

EP 22477

STATEN ISLAND INDUSTRIAL PARK  
PHASE II INDUSTRIAL DEVELOPMENT PLAN

ANDREWS & CLARK, INC.  
CONSULTING ENGINEERS

STATEN ISLAND INDUSTRIAL PARK

PHASE II-INDUSTRIAL DEVELOPMENT PLAN

PREPARED FOR  
THE NEW YORK CITY PUBLIC DEVELOPMENT CORPORATION

ANDREWS & CLARK, INC.

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STATEN ISLAND INDUSTRIAL PARK  
PHASE II INDUSTRIAL DEVELOPMENT PLAN

CITY OF NEW YORK

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B. DESCRIPTION OF PROJECT

1. Project Boundary

This project constitutes Phase II of the Staten Island Industrial Park (east of the Staten Island Rapid Transit line) within the area designated by the City Planning Commission pursuant to Section 504 of the General Municipal Law of the State of New York. The boundary of the Project Area is shown on Map A and is described in Exhibit A.

2. Objectives of the Project

a. The object of the Staten Island Industrial Park, of which this Project is a portion, is to improve the economic position of the City by creating job opportunities and improving the existing tax base, through development of under-utilized and vacant land into an attractive and controlled industrial environment.

The marketability of this site is made especially attractive by the scarcity of vacant industrial land within the City, access to a large labor pool, and the proximity of highway, port and rail freight facilities. The industrial development of the project site is consistent with the land use pattern developed in the New York City Master Plan.

b. The Industrial Development Plan seeks to correct the following conditions which are adversely affecting development of the area:

- (1) Extensive acreage unused, with little or no tax return to the City;

B. DESCRIPTION OF PROJECT (CONT'D)

2. Objectives of the project (Cont'd)

b. Conditions Adversely Affecting Development (Cont'd)

(2) Large areas without adequate street access or drainage;

(3) Vacant parcels strewn with rubbish, adjacent to traveled roads.

(4) Uncontrolled influences such as junkyards, etc. which have a detrimental effect on adjacent properties;

(5) Substandard existing streets and sewers.

(6) Substandard public utility service.

c. Additionally, the Plan seeks to protect the residential community, located along the easterly boundary of the Park, from any deleterious environmental effects or safety problems which may arise as a result of industrial development guided by present controls without the Plan. As presently mapped, several access streets to the proposed Industrial Park penetrate residential areas. In addition, industrial and commercial development, subject only to existing zoning controls, is now also permitted on the easterly bounding streets which are contiguous to residential areas. Both of these instances, unless corrected by the special mapping and screening requirements of the Plan, would have a deleterious effect on the residential area.

B. DESCRIPTION OF PROJECT (CONT'D)

2. Objectives of the project (Continued)

d. The Project is located so that it has easy access to transportation facilities:

(1) The West Shore Expressway (presently under construction) passes through the designated Industrial Park, and the Staten Island Expressway lies at its northerly limit. These will provide highway access to New York City and regional markets via the Goethals, Bayonne and Verrazano-Narrows Bridges and the Outerbridge Crossing.

(2) The large container terminal, recently opened in Howland Hook, is located north of the site, affording ease of long distance shipment. The western part of the site in Phase I fronts on Prall's River and the extension of Arthur Kill, presenting the opportunity for direct barge access.

(3) The Staten Island Rapid Transit Railway also passes through the Project Area giving direct access to rail freight facilities for industrial users west of the West Shore Expressway.

B. DESCRIPTION OF PROJECT (CONT'D)

3. Type of Renewal Action Proposed

a. Public

(1) Acquisition of privately owned land within the project boundaries and redevelopment for industrial uses in accordance with applicable controls set forth in Section C. Parcels to be acquired are listed in Exhibit "C".

(2) Re-mapping of a new street system to provide adequate circulation.

(3) Construction of streets, storm sewers, sanitary sewers, stream channel relocation, water lines, street lighting, and landscaping.

(4) Sale or long term lease of land to private industrial users for development in accordance with the purpose and controls of the Plan.

(5) Acquisition and development of screening strip to protect adjacent communities to the east.

b. Private

(1) Site grading and landscaping, construction of new industrial buildings with parking and loading facilities.

(2) The development of privately owned parcels, in as much as they are in accordance with the objectives of the project, will be encouraged.

C. LAND USE PLAN

1. Land Use Plan

In order to ensure that the residential community along the easterly boundary of the Industrial Park is protected from traffic generated by industrial development, and to afford screening adequate to protect the residential character of this attractive section of Staten Island, the Plan provides for a continuous screening, or buffer strip, along the boundary, to be acquired and planted by the City of New York. The width of the buffer strip, takes into consideration the protection offered by the wooded, relatively undeveloped nature of the Site Area. Within the buffer strip, existing stands of trees are to remain and will be supplemented with new planting in areas where planting is sparse, or does not now exist.

Special arrangements to accommodate existing uses, including existing dwellings, which are compatible with the purpose of the buffer strip, are set forth in Exhibit B, Section C(7).

Map B, Land Use Plan, shows a preliminary arrangement of the Park, with areas designated for industrial, commercial, recreational and screening (buffer) strip use. Site access is provided by a new system of arterial and connector service streets.

C. LAND USE PLAN (CONT'D)

Through traffic will be served by direct access to and from the West Shore and Staten Island Expressways in three directions. Traffic from local streets will be permitted to enter the Park only at South Avenue on the north, and Travis and Merideth Avenues on the south. Existing Merrill Avenue and Lamberts Lane, which presently carry traffic through the residential area on the easterly boundary, are to be closed. Similarly, proposed Vernon Avenue, which crosses the West Shore Expressway is not planned to be carried to the east. No traffic from the Park will be permitted direct access into the adjacent residential community.

As a result of further studies of the traffic patterns in and adjacent to the Park, rearrangements of the Staten Island Expressway eastbound "On" and "Off" ramps at Lamberts Lane have been proposed. These changes, presently under consideration by the Transportation Administration, will provide a more direct connection from the Park and eliminate industrial traffic in the Lamberts Lane residential area.

C. LAND USE PLAN (CONT'D)

The Plan provides for controlled industrial development in Industrial Areas A, B and C in accordance with uses permitted in M1-1 High Performance Districts, as modified in Exhibit "B". Industrial Areas are shown on Map B. Areas are set aside for anticipated development into a Commercial Area to serve the industrial sites, and Recreational Areas.

Rail access is to be provided to serve sites west of the West Shore Expressway.

2. Land Use Provisions and Building Requirements for Redevelopment Parcels

The regulations, controls and restrictions imposed by this Industrial Development Plan on the sale, lease or retention of real property subject to acquisition by the City of New York are as set forth in Exhibit B.

3. Land Use Provisions and Building Requirements for Properties Which Are Not to be Acquired.

a. Use Regulations

Uses which conform with the use regulations and performance standards for redevelopment parcels as set forth in Exhibit B may continue or expand subject to compliance with the applicable controls. Uses which do not conform with the use regulations and performance standards for redevelopment parcels may continue, but expansion, if any, shall be confined to the site occupied by such use at the effective date of the Industrial Development Plan.

C. LAND USE PLAN (CONT'D)

The use of property may be changed to another use, provided that such changed use conforms to the applicable use regulations for redevelopment parcels in the area.

b. Floor Area, Open Space and Yard Regulations

Any enlargement or reconstruction on a non-acquired site shall comply with the applicable district Floor Area Regulations as set forth in Exhibit B. Landscaped open space requirements and yard regulations are not specified herein but shall be at the discretion of the Public Development Corporation. For each non-acquired site, a landscaping plan shall be submitted by the owner to the Public Development Corporation within six months after the approval of the Plan. The plan shall include provision for screening of off-street parking and loading facilities or of unenclosed storage of materials and products from streets or other public places. Insofar as practicable the treatment of yards and other open spaces shall carry out the intent of the requirements applicable to redevelopment parcels.

c. Off-Street Parking and Loading Regulations

Owners of buildings or uses on non-acquired sites shall be required to generally comply with the requirements for off-street parking and loading as set forth for redevelopment parcels in Exhibit B, and insofar as practicable shall make use of any vacant land presently owned by them

C. LAND USE PLAN (CONT'D)

on or adjacent to such sites, and purchase or lease from the City of New York any additional abutting land as may be needed to satisfy the requirements. Owners of non-acquired sites shall have priority for acquisition of such abutting properties as may be required to satisfy the above noted requirements. Off-street parking and loading facilities and open storage of vehicles or contractors' equipment shall be subject to the screening regulations, restrictions on location and other provisions as set forth for parking and loading facilities on redevelopment parcels in Exhibit B. However, the Public Development Corporation may permit such parking or loading facilities or open storage to be located less than 20 feet from a street line if necessary to permit the requirements of this section to be satisfied, but shall require that sufficient space be provided along and adjacent to the street line for adequate screening of such facilities or open storage.

d. Other Regulations or Requirements

Enclosure and screening requirements, sign regulations and regulations on discharge of industrial waste, as set forth for redevelopment parcels in Exhibit B, shall also apply to non-acquired sites. Architectural controls, as set forth in Exhibit B, shall apply to non-acquired sites, and shall also apply to alterations and enlargements on non-acquired sites.

C. LAND USE PLAN (CONT'D)

4. Duration of Land Use Provisions and Building Requirements

The land use provisions and building requirements shall remain in effect for a period of forty (40) years from the date of approval of the Industrial Development Plan by the Board of Estimate of the City of New York, except as provided in Section F, hereunder.

D. PROJECT PROPOSALS

1. Land Acquisition

All properties within the project area, may be acquired for development, clearance and redevelopment, or for rehabilitation to meet at least minimum standards of the Industrial Development Plan and other applicable existing laws, codes, ordinances and regulations of the City of New York. Such properties are shown on the Project Boundary Map A, dated June, 1973, and revised, September 1973.

2. Owner's Development

The owner of property within an area designated for acquisition and redevelopment, who desires to develop and improve his property may apply for exclusion of said property from acquisition by the City of New York pursuant to this Industrial Development Plan upon his submission to the Public Development Corporation of an acceptable proposal and time-table for said development and improvement of his property for a use or uses meeting the requirements of Section C. 3. (a) thru C. 3. (d) of this Industrial Development Plan.

It is the intent of the City of New York to achieve maximum feasible private development and redevelopment. As an alternative to acquisition, private property owners will be subject to possible exchange of privately owned land with City owned land, on an equitable basis, in order to meet the objectives of the Plan.

Private properties not acquired will be further subject to the requirements of street access as set forth in Section C1., Land Use Plan, and of the time

D. PROJECT PROPOSALS (CONT'D)

table for development of public improvements, as approved by the Public Development Corporation in conjunction with the implementation of the Plan. All properties within the Industrial Development Area shall be subject to continuing enforcement of applicable existing laws, codes, ordinances and regulations of the City and State of New York and shall be required to meet the minimum standards contained therein. Acquisition for clearance and redevelopment may be required for properties not kept at a high level of maintenance or which do not otherwise meet the objectives of the Plan.

3. Redeveloper's Obligations

- a. The regulations and controls set forth in Section C, Land Use Plan, will be implemented, wherever applicable, by appropriate covenants or other provisions in agreements for land disposition, conveyance or leasing executed pursuant thereto.
- b. The redeveloper shall devote the land solely to the use specified in this Industrial Development Plan.
- c. The redeveloper shall begin and complete the development of the land for the use required by this Industrial Development Plan, and the construction of the improvements agreed upon in the land disposition contract or lease within a reasonable time, as determined and set forth in the contract between the Public Development Corporation and the redeveloper.

D. PROJECT PROPOSALS (CONT'D)

- d. The redeveloper of project land shall not sell, lease, or otherwise transfer such land at any time prior to the completion of the redevelopment thereof without the proper prior written consent of the Public Development Corporation except as set forth in the contract or lease between the Public Development Corporation and the redeveloper.
- e. No covenant, lease, agreement, contract or other instrument shall be effected or executed by the Public Development Corporation or by a developer, or any of his successors or assigns, whereby land in the project area is restricted upon the basis of race, creed, color or national origin. Appropriate covenants running with the land, which will prohibit any such restrictions, shall be included in the disposition instruments.
- f. Site plans, architectural drawings, outline specifications and schedules of materials, and finishes for the construction of improvements of the land, all in sufficient detail to permit determination of compliance with the Industrial Development Plan, the quality of design and the character of proposed construction, shall be submitted for review and approval to the Public Development Corporation or its designee. Samples of materials in sufficient quantity to establish color, texture and combinations of materials shall also be submitted to the Public Development Corporation, before construction, for final determination of compliance.

E. OTHER PROVISIONS TO MEET STATE AND LOCAL REQUIREMENTS

The following statement is set forth to indicate compliance with Article XV of the General Municipal Law of the State of New York and more particularly Section 502.

1. Statement of Proposed Land Uses:

See Section C of this Plan

2. Proposed Land Acquisition, Demolition and Removal of Structures:

See Section D Project Proposals of this Plan

3. Proposed Acquisition of Air Rights and Concomitant Easements of Other Rights of Users Necessary For The Use and Development of Such Air Rights:

Not applicable

4. Proposed Methods and Techniques of Industrial Development:

(See Section B)

5. Proposed Public, Semi-Public, Private or Community Facilities or Utilities:

See Sections B and C of this Plan

6. Proposed New Codes and Ordinances:

No new codes or ordinances are required to effect this Industrial Development.

7. Proposed Program of Code Enforcement:

No special code enforcement program is planned. However, existing codes and ordinances will be enforced.

8. Proposed Time Schedule for the Effectuation of This Plan:

- a. Land Acquisition: 1973-75
- b. Relocation of Occupants: 1974-76

E. OTHER PROVISIONS TO MEET STATE AND LOCAL REQUIREMENTS (CONT'D)

- |  |         |
|--|---------|
| c. Demolition & Site Clearance                                       | 1974-76 |
| d. Site Preparation, Including Installation of Project Improvements: | 1974-83 |
| e. Disposition of Land In Project Area:                              | 1974-88 |
| f. Estimated Completion Date of Project:                             | 1988    |

F. PROVISIONS FOR CHANGES IN THE APPROVED PLAN

This Industrial Development Plan may be modified at any time by the City of New York provided that; if modified after the disposition of any land in the project area such modification must be consented to, in writing, by the purchaser or lessee of the specific property covered by the modification.

This shall not be construed to require the consent of the purchaser or lessee of any other parcel in the project area.

G. MINOR CHANGES

Where, owing to special conditions, a literal enforcement of these restrictions, in regard to the physical standards and the requirement as referred to in Sections B, C, and D of this Industrial Development Plan, would result in unnecessary hardship, involve practical difficulties, or would constitute unreasonable limitation beyond the intent and purpose of these restrictions, the Public Development Corporation shall have the power, upon appeal in specific cases, to authorize such variation or modification of the terms of these restrictions to conform with the intent and purpose of this Industrial Development Plan provided that no change or modification shall be permitted by the Public Development Corporation, which is less restrictive than or contrary to applicable State and local codes and ordinances.

H. RELOCATION PLANS

Upon full development of the Plan as proposed, the following Relocations will have been required.

1. Residential

Twenty-three residential households are located on sites to be acquired. The tenants will receive full benefits and services of the Department of Relocation and Management Services of the Housing and Development Administration.

2. Commercial

Eleven commercial users are located on sites to be acquired.

a. The Department of Relocation and Management Services of the Housing and Redevelopment Administration will maintain constant liaison with the commercial and industrial users in the area so as to coordinate all of the commercial and industrial relocation schedule, relocation payments, space availability, and current market rentals.

b. The commercial and industrial users will be advised of the Small Business Administrations's program of making long-term, low interest loans to assist in re-establishing small businesses that have suffered substantial economic injury as a result of displacement. Commercial and industrial users will be entitled to moving expenses and other displacement payments as specified in the Relocation Manual for Urban Renewal of the Department of Relocation and Management Services of the Housing and Development Administration.

EXHIBIT A

BOUNDARY DESCRIPTION OF PHASE II  
STATEN ISLAND INDUSTRIAL PARK

Beginning at the northeast corner Block 1815, Lot 25.

Thence, easterly along the prolongation of the northerly line of said Lot 25 of Block 1815 to its intersection with the easterly boundary of the Staten Island Rapid Transit right-of-way,

Thence, northerly along the easterly boundary of the Staten Island Rapid Transit right-of-way to its intersection with the northerly line of Lot 125 of Block 1825,

Thence, easterly along the northerly line of said Lot 125 of Block 1825 to its intersection with the easterly line of said Lot 125 of Block 1825,

Thence, southerly along the easterly line of Lot 125 of Block 1825 to its intersection with the northerly line of River Road,

Thence, easterly along the northerly line of River Road to its intersection with the westerly line of Bloomfield Road,

Thence, northerly along the westerly line of Bloomfield Road to its intersection with the northerly line of Bloomfield Avenue,

Thence, easterly along the northerly line of Bloomfield Avenue to its intersection with the westerly line of the West Shore Expressway,

EXHIBIT A (CONT'D)

Thence northerly along the westerly line of the West Shore Expressway to its intersection with the southerly line of Forest Avenue,

Thence, easterly along the southerly line of Forest Avenue to its intersection with the northerly line of Goethals Road North,

Thence, easterly along the northerly line of Goethals Road North to its intersection with the westerly line of South Avenue,

Thence, southerly along the westerly line of South Avenue to its intersection with the southerly line of Staten Island Expressway,

Thence, easterly along the southerly line of Staten Island Expressway to the westerly line of Felton Street,

Thence, southerly along the westerly line of Felton Street to the Intersection with the southerly line of Lamberts Lane,

Thence southerly, to the intersection of the westerly line of Graham Avenue and the northerly line of Lander Avenue,

Thence, southerly along the westerly line of Graham Avenue to its intersection with the westerly line of Victory Boulevard,

Thence, southerly along the westerly line of Victory Boulevard to its intersection with the northerly line of Lot 25 of Block 2172,

EXHIBIT A (CONT'D)

Thence, westerly along the northerly line of said Lot 25 of Block 2172 to its point of intersection with the northerly line of Lot 33 of Block 2172, said Lot being known as Nansen Park,

Thence, still westerly along the northerly line of said Lot 33 of Block 2172, said line being a continuation of the aforementioned northerly line of Lot 25 of Block 2172, to the northwest corner of said Lot 33 of Block 2172,

Thence, southerly along the westerly line of said Lot 33 of Block 2172 to the southwest corner of the same,

Thence, easterly along the southerly line of said Lot 33 of Block 2172, to its point of intersection with a line; said line being the prolongation of the westerly line of Lot 501 of Block 2162,

Thence, southerly along said line to the northwest corner of Lot 501 of Block 2162,

Thence, continuing southerly along the westerly line of said Lot 501 of Block 2162, to the northeast corner of Lot 139 of Block 2162,

Thence, still southerly along the same line, being the division line between Lot 139 on the west and Lots 501, 500, and 140 on the east (said lots being of Block 2162) to its intersection with the southerly line of Travis Avenue,

Thence, westerly along the southerly line of Travis Avenue and Relocated South Avenue to its intersection with the easterly line of the West Shore Expressway.

EXHIBIT A (CONT'D)

Thence, southerly along the easterly line of West Shore Expressway to its intersection with the southerly line of Meredith Avenue,

Thence, westerly across the West Shore Expressway to the point of intersection of the southerly line of Meredith Avenue and the westerly boundary of the Staten Island Rapid Transit right-of-way,

Thence, northerly along the westerly boundary of the Staten Island Rapid Transit right-of-way to the point or place of Beginning, containing 833 acres, more or less.

EXHIBIT B

ADDITIONAL REGULATIONS, CONTROLS AND RESTRICTIONS  
TO BE IMPOSED BY THE PLAN ON THE SALE, LEASE OR  
RETENTION OF ALL REAL PROPERTY ACQUIRED AND ON  
ALL PROPERTIES DEVELOPED OR REDEVELOPED  
BY OWNERS

A. GENERAL PROVISIONS

Reference in the controls set forth in this Industrial Development Plan to the provisions of the Zoning Resolution covering the land use and building requirements, controlling the permitted use of redevelopment parcels, performance standards, signs, required set-backs, maximum land coverage, and required off-street parking and loading areas, etc. shall be as defined in the Comprehensive Amendment to the Zoning Resolution of the City of New York, as published in the City Record on November 10, 1960, and approved by resolution of the Board of Estimate on December 15, 1960, as amended. Wherever both specific controls in the Industrial Development Plan and references to the Zoning Resolution are used, in cases of conflict, the more restrictive control shall govern.

Except as noted in this Exhibit, and specifically in Section G, the Industrial areas shall conform to controls set forth in the Zoning Resolution of the City of New York in the following manner:

1. Industrial Area A shall conform to controls for an M1-1 District.
2. Industrial Area B shall conform to controls for an M2-1 District.
3. Industrial Area C shall conform to controls for an M3-1 District.

B. SITE PLANNING AND ARCHITECTURAL CONTROLS

In order to assure an environment of harmonious and pleasing appearance through the proposed Industrial Park, all new developments, enlargements and remodelings shall be subject to site planning and architectural controls and review of plans as follows:

1. Siting of buildings and site development planning shall be subject to review and approval by the Public Development Corporation.
2. Architectural treatment of all buildings shall be subject to approval by the Public Development Corporation.
3. All exteriors of any individual structure shall be treated architecturally as a unit and designed with equal care. Generally, all exposed walls of such structure shall be constructed of, or faced by, the same material or combination of materials. This shall not be interpreted to exclude the use of different materials for architectural accents of motifs where desired. An individual structure, within the meaning of this paragraph, is a complete plant or other complete development or any free standing-or partly free-standing portion of a plant or other development.
4. Buildings shall be neatly maintained and kept in a good state or repair. Open landscaped space and areas devoted to parking and freight loading and unloading shall be kept in a visually attractive and functionally adequate condition.
5. Roof top equipment, utilities and accessories shall be screened from view

B. SITE PLANNING AND ARCHITECTURAL CONTROLS (CONT'D)

by a permanent enclosure. No projection above roof shall exceed 15' - 0" in height, unless approved by the Public Development Corporation. Services for electric and telephone lines shall be placed underground.

6. Prior to proceeding with working drawings, the developer shall submit to the Public Development Corporation preliminary development plans and material descriptions for design review and approval.

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS

1. Land Use Plan

As shown on Map B-Land Use Plan, land to be redeveloped is classified as follows:

- Industrial Area A
- Industrial Area B
- Industrial Area C
- Commercial Area
- Recreation Areas
- Screening (Buffer) Strip

2. Industrial Area A

a. Permitted Uses - The following types of uses are permitted on sites in Industrial Area A:

1) High Performance Manufacturing

All high performance manufacturing uses and uses accessory thereto which will conform to the regulations, restrictions, and controls established for the Industrial Park as set forth in Section G.

2) Research and Testing

Laboratories for research and testing and accessory uses.

3) Storage Distribution

Warehouses and distributing centers with high employment levels and handling primarily manufactured and pro-

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

cessed goods, where such goods are stored within a completely enclosed building, and uses accessory thereto.

4. Public Service

Bus stations with less than ten berths. Electric or gas utility substations. Stations for oil or gas metering or regulating.

5. Trade or technical schools which prepare adults for the manufacturing trades.

6. Accessory uses.

b. Uses Permitted, Subject to Special Review and Approval (See Section K)

1) Automotive Service Stations.

2) Commercial uses on sites to be developed primarily for industrial uses.

c. Prohibited Industrial Uses

1) Prohibited Without Exceptions

The following uses are prohibited without exceptions:

Dumps, slag piles, or other depositories for waste products.

Explosive storage

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

Junk or salvage yards, including auto wreckage or similar establishments

Wholesale produce or meat markets

Stockyards or slaughtering of animals or poultry

2a) Prohibited With Exceptions

The following types of Uses are prohibited except if the Public Development Corporation determines that the development will be consistent with the policy of maximizing the density of industrial jobs.

Agriculture, including greenhouses, nurseries or truck gardens.

Trucking Terminals & related operations

Public Transit Terminals

2b) The following uses are prohibited except where accessory to a manufacturing use located within the same zoning lot, and then only in compliance with the standards established for the industrial park:

Electrical power or steam generating plants

Sewage treatment or disposal plant.

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

d. Prohibited Commercial Uses

Retail, Service, Amusement, Wholesale and other Commercial establishments which, as determined by the Public Development Corporation, do not provide essential services to the Industrial Park firms and their employees, shall be prohibited from Industrial Area A.

3. Industrial Area B

a. Permitted Uses - The following types of uses are permitted on sites in Industrial Area B:

- 1) All types of uses permitted in Industrial Area A
- 2) Facilities or services used or required in railroad freight operations.

b. Prohibited Industrial Uses - The following types of uses are prohibited on sites in Industrial Area B:

- 1) Uses prohibited without exceptions in Industrial Area A are also prohibited without exceptions in Industrial Area B.
- 2) Uses prohibited with exceptions in Industrial Area A are also prohibited with the same exceptions in Industrial Area B.

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

4. Industrial Area C

a. Permitted Uses - The following types of uses are permitted on sites in Industrial Area C:

1) All types of uses permitted in Industrial Areas A and B.

b. Prohibited Industrial Uses - The following types of uses are prohibited on sites in Industrial Area C:

1) Uses prohibited without exceptions in Industrial Areas A and B are also prohibited without exceptions in Industrial Area C.

2) Uses prohibited with exceptions in Industrial Areas A and B are also prohibited with the same exceptions in Industrial Area C.

5. Commercial Areas

a. Permitted Uses - The following types of uses are permitted in areas designated as Commercial Areas on Map B-Land Use Plan:

1) Community facilities:

Clubs related to and supporting activities of Industrial Park firms or their employees

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

Day Care Centers.

Medical or Dental Offices.

2) Commercial uses:

Barber Shops

Beauty Parlors

Blueprinting or photostating establishments

Cigar or Tobacco stores

Drug Stores

Dry cleaning or clothes pressing retail establishments or receiving stations dealing directly with ultimate consumers, limited to 2,000 square feet of floor area per establishment, and provided that only solvents with a flash point of not less than 138.2 degrees Fahrenheit shall be used.

Eating places or restaurants, open or enclosed.

Food stores with not more than 2,000 square feet of floor area per establishment and catering to lunch and other food consumption requirements of Industrial Park employees.

Hardware Stores

Meeting halls related to and supporting activities of Industrial Park firms or their employees.

Offices-Business, Professional or Governmental Printing establishments limited to 2,500 square feet of floor area per

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

establishment for production.

Shoe or hat repair shops

Stationery stores

Automotive service stations, subject to special review  
and approval as set forth in Section K.

Hotels or motels, subject to special review and approval  
as set forth in Section K.

Additional commercial or community facilities similar  
in character to those listed above may be permitted by the Public  
Development Corporation, if it determines that such uses will pro-  
vide essential services to Industrial Park firms and their employees.

b. Development as a Unit- All land in each Commercial Redevelopment  
Parcel shown on Map B Land Use Plan, shall be developed as a unit in  
accordance with a site development plan for the entire parcel, subject  
to review and approval by the Public Development Corporation.

c. Conditions for Permitting Other Types of Uses

If, after sufficient industrial development has taken place in Indus-  
trial Areas A, B and C to afford the basis for a judgment, it is deter-  
mined that a Commercial Area cannot feasibly be developed in its en-  
tirety with permitted uses as herein set forth, the Public Development Cor-  
poration may permit additional types of commercial uses to be located  
in such Commercial Area, or, if adequate sites remain in the Commer-

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

cial Area's undeveloped portion, may permit such sites to be developed for industrial uses in accordance with the development controls for Industrial Area A.

If, after sufficient industrial development has taken place in Industrial Areas A, B and C to afford the basis for a judgment it is determined that additional commercial area will be required to adequately service the fully developed Industrial Park, The Public Development Corporation may designate undeveloped industrial sites for commercial uses in accordance with the development controls for commercial areas.

6. Recreation Areas

In order to meet the recreational needs of the firms occupying the Industrial Park, redevelopment parcels designated as Recreation Areas on Map B, Land Use Plan, will be developed as the need arises. The intent of the Plan is to provide active recreation for the occupant firms' employees. The recreational needs of the employees shall be determined by the Public Development Corporation after meetings with the firms and their employees. If it is determined that recreational development is not desirable on a particular site the Public Development Corporation may permit the site to be developed for industrial use in accordance with the applicable development controls of the Area involved. Subsequently the Public Development Corporation may designate other under utilized sites as Recreation Areas if and when development of such areas does becomes desirable.

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

7. Screening Strip

In order to ensure that the residential community along the easterly boundary of the Industrial Park is protected from traffic generated by industrial development, and to afford screening adequate to protect the residential character of this attractive section of Staten Island, the Plan provides for a continuous screening, or buffer strip, along the boundary, to be acquired and planted by the City of New York. The width of the buffer strip, takes into consideration the protection offered by the wooded, relatively undeveloped nature of the Site Area. Within the buffer strip, existing stands of trees are to remain and will be supplemented with new planting in areas where planting is sparse, or does not now exist.

In general, where existing stands of mature trees are within reasonable proximity to the boundary, the buffer strip includes 100 feet of such tree stands. The area between the tree line and the boundary will be planted with additional suitable trees and shrubbery. Where there is no existing tree line in reasonable proximity to the boundary, the buffer will consist of a 100 foot strip heavily planted. Most of the land to be used as screening (buffer) strip is undeveloped. However, there are presently two residences located within the buffer strip, which uses are not incompatible with the development of the Park. It is the intent of the City to permit the owners of these residences to remain for an indefinite period of time.

C. LAND USE PROVISIONS AND BUILDING REQUIREMENTS (CONT'D)

There is also a recently completed privately-owned tennis club, located on Graham Avenue near the intersection of Sommer Avenue. It is the intent of the City to permit the club to operate with access on Graham Avenue, for such time as the facility serves a recreational use to the community and is not required for industrial development.

D: MAXIMUM FLOOR AREA AND REQUIRED OPEN SPACE

1. Maximum Floor Area

Construction of buildings in Industrial Area A, and in Commercial Areas shall comply with the applicable district Floor Area Regulations as set forth in the New York City Zoning Resolution. Construction of buildings in Industrial Area B shall comply with the Floor Area Regulations of the M2-1 Medium Manufacturing District and construction of buildings in Industrial Area C shall comply with Floor Area Regulations of the M3-1 Heavy Manufacturing District, as set forth in the New York City Zoning Resolution. All land held for future expansion of buildings or other improvements shall be well maintained and where possible landscaped with lawns or other plant material.

2. Required Landscaped Open Space in the Industrial Areas - A, B, and C

For all developments in the Industrial Areas, suitably landscaped open space shall be provided within the yard limits as required by the Provisions of Section E, Yard Regulations. Additional open space shall be provided for the lot area in at least the amount set forth below:

15 per cent of the first 3 acres of lot area, plus

10 per cent of remaining lot area in excess of 3 acres

Required open space shall be landscaped with lawns, trees, shrubs, or other plant material. Open space landscaped with lawns shall have a minimum width of 10 feet.

Parking and maneuvering of vehicles, loading berths and aprons, railroad spurs, storage of materials, or access driveways will not be permitted on required open space within the meaning of this Section. Paved walks and sitting

D. MAXIMUM FLOOR AREA AND REQUIRED OPEN SPACE (CONT'D)

areas located within landscaped courts or yards may be considered landscaped space. For industrial lots bordering residential areas, screening strips are considered a part of landscaped open space under this requirement. In addition, any frontage on the proposed Drainage Canal shall be suitably landscaped for an average depth of at least twenty-five feet upland from the mean high tide line. As a minimum the water-front planting shall consist of a row of 2-1/2 inch trunk diameter trees at the top of the bank spaced on the average 30 feet apart and evergreen shrubs, singly or in clumps, spaced on the average 10 feet apart.

4. Required Open Space In Commercial Areas

There is no specified amount of landscaped open space required for developments in Commercial Areas. However, for all such developments, site development plans including landscape treatment must be submitted to and approved by the Public Development Corporation. The plan shall be consistent with the general intent of the landscaped open space requirements for redevelopment parcels in the Industrial Areas. Plan review will be concerned with appearance of the development from streets and other public spaces, appropriate planting along lot lines, and, particularly in the case of commercial developments and their parking areas, shade, visual relief from pavement areas and building walls, and suitable provision for pedestrian circulation. To provide shade and improve the appearance of large parking areas, the planting of trees will be required with suitable provisions to ensure their survival and growth.

E. YARD REGULATIONS

The provisions of this section apply to redevelopment parcels in all areas.

1. General Provisions For Front Yards

For redevelopment parcels in Industrial Areas A, B and C, a front yard shall be provided with an average depth of at least 20 feet or at least 10 per cent of the length of the front building walls where such front walls are within 80 feet of the street line, whichever is the greater. At no point shall that portion of the front yard directly in front of a building have a depth of less than 15 feet or 8 per cent of the length of such building walls, whichever is the greater.

For redevelopment parcels in Commercial Areas, a front yard shall be provided with an average depth of at least 20 feet, and at no point shall that portion of the front yard directly in front of a building have a depth of less than 15 feet.

A required front yard shall extend along the full length of the parcel's front lot line.

Since required front yard depths in Industrial Areas may depend on the length of front building walls, allowance shall be made for planned future expansion of buildings in determining the placement of front walls for the original building.

Along the West Shore Expressway Service Road, the front yard depth shall, in no event, be less than 30 feet at any point.

Required front yards shall be landscaped with lawns, trees, shrubs, or

E. YARD REGULATIONS (CONT'D)

other plant material. The required front yard depth may be reduced by the Public Development Corporation where such reduction will enhance street vistas formed by the building in relation to neighboring buildings or to achieve a more effective screening of parking areas, loading berths or outside storage of materials. Where practical difficulties are encountered in carrying out expansion plans, the Public Development Corporation may modify the front yard requirements to the extent justified by the intent of these provisions. However, in no event shall the required depth of a front yard along the West Shore Expressway be reduced to less than 30 feet.

2. General Provisions For Side and Rear Yards

Except as hereinafter provided along each side and rear lot line of a parcel in Industrial Areas A, B and C, or a Commercial Area a side and rear yard shall be provided with a minimum width or depth of 20 feet plus one additional foot for each two feet by which the side or rear wall of the building exceeds a height of 20 feet above finished grade.

In the Industrial Areas or in a Commercial Area, where a plan is submitted for the development of two or more contiguous parcels as a unit, the Public Development Corporation may waive or reduce side or rear yard requirements either to allow buildings not more than one story in height on adjoining parcels to share a party wall along their common lot line or, in the case of buildings which do not share a party wall, to allow better and more flexible siting of the buildings than would otherwise be possible, while maintaining adequate building

E. YARD REGULATIONS (CONT'D)

separation in line with the intent of the yard regulations. Such development plans may also provide for common parking facilities, access drives and landscaped open space.

3. Special Rear Yard Provisions Applying Along Screening Strip To Be Acquired and Planted By The City of New York.

For any parcel abutting the Screening Strip a rear yard with a minimum width of 20 feet shall be required.

F. OFF-STREET PARKING AND LOADING REGULATIONS

1. Required Accessory Off-Street Parking Spaces

Passenger vehicle and truck parking will not be permitted on any street. Sufficient off-street space shall be provided for the parking of all vehicles in accordance with the minimum requirements for parking facilities established under the off-street parking regulations as set forth in the Zoning Resolution except for increases in the following categories:

- a. For manufacturing uses - the requirement shall be one space per 1,000 square feet of floor area or one space per 2.25 employees during peak shift, whichever is the greater.
- b. For wholesale, storage uses or research centers - the requirement shall be one space per 2,000 square feet of floor area or one space per 2.25 employees during peak shift, whichever is less.
- c. For hotels or motels - the requirement shall be:
  - One space per guest room or suite, plus
  - One space per 4 persons rated capacity of restaurants in excess of 1.5 persons times the number of rooms or suites, plus
  - One space per 4 persons rated capacity of meeting halls, banquet halls or wedding chapels.
- d. For commercial uses, other than hotels or motels, on redevelopment parcels in Commercial Areas - the requirements shall be the minimum requirements applicable in a C4-1 District, as set forth in the New York City Zoning Resolution.

F. OFF-STREET PARKING AND LOADING REGULATIONS (CONT'D)

Furthermore, additional number of spaces may be provided in accordance with needs as determined upon review by the Public Development Corporation. Where natural grade of areas assigned to open parking is below the elevation of the adjoining streets, such grade shall be maintained as nearly as possible in order to provide depressed open parking.

2. Pooled Parking Facilities

Accessory off-street parking requirements may be satisfied by provision of the required spaces in pooled parking facilities in accordance with plans jointly submitted to and approved by the Public Development Corporation.

The plan shall be submitted jointly by the redevelopers of the parcels upon which and for whose benefit the parking facilities are to be provided. The plan shall show arrangement of the facilities in detail, including vehicular access and egress, pedestrian circulation to and from plant buildings and relationship to plant expansion plans, if any.

In the review of such submissions the Public Development Corporation shall give due consideration to the convenience of the employees to be served by the facilities, the quality of functional arrangements, efficiency of land utilization, landscaping and esthetics.

3. Additional Regulations for Off-Street Parking Spaces

a. Screening - Throughout the Industrial Development Area all open off-street parking areas with ten spaces or more shall be screened so

F. OFF-STREET PARKING AND LOADING REGULATIONS (CONT'D)

that the parking areas themselves and passenger vehicles occupying them will not be visible from public streets. Screening shall consist of a strip of property substantially planted with shrubs or hedges, or an earth berm forming part of a continuous earth berm system for which plans have been approved by the Public Development Corporation, or a wall or fence which is architecturally compatible with and preferably of the same material and color as the exterior of the plant or building to which the parking area is accessory. Screens shall be maintained in good condition.

b. Restrictions on Location of Parking Areas - Except as hereinafter provided and except for visitor parking, no portion of any off-street parking area shall be located closer to the street than the front wall of the building. Where a parcel fronts on two or more streets, the Public Development Corporation may permit one of the building walls to be designated as the front wall for the purpose of achieving the intent of this regulation. The Public Development Corporation may permit Off-Street parking areas to be located closer to the street line than the front wall of the building or in front of the building itself, if it is determined that such location will better serve the purposes of these development controls. Approval of such location shall also be predicated upon a landscape plan of special merit which includes provision for the effective screening of such parking areas from public streets. In no event shall any parking area, including visitor parking, be located within twenty feet of a street line.

F: OFF-STREET PARKING AND LOADING REGULATIONS (CONT'D)

b. Tree Planting - To provide shade and improve the appearance of large parking areas, the planting of trees may be required, with suitable provisions to ensure their survival and growth.

c. Other - All parking areas shall be striped to indicate individual parking stalls and all parking areas with ten spaces or more shall be provided with adequate lighting. Lights shall be arranged so that no direct rays of light are projected from their source into any streets outside the Industrial Park. Minimum curb radii of twenty-five feet shall be provided at vehicular entrances and exits to off-street parking facilities.

4. Required Accessory Off-Street Loading Spaces

a. Sufficient space shall be provided, off-street, for loading and unloading of freight and delivery trucks and for storing trucks waiting to use loading platforms during periods of peak truck arrivals. Minimum requirements for truck loading facilities will be those established under the applicable district Off-Street Loading Regulations, as set forth in the Zoning Regulations.

b. For all developments having a total of more than four truck loading bays, apron space shall be provided (in addition to the depth of loading or unloading berth) for truck turning or maneuvering. The depth of the apron space and the curb radii at the entrance shall be adequate so that trucks of a size normally serving the plant and traveling in the street lane near-

F. OFF-STREET PARKING AND LOADING REGULATIONS (CONT'D)

est the adjoining curb could gain access to the loading or unloading space without encroaching on any other street lane.

5. Pooled Loading Facilities

Apron space and other access arrangements may be provided jointly to serve two or more developments in accordance with plans jointly submitted to and approved by the Public Development Corporation.

6. Additional Regulations for Off-Street Loading

a. Screening - All off-street truck loading berths or facilities shall either be located so as not to be visible from any street or be screened so that such berths or facilities, to a height of at least four feet above the level of the loading platform, will not be visible from the street. If loading facilities are to be screened, this shall be accomplished by providing a strip of property substantially planted with shrubs or hedges or by erecting a solid, opaque wall or suitable fence. Such wall or fence shall be architecturally compatible with, and preferably shall be of the same material and color as, the exterior of the plant or building itself. Screens shall be maintained in good condition.

b. Restrictions on Location of Loading Facilities - No Off-Street loading berths shall be located on the front of building and no loading facilities or apron space shall be located closer to the street than the front wall of the building. Where a parcel fronts on two or more streets, the Public Development Corporation may permit one of the building walls to be desig-

F. OFF-STREET PARKING AND LOADING REGULATIONS (CONT'D)

nated as the front wall for the purpose of achieving the intent of this Regulation. The Public Development Corporation may permit off-street loading berths to be located on the front of the building or apron space or other loading facilities to be located closer to the street line than the front wall of the building if it is determined that such location is mandated by process or special site requirements. Approval of such location may also be predicated upon a landscape plan of special merit which includes provision for the effective screening of such loading facilities from public streets. In no event shall any loading facilities be located within twenty feet of a street line.

c. Other - All truck loading areas shall be striped to indicate individual truck loading berths and shall be provided with adequate lighting. Lights shall be so arranged that no direct rays of the light are projected from their source into any streets, outside the Industrial Park. A minimum of curb cuts shall be provided for access and egress, consistent with the other provisions of this Section.

G. PERFORMANCE STANDARDS

All uses in the Industrial Park shall comply with the performance standards governing noise, vibration, smoke, dust or other particulate matter, odorous matter, toxic or noxious matter, radiation hazards fire and explosive hazards, humidity, heat, or glare applicable in an M1-1 Light Manufacturing District (High Performance), as set forth in the New York City Zoning Resolution.

H. ENCLOSURE AND SCREENING REQUIREMENTS

The enclosure of activities shall be in accordance with the Supplementary Use Regulations applicable to Manufacturing Districts as set forth in the Zoning Resolution. In addition, storage of materials or products shall be either enclosed within a building or contained in an open shed or screened in a manner so as not to be visible from nearby streets or other areas accessible to the general public.

I. SIGN REGULATIONS

The erection of signs shall be in accordance with the Sign Regulations applicable to M1-1, M2-1 and M3-1 Districts as set forth in the Zoning Resolution. In addition, advertising signs shall be prohibited.

All signs shall be subject to review and approval by the Public Development Corporation.

J. DISCHARGE OF SANITARY SEWAGE AND INDUSTRIAL WASTES

There is no existing sewer system in the Park Area except the SE-153 sewer under construction at Fahy Avenue and South Avenue. There are no adopted drainage plans within the Park. Pending development of a sanitary sewage system, sanitary sewage must be treated by individual sewage treatment plants and disposed of in the tile fields to be constructed by the developers of the industrial sites or into tidal waters in accordance with Article 143 of the Public Health Laws of the City of New York. Industrial waste disposal will be subject to the review and approval of the New York City Health Services Administration.

K. USES SUBJECT TO SPECIAL REVIEW AND APPROVAL

1. Automotive Service Stations - Automotive service stations may be located on redevelopment parcels designated on the Land Use Plan for industrial or commercial use subject to special review and approval by the Public Development Corporation.

a. Location Criteria - The number and distribution of automotive service stations shall be controlled in order to prevent the pre-emption of scarce land by a greater number of such uses than is needed to serve the project's industrial development. In applying this general criterion, the Public Development Corporation may permit automotive service stations to locate only on arterial or collector streets. Primary access to the service station shall be from such arterial or collector street. In addition, new automotive service stations shall not generally be located within 1,200 feet in any direction of an existing station or pending station for which plans have been approved.

b. General Development Controls - Any automotive service station shall be subject to the same development controls applying to new industrial plants.

c. Minimum Lot Size and Frontage - Minimum frontage on the street giving primary access shall be 125 feet and the minimum area of the lot shall be 15,000 square feet. For lots fronting on more than two streets, a greater lot area and greater frontage on the street giving primary access shall be required.

K. USES SUBJECT TO SPECIAL REVIEW AND APPROVAL (CONT'D)

- d. Use Restrictions - The automotive service station shall comply with the definition of "automotive service station" in the Zoning Resolution of the City of New York except that such use may be combined with an automobile rental agency if the lot size and shape are adequate therefor and the arrangement of space is satisfactory for both functions. All accessory uses, such as facilities for lubrication, minor repairs or washing, shall be located within a completely enclosed building.
- e. Reservoir Space - Reservoir space shall be provided on the site for at least five waiting automobiles in addition to spaces available within an enclosed lubritorium or at the pumps.
- f. Front Yard Restrictions - Gasoline pump islands, adjacent lanes for servicing cars, reservoir space for waiting automobiles, compressed air connections and similar equipment shall not be located in any required front yard.
- g. Landscaping - The site shall be landscaped or screened as necessary to harmonize with surrounding property. Wherever screening is determined by the Public Development Corporation to be unnecessary for this purpose, there shall be provided, in any event, along every side and rear lot line a planting strip at least four feet in depth appropriately landscaped with shrubs and other vegetation.

The entire service area (including parking and circulation) shall be paved with a permanent concrete or asphalt surface, and all unpaved open

K. USES SUBJECT TO SPECIAL REVIEW AND APPROVAL (CONT'D)

areas shall be landscaped and separated from paved areas by a curb or other barrier at least six inches high.

h. Enclosure of Stored Materials - An enclosed area shall be provided for temporary storage of trash, garbage and unusable automotive parts and so arranged that stored materials will not be visible from outside the site.

i. Signs - Signs are subject to the sign regulations applicable to other commercial uses, as set forth in Section I.

2. Hotels or Motels - Hotels or motels may be located only on redevelopment parcels designated on the Land Use Plan as Commercial Areas. Such hotels or motels shall be subject to review and approval by the Public Development Corporation.

The approval of a plan for a hotel or motel shall be conditioned upon compliance with the applicable controls for Commercial Areas, and upon findings by the Public Development Corporation that:

a. It will provide adequate restaurant and meeting facilities for use of the industrial firms and,

b. It will not pre-empt land suited and needed for stores providing other commercial services for the industrial firms and their employees.

K. USES SUBJECT TO SPECIAL REVIEW AND APPROVAL (CONT'D)

3. Commercial Uses on Sites to be Developed Predominantly for Commercial Uses - In order to accelerate the rate of development of the industrial park, the Public Development Corporation may permit development which may include space for commercial as well as industrial occupancy. However, in such case not more than 30 per cent of the development's total floor area shall be allocated to commercial use and the proposed development shall have overall industrial job density consistent with the objectives of this plan.

Any such development shall be made as a unit, in accordance with a site development plan approved by the Public Development Corporation. The Public Development Corporation may authorize for such development any commercial uses permitted in Commercial Areas, in accordance with the controls of the Plan.

Approval of such development shall be conditioned upon its compliance with the same development controls applying to new industrial plant as set forth in this Plan, and upon determinations by the Public Development Corporation that:

- a. The development will be consistent with the policy of maximizing density of industrial jobs.
- b. The development will be consistent with the policy of providing for compact commercial facilities, and
- c. The development will adequately handle all traffic requirements.