organization, with all its money, is not going to
 7 provide parking for the place that they're taking away,
 8 where there are 50 and -- 50 and 100 cars parked on the
 9 weekends in the summertime; they're not providing any
 10 parking for the fact that that's going to disappear.
 11 And so that's what I wanted to say. And thank you for
 12 listening. And it's beautiful. Yes, it's beautiful and
 13 it complies in theory, but in fact, it's going to have a
 14 huge impact. It is.
 15 LANCE LANDGRAF: Thank you for your comments.
 16 Anyone else? Sir.
 17 CARL STYLES: Yes, good evening -- Good
 18 morning, rather.
 19 LANCE LANDGRAF: I see the same shirt. If
 20 you're going to start the same comments again, we're not
 21 going to address that here.
 22 CARL STYLES: First of all, sir, hear
 23 something. Number one, I think it's a great project and
 24 it should be something that goes there correctly. But
 25 our concern, number one, dealing with Kushner, you're

1 people right.
 2 LANCE LANDGRAF: Anyone else? Ma'am.
 3 MEMBER OF THE PUBLIC: Hi. I live at The
 4 Cove, and we've been there for 31 years. And that
 5 parking by the dog park, good luck with that. Because
 6 that's not known, Lance, as a bulkhead. It's known as
 7 the seawall, which we know has a party every weekend.
 8 And you can't tell me that, because you already told us,
 9 Mr. Plackter, that there'll be no security at our
 10 community. That lot is going to be full of people that
 11 are going to the seawall for the big parties. And I
 12 know what you said about the ordinance, but guess what?
 13 The police came to our beach this summer on the weekend.
 14 They said they were going to enforce the law, but they
 15 never did. Okay. So Sarcos is going to tell you that,
 16 but we already know that that's not true. They come,
 17 they park, they don't do anything. But that's why we
 18 don't think the parking is sufficient unless you either
 19 gate it or you have security. And I, too, would rather
 20 see it a condo project. I know you disagree, but owners
 21 are much more caring about their property than renters,
 22 and I know that from The Cove. You know, there are some
 23 units at The Cove that are rentals, and they're not the
 24 same as owners. So -- And also, I don't think the
 25 traffic took in the flooding. So the last nor'easter

1 that we just had a few days ago, we were trapped in our
2 place. You can't get out on Melrose. You can't get out
3 on Rhode Island. So you're trapped for every high tide,
4 and I don't think that's been brought into
5 consideration, and that will be trapped, too. So I'm
6 just bringing that -- I think that this traffic study
7 should have been done in July, not April. All the
8 studies that are done in the inlet are always
9 conveniently done in the off season. And I know you
10 have that issue in Ventnor, but in the inlet, it's a
11 whole different issue.

12 LANCE LANDGRAF: I think the whole island
13 deals with one, storms, two, influx of residents, and
14 visitors in the summer.

15 MEMBER OF THE PUBLIC: Our influx of residents
16 aren't residents. They come from Pennsylvania, New
17 York, and everyone says we don't want our people.
18 They're not our people. They drive in. They have tents
19 all along. And I know that's not your issue. I'm not
20 saying that.

21 LANCE LANDGRAF: What I want to say, that's
22 the entire island.

23 EUNICE MEYERS: No --

24 MEMBER OF THE PUBLIC: They don't live there.
25 They just come for the day and they stay till the night.

1 they probably provide the largest private real estate --
2 Real estate taxes of anywhere in Atlantic City. And I
3 think that consideration should always be taken, and a
4 credit to CRDA because because of CRDA, I have my home
5 back where I was born. My dad said, when you leave, you
6 want to come back, the ocean's still going to be there.
7 They have a home. This lady has a home. If you look at
8 the Northeast Inlet from Atlantic Avenue to Gardner's
9 Basin, it is comprised of homes that are two-story,
10 single-family homes, with the exception of Ocean Terrace
11 and the Inlet Towers, which is Section 8. They were
12 grandfathered. They were there before CRDA came up with
13 this idea to build a neighborhood. And they did a great
14 job building a neighborhood. This is not conducive to
15 what CRDA set out to do to build a neighborhood of
16 homes. And if you have skin in the game, when you have
17 a home, you're paying taxes. And you know, I'm not sure
18 how many renters of these apartments will have skin in
19 the game, in paying taxes, but it has to be considered.
20 Mr. Landgraf made a very good point about the northeast
21 end of New Hampshire Avenue. It dovetails into almost a
22 dead end. Now, you said city has to make some
23 amendments here to make sure that that doesn't happen at
24 the bottom end of New Hampshire Avenue.

25 In due respect to the traffic studies are one

1 LANCE LANDGRAF: This entire island gets
2 visitors from all over the state and Pennsylvania, New
3 York.

4 MEMBER OF THE PUBLIC: I understand, but
5 there's tents and they park, you know, they camp. But I
6 really do think it would be better as an owning instead
7 of a renting because I don't know if you realize the
8 casinos are shrinking and shrinking. They have less and
9 less employees, and most of the employees live offshore.
10 They don't live here. So I don't see it being --

11 LANCE LANDGRAF: Thank you. Anyone else?
12 Mr. Lamaine? Sorry I don't know anybody
13 else's name. So, I do know his name.

14 TOM LAMAIN: A fourth-generation Atlantic
15 City resident.

16 LANCE LANDGRAF: Just introduce yourself for
17 those --

18 TOM LAMAIN: Tom Lamaine. I live in the
19 Inlet. I was born and raised there, and I have a
20 property right now. I have a home right now, I should
21 say, that is on the same lot that I was born. I don't
22 know how many people can say that. But so, if there's
23 anybody who has skin in the game, in addition to the
24 skin in the game we're talking about of the properties
25 that are in the Northeast Inlet, I would venture to say

1 thing, reality is another. He mentioned there were 70
2 visits down New Hampshire Avenue at a certain time of
3 the day. I forget what day he was. I live on New
4 Hampshire Avenue, and I can tell how many units come
5 down the street now. It's a very heavily trafficked
6 four-lane, basically highway that leads from Atlantic
7 Avenue down to Gardens Basin. I think that that should
8 be taken into consideration that the 70 visits are
9 really not what you see in reality.

10 Getting to these apartments, it was brought
11 out at a meeting with the First Ward Civic Association
12 that a lot of people will use Rhode Island Avenue,
13 because they don't want to do business with the traffic
14 lights on New Hampshire. Well, if they come down Rhode
15 Island Avenue to get to these apartments, how are they
16 going to get there? They're going to cut through The
17 Cove. And these little lanes that are named Mainsail or
18 whatever. That is -- that's the reality as opposed to a
19 traffic. And so, you know, New Hampshire Avenue narrows
20 down there. And also there's a strip of property
21 between this project and the promenade or the boardwalk.
22 What's the word on that property? It's still, I
23 believe, owned by the City and or --

24 LANCE LANDGRAF: Up at the top of the page,
25 yes, it's owned by the City.

1 TOM LAMAIN: That's a questionable area that
2 never been brought into play with anything that has been
3 mentioned here. So, you know, I do fully respect all
4 the studies that have been going on. I've been in
5 Atlantic City all my life. As a matter of fact, I
6 worked with Mr. Kushner's father-in-law too. See that
7 he got his third casino. And a lot of people did not
8 want him to have the third casino. But I told him I'm a
9 resident of Atlantic City and he can have as many
10 casinos as he would like. So I have both ends of the
11 stick here on this. But let's face reality, if you want
12 to continue the beautiful neighborhood that has been
13 established by CRDA, that's not the way to do it.
14 Thank you.

15 LANCE LANDGRAF: Thank you for your comments.
16 Anyone else? All right. Seeing none. Jack, any
17 closing comments? We'll close the public portion at
18 this time. Mr. Plackter, any closing comments?

19 JACK PLACKTER: Just like to thank the Board
20 and sincerely thank the public for your comments.
21 Overall, everybody was very professional, and we
22 appreciate that. And, you know, we want to do a quality
23 project, and, you know, if we're able to get approval.
24 So we hope that some of the concerns we can allay. I
25 want to address the security thing because the question

1 Carolina Avenue and some of the other areas. You know,
2 Atlantic City I think has the greatest beaches in the
3 world. I'm a little biased, but there is capacity. I
4 think it's going to work out, and we're going to be --
5 we want to help, we want to make the community better.
6 I just want to say that, you know, we want to make the
7 community better, a place we can all be proud of. It's
8 natural to have the concerns that you do, and we hope
9 that we can allay some of those concerns if we're
10 fortunate enough to get the approval.

11 Thank you very much.

12 LANCE LANDGRAF: Thank you, Jack. I think the
13 lines of communication can stay open. I mean, these
14 guys are going to be here; they're going to have a
15 property manager. Get to know that person so you guys
16 can talk through any issues you might have. We can't
17 force them to fence the site. And I do agree sometimes
18 if you fence these in, it looks more like isolationist.
19 I'd rather just become part of the community and see it
20 landscape the way it is and try and blend in as much as
21 they can, even though it's a different type of housing
22 than what you folks are used to.

23 So with that, anything on our side of this?

24 SCOTT COLLINS: Good here.

25 LANCE LANDGRAF: We're going to close the

1 was made about it. We did say there's not going to
2 be -- We were asked at the community meeting whether
3 there's going to be -- We have onsite management. We
4 just don't have onsite security officers. And the
5 onsite manager will, in fact, be -- if there's something
6 going on, the onsite manager will react and call the
7 appropriate authorities and make sure. And, like I
8 said, we'll give the residents our number if we're doing
9 anything that they find to be untoward, it's one of
10 those things. The other thing is on the beach. I mean,
11 I'm very familiar with Caspian Beach as a former
12 Atlantic City lifeguard, and, you know, it's my son's
13 father-in-law, and, you know, what's going to happen,
14 what's going to happen is, and most of the other beaches
15 in Atlantic City actually are underutilized. You're
16 right about Caspian, that is a zoo. I mean, I've been
17 there, and it actually is my son's mother-in-law; that's
18 her favorite beach. They go there all the time. They
19 live in Absecon. But what's going to happen is when we
20 build our project, there's not places to park. They're
21 going to go to the other beaches. That's what happens.
22 People are very resilient. They're not, you know,
23 there's plenty of capacity. I live in Margate, and my
24 beach is packed all the time. Ventnor beaches are
25 packed, but there's plenty of capacity off South

1 matter on this application. What will happen, Jack, as
2 you're aware, just so the public's aware, we don't make
3 a decision here today. I am the Hearing Officer here
4 today. I take the application. I prepare a report.
5 Then I present that to my Board. That'll most likely be
6 our November Board meeting.

7 JACK PLACKTER: You might want to announce the
8 date for the public.

9 LANCE LANDGRAF: Let me see if I can get the
10 calendar up real quick. It is the November 18th CRDA
11 Board meeting, and they are at 2:00 p.m., Land use
12 applications are heard first.

13 SHAUN MEYERS: Is that here?

14 LANCE LANDGRAF: It is right here, sir. Yes.
15 Unless we think we need a bigger room, which we might.
16 So November 18th, my mom's birthday.

17 We're going to take a few minute break just to
18 freshen up a little bit.

21 (Hearing concluded at 12:00 p.m.)

CERTIFICATION

I, Kara Hackett, Professional Court
Reporter and Notary Public, do hereby certify that the
foregoing is a true and accurate transcript of the
stenographic notes taken by me in the aforementioned
matter.

DATE: October 16, 2025
Kara Hackett
Court Reporter

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