



IN THE MATTER OF an application submitted by the NYC Economic Development Corporation and New York Wheel LLC, pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 128-61 of the Zoning Resolution to allow a development plan for an Observation Wheel and accessory terminal building, and a public parking garage with a maximum of 950 spaces, and an improvement plan for a Waterfront Esplanade, on property located on Parcel 1 in the North Waterfront Subdistrict (Block 2, Lots 22, 9018, 18 and p/o Lot 20) and on the Waterfront Esplanade, in an M1-1 District, within the Special St. George District, Community District 1, Borough of Staten Island.

The application for a special permit pursuant to Zoning Resolution (ZR) Section 128-61 was filed by the NYC Economic Development Corporation (EDC) and New York Wheel LLC on June 26, 2015, to facilitate changes to a previously approved 2013 special permit (C 130317 ZSR) concerning a development plan for an observation wheel and accessory terminal building, a public parking garage, and an improvement plan for a waterfront esplanade for property located in the Special St. George District (SSGD), Staten Island.

BACKGROUND

In 2013, the City Planning Commission approved a series of land use actions, including zoning text and map amendments, disposition of city-owned property and special permits to facilitate commercial uses, create jobs and increase public access to the waterfront on two parcels (Parcel 1 and 2 of the North Waterfront Subdistrict of Special St. George District) along the North Shore of Staten Island. The proposed development on Parcel 1 and improvement of adjoining waterfront esplanade, which consists of a 625-foot observation wheel with an accessory terminal building, public parking garage containing 950 parking spaces, on-site open space and publicly accessible open space within the waterfront esplanade, requires a new special permit that supersedes the previously approved 2013 special permit. The new special permit is

required since the updated Building Code identified new methodologies for seismic evaluation and required new findings for seismic ground acceleration and liquefaction which required all of the pre-construction geotechnical compliance analyses to be re-evaluated. Geotechnical work performed under the new 2014 Building Code methodologies revealed that observable conditions for soil liquefaction exist in the northwest corner of the site, a location in which piles were proposed in the 2013 approved site plan to support the approved building structure. This affects the lateral and uplift pile capacity required in that location, resulting in the necessity for additional piles and an increase in their size, as well as the elimination of any soil-supported slabs that were proposed in that location in the 2013 approved site plan. It should be noted that Parcel 2 of the North Waterfront Subdistrict of Special St. George District (Block 2, Tax Lot 15) is currently under construction to build a retail outlet mall, hotel rooms, catering establishment and a public parking garage and is not the subject of this special permit report.

The proposed project area is located on Block 2 and consists of the development site (Tax Lots 18, 22, 9018, and p/o 20) and the waterfront esplanade (p/o Tax Lot 20). Tax Lot 18 consists of part of a Railroad Right-of-Way (RROW) that runs parallel to Richmond Terrace along the entire length of the development site. The RROW begins at the Ferry Terminal and passes through the Retail Site, the Stadium, the proposed project area, and continues west. It is owned by the City of New York and leased to Staten Island Railway (SIR). It is not subject to the lease for the proposed development. Tax Lot 22 is the land leased to New York Wheel for the proposed development, also known as Parcel 1 of the North Waterfront Subdistrict of Special St. George District. Tax Lot 9018 is an "air space parcel" located above RROW Tax Lot 18 that was created in 2014 in contemplation of the proposed development. The columns and deck will be constructed within this air space parcel. The proposed project area is bounded on the

south by Richmond Terrace, a wide two way mapped street with a width between 100 and 103.5 feet, on the north by the Bulkhead Line, on the east by the SI Yankee Baseball Stadium (Stadium), and on the west by the extension of Nicholas Street, a two-way 50-foot wide narrow unmapped street to Bank Street, also a 24-foot wide curved two-way unmapped street.

The 349,981 square foot (8.1 acres) development site is located at 155 Richmond Terrace and has a 987- foot long street frontage on Richmond Terrace; however, it currently does not have any direct vehicular or pedestrian access from Richmond Terrace due to the grade differential between Richmond Terrace and the site. The grade of the site is approximately 23 feet below the grade of Richmond Terrace with the change in grade effectuated by a sheer retaining wall that runs along the entire length of the site. At the base of the retaining wall is a 50-foot-wide RROW (Tax Lot 18) that runs parallel to Richmond Terrace also along the entire length of the site. The site is a through block parcel bounded by Richmond Terrace on the south the unmapped Bank Street on the north and northeast. The site is currently used as a surface parking lot operated by EDC with a capacity of 820 spaces, serving the joint needs of commuter parking for the Staten Island Ferry Terminal and providing partial accessory parking for the adjacent Richmond County Ballpark. The parking lot is accessed by three curb cuts located on unmapped Bank Street, one located at the north end of the site, one at approximately mid-site, and one at the south-east end.

The waterfront esplanade, also known as publicly accessible waterfront open space, runs along the harbor shoreline at varying widths between 14 feet and 216 feet from the Stadium to Jersey Street thereby separating entirely the northern boundary of the development site from the waterfront. This .72-mile strip is improved with a 24- foot wide two-way unmapped Bank

Street, which terminates at Jersey Street and had been used as the sole access to and from the former municipal parking lots.

The proposed project area is located within an M1-1 district, which allows 1.0 FAR and a mix of commercial and light industrial uses. It consists of Parcel 1 of the North Waterfront Subdistrict of the expanded Special St. George District (SSGD) (ZR Section 128-00 *et seq.*) established in 2013 (C 130315 ZMR and C 130316 ZRR). The original SSGD was established in 2008 (C 080425 ZRR and C 080426 ZMR) to encourage new residential and commercial development that would, among other goals, improve waterfront connections; establish a pedestrian-oriented civic center; bring people to existing waterfront amenities and provide new waterfront uses; and help to provide the civic hub of the St. George area and Staten Island with an enhanced sense of place. The zoning regulations under M1-1 and waterfront are superseded by those established under ZR Section 128-00 *et seq.*

In August 2011, the New York City Economic Development Corporation issued a Request for Expressions of Interest (REI) for disposition and redevelopment of either or both Parcel 1 and 2 which, at that time, contained surface public parking lots adjacent to the Staten Island Ferry and Richmond County Ballpark. The purpose of the REI was to redevelop these significant city-owned sites to capitalize on their prominent waterfront location and proximity to existing mass transit, provide new pedestrian connections between the waterfront and upland neighborhoods, complement existing cultural and recreational uses, create new jobs that support the local economy, introduce development of sufficient scale to attract visitors from throughout the metropolitan region, strengthen the role of St. George as an activity center and enhancing the area as an attractive gateway to Staten Island, and support the overall economic growth of St.

George and Staten Island. The RFEI stipulated that proposed projects be compatible with ferry terminal operations; comply with NYPD counterterrorism policies; optimize the use of existing public transit; and that the existing number of commuter parking spaces must be accommodated in addition to any new parking required for any proposed developments. New York Wheel was selected to develop Parcel 1.

The surrounding area includes the St. George Ferry Terminal, the Richmond County Bank Ballpark, the construction site for the Retail Site (Parcel 2 of SSGD), the Staten Island Postcards 9/11 Memorial and the North Shore Promenade, a landscaped waterfront public access area that runs along the shoreline from the baseball stadium to St. Peter's Place. The proposed project area is located within walking distance (approximately 0.5 mile) from the Staten Island Ferry in St. George, and is currently used as parking for the Richmond County Bank Ballpark and the St. George Ferry Terminal. Access to the proposed project area is served by Bank Street, a 24-foot wide, unmapped street under EDC jurisdiction, and the prolongation of Wall Street, a DOT service ramp, providing access to the public facilities located along the waterfront from Jersey Street and Richmond Terrace respectively. Richmond Terrace, Victory Boulevard and Bay Street serve as the primary vehicular access routes to the proposed project area from other locations on the Island, New Jersey and Brooklyn. An estimated 70,000 passengers ride the ferry on a typical weekday between St. George and the Whitehall Terminal in Lower Manhattan and an estimated 22 million passengers make the trip every year. The St. George Ferry Terminal is served by the SIR and 22 different MTA bus routes. The Ballpark, home to the Staten Island Yankees, hosts approximately 38 annual home games and has a capacity of 6,500 seats. The proposed project area is located at the waterfront level, approximately 25 to 30 feet below the level of Richmond Terrace.

The SIR, a subsidiary of the Metropolitan Transit Authority (MTA), leases a RROW of varying width (but no less than 50-foot wide) located contiguous to but below Richmond Terrace. This RROW begins at the Ferry Terminal and passes through the Retail Site, the Stadium, the proposed project area, and continues west. While the RROW does not provide through rail service and cannot do so without installation of tracks further to its west, portions are used for maintenance of way activities.

In 2013, as noted above, the City Planning Commission took several actions directly related to the project area (which include Parcel 1 of SSGD) and the Retail Site (Parcel 2 of SSGD). A map amendment action was approved related to the expansion of the SSGD to include the proposed project area, Retail Site, and adjacent properties (C 130315 ZMR). A text amendment action was approved to establish the North Waterfront Subdistrict within the expanded SSGD, which created a new special permit available solely to Parcels 1 (the proposed project area) and 2 (Retail Site) to establish guidelines for the appropriate uses and developments as well as set appropriate requirements for bulk, open space, signage, use, lighting and parking via a development plan (N 130316 ZRR).

In addition, in 2013 the CPC approved a special permit for Parcel 1 which allowed improvements to the proposed project area through a development plan for the development site and an improvement plan for the waterfront esplanade (C 130317 ZSR). The development plan consisted of a site plan, interim parking plan, signage plan, open space plan, and lighting plan. The development included (1) a 625 feet tall observation wheel; (2) a 79,868 zoning square feet (94,718 gross square feet) terminal building serving as administrative offices,

ticketing and queuing areas, retail spaces, food service, and a restaurant; (3) a three-story, 169,797 zoning square feet (324,183 gross square feet) mechanically vented public parking garage for 950 cars and 12 buses, (820 parking spaces of which were intended to replace the existing 820-space surface municipal parking lot); (4) a deck to be built over the RROW Tax Lot 18 that will link the development site to Richmond Terrace; (5) open space, including a playground; and (6) establishing in lieu of base plane an appropriate level or levels as the reference plane. The improvement plan for the waterfront esplanade consisted of the design of the publicly accessible waterfront open space, emergency vehicle access, and restoration of planted areas, trees, and lighting.

Furthermore, the CPC approved disposition of both parcels via long term leases (C 130319 PPR and C 13020 PPR). Lastly, development of both parcels pursuant to ZR Section 128-61 special permits were also approved (C 130317 ZSR and C 130318 ZSR). The zoning text amendment report (N 130316 ZRR), contains pertinent background information and a full discussion and analysis of the actions and Commission consideration of the previous proposals (<http://www.nyc.gov/html/dcp/pdf/cpc/130316.pdf>).

PROPOSED DEVELOPMENT

New York Wheel proposes to construct a 625-foot tall, 1,440-passenger observation wheel, accessory terminal building and a covered public parking facility on the proposed project area (Block 2, Tax Lots 18, 22, 9018, and p/o Lot 20). A deck will be built over the RROW to permit pedestrian and vehicular connections between Richmond Terrace and the site.

The observation wheel is comprised of the following main elements: legs, rim, spokes, hub, and capsules. Each of the wheel's four legs will be about 18 feet in diameter. One leg will house a service elevator and the others will contain stairways inside. The observation wheel's capsules will be firmly attached to the rim and will remain level relative to the ground, allowing visitors to remain upright and feel virtually no vibration while on the wheel. The spokes are rods radiating from the center of the wheel, which is also called the hub. The 36 fully enclosed passenger capsules will carry up to 40 passengers each, for a maximum capacity of 1,440 passengers per ride. Based on an estimated average capacity of 80 percent and 1.61 rotations per hour, the theoretical hourly capacity is estimated at 1,855 passengers. Annual visitation for the wheel is conservatively estimated at 3.0 million visitors per year. The observation wheel will remain in constant motion, moving about 10 inches per second, allowing visitors to safely board and depart the wheel in full compliance with ADA requirements (the wheel can be stopped when required). Visitors will board the wheel from the pre-flight passenger deck and exit onto the post-flight platform, both located on the second floor of the wheel terminal building. The rim, capsules and spokes of the observation wheel will be illuminated with programmable LED lighting, which would be limited to abstract displays of color and light.

The 56.39 feet tall (as measured from reference base plane elevation of 12.91 feet and ABFE of +1 feet) (35 feet tall from Richmond Terrace elevation) 51,165 square feet terminal building will provide access to the observation wheel and will also house amenities, including 8,877 square feet of wheel-related commercial space (including uses such as ticketing, office space specific to the wheel and its commercial operations, coat check, and circulation, etc.); 10,955 square feet of retail space (including kiosks, retail shop and food court), which include a 3,772 square feet beer garden; 5,283 square feet of exhibition space; 6,183 square feet wheel hall,

which is a large shared circulation space serving patrons moving between the full range of origins and destinations; and 5,050 square feet of theater space, for a total of 51,165 square feet. In addition, the project includes 11,539 square feet of mechanical space specific to the wheel and its related commercial operations. The 330,871 square feet, four-level uncovered openly vented parking facility will provide parking for 12 buses and 950 cars: 353 spaces on the subcellar/Bank Street level; 268 spaces on cellar level; 242 spaces on ground/Richmond Terrace level; and 87 spaces on second level. This will include 820 parking spaces to maintain the existing commuter parking capacity on the site and serve the Richmond County Bank Ballpark; an additional 130 spaces will be added to meet the needs of the proposed development. The existing 820 commuter parking spaces will be maintained on-site during all phases of construction.

The applicant will provide a free shuttle service operating between the site and the ferry terminal during construction as well as after the permanent facility opens. A shuttle stop will be located on Bank Street adjacent to the waterfront plaza, within close proximity to the pedestrian entrance to the parking garage. The shuttle turnaround will be located on the project site at the west end of the parking garage.

The parking facility and terminal building will be a multi-story structure with a publicly accessible green roof described below in further detail. The public parking facility and the wheel terminal building will rise above Richmond Terrace to heights of 18 feet and 34.33 feet and have a total continuous length of 793.17 feet along Richmond Terrace. The proposed deck over the railroad right-of-way will provide direct access from Richmond Terrace and the surrounding neighborhoods to the wheel terminal building, and a landscaped ramp will provide

access to the open space located on top of the parking facility and terminal building. Buses and cars will be able to access the site by Bank Street via Jersey Street. In addition, a new 24-foot curb cut is proposed at the intersection of Richmond Terrace with the extended Nicholas Street that will provide access to the parking facility.

Publicly accessible open space will be provided on the roof of the public parking facility and wheel terminal building as well as at entrances along Bank Street and Richmond Terrace. In total, the site will include approximately 7.36 acres of open space, all of which will be publicly accessible active and passive open space. The publicly accessible open space will include areas for passive recreation and public/special events, including landscaped green spaces, walkways with benches, and scenic vantage points. A 0.42 acre plaza is planned adjacent to the Stadium connecting Richmond Terrace to the main entrance of the terminal building. A second 2.12 acre plaza and landscaped area is proposed outside of the Bank Street entrance to the terminal building. At the southwest corner of the site, a promenade will lead from Richmond Terrace to a 0.32 acre playground that will be surrounded by trees and a pathway. There will be another 4.5 acres of passive open space with pathways and landscaping providing pedestrian connections between Richmond Terrace, the waterfront and public amenities provided on-site and on the parking structure rooftop. All of the publicly accessible open space will be open to the public 24/7.

Pedestrian circulation between the waterfront, including the waterfront esplanade, and Richmond Terrace will be improved by a proposed pedestrian path that will start near Nicholas Street and will connect Richmond Terrace to the waterfront. Another pedestrian path along the

eastern portion of the site will provide an enhanced connection between Richmond Terrace and the Bank Street Entrance Plaza and the Ferry Terminal.

The applicant proposes to widen Bank Street from the 9/11 Memorial to Jersey Street by six feet – from 24 feet to 30 feet – to allow for emergency vehicle access. The additional width of the street will accommodate a new 6-foot wide bike lane, which will be created on the shoreline side of the widened street. Additionally, the applicant will replace or relocate all trees, lampposts and catch basins affected by the street widening and will replenish the affected portions of the improved waterfront esplanade with replaced landscaping, new benches, trash receptacles and bike racks.

PROPOSED ACTION

Special Permit for the Development of Parcel 1 Pursuant to Section 128-61 (C 150447 ZSR)

The applicant, New York Wheel LLC, seeks a special permit, pursuant to Section 128-61, to allow changes to the development plan approved under the 2013 special permit (C 130317 ZSR) for the proposed development of Parcel 1. The proposed development plan mainly differs from the previously approved development plan as follows:

	2013 Approved Plan	2015 Proposed Plan	Notes
FAR	0.71	0.74	Increased
Total Building (terminal building and parking garage)	418,901 gsf	403,181 gsf	Decreased
Terminal Building	79,868 zsf (94,718 gsf)	51,165 zsf (72,310 gsf)	Decreased
Parking Garage	3-story, 169,797 zsf (324,183 gsf) mechanically vented	4-story, 202,883 zsf (330,871 gsf) openly vented	Increased; all 950 parking spaces for cars and 12 spaces for buses remain
RROW Deck	950-foot long	793-foot long	Shortened

Open Space	7.88 acre (28% publicly accessible 24/7 and 65% controlled access)	7.28 acre (100% publicly accessible 24/7)	Decreased; publicly accessible open space is increased
Playground	11,508 square feet	5,410 square feet	Decreased; active use equipment added

The Observation Wheel: There are no changes proposed above grade to the 625-foot tall observation wheel, as it is described in the previously approved 2013 special permit, except for the elimination of the water feature directly beneath it and an increase of the wheel’s legs diameter from 13 feet to 18 feet because of structural requirements. The water feature will be replaced with approximately 26,034 square feet of publicly accessible open space, eliminating the use of energy to circulate and filter water.

The Public Parking Garage: The predominant difference between the 2013 approval and current proposal, prompting the majority of the other changes to the approved development site plan, is a change in the structure and footprint of the public parking garage. According to the applicant, to meet the challenges presented by sub-surface soil and rock conditions, particularly in the north-west corner of the site, in light of the new 2014 NYC Building Code, adopted on December 31, 2014, the proposal is to modify the public parking facility from a three-level parking structure with a 144,145 square foot footprint to a four-level parking structure with a 119,746-square foot footprint. The updated Building Code identified new methodologies for seismic evaluation and required new findings for seismic ground acceleration and liquefaction which required all of the pre-construction geotechnical compliance analyses to be re-evaluated. Geotechnical work performed under the new 2014 Building Code methodologies revealed that observable conditions for soil liquefaction exist in the northwest corner of the site, a location in which piles were proposed in the 2013 approved site plan to support the approved building

structure. This affects the lateral and uplift pile capacity required in that location, resulting in the necessity for additional piles and an increase in their size, as well as the elimination of any soil-supported slabs that were proposed in that location in the 2013 approved site plan. These changes would have increased cost significantly.

As a result, the parking structure footprint has been re-designed to avoid the area of unacceptable soil conditions in a manner that maintains its full approved capacity as a regional commuter public parking garage serving the Staten Island Ferry. The applicant has stated that this change will not reduce the quality of the approved passive and active open spaces shown on the previously approved plans under the 2013 special permit around the perimeters and on the roofs of the public parking garage and the terminal building. The proposed new footprint for the parking structure is reduced and remains located within the footprint of the 2013 approved location. The applicant proposes a reduction of the public parking garage footprint by 24,399 square feet, requiring the re-location of 87 parking spaces to a partial fourth level and a re-design of the garage entrance off Nicholas Street via the ramp leading to the garage, which will no longer be covered. The approved number of newly-created connections between Richmond Terrace and the publicly accessible waterfront open space has been maintained. The garage will continue to provide parking for 950 cars as well: 353 spaces on the subcellar/Bank Street level; 268 spaces on the cellar level; 242 spaces on the ground/Richmond Terrace level and 87 spaces on the second level.

In addition, the applicant proposes to improve the mechanical efficiency and environmental sustainability of the structure by converting it from an enclosed mechanically vented parking structure to an openly ventilated structure, thereby eliminating required exhaust and fresh air

exchanges. The conversion to natural ventilation required that the landscaping plan for the public parking facility be modified to remove the earthen berms, proposed in the 2013 approved site plan, built up against the walls of the public parking garage at several locations to reduce the visual impact of solid vertical walls for the previously approved enclosed public parking facility. The removal of these berms was necessary to introduce the openings in these walls required for air-flow code requirements for a naturally ventilated garage. The 2013 approved plans for the parking structure and terminal building had incorporated a façade of terra cotta fins that the applicant had worked with the Public Design Commission to provide a design reminiscent of the Hudson River Palisades, a major waterfront feature in the region. This design is now proposed to extend over those portions of the parking structure where the earthen berms have been removed. The parking garage as originally proposed in 2013, is now designed to reduce the amount of interior light from both stationary and mobile sources that might shine through those portions of the garage walls that now are proposed to have openings for natural ventilation. The applicant states that a multi-layered combination of screening, which involve shear walls that exceed the heights of car headlights (except for large personal vehicle and vans), terra cotta fins, and landscaping adjacent to the garage walls, has been developed to diminish, diffuse and deflect stationary and mobile light beams. The effects of escaping light will be further diminished by ambient lighting associated with the previously approved harbor-facing LED lighting on the observation wheel, surrounding illuminated public areas, and the wheel terminal building itself. According to the applicant, the conversion of the public parking garage from mechanically vented to openly vented structure reduces cost and provides significant energy savings. This, along with the removal of the water feature located beneath the observation wheel, which required energy for its filtration system, reduced mechanical equipment requirements and eliminated the need for a separate mechanical tower

near the Richmond Terrace entrance to the site, a feature not fully resolved in the previously approved 2013 special permit. The required mechanical equipment has been incorporated within the building. Both the water feature and mechanical tower were replaced with additional publicly accessible open space.

The Terminal Building: According to the applicant, space constraints associated with the re-design of the public parking facility also required the reduction of the terminal building by 27,100 square feet to 51,165 square feet, a 28.5 percent reduction. Part of this reduction resulted in the elimination of 7,600 square feet of restaurant space. No public facilities are affected.

The RROW Deck: The 2013 special permit plans show the deck completely covering the RROW Tax Lot 18 for the entire length of the development site. The deck would provide previously unavailable pedestrian and vehicular connections between Richmond Terrace and the site and new pedestrian connections to the waterfront, the Staten Island 9/11 Memorial called Postcards (“Postcards 9/11 Memorial”) and the Ferry Terminal. The application seeks to modify those plans to incorporate two openings at either end of the proposed deck.

After the approval of the 2013 special permit, the MTA advised that due to the length of the proposed continuous deck, the volume below the deck would be classified as a railroad tunnel and would require mechanical fans and exhausts to provide sufficient air quality during the emergency evacuation of a full passenger train. Despite the fact that the RROW is not currently used for passenger service, the fan ventilation system would require visible and obstructing mechanical equipment at periodic intervals along the entire length of the deck and be visible on

the development's open space. An independently commissioned analysis by Parsons Brinckerhoff for the specific purpose of analyzing required ventilation for emergency evacuation from RROW Tax Lot 18 recommended a natural ventilation design that, in its estimation would comply with National Fire Protection Association ("NFPA") 130, the nationally-recognized "Standard for Fixed Guideway Transit and Passenger Rail Systems" by introducing a proposed opening of approximately 70 feet in length and 3,574.39 square feet of total area over the RROW Tax Lot 18, located near the Richmond Terrace terminal building entrance near the Stadium. After considerable further analysis, the MTA concurred with Parsons Brinckerhoff's recommendation regarding NFPA 130, which permits such openings to "decouple" segments, which together may constitute a tunnel. The proposed opening is intended to provide natural ventilation that will preclude the RROW Tax Lot 18's classification as a tunnel.

The other proposed opening of approximately 90 feet in length and 4,857.88 square feet of total area will be located at the western end of the site, near Nicholas Street, which would eliminate the covering of the ramp leading to the garage from Richmond Terrace. According to the applicant, this portion became unfeasible due to its proximity to the unacceptable soil conditions on north-west corner of the site and its elimination was a natural consequence of the foreshortening of the public parking facility to avoid those conditions.

A total of 8,432 square feet above RROW Tax Lot 18 will now be open to the railroad use below. The proposed deck will provide landscape buffer of trees and plantings located adjacent to the proposed openings. Under the proposed plan, the development site will continue to provide all the vehicular and pedestrian access points provided by the 2013 special permit even

with proposed changes to the deck length.

The Remaining Open Space: By modifying the footprint of the public parking garage and consequently the envelopes of the garage and the terminal building as well as the reduction to the decking area, changes to the previously approved open spaces are necessary. According to the applicant, just as the 2013 special permit sought to maximize and optimize public accessibility and use on and over the development site, including new connections to a substantially improved shoreline within the Esplanade Improvement Area, the changes requested pursuant to this special permit seek to maximize and optimize public use and enjoyment of the new massing on the site. Publicly accessible open space will be provided on the roof of the public parking garage and terminal building as modified, as well as at entrances along Bank Street and Richmond Terrace. The majority of the open space on the site will be publicly accessible and ADA-compliant, with paths throughout the open space. The publicly accessible open space will include areas for passive recreation and public/special events, including landscaped green spaces, walkways with benches, and scenic vantage points. The originally approved 0.65 acre plaza planned adjacent to the Stadium connecting Richmond Terrace to the main entrance of the terminal building, has been reduced to 0.42 acre. A second 0.97 acre plaza and landscaped area has been expanded to 2.04 acre, which is proposed outside of the Bank Street entrance to the terminal building. At the southwest corner of the Site, a promenade will lead from Richmond Terrace to the 0.32 acre playground that will be surrounded by trees and a pathway, also expanded from previously approved 0.29 acre. There would be a modest 0.14-acre decrease in the active use playground; however the redesigned playground will provide its users with more active uses. There will be another 4.5 acres of passive open space (a 2.22 acre increase from previously approved 2.28 acres) with pathways

and landscaping. In total, the site will include approximately 7.28 acres of active and passive open space, all of which will be publicly accessible 24/7.

The proposed 2013 pedestrian circulation paths between the waterfront, including the waterfront esplanade, and Richmond Terrace will be maintained by a proposed pedestrian path that will start near Nicholas Street and connect Richmond Terrace to the waterfront. Also, the proposed 2013 pedestrian path along the eastern portion of the site remains and will provide an enhanced connection between Richmond Terrace and the Bank Street Entrance Plaza and the Ferry Terminal. Bank Street between Jersey Street and Wall Street (adjacent to the Stadium) will be widened from 24 feet to 30 feet.

Bank Street and its public amenities located within the waterfront esplanade suffered damages from Hurricane Sandy and prior storms and were all in relatively poor or broken condition. The 2013 special permit included a detailed improvement plan for the waterfront esplanade which the applicant does not propose to change with this application except as noted below. The plans include the re-building and widening of the portion of Bank Street between Jersey Street and Wall Street (adjacent to the Stadium) from 24 feet to 30 feet; providing a bike path within the widened Bank Street; the repair or replacement of numerous benches, seating, and trash receptacles; and the planting of new trees. With the exception of a northern 16-foot shift in location of a 505-foot portion of the Bank Street, this application requests no changes affecting the waterfront esplanade. This shift is required in order to provide additional clearance from the wheel so that a minimum separation of 20 linear feet from Bank Street to the main structural legs of the wheel can be maintained.

Interim Parking: The interim parking plan has been reduced to two phases from the originally proposed four-phase plan which will assure that required commuter parking will be available on the development site at all times: 820 on-site spaces sufficient to meet the current commuter parking needs will be maintained throughout construction of the development, including the 540 spaces required contractually to be provided on-site during construction for Stadium attendees.

Zoning Lot Boundary Line: The wheel zoning lot, which was established by the 2013 special permit, is being modified to allow its northern boundary to align with the southern curb of Bank Street, a 505-foot portion of which within the immediate vicinity of the wheel base is being re-located to the north. Bank Street is and will remain outside of the site and, as originally approved by the 2013 special permit, the northern boundary of the wheel zoning lot ran adjacent to its southern curb, consistent with the EDC Lease that requires New York Wheel to maintain the open spaces up to that curb. With the relocation of Bank Street, which has no impact on this special permit because it is not within the site, it is necessary to adjust the zoning lot boundaries to meet Bank Street's new location so that New York Wheel's maintenance obligation to the curb can remain as originally approved. The change will increase the size of the wheel zoning lot by 3,695 square feet, which given its current area of 349,981 square feet, will have a negligible impact on the zoning calculations which have been adjusted accordingly. It will have no impact on any previously approved urban design features.

The Mechanical Tower: The 2013 special permit Plans show a location and design notes for a mechanical tower just outside the Richmond Terrace terminal building entrance. The mechanical tower has been proposed to be eliminated from the site plan.

In addition to establishing modified requirements for the height and setback of buildings, parking, permitted uses, permitted yard obstructions and public open space designs as described above and shown in the attached site plans, this special permit would also permit the following:

Modification of existing special permits

This special permit allows the modification of existing special permits affected by the proposed development. The proposed New York Wheel development would change the boundaries of the zoning lot for the Richmond County Bank Ballpark, relocate the required surface parking for the baseball stadium into a public parking garage to be located on a separate zoning lot, and would modify the existing site plan for the stadium site by adding a 6' wide bike lane to the existing esplanade to accommodate the widening of Bank Street. Under the previously approved zoning text amendment of ZR Section 128-00 (C 130316 ZRR), these existing special permits – C 000012 ZSR, C 000013 ZSR, C 000014 ZSR and C 000016(A) ZSR would be “deemed modified” pursuant to this special permit for Parcel 1.

Include the portion of the railroad right-of-way which will be completely covered by a permanent platform to be included in the calculations of lot area for the development – Section 128-61 (b)(1)

The applicants propose to deck over the existing MTA-leased railroad right-of-way that abuts the Richmond Terrace edge of the site. This area will be included in the zoning lot and included in the calculations of lot area.

Establish in lieu of base plane an appropriate level or levels as reference plane for the entire zoning lot – Section 128-61 (b)(2)

The base plane is a plane from which the height of a building or other structure is measured. Within 100 feet of a street line, the level of the base plane is any level between the curb level and street wall line level. Beyond 100 feet of a street line, the level of the base plane is the average elevation of the final grade adjoining the building. As discussed above, the development parcel abuts only one mapped street and is located on the site of a former rail yard. As part of the approval to deck over the right-of-way, this special permit allows the Commission to establish a level as the reference plane for applicable regulations pertaining to height, setback, floor area and yards. A level for the reference plane would be established for Parcel 1 that would allow for a better site plan and allow for the minimum amount of floor area needed to achieve the proposed development.

Signs pursuant to a signage plan – Section 128-61(c)

The applicant proposes to include signage throughout the development as shown in their signage plan, which remains unchanged from the 2013 special permit plan. On the building frontage facing Bank Street and the waterfront, the applicant proposes two internally illuminated accessory signs – one of up to 60 square feet to be located near the Bank Street entrance to the building and one larger sign comprised of channel letters that would be placed on the terminal building and would measure approximately 1,100 square feet. A 360 square feet sign would be placed above the building's entrance on Richmond Terrace and three illuminated signs of 100 to 150 square feet each would indicate the entrances to the development's parking garage.

The special permit for Parcel 1 requires the submission of a site plan, interim parking plan, signage plan, open space plan, esplanade, identified in the zoning text as publicly accessible waterfront open space, improvement plan and lighting plan through which appropriate requirements for bulk, open space, signage, use, lighting and parking would be established. In addition, the special permit requires that the City Planning Commission determine that these proposed plans demonstrate the development would meet findings related to the appropriateness of the proposed uses considering the unique location of the site; the distribution of floor area; public access to light, air and waterfront vistas; the design of publicly accessible open space; emergency vehicle access; the restoration of planted areas, trees and lighting on the Waterfront Esplanade; public access to the waterfront; the adequacy of parking and loading for the proposed uses and for commuters during all phases of construction; the compatibility of proposed signage and lighting with scenic and historic character of the harbor; the design and potential impacts of public parking garages with more than 150 parking spaces; and the effects on the future use of the affected railroad right-of-way.

ENVIRONMENTAL REVIEW

This application (C 150447 ZSR) was reviewed pursuant to the New York State Environmental Quality Review Act (SEQRA) and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq. and the New York City Environmental Quality Review (CEQR) Rules of Procedure of 1991 and Executive Order No. 91 of 1977. The designated CEQR number is 13SBS001R. The lead agency is the Department of Small Business Services (SBS).

This application modifies a prior application (N 1030316 ZRR), in conjunction with the applications for the related actions (C 130315 ZMR, C 130317 ZSR, C 130318 ZSR, C 130319 PPR, and C 130320 PPR). It was determined at the time of the prior application that the proposed actions may have a significant effect on the environment. A Positive Declaration was issued on October 11, 2012, and distributed, published and filed. Together with the Positive Declaration, a Draft Scope of Work for the Draft Environmental Impact Statement (DEIS) was issued on October 12, 2012. A public scoping meeting was held on the Draft Scope of Work on November 13, 2012, and comments on the Draft Scope of Work were accepted through November 23, 2012. A Final Scope of Work, reflecting comments on the Draft Scope of Work, was issued on May 7, 2013.

After a study of the potential environmental impacts of the proposed action, a Notice of Completion for the Final Environmental Impact Statement was issued on August 29, 2013. A Technical Memorandum (001) was issued on July 7, 2014 in connection with an application (C 130318(A) ZSR) for modification of the temporary off-site parking facilities analyzed in the FEIS (C 130318 ZSR). That Technical Memorandum concluded that the proposed modification of one additional parking off-site facility would not result in any significant adverse impacts that were not already identified in the Final Environmental Impact Statement issued on August 23, 2013. A second Technical Memorandum (002) was issued on July 10, 2015 in connection with this application. The Technical Memorandum concluded that this application would not result in any significant adverse impacts that were not already identified in the Final Environmental Impact Statement issued on August 29, 2013.

UNIFORM LAND USE REVIEW

This application (C 150447 ZSR) was certified as complete by the Department of City Planning (DCP) on July 13, 2015, and was duly referred to Community Board 1 and the Borough President, in accordance with Title 62 of the Rules of the City of New York, Section 2-02(b).

Community Board Public Hearing

Community Board 1 held a public hearing on this action on July 20, 2015, and on that date, by a vote of 29 in favor and 4 opposed, adopted a resolution recommending approval of this application. However, the community board limited the discussion at its public hearing to two speakers in support and two speakers in opposition, which does not comply with the City Charter's requirement that public hearings should be open to all who wish to testify, and was therefore non-complying.

Borough President Recommendation

This application was considered by the Borough President, who issued a recommendation approving the application on August 5, 2015, with the following conditions:

1. "Developer must maintain all of the important project objectives: the maintenance of permanent and interim commuter parking, increased access to the waterfront, a new playground, the improvement of an approximately 0.72-mile stretch of shoreline along Bank Street from the 9/11 Memorial to Jersey Street that is not part of the development site, and the numerous on- and off-site amenities which the Borough secured from the developer in the 2013 approvals. It is imperative that none of these objectives are compromised or reduced."

2. “Developer will continue an ongoing and open dialog with community and civic leaders to address any other concerns articulated at the Community Board 1 Public Hearing on 07/21/15.”

City Planning Commission Public Hearing

On August 19, 2015 (Calendar No. 4), the CPC scheduled September 9, 2015, for a public hearing on this application (C 150447 ZSR). The hearing was duly held on September 9, 2015 (Calendar No. 10). There were eight speakers in favor of the application and six speakers in opposition.

The applicant team was represented by the developer and his advisors, including his land use attorney, landscape architect, two design architects, project executive, two wheel architects, two peer review experts, two structural engineers, two geotechnical experts, civil engineer, environmental engineer, and three consulting engineers. Four members of the team spoke, including the CEO of New York Wheel, a design architect, landscape architect, and a geotechnical expert. In addition, favorable testimony was provided by the Staten Island Borough President’s Office, the District 49 City Council Member’s Office, the Building and Construction Trades Council of Greater New York, and the New York City Economic Development Corporation.

The CEO of New York Wheel described the issues that prompted a new site plan and explained how their proposed changes maintained or increased the amount of public open space and pedestrian/vehicular access points to upland neighborhoods and the waterfront which were critical to the Commission’s approval of the original site plan. He stated that the project has a

target opening date of mid-2017 and they anticipate approximately 4 million visitors in the opening year and 3.5 million per year subsequently. He explained that the wheel is expected to operate year-round with limited shut downs for maintenance and weather related concerns. Lighting on the wheel is anticipated from dusk until midnight but shielded from the upland community as requested by the Commission in the original approval. Revenue is expected to be generated through wheel ticketing, and secondary attractions – a 4D theater experience about New York Harbor (an education component of the terminal building), merchandising, food and beverage, parking, and sponsorship. He explained that although sustainable features are eliminated from the proposed plan at the development site, they are being provided at Robbin’s Reef, New Jersey, video of which will be streamed and used as an educational tool for school children visiting the wheel at the terminal building. The elimination of the solar panels and wind turbines and the surrounding restricted space increases the total public open space while keeping the educational component of sustainable features intact. He also explained that a study deemed the current ferry terminals and ferry schedules compatible with the expected increase in ridership. Additionally, a private ferry dock in connection with the Retail Site (Parcel 2) is proposed to bring in approximately 1.5 million of the expected visitors directly from midtown.

The landscape and design architects and geotechnical expert from the NY Wheel development team elaborated on the subsurface soil conditions, additional testing completed along the waterfront and the 2014 Building Code changes that prompted the proposed design changes and reduced the building’s footprint. They noted that in consultation with the Public Design Commission, the parking garage will be covered with terra cotta fins that are angled to provide a wave motion. They explained that the building was partially visible under the previous approval. In the proposed plan, that part of the building that was previously approved at a lower

height under a sloping berm will be constructed at the same level as the taller portions of the building (35 feet above Richmond Terrace), rendering the whole building visible. The maximum height of the previously approved sloped building was 46 feet above Richmond Terrace. The current plans propose a maximum building height of 35 feet above Richmond Terrace. The length of the building façade is now also shorter (approximately 110 feet) due to the change in the building's footprint. In addition to the existing street trees, the developer will provide another row of trees and shrubs and low planting to create a natural environment between the sidewalk and the building façade and provide screening. They explained that the building height was designed to meet the new base flood elevation levels which were raised after Superstorm Sandy and to keep the building height as low as possible. They also elaborated on the geotechnical analysis performed after the approval of the 2013 special permit that initiated the proposed changes.

They noted that the distance between the playground and the Nicholas Street ramp is approximately 90 feet to 100 feet away from the pedestrian walkway and that the entrance to the parking garage is 20 feet below the playground level. The ramp is proposed to provide a 3-foot wide planter on both sides and a 6-foot sidewalk. They also stated that to cover the ramp would block additional views of the waterfront since any covering would be approximately 12-13 feet above Richmond Terrace. They stated there are two entrances to the garage, from Richmond Terrace and from Bank Street, to distribute the traffic into the garage. Additionally, vehicles entering are provided reservoir queues within the garage.

They also elaborated that a significant portion of the open space in the 2013 approved site plan was a planted berm that was not publicly accessible. The updated site plan, without the berm, provides an additional 44,000 square feet of more efficient and publicly accessible open space.

A representative from the Building and Construction Trades Council of Greater New York described the Council's strong support of the project. He stated that this project from its inception supported the Council's efforts to maximize the employment of union members. He stated that the project will employ 350 union workers. He stated that the Council requests the City Planning Commission to approve the application without delay as significant construction will need to begin next month.

A representative from the Office of the Staten Island Borough President also spoke in favor of the plan. He noted that due to the complexity of the proposed development, ongoing engineering and construction challenges are to be expected. He stated that the project is not a different project and that he believes, despite the changes, it will still meet all fundamental requirements that were part of the 2013 approval plan such as parking, public access to the waterfront and other open spaces, construction safety, redress of environmental impacts, and public amenities.

A representative from the Office of the Staten Island District 49 Council Member also spoke in favor of the plan, but noted her concerns related to changes to the plan, which endanger some important amenities for the residents of the area. She noted the removal of a water play area and sand pit in the playground and the overall decrease in the playground's size; the elimination of the reflecting pool under the wheel legs; elimination of the solar panels and wind

turbines, which were important sustainable features for the community; and the reduction in size of the accessory terminal building, which may have eliminated some of the community meeting facilities incorporated in the 2013 approved plan. She asked for further explanation for these changes and consideration to incorporate back some of these amenities into the plan. She proposed further conversations with the applicant team to ensure that details of the project will work more effectively for her constituents, the City, and the developer.

A representative of the New York City Economic Development Corporation also spoke in favor of the plan. He noted that the core benefits of the project as described in 2013 will remain: 350 construction jobs and 450 permanent jobs would be created; and new connections linking the waterfront to upland communities will be created as well as access to the other developments such as Empire Outlets. He explained that the NY Wheel project did not request IDA and BuildNYC financing because project financing had been secured from other sources. He also stated that EDC is coordinating with the Staten Island Yankees Stadium to incorporate the proposed landscape improvements on their site as proposed by the NY Wheel landscape architects.

Speakers in opposition to the application included two representatives of the St. George Civic Association and three residents of the St. George and New Brighton neighborhoods of Staten Island.

Representatives of the St. George Civic Association spoke in opposition to the plan, noting concerns related to the proposed design of the parking garage, loss of the visual appeal of the site and visual corridors from Richmond Terrace level due to removal of the berm, and loss of

views of Manhattan skyline due to the increase in building height. They also expressed their concern about the expedited Community Board 1 public review process for the proposed changes, which did not provide time for sufficient public review. The Civic Group raised concerns that they were not included in discussion about the proposed changes prior to certification of the application for a project, which they helped shape prior to the 2013 application's certifications as well as procedural problems with the hearing. They suggested that some of the required parking spaces be relocated outside of the project site to neighboring areas, within walking distance, or the bus access to the site be reconfigured in order to lift some of the burden of providing all 950 spaces on site. They also noted that reintroducing mechanical ventilation would allow the garage to be covered up.

Residents of the St. George neighborhood also spoke in opposition to the plan, noting similar concerns as the representatives of the St. George Civic Association. They noted concerns related to cars idling on the Nicholas Street ramp entering the parking garage underneath the playground. They also noted concerns related to headlights showing through the opened side of the parking garage on the Richmond Terrace side, stating even though a half wall will be provided, it may not block headlights of larger vehicles such as SUVs and minivans. They noted their concerns about traffic issues not being mitigated until after the project is built. They stated their concern over the loss of the project's sustainable features which may now add a burden on the North Shore power grid. They noted that they believe there are ways to mitigate the negative aspects of the proposed changes. They requested additional ferries to relieve congestion.

WATERFRONT REVITALIZATION PROGRAM CONSISTENCY REVIEW

The application (C 150447 ZSR) was reviewed by the Department of City Planning for consistency with the policies of the New York City Waterfront Revitalization Program (WRP), as amended, approved by the New York City Council on October 13, 1999 and by the New York State Department of State on May 22, 2002, pursuant to the New York State Waterfront Revitalization and Coastal Resource Act of 1981 (New York State Executive Law, Section 910 et seq.). The designated WRP number is 12-138.

The City Planning Commission, acting as the City Coastal Commission, having reviewed the waterfront aspects of this action, finds that the actions will not substantially hinder the achievement of any WRP policy and hereby determines that this action is consistent with WRP policies.

CONSIDERATION

The Commission believes that the grant of this special permit is appropriate.

Approval of this special permit application would facilitate the development of a 625-foot tall observation wheel with a capacity for 1,440 passengers, providing panoramic views of the New York Harbor, Manhattan, Staten Island, and New Jersey. The wheel will be serviced by an approximately 51,165 square feet terminal building developed with accessory retail, theater space, and dining. The proposed development will also include 950 parking spaces for cars and 12 spaces for buses with adequate reservoir space, of which 820 spaces are designated for commuters and visitors to the Richmond County Bank Ballpark. The proposed development will maintain the pedestrian connections from the upland community of St. George to the waterfront by building a deck over the railroad right-of-way as originally proposed in the 2013

special permit site plan approved by the City Planning Commission. It will provide a new streetscape along Richmond Terrace and over seven acres of publicly accessible open space, which will include a 5,400 square foot playground, public paths, bench seating, a beer garden, and an accessible landscaped roof atop the parking garage with panoramic views of the wheel and the harbor that will also be available for special events on the North Shore. The Commission believes that the proposed development plan is an appropriate use of the unique location of the proposed project area, which is a waterfront site that is below the upland community, abutted by a railroad right-of-way and retaining wall, and within FEMA's flood zone with limited access and currently serving as a parking lot.

The Commission believes that this special permit would result in a site plan that is substantially similar to the approved site plan under the 2013 special permit and will maintain the same uses and public benefits: the number of parking spaces will remain equal; the same pedestrian and vehicular connections between the Staten Island Ferry Terminal and St. George's Civic Center, surrounding neighborhoods, and waterfront destinations will be provided, which would benefit the millions of ferry riders and commuters as well as the neighborhood and the City as a whole; and increased publicly accessible open space and waterfront access will be provided on a site which currently does not have any publicly accessible open space. The Commission recognizes that the 2013 special permit site plan was approved with the total building (wheel terminal building and mechanically vented parking garage) under a gradually sloping landscaped berm and a lawn atop the building roof with an apex of 46 feet. The berm screened and limited the view of the entire building at Richmond Terrace level. To accommodate the reduced building footprint and maintain the required number of parking spaces that would satisfy anticipated parking demand as identified in the 2013 Final Environmental Impact Statement (FEIS)

analysis, described below, parts of the building (previously approved at a lower height) were raised to the same level as the taller part of the previously approved building, internal spaces and circulation were redesigned, and a fourth level was incorporated. Unlike the sloping hillside design of the 2013 site plan, the total building height is proposed to be 35 feet above Richmond Terrace, which provides a leveled lawn that can be used for community events.

The Commission recognizes the concerns raised by community residents, regarding the loss of certain aspects of the 2013 site plan that had defined its unique design and generated community support despite the loss of waterfront views. The proposed changes now include the loss of the sloping roofline of the building; the landscaped berm that screened the proposed parking garage; and the removal of sustainable features such as, the wind turbines and solar panels. While the Commission acknowledges the community's request to reduce the building height by decreasing the number of parking spaces in the garage, it is acknowledged that the 2013 FEIS demonstrated that future parking demands would require 950 parking spaces and any reduction in the number of parking spaces would not satisfy the conclusions of the FEIS. The Commission also recognizes that the changes facilitated by this special permit were due to underlying geotechnical conditions of the site and the 2014 updated building code, which required the site plan to be altered. The Commission recognizes that the current design minimizes the bulk of the building to the greatest extent possible as well as provides a well-designed relationship between buildings and open areas on the entire zoning lot and between the site and adjacent streets. Further, the Commission recognizes that the loss of the former berm is due to the change from a mechanically-ventilated garage, as approved in 2013, to an openly ventilated garage. The Commission believes that the parking garage façade design with a multi-layered combination of screening, which involves shear walls, terra cotta fins, and

landscaping adjacent to the garage walls, the seating areas along Richmond Terrace, and the parallel pedestrian walkways to the lawn atop the parking garage roof will help moderate the views of the parking garage from Richmond Terrace.

The Commission recognizes that the proposed removal of the deck over the railroad right-of-way on the western end of the site and reduction in the length of the parking garage have limited the amount of space available for the playground at the Richmond Terrace level.

Although the applicant initially proposed to locate the playground on two tiers, the Commission believes that the location of the playground solely at the Richmond Terrace level provides easier accessibility for the anticipated users. Furthermore, the redesign of the playground with additional active equipment continues to provide useful and attractive publicly accessible open space with public amenities, which are not limited to seating, landscaping and lighting. The above-mentioned changes also uncovered a portion of the Nicholas Street ramp entrance to the parking garage, which was enclosed within the parking garage under the previously approved 2013 plan. The Commission believes the landscaping proposed along the ramp and along the western end of the site, near the pedestrian walkway and playground, provide adequate screening of the ramp and anticipated vehicular traffic entering and exiting the garage.

The Commission acknowledges revisions to the site plan post-ULURP certification in response to concerns raised by the Department and the Commission including increasing the number of trees being planted along Richmond Terrace and the landscaping buffers at the bus turn-around and along the SI Yankee Stadium loading docks to provide additional screening. The applicant also proposed to increase the width of the sidewalk along the Nicholas Street ramp and provide an ADA-accessible ramp from the bus turn-around to the main entrance for easier visitor access

in response to those concerns. The Commission is in receipt of a letter from the NYC Economic Development Corporation, SI Yankees and NY Wheel Development, dated August 28, 2015 agreeing to the implementation and on-going maintenance of the proposed landscaping on the SI Yankee property. Additionally, subsequent to the Community Board public hearing and in response to the concerns raised by the St. George Civic Association, DCP staff hosted a meeting between the applicants, members of the St. George Civic Association, representatives of Borough Hall and the local Councilmember to address concerns raised during the public review process.

The Commission believes that the interests of the commuters and visitors will continue to be served through the replacement of all 820 existing surface public parking spaces within the new structured garage with adequate reservoir space at vehicular entrances. Additionally, 130 new parking spaces and shuttle service between the parking garage and the ferry terminal will be provided. The applicant proposes to maintain a shuttle service that will meet or exceed current levels of operation,

The site plan continues to provide a well-designed relationship between the site and adjacent off-site open areas and shorelines. The project will continue to provide pedestrian access at two levels to the terminal building, parking garage, and publicly accessible open space from Richmond Terrace and Bank Street. New vehicular access to commuter parking will be provided through a curb cut and garage entrance on Richmond Terrace at Nicholas Street, adding to the existing vehicular access from Bank Street at waterfront level, in order to distribute traffic in and out of the garage. The Commission believes that the multiple means of vehicular and pedestrian access provided by the proposed plan helps to minimize traffic

congestion and conflicts with on-site pedestrians as well as improve public access to the waterfront.

The six-foot widening of Bank Street, along the waterfront from the Postcards 9/11 Memorial to Jersey Street will allow sufficient emergency vehicle access to the development site and add improved recreational opportunities through the addition of a bike lane within the widened roadbed. Additionally, the applicant will replace or relocate all trees, lampposts and catch basins affected by the street widening and will replenish the affected portions of the improved waterfront esplanade with landscaping, new benches, trash receptacles and bike racks. The New York Wheel development will include two publicly accessible plazas on Richmond Terrace and Bank Street that will include bench seating and moveable tables and chairs. Plazas at the proposed site will provide lighted and furnished pedestrian pathways to the shoreline via Bank Street, the Postcards 9/11 Memorial, and the Ferry Terminal. The easternmost area of the waterfront plaza is specifically designed to be compatible with the adjacent Postcards 9/11 Memorial, located on the water side of Bank Street, in order to be respectful of this important community landmark.

The Commission agrees that a significant majority of shoppers and visitors to the project site will arrive by public transportation. St. George is the hub for the borough's public transportation, including the Staten Island Ferry, which has a ridership of over 20 million a year. The ferry terminal also includes the St. George Station of the Staten Island Railroad, which provides access to the entire east and south shores of Staten Island. In addition, there is a major bus terminal connected to the ferry terminal, providing access to over 20 bus lines serving the borough. The Commission further notes that some of the project's core urban

design principles are specifically intended to encourage walking and the use of public transportation, with an emphasis on active street frontages and an enhanced pedestrian realm.

The proposed development is primarily served by two streets, Richmond Terrace and Bay Street, which are built out to serve as the area's main boulevards with two lanes of traffic, on-street parking and traffic medians. The Commission believes these streets will be adequate to handle traffic resulting from the project while acknowledging that St. George's Civic Center has now and will continue to have heavy vehicular and pedestrian use.

The Richmond Terrace/Bay Street corridor is characterized by heavy vehicle volumes approaching and exiting the Staten Island Ferry Terminal, the drop-off/pick-up area, and the existing commuter parking lots, as is typical of transit centers throughout the City. The St. George Civic Center, which includes the Ferry Terminal, is also served by Victory Boulevard providing access across the north shore and mid-Island as well as to a number of local streets to the surrounding neighborhoods. Other key local streets include Nicholas Street, Hamilton Avenue, Stuyvesant Place, Wall Street, Schulyer Street, St. Paul's Avenue and Van Duzer Street, which are one-way streets with one lane of traffic; and Hyatt Street, Jersey Street, Westervelt Avenue and Lafayette Avenue, which are two-way streets with one lane of traffic in each direction. The Commission notes that this traffic would be distributed amongst many different and geographically dispersed arrival and departure routes throughout the proposed project area, minimizing concentrations of new traffic on any one intersection or street.

The Commission acknowledges that a technical memorandum has been provided that compared the proposed changes against the FEIS associated with the 2013 approved project and

concluded that the current application does not alter the original conclusion regarding transportation impacts associated with the development. In analyzing the impacts of the proposed project and the Retail Site on Parcel 2, the FEIS studied 28 intersections across the Borough's North Shore including intersections and main corridors leading from the surrounding neighborhoods, the Verrazano Narrows Bridge and the Staten Island Expressway. The Commission notes that this traffic analysis identified significant adverse traffic impacts during one or more peak hours at 16 locations.

Subject to review and approval by the relevant agencies, including NYCDOT, proposed mitigation measures to address these impacts include: standard traffic capacity improvement measures, such as lane restriping, prohibiting turning movements, revised signal timing, and modified traffic signals; modifying and restriping the Wall Street Ramp, which NYC DOT has already approved in concept; installation of a new traffic signal at Richmond Terrace and Schulyer Street; reversing the street direction of Wall Street and Schuyler Street between Richmond Terrace and Stuyvesant Place; and providing Traffic Enforcement Agents during Staten Island Yankee evening home games at Richmond Terrace and Hamilton Avenue.

The above-listed measures could fully mitigate the significant adverse traffic impacts at all but two intersections – Richmond Terrace at the Staten Island Ferry Viaduct ramps (entry for cars and buses and exit for cars) and the Staten Island Ferry Viaduct bus exit ramps. These two intersections are located immediately adjacent to each other and provide access to the Staten Island Ferry Terminal for buses and the commuter drop-off/pick-up area and operate on the same traffic signal controller. The main commuter parking areas for the ferry terminal are

located at the proposed development sites and would not have direct access at these intersections.

Impacts at these two locations would not be completely mitigated. NYCDOT has proposed signal timing modifications to provide pedestrian safety enhancements, including a new all-pedestrian crossing phase. The proposed addition of this new signal phase would improve pedestrian circulation. It is not possible to reallocate any signal timing at these locations to fully mitigate the potential significant impacts, but the Richmond Terrace / Staten Island Ferry Viaduct (cars) intersection would be partially mitigated during all four peak hours with the implementation of minor signal timing reallocation. It is not possible to reallocate any signal timing at these locations to fully mitigate the potential significant impacts, but the Richmond Terrace / Staten Island Ferry Viaduct (cars) intersection would be partially mitigated during all four peak hours with the implementation of minor signal timing reallocation.

In order to eliminate all unmitigatable traffic and subway impacts, the proposed project would have to be reduced by either eliminating the entire North Site project (observation wheel, open space, etc.) and the entire South Site with the exception of the 200-room hotel; or by eliminating the entire South Site project (retail outlet center, hotel, catering facility, etc.), and the observation wheel restaurant from the North Site, and reducing the restaurant size. Either of these development scenarios would result in a project of limited viability and would not fully achieve the City's goal to provide a comprehensive mixed-use development on both the North and South Sites. Neither alternative development scenario would redevelop the same expanse of prime waterfront property as under the proposed project. In addition, compared with the proposed project, the alternative development scenarios would only provide additional upland connections

to Richmond Terrace and the St. George neighborhood on either the North Site or South Site. Therefore, these alternatives are not considered feasible.

In addition to the proposed mitigation measures, the applicants would conduct a monitoring plan when the proposed development is fully built and occupied. Before commencing the monitoring plan, the applicant would submit a detailed scope of work for NYCDOT review and approval. The developers will be responsible for costs associated with the design and implementation of recommended improvements identified by the study and approved by NYCDOT in consultation with the developers and NYCEDC. Improvements, if warranted, would be limited to signal timing and/or signal head modifications to accommodate phasing changes, restriping, new or modified signage and parking regulation changes. NYCEDC will be responsible for other costs associated with the design and/or implementation of recommended improvements identified by the study and approved by NYCDOT in consultation with the developers and NYCEDC. The improvements would be limited to one traffic signal in addition to the signal already committed to as part of the proposed mitigation, and, if warranted, up to 3 Traffic Enforcement Agents on weekday evenings and weekends during peak tourist/shopping periods of the year.

The Commission notes that projected congestion stems in part from the fact that the roadways serving the project also serve as access routes to the Staten Island Ferry Terminal, a critical component of the city's transportation infrastructure, and that congestion does not solely result from any one development, including the proposed project. The Commission finally notes that impacts within the local neighborhood street network would be minimized, with the majority of intersections either having no significant impact or impacts that can be fully mitigated through

standard mitigation measures. With the exception of two intersections (Richmond Terrace at the Staten Island Viaduct car and bus intersections), the majority of identified impacts can be fully mitigated pursuant to standard mitigation measures as identified in the FEIS. As a result, the local street network is considered adequate to handle the traffic generated by the proposed development on the site.

The Commission believes that the proposed deck will not interfere with any existing track operations or future operations, and that there will be no structures requiring support within this railroad right-of-way. The Commission is in receipt of a letter from the Metropolitan Transit Authority (MTA), dated August 30, 2013 stating that the “MTA has concluded that the proposed deck will not interfere with the operation of the railroad right-of-way. In addition, MTA has no plans to use the air space where the development will be located.”

The City Planning Commission recognizes that, except for a handful of historic signs, the City’s harbor and its skyline are free of advertising and sponsorship signage and that any signage and lighting provided on site and must be compatible with the scenic and historic character of the harbor. The defining features of the harbor are the Statue of Liberty, the City’s illuminated bridges, the skyline and the water itself. The Commission believes that the wheel should become a part of this recognizable and unique shoreline location, but without commercial imagery. With a diameter of 600 feet and rising as tall as many buildings on the harbor skyline, and with lighting directed out into the harbor, the wheel will become a highly visible new landmark on the harbor and for Staten Island’s skyline. The Commission strongly believes that allowing advertising or sponsorship imagery on the wheel’s lighting display would have the potential to negatively affect the character of the area and the public’s

enjoyment of the harbor. The Commission therefore believes that the illumination of the wheel rim, capsules and spokes with programmable LED lighting tubes should be limited to abstract displays of color, with display of recognizable images not allowed. With careful consideration of lighting and advertising restrictions, the Commission believes that the wheel will enhance vistas from nearby streets and properties on nearby blocks.

The Commission believes that the proposed project meets the original goals as stated in the NYC EDC's RFEI issued in 2011 to identify significant developments that would support the overall economic development of the North Shore, capture the economic opportunity presented by the millions of Staten Island ferry visitors who currently return to Manhattan without ever visiting St. George or North Shore cultural destinations, create new waterfront connections for residents and neighbors, support the creation of new jobs and investment throughout the surrounding neighborhoods and reimagine the existing public parking lots into new waterfront destinations that will redefine St. George and Staten Island in the public's imagination.

FINDINGS

The Commission hereby makes the following findings pursuant to Section 128-61 of the Zoning Resolution:

- (1) That the proposed plan includes uses that are appropriate, considering the unique location of the site in relation to the Staten Island Ferry Terminal, the Staten Island Rail Road, and the land uses in and around the Special St. George District;
- (2) That the proposed plan provides a distribution of floor area, locations and heights of buildings or other structures, primary business entrances and open areas, that will result in a superior site plan, providing a well-designed relationship between buildings and other structures and open areas on the zoning lot; and shall also provide a well-designed relationship between the site and adjacent streets, surrounding buildings, adjacent off-site open areas and

shorelines and will thus benefit the users of the site, the neighborhood and the City as a whole;

- (3) That the proposed plan provides a distribution of floor area and locations and heights of buildings or other structures that will not unduly increase the bulk of buildings or other structures in the North Waterfront Subdistrict or unduly obstruct access of light and air to the detriment of the users of the site or nearby blocks or of people using the public streets, and that will provide waterfront vistas from nearby streets and properties on nearby blocks;
- (4) That the proposed plan provides useful and attractive publicly accessible open space, with sufficient public amenities, including but not limited to seating, landscaping and lighting, that results in a superior relationship with surrounding neighborhood destinations, streets, buildings, open areas, public facilities and the waterfront;
- (5) That the proposed plan improves public access to the waterfront;
- (6) That the proposed plan improves, as applicable, the publicly accessible waterfront open space sufficiently to ensure that emergency vehicles will have adequate access to the waterfront and adjacent developments;
- (7) That the proposed plan in connection with the improvement of the applicable portions of the publicly accessible waterfront open space, restores planted areas, trees and lighting in a way that is attractive and compatible with the design of the Waterfront Esplanade existing on October 30, 2013;
- (8) That the proposed plan provides adequate parking and loading to meet the demand for all users during peak utilization;
- (9) That the proposed plan provides adequate parking for commuters at locations convenient and accessible to the Staten Island Ferry Terminal at all times and during all phases of construction;
- (10) That the proposed plan provides signage and lighting that are compatible with the scenic and historic character of the harbor and that will not adversely affect the character of the surrounding neighborhood;
- (11) That the proposed plan for a public parking garage with more than 150 parking spaces, will ensure that:
 - (i) entrances are proposed in locations and with design features that minimize traffic congestion and conflicts with pedestrians;
 - (ii) adequate reservoir space has been provided at the vehicular entrances;
and

- (iii) the streets providing access to such use will be adequate to handle the traffic generated thereby; and
- (12) That the proposed plan for a development located partially or entirely within a railroad or transit right-of-way or yard and/or in railroad or transit air space, that:
- (i) the distribution of floor area does not adversely affect the character of the surrounding area by being unduly concentrated in any portion of such development, including any portion of the development located beyond the boundaries of such railroad or transit right-of-way or yard; and
 - (ii) if such railroad or transit right-of-way or yard is deemed appropriate for future transportation use, the site plan and structural design of the development do not preclude future use of, or improvements to, the right-of-way for such transportation use.

RESOLUTION

RESOLVED, that the City Planning Commission that having considered the Final Environmental Impact Statement (FEIS), for which a Notice of Completion was issued on August 29, 2013, a Technical Memorandum (001) issued on July 7, 2014 and a second Technical Memorandum (002) issued on July 10, 2015, with respect to this application (CEQR No. 13SBS001R), the City Planning Commission finds that the requirements of the New York State Environmental Quality Review Act and Regulations, have been met and that:

1. Consistent with social, economic and other essential considerations, from among the reasonable alternatives thereto, the action to be approved is one which minimizes or avoids adverse environmental impacts to the maximum extent practicable; and
2. The adverse environmental impacts disclosed in the FEIS and Technical Memorandums 001 and 002 will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the approval, in accordance with the

environmental commitment letter, dated September 11, 2013, from the New York City Economic Development Corporation, the St. George Outlet Development LLC, and the New York Wheel LLC, those project components related to the environment and mitigation measures that were identified as practicable.

This report of the City Planning Commission, together with the FEIS, constitute the written statement of facts, and of social, economic and other factors and standards, that form the basis of the decision, pursuant to Section 617.11(d) of the SEQRA regulations; and be it further

RESOLVED, by the City Planning Commission, an application submitted by the NYC Economic Development Corporation and New York Wheel LLC, pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant to Section 128-61 of the Zoning Resolution to allow a development plan for an observation wheel and accessory terminal building, and a public parking garage with a maximum of 950 spaces, and an improvement plan for a Waterfront Esplanade, on property located on Parcel 1 in the North Waterfront Subdistrict (Block 2, Lots 22, 9018, 18 and p/o Lot 20) and on the Waterfront Esplanade, in an M1-1 District, within the Special St. George District, Community District 1, Borough of Staten Island., is approved, subject to the following terms and conditions:

1. The property that is the subject of this application (C 150447 ZSR) shall be developed in size and arrangement substantially in accordance with the dimensions, specifications and zoning computations indicated on the following plans, prepared by Perkins Eastman Architects, filed with this application and incorporated in this resolution:

<u>Drawing No.</u>	<u>Title</u>	<u>Last Date Revised</u>
	Zoning Lots Site Plan	06.24.15
Z0.0	Cover Sheet	06.24.15
Z1.0	Site Plan	09.28.15
Z2.0	Sections	06.24.15
Z3.1	Sub Cellar/Bank Street Level Plan	09.28.15
Z3.2	Cellar Level Plan	09.28.15
Z3.3	Ground/Richmond Terrace Level Plan	09.28.15
Z3.4	Second Level Plan	09.28.15
Z4.0	Elevations	06.24.15
Z5.1	Sub Cellar/Bank Street Level Garage Plan	09.28.15
Z5.2	Cellar Level Garage Plan	09.28.15
Z5.3	Ground/Richmond Terrace Level Garage Plan	09.28.15
Z5.4	Second Level Garage Plan	09.28.15
Z6.1	Temporary Parking Phase 1	06.24.15
Z6.2	Temporary Parking Phase 2	06.24.15
Z7.0	Signage and Transparency Elevations	06.24.15
Z8.0	Wheel Lighting Elevation	06.24.15

And the following landscape plans prepared by MPFP llc/M. Paull Friedberg & Partners, filed with this application and incorporated in this resolution:

<u>Drawing No.</u>	<u>Title</u>	<u>Last Date Revised</u>
ZL-01	Landscape Cover Sheet	09.28.15
ZL-100	Public Space/Key Plan	09.28.15
ZL-101	Enlarged Plan	09.28.15
ZL-102	Enlarged Plan	09.28.15
ZL-103	Richmond Terrace Playground Plan	09.28.15
ZL-200	Grading Plan	09.28.15

ZL-201	Grading Plan	09.28.15
ZL-202	Slope Diagram	09.28.15
ZL-300	Tree Plan	09.28.15
ZL-301	Planting Plan	09.28.15
ZL-400	Material Plan	09.28.15
ZL-401	Amenities Plan	09.28.15
ZL-500	Sections	09.28.15
ZL-501	Sections	09.28.15
ZL-502	Sections	09.28.15
ZL-503	Sections	09.28.15
ZL-600	Landscape Details	06.24.15
ZL-601	Planting Details	06.24.15
ZL-602	Fence Details	06.24.15
ZL-603	Precast Bench Details	06.24.15
ZL-700	Material Details	06.24.15
ZL-701	Wood Bench Details	06.24.15
ZL-702	Playground Equipment Details	06.24.15
ZL-800	Exterior Signage Location Plan And Messaging	06.24.15
ZL-900	Photometric Plan	06.24.15
ZL-901	Photometric Plan	06.24.15
ZL-1000	Esplanade Improvement Plan	06.24.15
ZL-1001	Esplanade Improvement Plan	06.24.15
ZL-1002	Esplanade Improvement Plan	06.24.15
ZL-1003	Esplanade Improvement Plan	06.24.15
ZL-1004	Esplanade Improvement Plan	06.24.15
ZL-1005	Esplanade Improvement Details	06.24.15

2. Such development shall conform to all applicable provisions of the Zoning Resolution, except for the modifications specifically granted in this resolution and shown on the plans listed above which have been filed with this application. All zoning

computations are subject to verification and approval by the New York City Department of Buildings.

3. Such development shall conform to all applicable laws and regulations relating to its construction, operation and maintenance.

4. All leases, subleases, or other agreements for use or occupancy of space at the subject property shall give actual notice of this special permit to the lessee, sublessee or occupant.

5. Upon the failure of any party having any right, title or interest in the property that is the subject of this application, or the failure of any heir, successor, assign, or legal representative of such party, to observe any of the covenants, restrictions, agreements, terms or conditions of this resolution whose provisions shall constitute conditions of the special permit hereby granted, the City Planning Commission may, without the consent of any other party, revoke any portion of or all of said special permit. Such power of revocation shall be in addition to and not limited to any other powers of the City Planning Commission, or of any other agency of government, or any private person or entity. Any such failure as stated above, or any alteration in the development that is the subject of this application that departs from any of the conditions listed above, is grounds for the City Planning Commission or the City Council, as applicable, to disapprove any application for modification, cancellation or amendment of the special permit hereby granted.

6. Neither the City of New York nor its employees or agents shall have any liability for money damages by reason of the city's or such employee's or agent's failure to act in accordance with the provisions of this special permit.

The above resolution (C 150447 ZSR), duly adopted by the City Planning Commission on October 7, 2015 (Calendar No. 2), is filed with the Office of the Speaker, City Council, and the Borough President together with a copy of the plans of the development, in accordance with the requirements of Section 197-d of the New York City Charter.

CARL WEISBROD Chair

KENNETH J. KNUCKLES, ESQ., Vice Chairman

RAYANN BESSER, IRWIN G. CANTOR, P.E., ALFRED C. CERULLO, III,

MICHELLE R. DE LA UZ, JOSEPH I. DOUEK, RICHARD W. EADDY, CHERYL

COHEN EFFRON, LARISA ORTIZ, ANNA HAYES LEVIN, ORLANDO MARIN,

Commissioners

Application #: C 150447 ZSR CEQR #: 13SBS001R	Project Name: NY WHEEL - SPECIAL PERMIT MODIFICATION Borough(s): STATEN ISLAND Community District Number(s): 1
Please use the above application number on all correspondence concerning this application	

Docket Description:

IN THE MATTER OF an application submitted by the NYC Economic Development Corporation and New York Wheel LLC, pursuant to Section 197-c and 201 of the New York City Charter for the grant of a special permit pursuant Section 128-61 of the Zoning Resolution to allow a development plan for an Observation Wheel and accessory terminal building, and a public parking garage with a maximum of 950 spaces, and an improvement plan for a Waterfront Esplanade, on property located on Parcel 1 in the North Waterfront Subdistrict (Block 2, Lots 22, 9018, 18 and p/o Lot 20) and on the Waterfront Esplanade, in an M1-1 District, within the Special St. George District, Borough of Staten Island, Community District 1.


Plans for the proposal are on file with the City Planning Commission and may be seen in Room 3N, 22 Reade Street, New York, 10007

Recommendation:

Approve
 Approve With Modifications/Conditions
 Disapprove
 Disapprove With Modifications/Conditions

Explanation of Recommendation, Conditions or Modification:

Please see Page 2 for Explanation of Recommendations and Conditions

Related Applications:	
Contact: Address questions about this recommendation to: OFFICE OF THE STATEN ISLAND BOROUGH PRESIDENT ATTN: LAND USE DIRECTOR Address: 10 Richmond Terrace, Staten Island, NY 10301 (Room G-12) Phone: 718.816.2112 Fax: 718.816.2060	
 _____ James S. Oddo President of the Borough of Staten Island	05 AUGUST 2015 _____ DATE

The following **conditions** are presented for consideration by the City Planning Commission:

- 1) **Developer** must maintain all of the important project objectives: the maintenance of permanent and interim commuter parking, increased access to the waterfront, a new playground, the improvement of an approximately .72-mile stretch of shoreline along Bank Street from the 9/11 Memorial to Jersey Street that is not part of the development site, and the numerous on- and off-site amenities which the Borough secured from the developer in the 2013 approvals. It is imperative that none of these objectives are compromised or reduced.
- 2) **Developer** will continue an ongoing and open dialog with community and civic leaders to address any other concerns articulated at the Community Board 1 Public Meeting on 07/21/2015.

For far too long, communities and elected officials have fought for more communication and transparency, in order to better understand development projects that might affect their neighborhood, before they were constructed. With that in mind, we must recognize that we are here today because of the NY Wheel team's due diligence. This is not a different project. It is, however, one of the most complex engineering projects of our time, involving groundbreaking civil, structural, maritime and logistical challenges. Due to the complexities of construction, most attributed to engineering issues with the Wheel structure itself and neighboring public infrastructure requirements, modifications have been proposed to ensure that the Wheel superstructure is safe and well-engineered. Experts from around the world have been retained to design and undertake the means and methods required to realize this 21st century icon with some structural components weighing as much as 1,600 tons. Their ongoing requirements need to be fairly considered, albeit within the context of maintaining all of the project's fundamentals: parking, public access to the waterfront, construction safety, redress of environmental impacts, and public amenities no less than those that were approved originally in 2013. I believe this application succeeds in meeting these concerns.

Sometimes maintaining the necessary design quality requires revisions to adapt to idiosyncratic site constraints. For the NY Wheel, the built-environment will rely on synergy between geography, urban design, environmental studies, architecture and engineering. This feat will require a melding of art, science and engineering that must be erected with laser-like precision. It is only logical to presume that as this project continues to move forward, both engineering and construction issues such as those prompting this application will continue to arise. This is not the fault of the developer, the architects or the planners; it is endemic to a world-class project generating new and ongoing logistical and engineering challenges that need to be expeditiously addressed. Moving forward, we need to be vigilant and ask the right questions, but we also owe the development team patience and cooperation for their efforts as they proceed. Iconic projects are built by unique risk-takers in exceptional places, and are widely known and acknowledged for their distinctive and overall excellence.

I urge the Commission to consider the aforementioned conditions and move forward with this application with all due and deliberate speed. I am prepared to provide assistance to that effort in any way possible.

Behind the leadership of Mayor de Blasio and the Department of City Planning, NYC is once again poised to redefine the characteristics required for a world-class city, and to solidify its place at the top of that list.

Application #: C 150447 ZSR	Project Name: NY Wheel Special Permit Modification
CEQR Number: 13SBS001R	Borough(s): Staten Island
	Community District Number(s): 1

Please use the above application number on all correspondence concerning this application

SUBMISSION INSTRUCTIONS

- Complete this form and return to the Department of City Planning by one of the following options:
 - EMAIL (recommended):** Send email to CalendarOffice@planning.nyc.gov and include the following subject line: (CB or BP) Recommendation + (6-digit application number), e.g., "CB Recommendation #C100000ZSQ"
 - MAIL:** Calendar Information Office, City Planning Commission, Room 2E, 22 Reade Street, New York, NY 10007
 - FAX:** (212) 720-3356 and note "Attention of the Calendar Office"
- Send one copy of the completed form with any attachments to the applicant's representative at the address listed below, one copy to the Borough President, and one copy to the Borough Board, when applicable.

Docket Description:

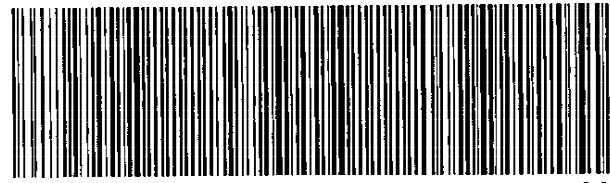
IN THE MATTER OF an application submitted by the NYC Economic Development Corporation and New York Wheel LLC, pursuant to Sections 197-c and 201 of the New York City Charter for the grant of a special permit pursuant Section 128-61 of the Zoning Resolution to allow a development plan for an Observation Wheel and accessory terminal building, and a public parking garage with a maximum of 950 spaces, and an improvement plan for a Waterfront Esplanade, on property located on Parcel 1 in the North Waterfront Subdistrict (Block 2, Lots 22, 9018, 18 and p/o Lot 20) and on the Waterfront Esplanade, in an M1-1 District, within the Special St. George District, Borough of Staten Island, Community District 1.

Plans for this proposal are on file with the City Planning Commission and may be seen in Room 3N, 22 Reade Street, New York 10007.

Applicant(s): NYC Economic Development Corporation 110 William Street, New York, NY 10038 New York Wheel LLC 17 State Street, New York, NY 10004	Applicant's Representative: Hardy Adasko NYC Economic Development Corporation 110 William Street New York, NY 10038
Recommendation submitted by: Community Board #1	
Date of public hearing: July 21, 2015 Location: 320 St. Mark's Place	
Was a quorum present? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> <small>A public hearing requires a quorum of 20% of the appointed members of the board, but in no event fewer than seven such members.</small>	
Date of Vote: July 21, 2015 Location: 320 St. Mark's Place	
RECOMMENDATION <input checked="" type="checkbox"/> Approve <input type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input type="checkbox"/> Disapprove With Modifications/Conditions Please attach any further explanation of the recommendation on additional sheets, as necessary.	
Voting # In Favor: 29 # Against: 4 # Abstaining: 1 (ineligible) Total members appointed to the board: 45	
Name of CB/BB officer completing this form Nicholas Sicular	Title Chairman
Date 7/22/15	



Office of the
Richmond County Clerk
130 Stuyvesant Place
Staten Island, NY 10301



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Hon. Stephen J. Fiala, County Clerk

Recording and Endorsement Cover Page

Document Type: DECLARATION
Document Page Count: 102

PRESENTER:
FRIEDMAN & GOTBAUM, LLP
568 BROADWAY
SUITE 505
NEW YORK, NY 10012

RETURN TO:
FRIEDMAN & GOTBAUM, LLP
568 BROADWAY
SUITE 505
NEW YORK, NY 10012

Block	Lot	PROPERTY DATA	# OF BLOCKS	Unit	# OF LOTS
2	22	Entire Lot	1		2

"And Addl Blocks and/or Lots"

PARTIES

GRANTOR
NEW YORK WHEEL LLC
360 WEST 31ST STREET
SUITE 1003
, NY 10001

GRANTEE
CITY OF NEW YORK
CITY HALL
100 CENTRE STREET
NEW YORK, NY 10007

PAYMENT DETAIL

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Total Payments For This Document: 237.00

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EXAM SL DATE OCT 24 2014

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OCT 24 2014

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RICHMOND COUNTY CLERK

Diab
COUNTY CLERK

DECLARATION OF RESTRICTIONS

THIS DECLARATION, made as of the 1st day of August, 2014 by New York Wheel LLC, a New York limited liability company, having an address at 360 West 31st Street, Suite 1003, New York, New York 10001, ("Declarant").

WITNESSETH:

WHEREAS, The City of New York, a municipal corporation of the State of New York ("City"), having an address at City Hall, New York, NY 10007, is the fee owner of certain real property, which real property is located in the Borough of Staten Island, County of Richmond, City and State of New York, designated for real property tax purposes as Block 2, Lots 22 and 9018 (formerly, Block 2, part of Lot 20) on the Tax Map for the Borough of Staten Island as more particularly described in Exhibit "A" annexed hereto and made a part hereof ("Subject Property"); and

WHEREAS, the City has retained New York City Economic Development Corporation, a not-for-profit corporation organized pursuant to the New York State Not-for-Profit Corporation Law ("NYCEDC"), pursuant to that certain Amended and Restated Maritime Contract dated as of June 30, 2011 (as amended from time to time, "NYCEDC Contract") to perform certain economic development services described therein;

WHEREAS, Declarant is the Tenant of the Subject Property under that certain Lease Agreement made as of the 24th day of December 2013 ("Lease Agreement") between the City as Landlord and Declarant as Tenant; and

WHEREAS, consistent with the NYCEDC Contract, NYCEDC intends to administer the Lease Agreement and act for and on behalf of the City with respect to the City's proprietary interest in the Subject Property and the City's rights and obligations as Landlord hereunder (or cause one or more of NYCEDC's contractors to perform any such work), all in accordance with the terms and conditions set forth in the Lease Agreement; and

WHEREAS, Declarant desires to improve the Subject Property with (i) an approximately 625-foot-tall Observation Wheel ("Wheel") providing panoramic views of New York Harbor and New York City, (ii) a Wheel Terminal Building ("Terminal Building") with various commercial, retail (including merchandising and restaurants uses), exhibition space, theater space, and accessory uses, (iii) a public parking facility with 950 public and accessory parking spaces and 12 bus spaces and (iv) landscaped open space, including open space that will be accessible to the public ("NYW Development"); and

WHEREAS, in connection with the effectuation of the NYW Development, NYCEDC and Declarant filed an application with the New York City Department of City Planning (hereinafter, "City Planning") for (1) the rezoning of an area that includes the Subject Property and adjacent properties currently located in a M1-1 district to a M1-1/SG district by extending the existing Special St. George District ("SSGD") (ULURP #C130315ZMR); (2) a zoning text amendment to the Zoning Resolution of the City of New York ("Zoning Resolution" or "ZR") Sec. 128-00 *et seq.* to establish the North Waterfront Subdistrict within the expanded SSGD and create a new provision establishing a new special permit pursuant to ZR Sec. 128-61 (Special Permit for North Waterfront Sites) available to the Subject Property (referred to therein as "Parcel 1," Parcel 2 being a separate development within the North Waterfront Subdistrict) and a related zoning text amendment to ZR Sec. 62-13 (ULURP #N130316ZRR); and (3) a special permit pursuant to ZR Sec. 128-61 (Special Permit for North Waterfront Sites) established by the text amendment to allow a development plan for the NYW Development on the Subject Property ("NYW Special Permit") (ULURP #130317ZSR); and

WHEREAS, New York City Department of Small Business Services ("DSBS") filed an application with City Planning for the disposition of City-owned property pursuant to the Lease Agreement (ULURP #130319PPR); (collectively with items (1) through (3) in the previous recital, "NYW Land Use Applications"), which applications were approved by CPC on September 11, 2013 (CPC Reports C130315ZMR N130316ZRR, 130317ZSR, 130319PPR dated September 11, 2013, Cal. Nos. 25, 26, 27 and 29, respectively, and approved by the New York City Council on October 30, 2013; and

WHEREAS, Chicago Title Insurance Company has certified in a certification annexed hereto as Exhibit "B" and made a part hereof, that as of April 2, 2014, the parties listed on such

Exhibit are the only “Part(ies) in Interest” to the Subject Property, as “Part(ies) in Interest” is defined in subdivision (c) of the definition of “zoning lot” in Sec. 12-10 of the Zoning Resolution; and

WHEREAS, the Declarant has agreed as a condition of approval of the NYW Special Permit to make, at its sole cost and expense, certain enumerated improvements (1) on City-owned property adjacent to New York Harbor shoreline and situated outside of the boundaries of the Subject Property to its north and northwest identified on Drawings ZL-1001 and ZL-1002 prepared by MPFP LLC; and (2) to and along that portion of Bank Street, an unmapped City-owned street, located outside of the boundaries of the Subject Property, as widened to a width of 30 ft to a point where it meets Jersey Street, as shown on Drawings ZL-1003 and ZL-1004 prepared by MPFP LLC; such drawings ZL-1001 – ZL-1004 annexed hereto and made a part hereof within Exhibit “C,” the “Approved Plans” (as set forth in Section 1 below);

WHEREAS, the NYW Special Permit requires, as a condition of its exercise, the execution and recordation in the Office of the Richmond County Clerk (“County Clerk”) of a restrictive declaration acceptable to the New York City Planning Commission (“CPC”), binding the Declarant and its successors and assigns to maintain the Subject Property and temporary parking facilities to be used during the NYW Development's construction in accordance with the “Approved Plans” comprising Declarant's approved development plan, and in a manner consistent with any additional conditions and safeguards prescribed by the CPC; and

WHEREAS, Declarant desires to restrict the manner in which the Subject Property is developed in the future, and intends these restrictions to benefit all the land, including land owned by the City, lying within a one-half-mile radius of the Subject Property.

NOW, THEREFORE, Declarant hereby declares, covenants and agrees as follows:

1. Development of Subject Property. Declarant covenants that the Subject Property shall be developed in accordance with the NYW Special Permit, and no other development of the Subject Property, including any development otherwise permitted on an “as-of-right” basis under the provisions of the Zoning Resolution, shall be permitted unless Declarant has submitted an application for a modification to this declaration in accordance with the provisions of Section 15 of this declaration, and such application has been approved. Declarant further covenants that the

Subject Property shall be developed in accordance with the following plans, including notes on such plans, prepared by Perkins Eastman and MFPF LLC, approved as part of the NYW Special Permit and annexed hereto in Exhibit "C" and made a part hereof ("Approved Plans"), and that, unless developed in accordance with the NYW Special Permit, Declarant shall not apply for or accept building permits for any development, unless an application for a modification to this declaration in accordance with Section 15 hereof has been approved:

<u>Dwg. #</u>	<u>Title</u>	<u>Date</u>
N/A	Zoning Lots Site Plan	September 9, 2013
Z0.0	COVER SHEET	September 9, 2013
Z1.0	SITE PLAN	September 9, 2013
Z2.0	SECTIONS	September 9, 2013
Z3.1	SUB CELLAR / BANK STREET LEVEL PLAN	September 9, 2013
Z3.2	CELLAR LEVEL PLAN	September 9, 2013
Z3.3	GROUND / RICHMOND TERRACE LEVEL PLAN	September 9, 2013
Z3.4	SECOND LEVEL PLAN	September 9, 2013
Z4.0	ELEVATIONS	September 9, 2013
Z5.1	SUB CELLAR / BANK STREET LEVEL GARAGE PLAN	September 9, 2013
Z5.2	CELLAR LEVEL GARAGE PLAN	September 9, 2013
Z5.3	GROUND / RICHMOND TERRACE LEVEL GARAGE PLAN	September 9, 2013
Z6.1	TEMPORARY PARKING PHASE 1	September 9, 2013
Z6.2	TEMPORARY PARKING PHASE 2	September 9, 2013
Z6.3	TEMPORARY PARKING PHASE 3	September 9, 2013
Z6.4	TEMPORARY PARKING PHASE 4	September 9, 2013
Z7.0	SIGNAGE AND TRANSPARENCY ELEVATIONS	September 9, 2013
Z8.0	WHEEL LIGHTING ELEVATION	September 9, 2013
ZL-01	LANDSCAPE COVER SHEET	September 9, 2013
ZL-100	PUBLIC SPACE/ KEY PLAN	September 9, 2013
ZL-101	ENLARGED PLAN	September 9, 2013
ZL-102	ENLARGED PLAN	September 9, 2013
ZL-103	RICHMOND TERRACE PLAYGROUND PLAN	September 9, 2013
ZL-200	GRADING PLAN	September 9, 2013
ZL-201	GRADING PLAN	September 9, 2013
ZL-202	SLOPE DIAGRAM	September 9, 2013
ZL-300	TREE PLAN	September 9, 2013
ZL-301	PLANTING PLAN	September 9, 2013
ZL-400	MATERIAL PLAN	September 9, 2013
ZL-401	AMENITIES PLAN	September 9, 2013
ZL-500	SECTIONS	September 9, 2013
ZL-501	SECTIONS	September 9, 2013
ZL-502	SECTIONS	September 9, 2013
ZL-600	LANDSCAPE DETAILS	September 9, 2013
ZL-601	PLANTING DETAILS	September 9, 2013

Dwg. #	Title	Date
ZL-602	LANDSCAPE DETAILS	September 9, 2013
ZL-603	FENCE DETAILS	September 9, 2013
ZL-604	BENCH DETAILS	September 9, 2013
ZL-700	MATERIAL DETAILS	September 9, 2013
ZL-701	DECK DETAILS	September 9, 2013
ZL-702	GUARDRAIL DETAILS	September 9, 2013
ZL-703	BENCH DETAILS	September 9, 2013
ZL-800	SITE WAY-FINDING SIGNAGE KEY PLAN	September 9, 2013
ZL-900	PHOTOMETRIC PLAN	September 9, 2013
ZL-901	PHOTOMETRIC PLAN	September 9, 2013
ZL-1000	ESPLANDE IMPROVEMENT PLAN	September 9, 2013
ZL-1001	ESPLANDE IMPROVEMENT PLAN	September 9, 2013
ZL-1002	ESPLANDE IMPROVEMENT PLAN	September 9, 2013
ZL-1003	ESPLANDE IMPROVEMENT PLAN	September 9, 2013
ZL-1004	ESPLANDE IMPROVEMENT PLAN	September 9, 2013
ZL-1005	ESPLANDE IMPROVEMENT DETAILS	September 9, 2013

2. NYW Esplanade Improvements. Declarant covenants and agrees that it will construct and complete the improvement to the portions of the publicly accessible waterfront open space as indicated on Special Permit Drawings ZL-1000 – ZL-1005 (“NYW Esplanade Improvements Plan”, and the improvements proposed thereon, “NYW Esplanade Improvements”);

3. Public Parking. Declarant covenants and agrees that, upon completion of NYW Development, it will provide on the Subject Property no fewer than 950 permanent public parking spaces to be available seven days a week, 24 hours per day, in compliance with the NYW Special Permit, as indicated in Parking Plan set forth in the NYW Special Permit (Drawings Z5.1 – Z5.3).

4. Temporary Public Parking. Declarant covenants and agrees that, throughout the construction period of the NYW Development it will provide on the Subject Property 820 temporary public parking spaces to be available seven days a week, 24 hours per day, as required pursuant to the Lease Agreement, and in substantial compliance with the “Temporary Parking Plan” set forth in the NYW Special Permit (Drawings Z6.1 – Z6.4).

5. Maintenance and Operations Requirements for On-Site Open Space and Public Plazas.

5.1 The NYW Development's publicly accessible open space ("On-Site Open Space") and public plazas ("Public Plazas") shall be constructed, maintained and operated in accordance with this Section 5 and the NYW Special Permit (Drawings ZL-100 - ZL-703; ZL-900 and ZL-901) ("On-Site Open Space Plan").

5.2 Except as provided in this Section 5 or otherwise agreed to by CPC, the On-Site Open Space shall be publicly accessible at a minimum between the hours of 8:00 AM and 10:00 PM between the months of September and April and between the hours of 8:00 AM and Midnight during all other months of the year, and Public Plazas shall be open to the public seven days a week, 24 hours per day, such hours of operation shall be indicated at all main points of entry for such On-Site Open Space and Public Plazas by signage, the designs of which shall have been approved by the New York City Public Design Commission ("PDC"); and may be closed for one day per year to avoid public dedication. Notwithstanding the foregoing or anything to the contrary in this Section 5, Declarant may close the On-Site Open Space and Public Plazas or portions thereof for additional periods as may be necessary in order to: (i) accomplish maintenance, repairs or replacements; (ii) make emergency repairs to mitigate hazardous site conditions; and (iii) address other emergency conditions. Emergency conditions for which the On-Site Open Space and Public Plazas may be closed pursuant to (iii) above shall be limited to actual or imminent emergency situations, including, but not limited to, security alerts, riots, casualties, disasters, or other events endangering public health, safety or property, provided that no such emergency closure shall continue for more than twelve (12) consecutive hours without Declarant having consulted with the New York City Police Department ("NYPD") or New York City Department of Buildings ("DOB"), as appropriate, and having followed the NYPD's or DOB's direction, if any, with regard to the emergency situation. Declarant shall promptly notify the Chair of CPC ("Chair"), and DOB, as appropriate, in writing of any such emergency closure under (iii) above, which extends more than twelve (12) hours. Declarant will close or permit to be closed only those portions of the On-Site Open Space and Public Plazas, which must or should reasonably be closed to effect the repairs, replacements or mitigation of hazardous site conditions to be undertaken pursuant to (i) and (ii) above, and will exercise due diligence in the performance of such repairs, replacements or mitigation such that they are

completed expeditiously and the temporarily closed areas (or any portions thereof) are re-opened to the public promptly. Declarant shall provide notice to the Chair of any closure of the On-Site Open Space and Public Plazas associated with scheduled repairs or replacements under (i) above, and anticipated closure time frame, and shall post information regarding the same at appropriate locations at entrances to and within the On-Site Open Space and Public Plazas, not less than seven (7) days prior to such closure.

5.3 Declarant shall be permitted to hold not more than eighteen (18) events per calendar year (nor more than two (2) events per calendar month) closed to the general public (the "Private Events") on that portion of the roof of the parking structure identified as the "Private Events Location" on the "Private Events Location Plan" annexed hereto Exhibit "D" and made a part hereof. The Private Events Location may be closed from 2 PM for such Private Events for no more than ten hours, or may be closed at an earlier time if the earlier closing is approved by the Chair. Such ten hour period shall be inclusive of all the time used for preparation and set up time, as well as take down and clean up. Notice of any closing pursuant to this Section 5.3 shall be given two days prior to the closing by posting signs at the entry points to the Private Event Location advising the public of the time and duration of the closing. The Private Events Location shall not be closed to the public on any national holiday.

Notice of any closing pursuant to the above, shall be posted for 48 hours prior to the closing by posting signs on-site at the entry points to the Private Event Location(s) advising the public of the time and duration of the closing. Additional written notices shall be provided 48 hours prior to such closings to the Staten Island Office of the Department of City Planning and Staten Island Community Board 1.

At the end of each calendar year, Declarant shall submit a report to the Chair describing the Private Events during the previous year.

5.4 Declarant shall be responsible for all maintenance and repair of On-Site Open Space and Public Plazas in accordance with the following:

(a) litter and obstructions removed no less than daily and leaves collected and removed as needed to maintain the On-Site Open Space and Public Plazas in clean, neat and good condition;

(b) walkways, lighting and all other improvements and facilities installed in On-Site Open Space and Public Plazas shall be routinely cleaned and maintained so as to keep such in clean, neat and good condition;

(c) graffiti shall be regularly painted over or removed, as appropriate to the nature of the surface, promptly, with reasonable dispatch;

(d) drains, sewers and catch basins shall be cleaned regularly to prevent clogging or flooding;

(e) branches and trees damaged or felled by winds, ice, vandalism or by any other reason whatsoever, shall be promptly removed;

(f) snow and ice shall be promptly removed from all walkways so as not to interfere with safe passage and from all other paved surfaces no more than 24 hours after each snowfall or accumulation of ice;

(g) Declarant shall be responsible for a maintenance program for the planted portions of the On-Site Open Space and Public Plazas that will include, without limitation, the following maintenance activities: regular plant inspection, weeding, raking, applying fertilizer and removing and replacing dead plants; and

(h) Declarant shall be responsible for repairs and replacements as needed to maintain the On-Site Open Space and Public Plazas in good order and working condition. This will include repairs and replacement to benches, walls, barriers, paving, lighting, signage, water features, and any items with painted surfaces.

5.5 The On-Site Open Space and Public Plazas shall be used during permitted hours by all members of the public for activities appropriate to an on-site open space of similar design and size in the City of New York ("On-Site Open Space and Public Plaza Activities"), including the following On-Site Open Space and Public Plaza Activities:

(a) walking or standing;

(b) walking domestic animals (provided such animals are leashed and properly curbed);

(c) jogging;

(d) sitting on benches and seating areas provided in the On-Site Open Space and Public Plazas; and

(e) use of public facilities provided in the On-Site Open Space and Public Plazas.

5.6 The On-Site Open Space and Public Plazas shall in addition be governed by the rules and regulations governing conduct thereon ("Operational Rules") set forth in Exhibit "E" annexed hereto and made a part hereof and shall be displayed on signage approved by the PDC. Declarant may, from time to time, propose reasonable modifications or additions to such Operational Rules subject to the administrative approval of the Chair.

5.7 The Playground included in the On-Site Open Space Plan shall be open seven days a week from 8:00 AM until dusk, subject to the provisions for temporary closures for maintenance and repair and emergency conditions set forth in Section 5.2 hereof, and shall be governed by the rules and regulations governing conduct thereon ("Playground Operational Rules") set forth in Exhibit "F" annexed hereto and made a part hereof. Declarant may, from time to time, propose reasonable modifications or additions to such Playground Operational Rules subject to the administrative approval of the Chair.

6. Certificates of Occupancy.

6.1. Declarant shall not submit to DOB a Form PW-7 (or successor form promulgated by DOB) which requests a temporary certificate of occupancy ("TCO") except as provided in this Section 6. The foregoing shall not prohibit Declarant from submitting paperwork or requesting TCO inspections, including submitting to DOB Form PW-6 (or successor form promulgated by DOB prior to the "Substantial Completion" (as defined below).

6.2 Parking Structures. Declarant may submit a Form PW-7 upon phased completion of one or more parking structures or portions thereof and receive TCO's for the parking structures or portions thereof so as to maintain at all times the required number of parking spaces throughout construction of the NYW Development in accordance with the Temporary Parking Plan, provided that the following improvements for each phase have been "Substantially Completed" as set forth in Section 6.4 below and that the Chair has certified that same have been Substantially Completed as set forth in Section 6.5 below:

(a) all drainage, horizontal paving and hardscape shall be installed and, as applicable, shall be operational;

(b) all lighting, including signage, safety lighting and emergency lighting shall be installed and, as applicable, shall be operational;

(c) all lane and space stripings shall be painted and all accessibility features shall be installed; and

(d) there will be a clear, adequately lit and unobstructed pathway at all times from the parking spaces in each phase to the Staten Island Ferry Terminal.

Declarant will complete the parking structure, including all landscaping on its roof, within one year of receiving a TCO for the enclosed permanent parking structure for all the required parking spaces. Declarant will not request a PCO for any portion of the parking structure during that year, nor will it request any TCO's after one year subsequent to the issuance of the first TCO for the parking structure unless such structure, including all landscaping on its roof, has been completed in accordance with the On-Site Open Space Plan.

6.3 Terminal Building. Declarant shall not submit a Form PW-7 upon completion of the Terminal Building nor accept a TCO for the Terminal Building unless 950 parking spaces are provided on-site in accordance with the Temporary Parking Plan and until the following items have been "Substantially Completed" as set forth in Section 6.4 below and that the Chair has certified that same have been Substantially Completed as set forth in Section 6.5 below:

(a) all drainage, horizontal paving and hardscape identified on the NYW Esplanade Improvements Plan and for the Public Plazas identified on the On-Site Open Space Plan shall be installed and, as applicable, shall be usable by the public;

(b) all furniture, including planters, plantings and trees, and lighting, including the signage, safety lighting and emergency lighting, for the NYW Esplanade Improvements Plan and for the Public Plazas on the On-Site Open Space Plan shall be, as applicable, completed, installed and operational.

6.4 Substantial Completion. For the purposes of this declaration, "Substantial Completion," "Substantially Completed" or "Substantially Complete", shall mean completion of

construction and/or installation of the improvements set forth in Sections 6.2 and 6.3 in accordance with NYW Esplanade Improvements Plan and, for Public Plazas, in accordance with On-Site Open Space Plan such that in the reasonable determination of the Chair, notwithstanding that minor or insubstantial details of construction, decoration or mechanical adjustment remain to be performed, that the phased parking structures, the Public Plazas and the NYW Esplanade Improvements (with the exception of any improvements that require prior completion of construction by the City) may be operational and made available for public use, in the reasonable determination of the Chair, notwithstanding that landscaping, planting of vegetation or other tasks which must occur seasonally has not been completed, provided that Declarant supplies assurances or security in a manner and form reasonably acceptable to the Chair that such task will be completed in the appropriate season.

6.5 Chair's Certification - Substantial Completion. Certification by the Chair to the DOB Commissioner establishing that items have been Substantially Completed as set forth in this Section 6 (or written objections, specifying which items have not been Substantially Completed) shall be issued within 30 days following request by Declarant; provided, however, that failure by the Chair to provide such certification or written objections to Declarant within such 30-day period shall be deemed an issuance by the Chair of such certification, provided, further, that if Declarant's request for such certification is submitted between November 15 and March 1, the Substantial Completion of the plantings and trees set forth in item 6.3(b) shall not be a precondition to the issuance of such certification.

6.6 Declarant shall not accept a TCO for the Wheel until a TCO has been issued for the entirety of the Terminal Building.

6.7 Chair's Certification Prior to Issuance of Permits – Compliance with Approved Plans. No less than thirty (30) days prior to Declarant's filing form ZD1 Zoning Diagram ("ZD1") and architectural site plan (but excluding plans for grading and or excavation) with the DOB in support of Declarant's application for building permits to commence construction, Declarant shall submit the ZD1 and architectural site plan for the Chair's review and certification that such form and plan are consistent with the Approved Plans; provided, however, that Declarant is not precluded from filing for, or DOB from issuing, any excavation or grading permits in connection with the NYW Development. The ZD1, as prescribed by the DOB,

is an 11-inch by 17-inch or smaller drawing that graphically summarizes the proposed zoning bulk, yards and street plantings and includes diagrams for schematic site plans and other projections (three dimensional or axonometric as required) describing vertical dimensions. For purposes of this declaration, the ZD1 shall include successor forms or requirements of this nature as prescribed by the DOB. The architectural site plan is a more detailed site plan than that required by the ZD1 and includes details such as, but not limited to, landscaping, locations of trees and planters and amenities. A Chair's certification to the DOB Commissioner (or written objections, specifying the reasons why such certification is not being provided) shall be issued within 30 days following request by Declarant; provided, however, that failure by the Chair to provide such certification or written objections to Declarant within such 30-day period shall be deemed an issuance by the Chair of such certification.

6.8 Chair's Certification of Final Completion. No less than thirty (30) prior to Declarant's filing a request for a Permanent Certificate of Occupancy ("PCO") for the Wheel or Terminal Building, Declarant shall submit such request for the Chair's review and certification that the buildings for which such request have been finally completed in accordance with the materials certified in Section 6.7. A Chair's certification to the DOB Commissioner (or written objections, specifying the reasons why such certification is not being provided) shall be issued within 30 days following such request by Declarant; provided, however, that failure by the Chair to provide such certification or written objections to Declarant within such 30-day period shall be deemed an issuance by the Chair of such certification. For the purposes of this Section 6.8, "final completion" or "finally complete" shall mean that building for which such request has been made have been finally completed in conformance with the applicable Approved Plans, and no further work is required by Declarant.

6.9 Notwithstanding anything provided in this Section 6, if Declarant requests a determination from the Chair and the Chair reasonably determines that, due to the need to adhere to any recommended planting season or any "Unavoidable Delays" as herein defined or any other cause beyond Declarant's reasonable control (individually, an "Uncontrollable Circumstance" and collectively, "Uncontrollable Circumstances"), Declarant is unable to substantially complete or finally complete the NYW Esplanade Improvements, On-Site Open Space, Public Plazas or maintain the required number of parking spaces in accordance with

NYW Special Permit, the Chair shall grant Declarant appropriate relief, including notifying DOB that a TCO or a PCO (as applicable) may be issued for any buildings, or portions thereof, subject to such terms and conditions as reasonably determined by the Chair, and Declarant shall thereby be entitled to obtain such TCOs or PCOs, as the case may be. Declarant shall recommence the work set forth in NYW Esplanade Improvement Plan and On-Site Open Space Plan in accordance with the provisions of this Declaration upon cessation of the Uncontrollable Circumstance(s). For the purposes of this Section 6, "Unavoidable Delays" shall mean delays resulting from causes beyond Declarant's reasonable control including, without limitation: (i) actions by the City (in its proprietary role under the Lease Agreement), (ii) orders of any court of competent jurisdiction (including, without limitation, any litigation which results in an injunction or a restraining order prohibiting or otherwise delaying construction), (iii) labor disputes (including strikes, lockouts not caused by Declarant, slowdowns and similar labor problems), (iv) shortages or inability to obtain labor, fuel, steam, water, electricity, equipment, supplies, or materials (for which no substitute is readily available), (v) acts of God (including earthquakes, floods and inordinately severe weather conditions), (vi) enemy action (including a terrorist act or acts), civil disturbance or commotion, (vii) inability to obtain labor, materials or permits due to unscheduled extraordinary governmental restrictions or (viii) restrictions, regulations, orders or judgments of any Governmental Authority, including, with respect to design and construction of the Off-Site Improvements, such as have the effect of preventing Declarant from designing or constructing same in an efficient and expeditious manner. Under no circumstances shall the non-payment of money or a failure attributable to a lack of funds or a delay due to Declarant's financial condition or inability to obtain financing, be deemed to be (or to have caused) an event of Unavoidable Delay. The period of delay caused by any occurrence of an event of Uncontrollable Circumstances shall not be deemed to commence any earlier than ten (10) Business Days before the date Declarant gives notification to the Chair of such occurrence. Upon cessation of the event of Uncontrollable Circumstances causing such delay, Declarant shall recommence the performance of the obligation affected by such event of Uncontrollable Circumstances. If and to the extent that an Uncontrollable Circumstance continues as a result of a delay within the reasonable control of Declarant, then such Uncontrollable Circumstance shall not be deemed an Uncontrollable Circumstance for the period of such Declarant delay.

7. Wheel Lighting Controls. Declarant acknowledges that the technology that will be used to light the spokes of the Wheel will be capable of producing moving images and that all the lighting elements on the Wheel (spokes, rim, capsules) will use technology that can achieve high levels of luminescence. Declarant therefore agrees to the following restrictions on all such lights on the Wheel:

(a) the lighting will not be used to display (i) any commercial or non-commercial emblem, symbol, trademark or pictorial representations of objects, (ii) third party advertising of products or services, or (iii) messaging or imaging of a political nature, and shall be used only for abstract configurations or combinations of color and lighting effects;

(b) the lighting will adhere to the following technical specifications:

(i) there will be no lighting installed on the Richmond Terrace side of the Wheel projecting light toward Richmond Terrace except for lighting required to comply with a federal, state and local regulation;

(ii) the overall illuminance of the lighting installed on the harbor-facing side of the Wheel, when viewed from a vantage point established at Robbins Reef Lighthouse in New York Harbor, and the combination of colors collectively will not exceed 5 Lux;

(iii) there will be no strobe effects used by the overall lighting elements of the Wheel, defined for the purposes herein as simultaneous pulsing light at intervals on and off completely within 1 second of 50% or more of the lighting elements.

Declarant agrees that, upon the City's request, it will measure for compliance with the above standards utilizing equipment such as a high-precision light meter, which attaches to a telescope, if necessary, which will calibrate light emitted from the Wheel per National Institute of Standards and Technology (NIST) standards or an equivalent standard. Within 24 hours of measurement, a statement indicating whether compliance was documented, as well as such documentation, shall be provided to the Chair.

8. Representation. Declarant hereby represents and warrants that there is no restriction of record on the development, enlargement, or use of the Subject Property, nor any present or presently existing estate or interest in the Subject Property, nor any existing lien,

obligation, covenant, easement, limitation or encumbrance of any kind that shall preclude the restriction and obligation to develop the Subject Property and the NYW Esplanade Improvements in accordance with the NYW Special Permit as set forth herein.

9. Binding Effect. The restrictions, covenants, rights and agreements set forth in this declaration shall be binding upon Declarant and any successor or assign of Declarant as of the Effective Date as set forth in Section 11; provided, that the declaration shall be binding on any Declarant, only for the period during which such Declarant, or any successor or assign thereof, is the holder of an interest in the Subject Property, and only to the extent of such Declarant's interest in the Subject Property. At such time as a Declarant or any successor to a Declarant no longer holds an interest in the Subject Property, such Declarant's or such Declarant's successor's obligations and liability under this declaration shall wholly cease and terminate, and the party succeeding such Declarant or such Declarant's successor shall assume the obligations and liability of Declarant pursuant to this declaration with respect to actions or matters occurring subsequent to the date such party assumes an interest in the Subject Property to the extent of such party's interest in the Subject Property. For purposes of this declaration, any successor to a Declarant shall be deemed a Declarant for such time as such successor holds all or any portion of any interest in the Subject Property. Reference in this declaration to agencies or instrumentalities of the City shall be deemed to include agencies or instrumentalities succeeding to jurisdiction thereof pursuant to the laws of the State of New York and the New York City Charter.

10. Recordation. Declarant shall file and record this declaration in the Office of the County Clerk, indexing it against the Subject Property within fifteen (15) days of the date which is the later of (a) final approval of the NYW Land Use Applications by the CPC or the City Council, as the case may be ("Final Approval"), (b) effective date of the Lease Agreement, and (c) actual possession (such date, "Recording Date"). Declarant shall promptly provide to the Chair a copy of the declaration as recorded, so certified by the County Clerk. If Declarant fails to so record this declaration by the Recording Date, CPC may record a duplicate original of this declaration, but all costs of recording, whether undertaken by Declarant or by CPC, shall be borne by Declarant.

11. Effective Date. This declaration and the provisions and covenants hereof shall become effective as of the Recording Date.

12. Notice. All notices, demands, requests, consents, approvals, and other communications (each, a "Notice") which may be or are permitted, desirable, or required to be given under this declaration shall be in writing and shall be sent or delivered as follows:

(i) if to Declarant:
to the address at the commencement of this declaration
Attn: Richard Marin, President and CEO

with a copy to:
Paul, Weiss, Rifkind, Wharton & Garrison LLP
1285 Avenue of the Americas
New York, NY 10019-6064
Attn: Barry Langman

and with an additional copy to:
Friedman & Gotbaum, LLP
568 Broadway Suite 505
New York, NY, 10012
Attn: Shelly S. Friedman, Esq.

(ii) if to the Chair or to CPC:
New York City Planning Commission
22 Reade Street
New York, New York 10007
Attn: Chairperson

with a copy to:
the general counsel of CPC at the same address

(iii) if to a Party in Interest other than Declarant:
at an address which will have been provided in writing to CPC
in accordance with this Section 12

(iv) if to a Mortgagee:
at an address which will have been provided in writing to CPC
in accordance with this Section 12

Declarant, CPC, any Party in Interest, and any Mortgagee may, by notice provided in accordance with this Section 12, change any name or address for purposes of this declaration. In order to be deemed effective, any Notice shall be sent or delivered in at least one of the following manners: (A) sent by registered or certified mail, postage pre-paid, return receipt

requested, in which case the Notice shall be deemed delivered for all purposes hereunder five days after being actually mailed; (B) sent by overnight courier service, in which case the Notice shall be deemed delivered for all purposes hereunder on the date the Notice was actually received or was refused; or (C) delivered by hand, in which case the Notice will be deemed delivered for all purposes hereunder on the date the Notice was actually received. All Notices from CPC to Declarant shall also be sent to every Mortgagee of whom CPC has notice, and no Notice shall be deemed properly given to Declarant without such notice to such Mortgagee(s). In the event that there is more than one Declarant at any time, any Notice from the CPC shall be provided to all Declarants of whom CPC has notice.

13. Defaults and Remedies.

13.1 Declarant acknowledges that the restrictions, covenants, and obligations of this declaration will protect the value and desirability of the Subject Property, as well as benefit the City. If Declarant, and/or its successors and assigns, fails to perform any of Declarant's obligations under this declaration, including, but not limited to, the performance of the maintenance obligations set forth in Section 5.4 hereof, City shall have the right to enforce this declaration against Declarant and exercise any administrative, legal or equitable remedy available to City, and Declarant hereby consents to same; provided that this declaration shall not be deemed to diminish Declarant's or any other party in interest's right to exercise any and all administrative, legal, or equitable remedies otherwise available to it; and provided further, that City's rights of enforcement shall be subject to the cure provisions and periods set forth in Section 13.3 hereof. Declarant also acknowledges that the remedies set forth in this declaration are not exclusive and that City and any agency thereof may pursue other remedies not specifically set forth herein including, but not limited to, a mandatory injunction compelling Declarant to comply with the terms of this declaration.

13.2 Notwithstanding any provision of this declaration, only Declarant, and Declarant's successors and assigns and the City, shall be entitled to enforce or assert any claim arising out of or in connection with this declaration. Nothing contained herein should be construed or deemed to allow any other person or entity to have any interest in or right of enforcement of any provision of this declaration or any document or instrument executed or

delivered in connection with the NYW Special Permit, the NYW Land Use Applications or any Final Approval.

13.3 Prior to the City instituting any proceeding to enforce the terms or conditions of this declaration due to any alleged violation hereof, City shall give Declarant, every mortgagee of all or any portion of the Subject Property (a "Mortgagee") and every Party In Interest from whom the City has received notice pursuant to Section 12 thirty (30) business days written notice of such alleged violation, during which period Declarant, any Party in Interest and Mortgagee shall have the opportunity to effect a cure of such alleged violation or to demonstrate to City why the alleged violation has not occurred. If a Mortgagee or Party In Interest performs any obligation or effects any cure Declarant is required to perform or cure pursuant to this declaration, such performance or cure shall be deemed performance on behalf of Declarant and shall be accepted by any person or entity benefitted hereunder, including CPC or City, as if performed by Declarant. If Declarant, any Party in Interest or Mortgagee commences to effect such cure within such thirty (30) day period (or if cure is not capable of being commenced within such thirty (30) day period, Declarant, any Party in Interest or Mortgagee commences to effect such cure when such commencement is reasonably possible), and thereafter proceeds diligently toward the effectuation of such cure, the aforesaid thirty (30) day period (as such may be extended in accordance with the preceding clause) shall be extended for so long as Declarant, any Party in Interest or Mortgagee continues to proceed diligently with the effectuation of such cure. In the event that more than one Declarant exists at any time on the Subject Property, notice shall be provided to all Declarants from whom City has received notice in accordance with Section 12 hereof, and the right to cure shall apply equally to all Declarants.

13.4 If, after due notice and opportunity to cure as set forth in this declaration, Declarant, a Mortgagee or a Party in Interest shall fail to cure the alleged violation, City may exercise any and all of its rights, including, without limitation, those delineated in this Section 13, and may disapprove any amendment, modification or cancellation of this declaration on the sole ground that Declarant is in default of a material obligation under this declaration.

14. Applications to DOB and other Agencies.

14.1 Declarant shall include a copy of this declaration with any application made to DOB for a foundation, new building, alteration, or other permit (a "DOB Permit") for

any portion of the NYW Development built pursuant to the NYW Special Permit. Except as provided in Section 6 hereof, nothing in this declaration, including but not limited to the declaration and covenant made in Section 1 hereof to develop Subject Property in accordance with the NYW Special Permit, shall be construed to prohibit or preclude Declarant from filing for, or DOB from issuing, any permit for all or any portion of the NYW Development, in such phase or order as Declarant sees fit in Declarant's sole discretion.

14.2 Nothing in this declaration shall be construed to prevent Declarant or any of Declarant's successors or assigns from making any application of any sort to any governmental agency or department (each, an "Agency") in connection with the development of the Subject Property; provided that Declarant shall include a copy of this declaration in connection with any application for any such discretionary approval, and provided that nothing in this Section 14.2 shall be construed as superseding the requirements, restrictions, or approvals that may be required under this Declaration or agreements with any other Agency or the City.

15. Amendment, Modification and Cancellation.

15.1 This declaration may be amended, cancelled, or modified only upon application by Declarant with the express written consent of CPC or an agency succeeding to CPC's jurisdiction, and no other approval shall be required from any other public body, private person, or legal entity of any kind.

15.2 Notwithstanding anything to the contrary contained in Section 15.1 hereof, the Chair may by its express written consent administratively approve modifications or amendments to this declaration that, in the sole judgment of the Chair, are determined by the Chair to be a minor amendment or modification of this declaration, and such minor modifications and amendments shall not require the approval of CPC, the City Council or any other agency or department of the City of New York.

16. Limited Liability. Notwithstanding anything to the contrary contained in this declaration, the City shall first look solely to the interest of the Declarant in the Subject Property for the collection of any judgment recovered against the Declarant or the enforcement of any remedy based upon any breach by the Declarant under this declaration, and no other property of the Declarant or its principals, disclosed or undisclosed, partners, shareholders, directors, officers, members or employees shall be subject to levy, execution or other enforcement

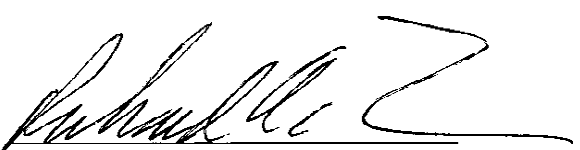
procedure for the satisfaction of the remedies of the City under or with respect to this declaration, and no such party shall have any personal liability under this declaration. Notwithstanding the foregoing, nothing in this Section 16 shall be deemed to preclude, qualify, limit or prevent any of the City's governmental rights, powers or remedies, including without limitation, with respect to the satisfaction of the remedies of the City, under any laws, statutes, codes or ordinances.

17. Severability. In the event that any of the provisions of the declaration shall be deemed, decreed, adjudged, or determined to be invalid or unlawful by a court of competent jurisdiction, such provision shall be severable and the remainder of this declaration shall continue to be in full force and effect.

18. Applicable Law. This declaration shall be governed and construed by the laws of the State of New York, without regard to principles of conflicts of law.


IN WITNESS WHEREOF, the undersigned has executed this declaration this 1st day of August, 2014.

NEW YORK WHEEL LLC

By: 
Name: Richard A. Marin
Title: President and CEO

STATE OF NEW YORK)
) ss:
COUNTY OF NEW YORK)

On the 1st day of August, 2014, before me, the undersigned, a Notary Public in and for said state, personally appeared Richard A. Marin, personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument, and acknowledged to me that he executed the same in his capacity, and that by his signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed this instrument.



Notary Public

ELENA ARISTOVA
Notary Public, State of New York
No. 01AR6050323
Qualified in Kings County
Commission Expires 11/06/2014

EXHIBIT A

Description of Subject Property

Tax Lot 22

BEGINNING AT A POINT ON THE DIVIDING LINE BETWEEN LOT 22 AND LOT 601, BLOCK 2 SAID POINT BEING DISTANT NORTH 24 DEGREES - 07 MINUTES - 43 SECONDS EAST, A DISTANCE OF 50.23 FEET FROM A POINT FORMED BY THE INTERSECTION OF THE DIVIDING LINE OF LOT 18 AND 9018 WITH LOT 601, BLOCK 2 WITH THE NORTHERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH) AND FROM SAID POINT OF BEGINNING RUNNING THENCE

1. ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 601, BLOCK 2, NORTH 24 DEGREES - 07 MINUTES - 43 SECONDS EAST, A DISTANCE OF 57.19 FEET TO A POINT, RUNNING THENCE THE FOLLOWING (19) NINETEEN COURSES ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 20, BLOCK 2:
2. NORTH 67 DEGREES - 02 MINUTES - 42 SECONDS EAST, A DISTANCE OF 68.60 FEET TO A POINT, THENCE;
3. NORTH 57 DEGREES - 23 MINUTES - 28 SECONDS EAST, A DISTANCE OF 42.39 FEET TO THE BEGINNING OF A NON-TANGENTIAL CURVE,
4. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 119.06 FEET, AN ARC LENGTH OF 30.77 FEET, A CENTRAL ANGLE 14 DEGREES - 48 MINUTES - 23 SECONDS, BEARING A CHORD, NORTH 60 DEGREES - 25 MINUTES - 18 SECONDS EAST, A CHORD DISTANCE OF 30.68 FEET TO A POINT, THENCE;
5. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1504.77 FEET, AN ARC LENGTH OF 39.62 FEET, A CENTRAL ANGLE 01 DEGREE - 30 MINUTES - 31 SECONDS, BEARING A CHORD, NORTH 67 DEGREES - 04 MINUTES - 14 SECONDS EAST, A CHORD DISTANCE OF 39.62 FEET TO A POINT, THENCE;
6. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 162.11 FEET, AN ARC LENGTH OF 45.95 FEET, A CENTRAL ANGLE 16 DEGREES - 14 MINUTES - 31 SECONDS, BEARING A CHORD, NORTH 74 DEGREES - 26 MINUTES - 15 SECONDS EAST, A CHORD DISTANCE OF 45.80 FEET TO A POINT, THENCE;
7. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 1571.71 FEET, AN ARC LENGTH OF 48.79 FEET, A CENTRAL ANGLE 01 DEGREE - 46 MINUTES - 43 SECONDS, BEARING A CHORD, NORTH 83 DEGREES - 26 MINUTES - 51 SECONDS EAST, A CHORD DISTANCE OF 48.79 FEET TO A POINT, THENCE;
8. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 174.18 FEET, AN ARC LENGTH OF 40.89 FEET, A CENTRAL ANGLE 13 DEGREES - 27 MINUTES - 08 SECONDS, BEARING A CHORD, SOUTH 88 DEGREES - 56 MINUTES - 13 SECONDS EAST, A CHORD DISTANCE OF 40.80 FEET TO A POINT, THENCE;
9. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 456.52 FEET, AN ARC LENGTH OF 81.84 FEET, A CENTRAL ANGLE 10 DEGREES - 16 MINUTES - 18 SECONDS, BEARING A CHORD, SOUTH 77 DEGREES - 04 MINUTES - 30 SECONDS EAST, A CHORD DISTANCE OF 81.73 FEET TO A POINT, THENCE;
10. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 224.41 FEET, AN ARC LENGTH OF 68.95 FEET, A CENTRAL ANGLE 17 DEGREES - 36 MINUTES - 13

SECONDS, BEARING A CHORD, SOUTH 63 DEGREES - 08 MINUTES - 15 SECONDS EAST, A CHORD DISTANCE OF 68.68 FEET TO A POINT, THENCE;

- 11. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 743.44 FEET, AN ARC LENGTH OF 62.60 FEET, A CENTRAL ANGLE 04 DEGREES - 49 MINUTES - 27 SECONDS, BEARING A CHORD, SOUTH 51 DEGREES - 55 MINUTES - 25 SECONDS EAST, A CHORD DISTANCE OF 62.58 FEET TO A POINT, THENCE
- 12. SOUTH 49 DEGREES - 30 MINUTES - 42 SECONDS EAST, A DISTANCE OF 43.16 FEET TO A POINT, THENCE;
- 13. SOUTH 52 DEGREES - 33 MINUTES - 02 SECONDS EAST, A DISTANCE OF 83.37 FEET TO A POINT, THENCE;
- 14. SOUTH 57 DEGREES - 45 MINUTES - 58 SECONDS EAST, A DISTANCE OF 44.13 FEET TO THE BEGINNING OF A CURVE,
- 15. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 938.84 FEET, AN ARC LENGTH OF 176.06 FEET, A CENTRAL ANGLE 10 DEGREES - 44 MINUTES - 42 SECONDS, BEARING A CHORD, SOUTH 63 DEGREES - 08 MINUTES - 19 SECONDS EAST, A CHORD DISTANCE OF 175.81 FEET TO A POINT, THENCE;
- 16. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 361.94 FEET, AN ARC LENGTH OF 85.70, A CENTRAL ANGLE 13 DEGREES - 34 MINUTES - 01 SECOND, BEARING A CHORD, SOUTH 61 DEGREES - 43 MINUTES - 39 SECONDS EAST, A CHORD DISTANCE OF 85.50 FEET TO A POINT, THENCE;
- 17. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 830.67 FEET, AN ARC LENGTH OF 81.39 FEET, A CENTRAL ANGLE 05 DEGREES - 36 MINUTES - 49 SECONDS, BEARING A CHORD, SOUTH 52 DEGREES - 08 MINUTES - 14 SECONDS EAST, A CHORD DISTANCE OF 81.35 FEET TO A POINT, THENCE;
- 18. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 283.38 FEET, AN ARC LENGTH OF 45.25, A CENTRAL ANGLE 09 DEGREES - 08 MINUTES - 53 SECONDS, BEARING A CHORD, SOUTH 44 DEGREES - 45 MINUTES - 23 SECONDS EAST, A CHORD DISTANCE OF 45.20 FEET TO A POINT, THENCE;
- 19. SOUTH 40 DEGREES - 10 MINUTES - 57 SECONDS EAST, A DISTANCE OF 99.06 FEET TO A POINT, THENCE;
- 20. SOUTH 51 DEGREES - 17 MINUTES - 19 SECONDS EAST, A DISTANCE OF 41.95 FEET TO A POINT, RUNNING THENCE, CONTINUING FOR THE FOLLOWING (4) FOUR COURSES ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 20, BLOCK 2 (AKA BALLPARK LEASE LINE) :
- 21. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 29.50 FEET, AN ARC LENGTH OF 47.52, A CENTRAL ANGLE 92 DEGREES - 17 MINUTES - 13 SECONDS, BEARING A CHORD, SOUTH 83 DEGREES - 12 MINUTES - 58 SECONDS WEST, A CHORD DISTANCE OF 42.54 FEET TO A POINT, THENCE;
- 22. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 288.70 FEET TO A POINT, THENCE;

23. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 24.50 FEET TO A POINT, THENCE;
24. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 11.45 FEET TO A POINT, RUNNING THENCE, CONTINUING FOR THE FOLLOWING (5) FIVE COURSES ALONG THE DIVIDING LINE OF LOT 22 AND LOTS 18 AND 9018, BLOCK 2.
25. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 134.02, A CENTRAL ANGLE 20 DEGREES - 44 MINUTES - 38 SECONDS, BEARING A CHORD, NORTH 42 DEGREES - 33 MINUTES - 20 SECONDS WEST, A CHORD DISTANCE OF 133.29 FEET TO A POINT, THENCE;
26. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
27. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.72 FEET TO THE BEGINNING OF A CURVE,
28. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 269.71, A CENTRAL ANGLE AN ANGLE OF 17 DEGREES - 06 MINUTES - 20 SECONDS, BEARING A CHORD, NORTH 62 DEGREES - 49 MINUTES - 30 SECONDS WEST, A DISTANCE OF 268.71 FEET TO A POINT, THENCE;
29. NORTH 71 DEGREES - 22 MINUTES - 40 SECONDS WEST, A DISTANCE OF 44.09 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 299,886 SQUARE FEET OR 6.884 ACRES

Tax Lot 9018

(AREA A)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 3.17 FEET FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE AND FROM SAID POINT AND PLACE OF BEGINNING OF AREA A, RUNNING THENCE:

1. ALONG THE DIVIDING LINE OF LOT 20 AND 601, BLOCK 2, NORTH 24 DEGREES - 07 MINUTES - 43 SECONDS EAST, A DISTANCE OF 50.23 TO A POINT, RUNNING THENCE ALONG THE DIVIDING LINE OF LOT 22 AND LOT 18, BLOCK 2 FOR THE FOLLOWING (2) COURSES
2. SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 44.09 FEET TO A POINT, THENCE;
3. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 11.74 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES - 44 MINUTES - 40 SECONDS, BEARING A CHORD OF SOUTH 71 DEGREES - 00 MINUTES - 20 SECONDS EAST, A CHORD DISTANCE OF 11.74 FEET TO A POINT, THENCE;
4. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 19 DEGREES - 22 MINUTES - 00 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, FOR THE FOLLOWING (2) TWO COURSES:
5. ALONG A CURVE TO THE TO THE LEFT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 11.09 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES - 44 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 71 DEGREES - 00 MINUTES - 21 SECONDS WEST, A CHORD DISTANCE OF 11.09 FEET TO A POINT, THENCE;
6. NORTH 71 DEGREES - 22 MINUTES - 40 SECONDS WEST, A DISTANCE OF 48.91 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA A.

VERTICAL LIMITS OF THE DESCRIBED AREA ARE FROM A BOTTOM ELEVATION OF 28.00 FEET AND EXTENDING UPWARDS, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK.

(AREA B)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT THE FOLLOWING (2) TWO COURSES ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE:

- A. SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 52.08 FEET TO A POINT, THENCE;
- B. ALONG A CURVE TO THE TO THE RIGHT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 11.09 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES - 44 MINUTES - 40 SECONDS, BEARING A CHORD OF SOUTH 71 DEGREES - 00 MINUTES - 21 SECONDS EAST, A CHORD DISTANCE OF 11.09 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA B, RUNNING THENCE;

1. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, NORTH 19 DEGREES - 22 MINUTES - 00 SECONDS EAST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE DIVIDING LINE OF LOT 18 AND LOT 22, BLOCK 2 FOR THE FOLLOWING (4) FOUR COURSES:
2. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 257.97 FEET, HAVING A CENTRAL ANGLE OF 16 DEGREES - 21 MINUTES - 40 SECONDS, BEARING A CHORD OF SOUTH 62 DEGREES - 27 MINUTES - 10 SECONDS EAST, A CHORD DISTANCE OF 257.10 FEET TO A POINT, THENCE;
3. SOUTH 54 DEGREES - 16 MINUTES - 20 SECONDS EAST, A DISTANCE OF 188.72 FEET TO A POINT, THENCE;
4. SOUTH 52 DEGREES - 55 MINUTES - 39 SECONDS EAST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
5. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 18.41 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES - 50 MINUTES - 58 SECONDS, BEARING A CHORD OF SOUTH 51 DEGREES - 30 MINUTES - 10 SECONDS EAST, A CHORD DISTANCE OF 18.41 FEET TO A POINT, THENCE;
6. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 39 DEGREES - 55 MINUTES - 19 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, FOR THE FOLLOWING (4) FOUR COURSES:
7. ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 15.92 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES - 50 MINUTES - 55 SECONDS, BEARING A CHORD OF NORTH 51 DEGREES - 30 MINUTES - 13 SECONDS WEST, A CHORD DISTANCE OF 15.92 FEET TO A POINT, THENCE;
8. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;
9. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.13 FEET TO A POINT, THENCE;
10. ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 243.70 FEET, HAVING A CENTRAL ANGLE OF 16 DEGREES - 21 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 62 DEGREES - 27 MINUTES - 10 SECONDS WEST, A CHORD DISTANCE OF 242.87 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA B.

VERTICAL LIMITS OF THE DESCRIBED AREA ARE FROM A BOTTOM ELEVATION OF 28.60 FEET AND EXTENDING UPWARDS, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK.

(AREA C)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT THE FOLLOWING (5) FIVE COURSES ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE:

- A. SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 52.08 FEET TO A POINT, THENCE;

- B. ALONG A CURVE TO THE TO THE RIGHT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 254.79 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES - 06 MINUTES - 21 SECONDS, BEARING A CHORD OF SOUTH 62 DEGREES - 49 MINUTES - 30 SECONDS EAST, A CHORD DISTANCE OF 253.84 FEET TO A POINT, THENCE;
- C. SOUTH 54 DEGREES - 16 MINUTES - 20 SECONDS EAST, A DISTANCE OF 188.13 FEET TO A POINT, THENCE;
- D. SOUTH 52 DEGREES - 55 MINUTES - 39 SECONDS EAST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;
- E. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 15.92 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES - 50 MINUTES - 55 SECONDS, BEARING A CHORD OF SOUTH 51 DEGREES - 30 MINUTES - 13 SECONDS EAST, A CHORD DISTANCE OF 15.92 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA C, RUNNING THENCE:
 - 1. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, NORTH 39 DEGREES - 55 MINUTES - 19 SECONDS EAST, A DISTANCE OF 50.00 FEET TO A POINT, THENCE;
 - 2. ALONG THE DIVIDING LINE OF LOT 18 AND LOT 22, BLOCK 2, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 115.61 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES - 53 MINUTES - 39 SECONDS, BEARING A CHORD OF SOUTH 41 DEGREES - 07 MINUTES - 51 SECONDS EAST, A CHORD DISTANCE OF 115.14 FEET TO A POINT, THENCE;
 - 3. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 57 DEGREES - 48 MINUTES - 55 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, THENCE;
 - 4. ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 100.00 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES - 53 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 41 DEGREES - 07 MINUTES - 55 SECONDS WEST, A CHORD DISTANCE OF 99.59 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA C.

VERTICAL LIMITS OF THE DESCRIBED AREA ARE FROM A BOTTOM ELEVATION OF 27.30 FEET AND EXTENDING UPWARDS, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK.

CONTAINING 50,095 SQUARE FEET OR 1.150 ACRES

EXHIBIT B

Certification of Parties in Interest

**CERTIFICATION OF PARTIES IN INTEREST PURSUANT
 TO SUBDIVISION (C) OF THE DEFINITION OF ZONING LOT
 SET FORTH IN SECTION 12-10 OF THE ZONING
 RESOLUTION OF THE CITY OF NEW YORK,
 EFFECTIVE DECEMBER 15, 1961 AS AMENDED**

CHICAGO TITLE INSURANCE COMPANY, a title insurance company licensed to do business in the State of New York and having its principal offices at 711 3rd Avenue, New York, New York 10017, hereby certifies to the **CITY OF NEW YORK** that as to the land hereafter described, being a tract of land, either unsubdivided or consisting of two or more lots of record, contiguous for a minimum of ten linear feet, located within a single block, that all the parties in interest constituting a "party in interest" as defined in Subdivision (c) or (d) of the definition of zoning lot Section 12-10 of the Zoning Resolution of the City of New York, effective December 15, 1961, as amended, are the following:

NAME AND ADDRESS	NATURE OF INTEREST
1. The City of New York City Hall New York NY	Fee owner of Block 2 Lots 18, 9018 and 22 by deed recorded 12/21/2000 in Reel 10786 page 74;

DESCRIPTION

METES AND BOUNDS

The subject tract of land with respect to which the foregoing parties are the parties in interest as aforesaid, is Tax Lot Numbers 18, 9018 and 22 in Block 2 as shown on the Tax Map of the City of New York, Richmond County, and is more particularly bounded and described as follows:

METES AND BOUNDS DESCRIPTION

LOT 22, BLOCK 2

BOROUGH OF STATEN ISLAND, RICHMOND COUNTY

CITY AND STATE OF NEW YORK

BEGINNING AT A POINT ON THE DIVIDING LINE BETWEEN LOT 22 AND LOT 601, BLOCK 2 SAID POINT BEING DISTANT NORTH 24 DEGREES — 07 MINUTES — 43 SECONDS EAST, A DISTANCE OF 50.23 FEET FROM A POINT FORMED BY THE INTERSECTION OF THE DIVIDING LINE OF LOT 18 AND 9018 WITH LOT 601, BLOCK 2 WITH THE NORTHERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH) AND FROM SAID POINT OF BEGINNING RUNNING THENCE

1. ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 601, BLOCK 2, NORTH 24 DEGREES — 07 MINUTES — 43 SECONDS EAST, A DISTANCE OF 57.19 FEET TO A POINT, RUNNING THENCE THE FOLLOWING (19) NINETEEN COURSES ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 20, BLOCK 2:
2. NORTH 67 DEGREES — 02 MINUTES — 42 SECONDS EAST, A DISTANCE OF 68.60 FEET TO A POINT, THENCE;
3. NORTH 57 DEGREES — 23 MINUTES — 28 SECONDS EAST, A DISTANCE OF 42.39 FEET TO THE BEGINNING OF A NON—TANGENTIAL CURVE,
4. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 119.06 FEET, AN ARC LENGTH OF 30.77 FEET, A CENTRAL ANGLE 14 DEGREES — 48 MINUTES — 23 SECONDS, BEARING A CHORD, NORTH 60 DEGREES — 25 MINUTES — 18 SECONDS EAST, A CHORD DISTANCE OF 30.68 FEET TO A POINT, THENCE;
5. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1504.77 FEET, AN ARC LENGTH OF 39.62 FEET, A CENTRAL ANGLE 01 DEGREE — 30 MINUTES — 31 SECONDS, BEARING A CHORD, NORTH 67 DEGREES — 04 MINUTES — 14 SECONDS EAST, A CHORD DISTANCE OF 39.62 FEET TO A POINT, THENCE;
6. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 162.11 FEET, AN ARC LENGTH OF 45.93 FEET, A CENTRAL ANGLE 16 DEGREES — 14 MINUTES — 31 SECONDS, BEARING A CHORD, NORTH 74 DEGREES — 26 MINUTES — 15 SECONDS EAST, A CHORD DISTANCE OF 45.80 FEET TO A POINT, THENCE;
7. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 1571.71 FEET, AN ARC LENGTH OF 48.79 FEET, A CENTRAL ANGLE 01 DEGREE — 46 MINUTES — 43 SECONDS, BEARING A CHORD, NORTH 83 DEGREES — 26 MINUTES — 51 SECONDS EAST, A CHORD DISTANCE OF 48.79 FEET TO A POINT, THENCE;

8. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 174.18 FEET, AN ARC LENGTH OF 40.89 FEET, A CENTRAL ANGLE 13 DEGREES — 27 MINUTES — 08 SECONDS, BEARING A CHORD, SOUTH 88 DEGREES — 56 MINUTES — 13 SECONDS EAST, A CHORD DISTANCE OF 40.80 FEET TO A POINT, THENCE;
9. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 456.52 FEET, AN ARC LENGTH OF 81.84 FEET, A CENTRAL ANGLE 10 DEGREES - 16 MINUTES - 18 SECONDS, BEARING A CHORD, SOUTH 77 DEGREES - 04 MINUTES - 30 SECONDS EAST, A CHORD DISTANCE OF 81.73 FEET TO A POINT, THENCE;
10. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 224.41 FEET, AN ARC LENGTH OF 68.95 FEET, A CENTRAL ANGLE 17 DEGREES - 36 MINUTES - 13 SECONDS, BEARING A CHORD, SOUTH 63 DEGREES - 08 MINUTES - 15 SECONDS EAST, A CHORD DISTANCE OF 68.68 FEET TO A POINT, THENCE;
11. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 743.44 FEET, AN ARC LENGTH OF 62.60 FEET, A CENTRAL ANGLE 04 DEGREES - 49 MINUTES - 27 SECONDS, BEARING A CHORD, SOUTH 51 DEGREES — 55 MINUTES — 25 SECONDS EAST, A CHORD DISTANCE OF 62.58 FEET TO A POINT, THENCE;
12. SOUTH 49 DEGREES — 30 MINUTES — 42 SECONDS EAST, A DISTANCE OF 43.16 FEET TO A POINT, THENCE;
13. SOUTH 52 DEGREES — 33 MINUTES — 02 SECONDS EAST, A DISTANCE OF 83.37 FEET TO A POINT, THENCE;
14. SOUTH 57 DEGREES - 45 MINUTES - 58 SECONDS EAST, A DISTANCE OF 44.13 FEET TO THE BEGINNING OF A CURVE,
15. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 938.84 FEET, AN ARC LENGTH OF 176.06 FEET, A CENTRAL ANGLE 10 DEGREES - 44 MINUTES - 42 SECONDS, BEARING A CHORD, SOUTH 63 DEGREES - 08 MINUTES - 19 SECONDS EAST, A CHORD DISTANCE OF 175.81 FEET TO A POINT, THENCE;
16. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 361.94 FEET, AN ARC LENGTH OF 85.70, A CENTRAL ANGLE 13 DEGREES - 34 MINUTES - 01 SECOND, BEARING A CHORD, SOUTH 61 DEGREES - 43 MINUTES - 39 SECONDS EAST, A CHORD DISTANCE OF 85.50 FEET TO A POINT, THENCE;
17. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 830.67 FEET, AN ARC LENGTH OF 81.39 FEET, A CENTRAL ANGLE 05 DEGREES - 36 MINUTES - 49 SECONDS, BEARING A CHORD, SOUTH 52 DEGREES - 08 MINUTES - 14 SECONDS EAST, A CHORD DISTANCE OF 81.35 FEET TO A POINT, THENCE;
18. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 283.38 FEET, AN ARC LENGTH OF 45.25, A CENTRAL ANGLE 09 DEGREES - 08 MINUTES - 53 SECONDS, BEARING A CHORD, SOUTH 44 DEGREES - 45 MINUTES - 23 SECONDS EAST, A CHORD DISTANCE OF 45.20 FEET TO A POINT, THENCE;
19. SOUTH 40 DEGREES - 10 MINUTES - 57 SECONDS EAST, A DISTANCE OF 99.06 FEET TO A POINT, THENCE;
20. SOUTH 51 DEGREES - 17 MINUTES - 19 SECONDS EAST, A DISTANCE OF 41.95 FEET TO A POINT, RUNNING THENCE, CONTINUING FOR THE FOLLOWING (4) FOUR COURSES ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 20, BLOCK 2 (AKA BALLPARK LEASE LINE):
21. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 29.50 FEET, AN ARC LENGTH OF 47.52, A CENTRAL ANGLE 92 DEGREES - 17 MINUTES - 13 SECONDS, BEARING A CHORD, SOUTH 83 DEGREES - 12 MINUTES - 58 SECONDS WEST, A CHORD DISTANCE OF 42.54 FEET TO A POINT, THENCE;
22. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 288.70 FEET TO A POINT, THENCE;
23. NORTH 52 DEGREES — 55 MINUTES — 39 SECONDS WEST, A DISTANCE OF 24.50 FEET TO A POINT, THENCE;

24. SOUTH 37 DEGREES — 04 MINUTES — 21 SECONDS WEST, A DISTANCE OF 11.45 FEET TO A POINT, RUNNING THENCE, CONTINUING FOR THE FOLLOWING (5) FIVE COURSES ALONG THE DIVIDING LINE OF LOT 22 AND LOTS 18 AND 9018, BLOCK 2.
25. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 134.02, A CENTRAL ANGLE 20 DEGREES — 44 MINUTES — 38 SECONDS, BEARING A CHORD, NORTH 42 DEGREES — 33 MINUTES — 20 SECONDS WEST, A CHORD DISTANCE OF 133.29 FEET TO A POINT, THENCE;
26. NORTH 52 DEGREES — 55 MINUTES — 39 SECONDS WEST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
27. NORTH 54 DEGREES — 16 MINUTES — 20 SECONDS WEST, A DISTANCE OF 188.72 FEET TO THE BEGINNING OF A CURVE,
28. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 269.71, A CENTRAL ANGLE AN ANGLE OF 17 DEGREES — 06 MINUTES — 20 SECONDS, BEARING A CHORD, NORTH 62 DEGREES — 49 MINUTES — 30 SECONDS WEST, A DISTANCE OF 268.71 FEET TO A POINT, THENCE;
29. NORTH 71 DEGREES — 22 MINUTES — 40 SECONDS WEST, A DISTANCE OF 44.09 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 299,886 SQUARE FEET OR 6.884 ACRES

METES AND BOUNDS DESCRIPTION
LOT 18, BLOCK 2 (GROUND PARCEL)
BOROUGH OF STATEN ISLAND
RICHMOND COUNTY
CITY AND STATE OF NEW YORK

(AREA A)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 3.17 FEET FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE AND FROM SAID POINT AND PLACE OF BEGINNING OF AREA A, RUNNING THENCE:

1. ALONG THE DIVIDING LINE OF LOT 20 AND 601, BLOCK 2, NORTH 24 DEGREES - 07 MINUTES - 43 SECONDS EAST, A DISTANCE OF 50.23 TO A POINT, RUNNING THENCE ALONG THE DIVIDING LINE OF LOT 22 AND LOT 18, BLOCK 2 FOR THE FOLLOWING (2) COURSES
2. SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 44.09 FEET TO A POINT, THENCE;
3. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 11.74 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES - 44 MINUTES - 40 SECONDS, BEARING A CHORD OF SOUTH 71 DEGREES - 00 MINUTES - 20 SECONDS EAST, A CHORD DISTANCE OF 11.74 FEET TO A POINT, THENCE;
4. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 19 DEGREES - 22 MINUTES - 00 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, FOR THE FOLLOWING (2) TWO COURSES:
5. ALONG A CURVE TO THE TO THE LEFT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 11.09 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES - 44 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 71 DEGREES - 00 MINUTES - 21 SECONDS WEST, A CHORD DISTANCE OF 11.09 FEET TO A POINT, THENCE;
6. NORTH 71 DEGREES - 22 MINUTES - 40 SECONDS WEST, A DISTANCE OF 48.91 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA A.

TOP VERTICAL LIMITS OF THE DESCRIBED AREA EXTEND TO AN ELEVATION OF 28.00 FEET IN

RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK, WHICH IS A MINIMUM CLEARANCE OF 18'-0" FROM HIGHEST EXISTING GRADE.

(AREA B)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT THE FOLLOWING (2) TWO COURSES ALONG THE NORTHEASTERLY LINE

OF RICHMOND TERRACE FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE:

- A. SOUTH 71 DEGREES — 22 MINUTES — 40 SECONDS EAST, A DISTANCE OF 52.08 FEET TO A POINT, THENCE;
- B. ALONG A CURVE TO THE TO THE RIGHT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 11.09 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES — 44 MINUTES — 40 SECONDS, BEARING A CHORD OF SOUTH 71 DEGREES — 00 MINUTES — 21 SECONDS EAST, A CHORD DISTANCE OF 11.09 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA B, RUNNING THENCE;
 - 1. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, NORTH 19 DEGREES — 22 MINUTES — 00 SECONDS EAST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE DIVIDING LINE OF LOT 18 AND LOT 22, BLOCK 2 FOR THE FOLLOWING (4)FOUR COURSES:
 - 2. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 257.97 FEET, HAVING A CENTRAL ANGLE OF 16 DEGREES — 21 MINUTES — 40 SECONDS, BEARING A CHORD OF SOUTH 62 DEGREES — 27 MINUTES — 10 SECONDS EAST, A CHORD DISTANCE OF 257.10 FEET TO A POINT, THENCE;
 - 3. SOUTH 54 DEGREES — 16 MINUTES — 20 SECONDS EAST, A DISTANCE OF 188.72 FEET TO A POINT, THENCE;
 - 4. SOUTH 52 DEGREES — 55 MINUTES — 39 SECONDS EAST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
 - 5. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 18.41 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES — 50 MINUTES — 58 SECONDS, BEARING A CHORD OF SOUTH 51 DEGREES — 30 MINUTES — 10 SECONDS EAST, A CHORD DISTANCE OF 18.41 FEET TO A POINT, THENCE;
 - 6. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 39 DEGREES - 55 MINUTES - 19 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, FOR THE FOLLOWING (4) FOUR COURSES:
 - 7. ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 15.92 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES - 50 MINUTES - 55 SECONDS, BEARING A CHORD OF NORTH 51 DEGREES - 30 MINUTES - 13 SECONDS WEST, A CHORD DISTANCE OF 15.92 FEET TO A POINT, THENCE;
 - 8. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;
 - 9. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.13 FEET TO A POINT, THENCE;
 - 10. ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 243.70 FEET, HAVING A CENTRAL ANGLE OF 16 DEGREES - 21 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 62 DEGREES - 27 MINUTES - 10 SECONDS WEST, A CHORD DISTANCE OF 242.87 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA B.
 - 11. TOP VERTICAL LIMITS OF THE DESCRIBED AREA EXTEND TO AN ELEVATION OF 28.60 FEET IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK, WHICH IS A MINIMUM CLEARANCE OF 17'-6" FROM TOP OF RAIL AND 18'-0" FROM BOTTOM OF RAIL.

(AREA C)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT THE FOLLOWING (5) FIVE COURSES ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE:

- A. SOUTH 71 DEGREES - 22 MINUTES - 40 SECONDS EAST, A DISTANCE OF 52.08 FEET TO A POINT, THENCE;
- B. ALONG A CURVE TO THE TO THE RIGHT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 254.79 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES - 06 MINUTES - 21 SECONDS, BEARING A CHORD OF SOUTH 62 DEGREES - 49 MINUTES - 30 SECONDS EAST, A CHORD DISTANCE OF 253.84 FEET TO A POINT, THENCE;
- C. SOUTH 54 DEGREES - 16 MINUTES - 20 SECONDS EAST, A DISTANCE OF 188.13 FEET TO A POINT, THENCE;
- D. SOUTH 52 DEGREES - 55 MINUTES - 39 SECONDS EAST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;
- E. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 15.92 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES - 50 MINUTES - 55 SECONDS, BEARING A CHORD OF SOUTH 51 DEGREES - 30 MINUTES - 13 SECONDS EAST, A CHORD DISTANCE OF 15.92 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA C, RUNNING THENCE:

- 1. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, NORTH 39 DEGREES - 55 MINUTES 19 SECONDS EAST, A DISTANCE OF 50.00 FEET TO A POINT, THENCE;
- 2. ALONG THE DIVIDING LINE OF LOT 18 AND LOT 22, BLOCK 2, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 115.61 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES - 53 MINUTES - 39 SECONDS, BEARING A CHORD OF SOUTH 41 DEGREES 07 MINUTES - 51 SECONDS EAST, A CHORD DISTANCE OF 115.14 FEET TO A POINT, THENCE;
- 3. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 57 DEGREES - 48 MINUTES 55 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, THENCE;
- 4. ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 100.00 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES - 53 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 41 DEGREES - 07 MINUTES - 55 SECONDS WEST, A CHORD DISTANCE OF 99.59 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA C.

TOP VERTICAL LIMITS OF THE DESCRIBED AREA EXTEND TO AN ELEVATION OF 27.30 FEET, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK. WHICH IS A MINIMUM CLEARANCE OF 17'-6" FROM TOP OF RAIL AND 18'-0" FROM BOTTOM OF RAIL.

METES AND BOUNDS DESCRIPTION
LOT 9018, BLOCK 2 (AIR SPACE PARCEL)
BOROUGH OF STATEN ISLAND
RICHMOND COUNTY
CITY AND STATE OF NEW YORK

(AREA A)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT SOUTH 71 DEGREES — 22 MINUTES — 40 SECONDS EAST, A DISTANCE OF 3.17 FEET FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE AND FROM SAID POINT AND PLACE OF BEGINNING OF AREA A, RUNNING THENCE:

1. ALONG THE DIVIDING LINE OF LOT 20 AND 601, BLOCK 2, NORTH 24 DEGREES — 07 MINUTES — 43 SECONDS EAST, A DISTANCE OF 50.23 TO A POINT, RUNNING THENCE ALONG THE DIVIDING LINE OF LOT 22 AND LOT 18, BLOCK 2 FOR THE FOLLOWING (2) COURSES
2. SOUTH 71 DEGREES — 22 MINUTES — 40 SECONDS EAST, A DISTANCE OF 44.09 FEET TO A POINT, THENCE;
3. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 11.74 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES — 44 MINUTES — 40 SECONDS, BEARING A CHORD OF SOUTH 71 DEGREES — 00 MINUTES — 20 SECONDS EAST, A CHORD DISTANCE OF 11.74 FEET TO A POINT, THENCE;
4. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 19 DEGREES — 22 MINUTES — 00 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, FOR THE FOLLOWING (2) TWO COURSES:
5. ALONG A CURVE TO THE TO THE LEFT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 11.09 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES — 44 MINUTES — 40 SECONDS, BEARING A CHORD OF NORTH 71 DEGREES — 00 MINUTES — 21 SECONDS WEST, A CHORD DISTANCE OF 11.09 FEET TO A POINT, THENCE;
6. NORTH 71 DEGREES — 22 MINUTES — 40 SECONDS WEST, A DISTANCE OF 48.91 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA A.

VERTICAL LIMITS OF THE DESCRIBED AREA ARE FROM A BOTTOM ELEVATION OF 28.00 FEET AND EXTENDING UPWARDS, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK.

(AREA B)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT THE FOLLOWING (2) TWO COURSES ALONG THE NORTHEASTERLY LINE

OF RICHMOND TERRACE FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE:

- A. SOUTH 71 DEGREES — 22 MINUTES — 40 SECONDS EAST, A DISTANCE OF 52.08 FEET TO A POINT, THENCE;
 - B. ALONG A CURVE TO THE TO THE RIGHT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 11.09 FEET, HAVING A CENTRAL ANGLE OF 00 DEGREES — 44 MINUTES — 40 SECONDS, BEARING A CHORD OF SOUTH 71 DEGREES — 00 MINUTES — 21 SECONDS EAST, A CHORD DISTANCE OF 11.09 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA B, RUNNING THENCE;
- 1. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, NORTH 19 DEGREES — 22 MINUTES — 00 SECONDS EAST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE DIVIDING LINE OF LOT 18 AND LOT 22, BLOCK 2 FOR THE FOLLOWING (4)FOUR COURSES:
 - 2. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 903.42 FEET, AN ARC LENGTH OF 257.97 FEET, HAVING A CENTRAL ANGLE OF 16 DEGREES — 21 MINUTES — 40 SECONDS, BEARING A CHORD OF SOUTH 62 DEGREES — 27 MINUTES — 10 SECONDS EAST, A CHORD DISTANCE OF 257.10 FEET TO A POINT, THENCE;
 - 3. SOUTH 54 DEGREES — 16 MINUTES — 20 SECONDS EAST, A DISTANCE OF 188.72 FEET TO A POINT, THENCE;
 - 4. SOUTH 52 DEGREES — 55 MINUTES — 39 SECONDS EAST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
 - 5. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 18.41 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES — 50 MINUTES — 58 SECONDS, BEARING A CHORD OF SOUTH 51 DEGREES — 30 MINUTES — 10 SECONDS EAST, A CHORD DISTANCE OF 18.41 FEET TO A POINT, THENCE;
 - 6. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 39 DEGREES - 55 MINUTES - 19 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, RUNNING THENCE, ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, FOR THE FOLLOWING (4) FOUR COURSES:
 - 7. ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 15.92 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES - 50 MINUTES - 55 SECONDS, BEARING A CHORD OF NORTH 51 DEGREES - 30 MINUTES - 13 SECONDS WEST, A CHORD DISTANCE OF 15.92 FEET TO A POINT, THENCE;
 - 8. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;

9. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.13 FEET TO A POINT, THENCE;
10. ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 243.70 FEET, HAVING A CENTRAL ANGLE OF 16 DEGREES - 21 MINUTES - 40 SECONDS, BEARING A CHORD OF NORTH 62 DEGREES - 27 MINUTES - 10 SECONDS WEST, A CHORD DISTANCE OF 242.87 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA B.

VERTICAL LIMITS OF THE DESCRIBED AREA ARE FROM A BOTTOM ELEVATION OF 28.60 FEET AND EXTENDING UPWARDS, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK.

(AREA C)

BEGINNING AT POINT ON THE NORTHEASTERLY LINE OF RICHMOND TERRACE (VARIABLE WIDTH), SAID POINT BEING DISTANT THE FOLLOWING (5) FIVE COURSES ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE FROM THE INTERSECTION OF THE PROLONGATION OF THE WESTERLY LINE OF NICHOLAS STREET AND SAID NORTHEASTERLY LINE OF RICHMOND TERRACE:

- A. SOUTH 71 DEGREES — 22 MINUTES — 40 SECONDS EAST, A DISTANCE OF 52.08 FEET TO A POINT, THENCE;
 - B. ALONG A CURVE TO THE TO THE RIGHT HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 254.79 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES — 06 MINUTES — 21 SECONDS, BEARING A CHORD OF SOUTH 62 DEGREES — 49 MINUTES — 30 SECONDS EAST, A CHORD DISTANCE OF 253.84 FEET TO A POINT, THENCE;
 - C. SOUTH 54 DEGREES — 16 MINUTES — 20 SECONDS EAST, A DISTANCE OF 188.13 FEET TO A POINT, THENCE;
 - D. SOUTH 52 DEGREES — 55 MINUTES — 39 SECONDS EAST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;
 - E. ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 15.92 FEET, HAVING A CENTRAL ANGLE OF 02 DEGREES — 50 MINUTES — 55 SECONDS, BEARING A CHORD OF SOUTH 51 DEGREES — 30 MINUTES — 13 SECONDS EAST, A CHORD DISTANCE OF 15.92 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA C, RUNNING THENCE:
- 1. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, NORTH 39 DEGREES — 55 MINUTES 19 SECONDS EAST, A DISTANCE OF 50.00 FEET TO A POINT, THENCE;
 - 2. ALONG THE DIVIDING LINE OF LOT 18 AND LOT 22, BLOCK 2, ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 370.17 FEET, AN ARC LENGTH OF 115.61 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES — 53 MINUTES — 39 SECONDS, BEARING A CHORD OF SOUTH 41 DEGREES 07 MINUTES — 51 SECONDS EAST, A CHORD DISTANCE OF 115.14 FEET TO A POINT, THENCE;
 - 3. ALONG A LINE THROUGH THE INTERIOR OF LOT 18, BLOCK 2, SOUTH 57 DEGREES — 48 MINUTES 55 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT, THENCE;
 - 4. ALONG THE NORTHEASTERLY LINE OF RICHMOND TERRACE, ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 100.00 FEET, HAVING A CENTRAL ANGLE OF 17 DEGREES — 53 MINUTES — 40 SECONDS, BEARING A CHORD OF NORTH 41 DEGREES — 07 MINUTES 55 SECONDS WEST, A CHORD DISTANCE OF 99.59 FEET TO THE POINT AND PLACE OF BEGINNING OF AREA C.

VERTICAL LIMITS OF THE DESCRIBED AREA ARE FROM A BOTTOM ELEVATION OF 27.30 FEET AND EXTENDING UPWARDS, IN RICHMOND COUNTY HIGHWAY DATUM REPUTED TO BE 3.192 FEET ABOVE SEA LEVEL AT SANDY HOOK.

METES AND BOUNDS DESCRIPTION

LOTS 18, 22 AND 9018 BLOCK 2
BOROUGH OF STATEN ISLAND, RICHMOND COUNTY
CITY AND STATE OF NEW YORK

BEGINNING AT A POINT ON NORTHERLY LINE OF RICHMOND TERRACE SAID POINT BEING FORMED BY THE INTERSECTION OF THE DIVIDING LINE BETWEEN LOTS 18 AND 9018 WITH LOT 601, BLOCK 2 WITH THE NORTHERLY LINE OF RICHMOND TERRACE AND FROM SAID POINT OF BEGINNING RUNNING THENCE;

1. ALONG THE DIVIDING LINE BETWEEN LOTS 18 AND 9018 AND LOT 601, BLOCK 2 AND THEN ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 601, BLOCK 2, NORTH 24 DEGREES — 07 MINUTES — 43 SECONDS EAST, A DISTANCE OF 107.42 FEET TO A POINT, RUNNING THENCE THE FOLLOWING (19) NINETEEN COURSES ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 20, BLOCK 2:
2. NORTH 67 DEGREES — 02 MINUTES — 42 SECONDS EAST, A DISTANCE OF 68.60 FEET TO A POINT, THENCE;
3. NORTH 57 DEGREES — 23 MINUTES — 28 SECONDS EAST, A DISTANCE OF 42.39 FEET TO THE BEGINNING OF ANON—TANGENTIAL CURVE,
4. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 119.06 FEET, AN ARC LENGTH OF 30.77 FEET, A CENTRAL ANGLE 14 DEGREES — 48 MINUTES — 23 SECONDS, BEARING A CHORD, NORTH 60 DEGREES — 25 MINUTES — 18 SECONDS EAST, A CHORD DISTANCE OF 30.68 FEET TO A POINT, THENCE;
5. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 1504.77 FEET, AN ARC LENGTH OF 39.62 FEET, A CENTRAL ANGLE 01 DEGREE — 30 MINUTES — 31 SECONDS, BEARING A CHORD, NORTH 67 DEGREES — 04 MINUTES — 14 SECONDS EAST, A CHORD DISTANCE OF 39.62 FEET TO A POINT, THENCE;
6. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 162.11 FEET, AN ARC LENGTH OF 45.95 FEET, A CENTRAL ANGLE 16 DEGREES — 14 MINUTES — 31 SECONDS, BEARING A CHORD, NORTH 74 DEGREES — 26 MINUTES — 15 SECONDS EAST, A CHORD DISTANCE OF 45.80 FEET TO A POINT, THENCE;
7. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 1571.71 FEET, AN ARC LENGTH OF 48.79 FEET, A CENTRAL ANGLE 01 DEGREE — 46 MINUTES — 43 SECONDS, BEARING A CHORD, NORTH 83 DEGREES — 26 MINUTES — 51 SECONDS EAST, A CHORD DISTANCE OF 48.79 FEET TO A POINT, THENCE;
8. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 174.18 FEET, AN ARC LENGTH OF 40.89 FEET, A CENTRAL ANGLE 13 DEGREES — 27 MINUTES — 08 SECONDS, BEARING A CHORD, SOUTH 88 DEGREES — 56 MINUTES — 13 SECONDS EAST, A CHORD DISTANCE OF 40.80 FEET TO A POINT, THENCE;
9. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 456.52 FEET, AN ARC LENGTH OF 81.84 FEET, A CENTRAL ANGLE 10 DEGREES - 16 MINUTES - 18 SECONDS, BEARING A CHORD, SOUTH 77 DEGREES - 04 MINUTES - 30 SECONDS EAST, A CHORD DISTANCE OF 81.73 FEET TO A POINT, THENCE;
10. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 224.41 FEET, AN ARC LENGTH OF 68.95 FEET, A CENTRAL ANGLE 17 DEGREES - 36 MINUTES - 13 SECONDS, BEARING A CHORD, SOUTH 63 DEGREES - 08 MINUTES - 15 SECONDS EAST, A CHORD DISTANCE OF 68.68 FEET TO A POINT, THENCE;

11. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 743.44 FEET, AN ARC LENGTH OF 62.60 FEET, A CENTRAL ANGLE 04 DEGREES - 49 MINUTES - 27 SECONDS, BEARING A CHORD, SOUTH 51 DEGREES - 55 MINUTES - 25 SECONDS EAST, A CHORD DISTANCE OF 62.58 FEET TO A POINT, THENCE
12. SOUTH 49 DEGREES - 30 MINUTES - 42 SECONDS EAST, A DISTANCE OF 43.16 FEET TO A POINT, THENCE;
13. SOUTH 52 DEGREES - 33 MINUTES - 02 SECONDS EAST, A DISTANCE OF 83.37 FEET TO A POINT, THENCE;
14. SOUTH 57 DEGREES - 45 MINUTES - 58 SECONDS EAST, A DISTANCE OF 44.13 FEET TO THE BEGINNING OF A CURVE,
15. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 938.84 FEET, AN ARC LENGTH OF 176.06 FEET, A CENTRAL ANGLE 10 DEGREES - 44 MINUTES - 42 SECONDS, BEARING A CHORD, SOUTH 63 DEGREES - 08 MINUTES - 19 SECONDS EAST, A CHORD DISTANCE OF 175.81 FEET TO A POINT, THENCE;
16. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 361.94 FEET, AN ARC LENGTH OF 85.70, A CENTRAL ANGLE 13 DEGREES - 34 MINUTES - 01 SECOND, BEARING A CHORD, SOUTH 61 DEGREES - 43 MINUTES - 39 SECONDS EAST, A CHORD DISTANCE OF 85.50 FEET TO A POINT, THENCE;
17. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 830.67 FEET, AN ARC LENGTH OF 81.39 FEET, A CENTRAL ANGLE 05 DEGREES - 36 MINUTES - 49 SECONDS, BEARING A CHORD, SOUTH 52 DEGREES - 08 MINUTES - 14 SECONDS EAST, A CHORD DISTANCE OF 81.35 FEET TO A POINT, THENCE;
18. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 283.38 FEET, AN ARC LENGTH OF 45.25, A CENTRAL ANGLE 09 DEGREES - 08 MINUTES - 53 SECONDS, BEARING A CHORD, SOUTH 44 DEGREES - 45 MINUTES - 23 SECONDS EAST, A CHORD DISTANCE OF 45.20 FEET TO A POINT, THENCE;
19. SOUTH 40 DEGREES - 10 MINUTES - 57 SECONDS EAST, A DISTANCE OF 99.06 FEET TO A POINT, THENCE;
20. SOUTH 51 DEGREES - 17 MINUTES - 19 SECONDS EAST, A DISTANCE OF 41.95 FEET TO A POINT, RUNNING THENCE, CONTINUING FOR THE FOLLOWING (4) FOUR COURSES ALONG THE DIVIDING LINE BETWEEN LOT 22 AND LOT 20, BLOCK 2 (AKA BALLPARK LEASE LINE):
21. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 29.50 FEET, AN ARC LENGTH OF 47.52, A CENTRAL ANGLE 92 DEGREES - 17 MINUTES - 13 SECONDS, BEARING A CHORD, SOUTH 83 DEGREES - 12 MINUTES - 58 SECONDS WEST, A CHORD DISTANCE OF 42.54 FEET TO A POINT, THENCE;
22. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 288.70 FEET TO A POINT, THENCE;
23. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 24.50 FEET TO A POINT, THENCE;

24. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 11.45 FEET TO A POINT, THENCE;
25. ALONG THE DIVIDING LINE BETWEEN LOTS 18 AND 9018 AND LOT 20, BLOCK 2, SOUTH 57 DEGREES 48 MINUTES 55 SECONDS WEST, A DISTANCE OF 50.00 FEET TO A POINT RUNNING THENCE THE FOLLOWING (5) FIVE COURSES ALONG THE AFOREMENTIONED NORTHERLY LINE OF RICHMOND TERRACE:
26. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 320.17 FEET, AN ARC LENGTH OF 127.34, A CENTRAL ANGLE 22 DEGREES - 47 MINUTES - 17 SECONDS, BEARING A CHORD, NORTH 41 DEGREES - 32 MINUTES - 01 SECOND WEST, A CHORD DISTANCE OF 126.50 FEET TO A POINT, THENCE;
27. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 379.51 FEET TO A POINT, THENCE;
28. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.13 FEET TO THE BEGINNING OF A CURVE,
29. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 853.42 FEET, AN ARC LENGTH OF 254.79, A CENTRAL ANGLE AN ANGLE OF 17 DEGREES - 06 MINUTES - 20 SECONDS, BEARING A CHORD, NORTH 62 DEGREES - 49 MINUTES - 30 SECONDS WEST, A DISTANCE OF 253.84 FEET TO A POINT, THENCE;
30. NORTH 71 DEGREES - 22 MINUTES - 40 SECONDS WEST, A DISTANCE OF 48.91 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 349,981 SQUARE FEET OR 8.034 ACRES

Certificate No. 3914-00007

That the said premises are known as and by street address 155 Richmond Terrace, Staten Island, New York

As shown on the following DIAGRAM: (See attached)

Certificate No. 3914-00007

NOTE:

A Zoning Lot may or may not coincide with a lot as shown on the Official Tax Map of the City of New York, or on any recorded subdivision plot or deed. A Zoning Lot may be subdivided into two or more zoning lots provided all the resulting zoning lots and all the buildings thereof shall comply with the applicable provisions of the zoning lot resolution.

THE CERTIFICATION IS MADE FOR AND ACCEPTED BY THE APPLICANT UPON THE EXPRESS UNDERSTANDING THAT LIABILITY HEREUNDER IS LIMITED TO ONE THOUSAND (1,000.00) DOLLARS.

CHICAGO TITLE INSURANCE COMPANY

By: Christopher J. Bedell

Christopher J. Bedell

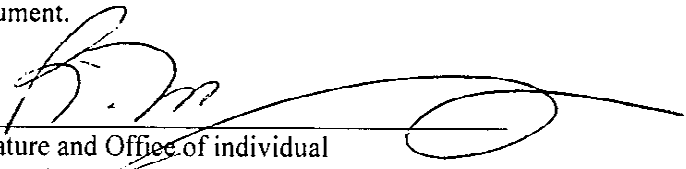
Dated: 04/02/2014

Certificate No. 3914-00007

UNIFORM FORM CERTIFICATE OF ACKNOWLEDGMENT
(Within New York State)

State of New York)
County of New York) ss.:

On the 16th day of April in the year 2014 before me, the undersigned, personally appeared Christopher J. Bedell , personally known to me or proved to me on the basis of satisfactory evidence to be the individual(s) whose name(s) is (are) subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their capacity(ies), and that by his/her their signature(s) on the instrument, the individual(s), or the person upon behalf of which the individual(s) acted, executed the instrument.



Signature and Office of individual
taking acknowledgment

RITA GRANT MARONEY
Notary Public, State of New York
No. 01MA5051836
Qualified in Kings County
Commission Expires ~~Nov. 18, 2013~~
July 27, 2014

EXHIBIT C
Approved Plans

LEGEND

1.1.1	EXISTING BUILDING FOOTPRINT
1.1.2	EXISTING DRIVEWAY
1.1.3	EXISTING DRIVEWAY
1.1.4	EXISTING DRIVEWAY
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1.1.100	EXISTING DRIVEWAY

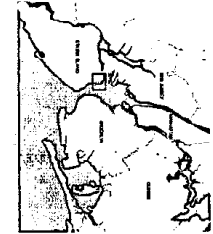
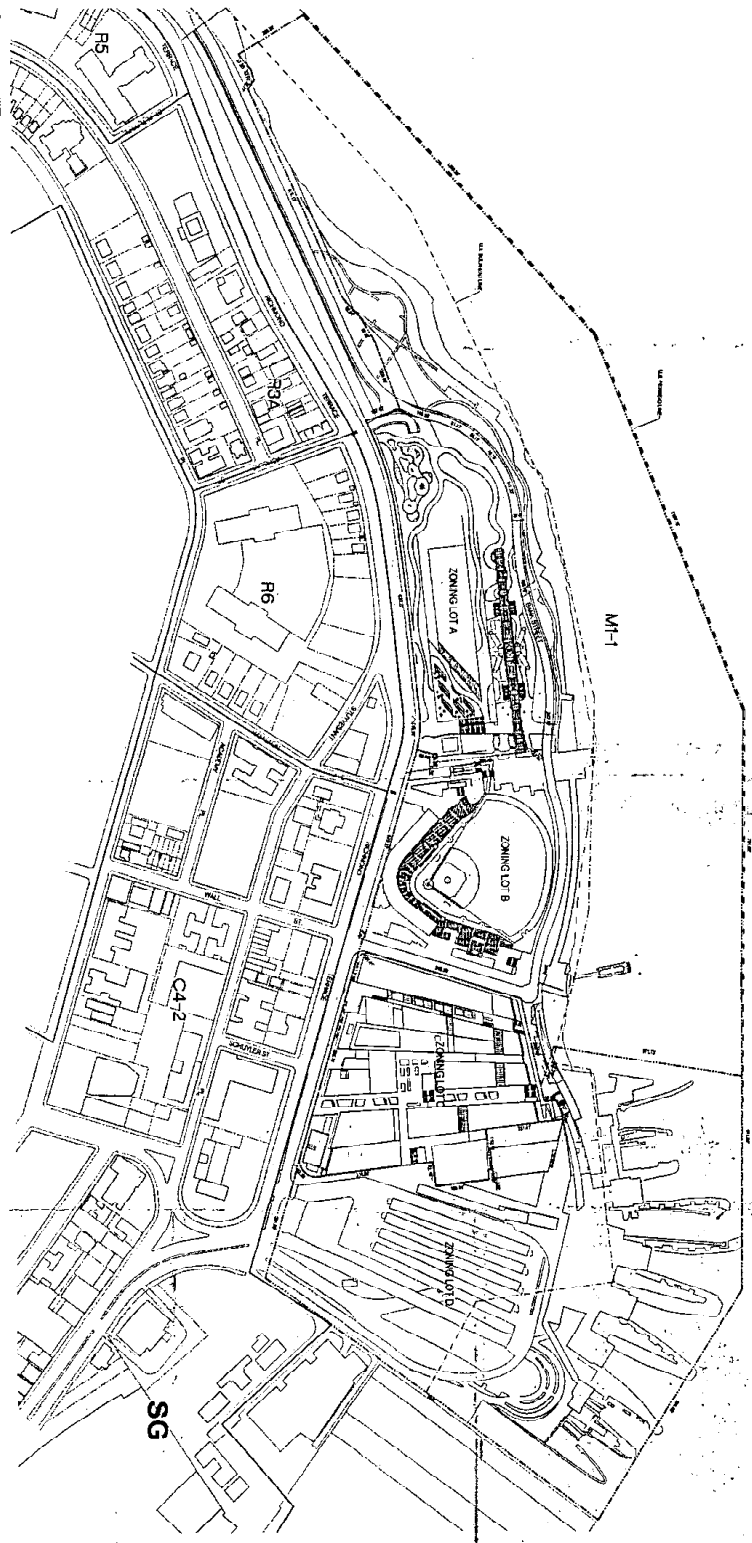
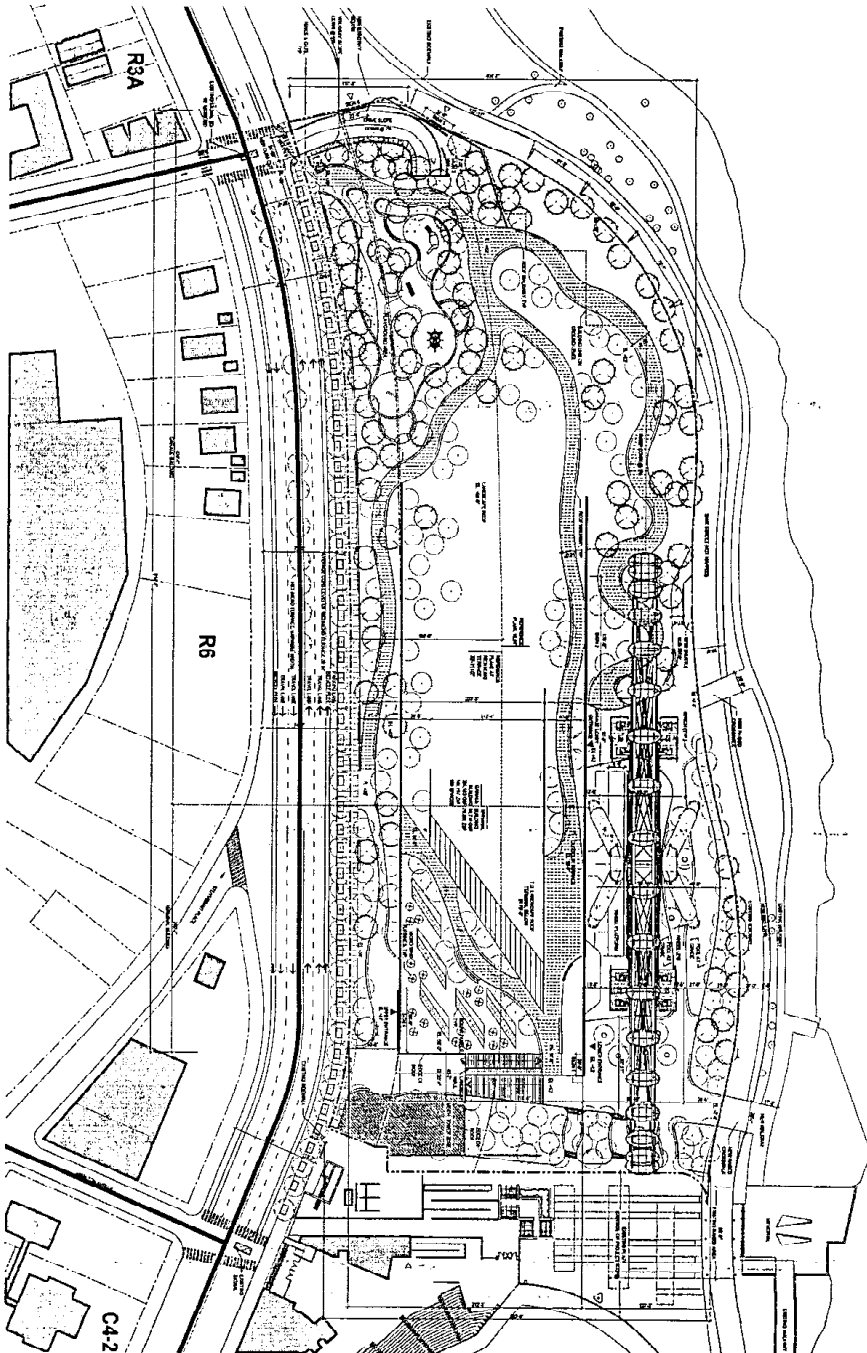


TABLE 1: SUMMARY OF ZONING LOT DATA

ZONING LOT	AREA (SQ FT)	PERCENTAGE OF TOTAL LOT AREA	PERCENTAGE OF TOTAL PROJECT AREA
ZONING LOT A	10,000	10.0%	10.0%
ZONING LOT B	20,000	20.0%	20.0%
ZONING LOT C	30,000	30.0%	30.0%
ZONING LOT D	40,000	40.0%	40.0%
ZONING LOT E	50,000	50.0%	50.0%
ZONING LOT F	60,000	60.0%	60.0%
ZONING LOT G	70,000	70.0%	70.0%
ZONING LOT H	80,000	80.0%	80.0%
ZONING LOT I	90,000	90.0%	90.0%
ZONING LOT J	100,000	100.0%	100.0%



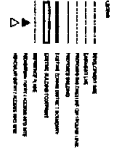
NYC EDC & NY WHEEL LLC & BFC PARTNERS
 Perkins Eastman **NYEP** **sh p**
 ST. GEORGE WATERFRONT
 REDEVELOPMENT
 REVISED
 SEPTEMBER 9, 2013
 ZONING LOTS SITE PLAN



M-1-1

PROJECT DATA	
PROJECT NAME	ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
CLIENT	PERKINS EASTMAN
DATE	2010.08.10
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
DATE	...

1. THIS PLAN IS THE PROPERTY OF PERKINS EASTMAN AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PERKINS EASTMAN.
2. THIS PLAN IS THE PROPERTY OF PERKINS EASTMAN AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PERKINS EASTMAN.
3. THIS PLAN IS THE PROPERTY OF PERKINS EASTMAN AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PERKINS EASTMAN.
4. THIS PLAN IS THE PROPERTY OF PERKINS EASTMAN AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PERKINS EASTMAN.
5. THIS PLAN IS THE PROPERTY OF PERKINS EASTMAN AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF PERKINS EASTMAN.

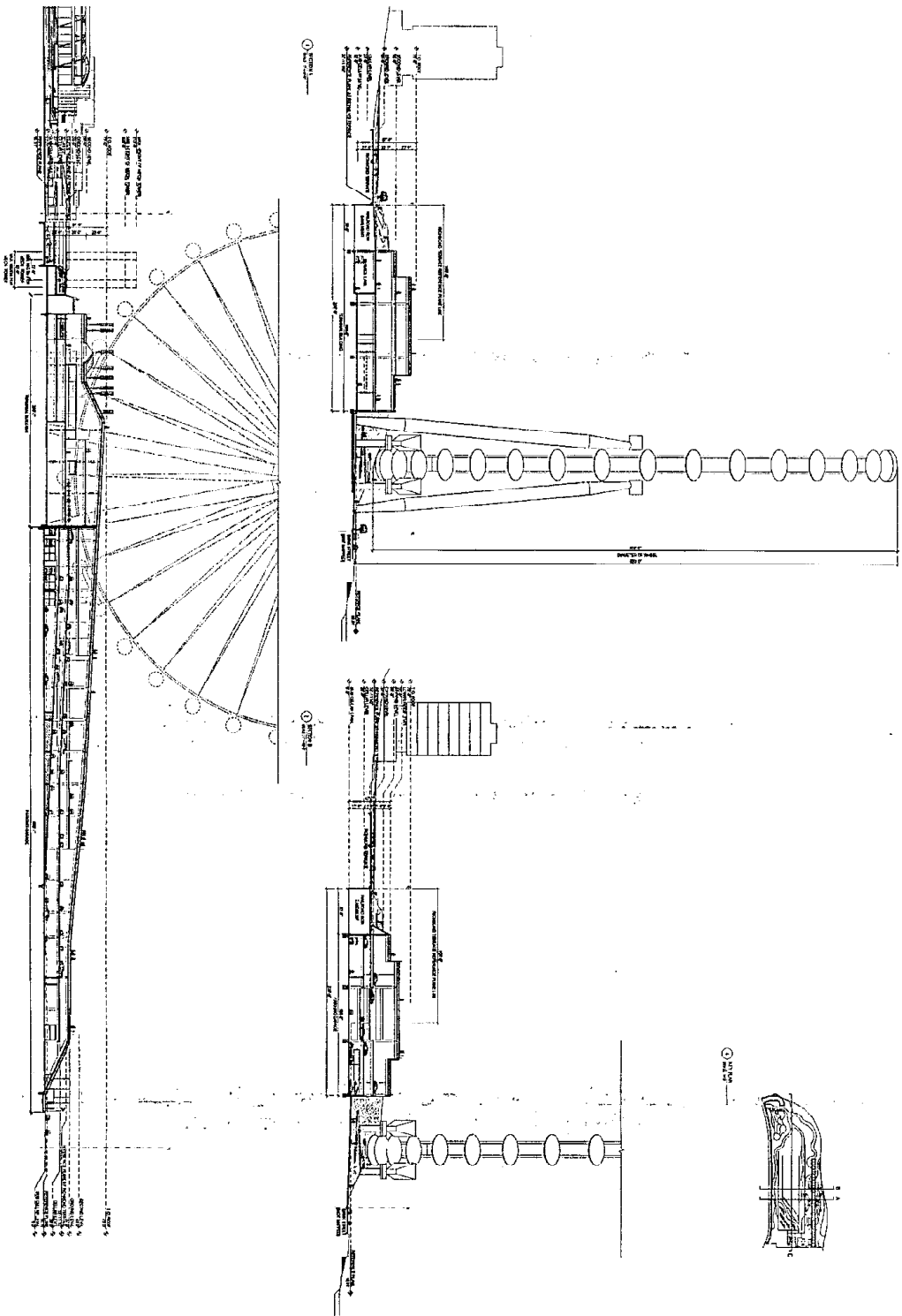


Perkins Eastman
 2010.08.10
 SITE PLAN

DATE: 2010.08.10
 DRAWN BY: ...
 CHECKED BY: ...
 SCALE: AS SHOWN

INDUSTRIAL
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 SITE PLAN

Z1.0



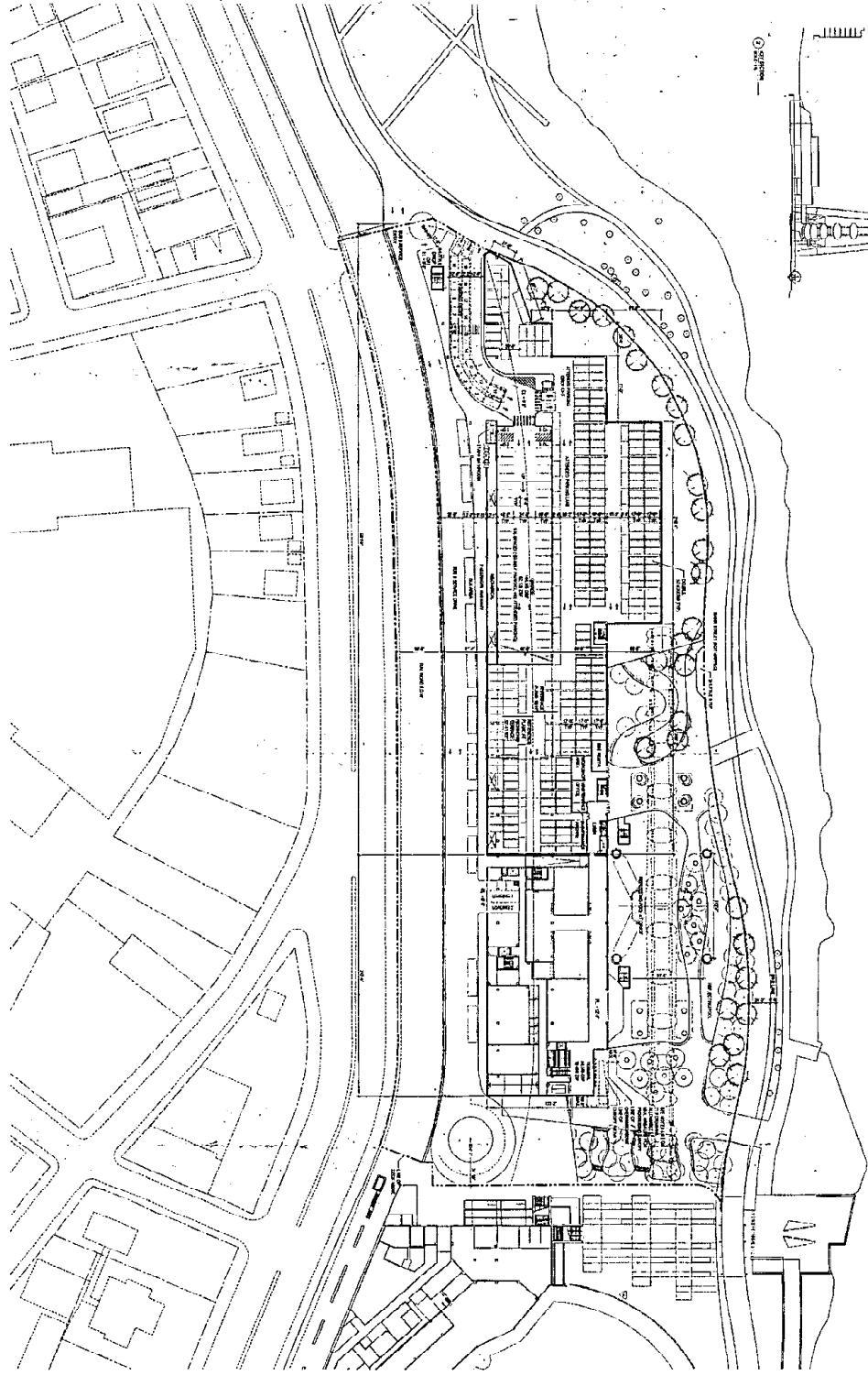
NO.	DATE	REVISION
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2	10/1/00	ISSUED FOR PERMITS
3	10/1/00	ISSUED FOR PERMITS
4	10/1/00	ISSUED FOR PERMITS
5	10/1/00	ISSUED FOR PERMITS
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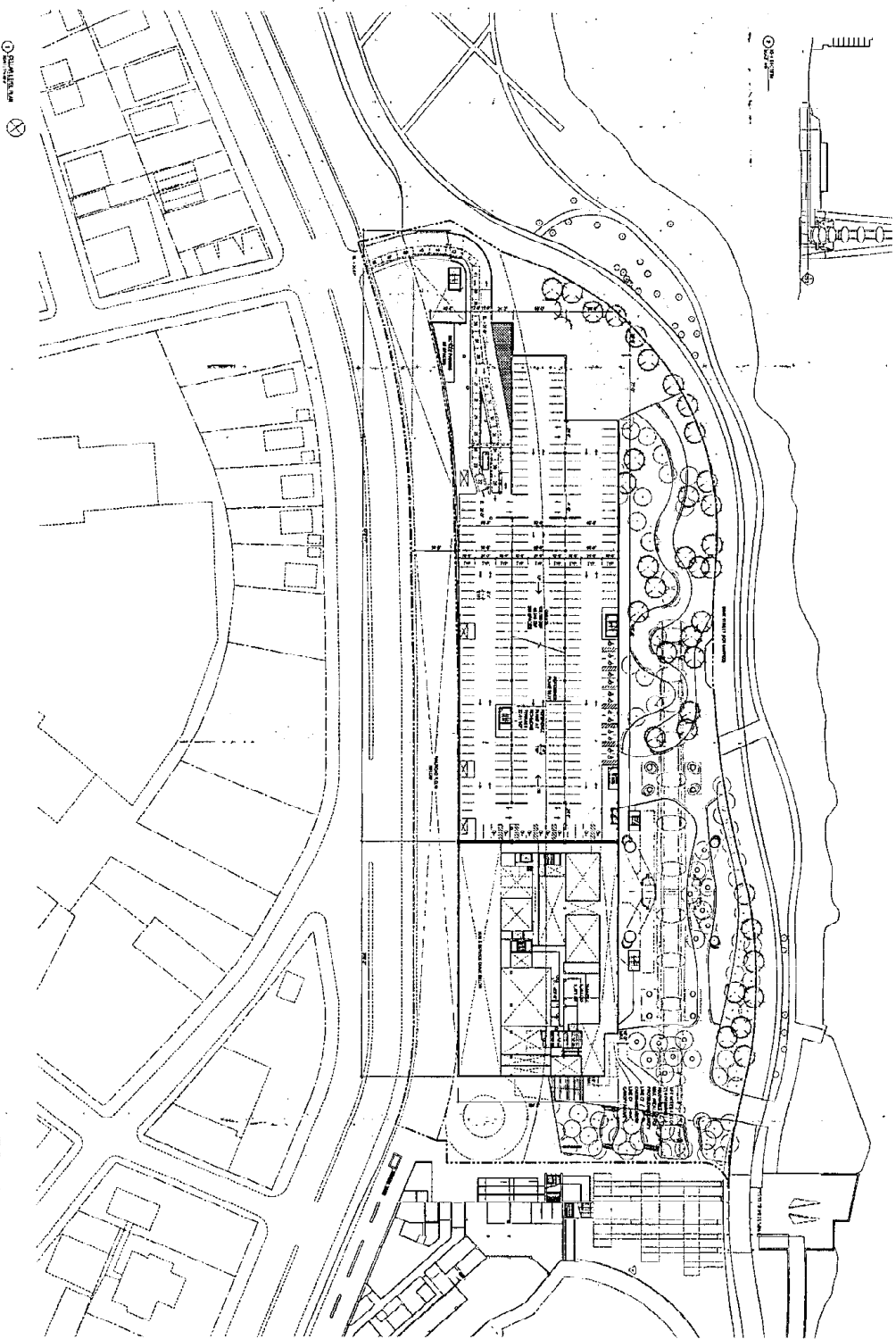
Perkins Eastman
 ARCHITECTS
 1100 BROADWAY
 SUITE 2000
 NEW YORK, NY 10018
 TEL: 212 512 2000
 FAX: 212 512 2001
 WWW.PEAK.COM

PROJECT FILE:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 DATE: [Date]

22.0
 SECTION



NO.	DESCRIPTION	AREA (SQ. FT.)	TOTAL AREA (SQ. FT.)
1	OFFICE	10,000	10,000
2	RECEPTION	5,000	15,000
3	CONFERENCE	15,000	30,000
4	TRAINING	10,000	40,000
5	RESTROOM	2,000	42,000
6	STORAGE	3,000	45,000
7	LOBBY	10,000	55,000
8	CAFETERIA	10,000	65,000
9	OUTDOOR SPACE	10,000	75,000
10	PARKING	10,000	85,000
11	LANDSCAPING	10,000	95,000
12	WALKWAY	5,000	100,000
13	DRIVEWAY	5,000	105,000
14	UTILITY	5,000	110,000
15	MECHANICAL	5,000	115,000
16	ELECTRICAL	5,000	120,000
17	PLUMBING	5,000	125,000
18	PAINTING	5,000	130,000
19	FINISHING	5,000	135,000
20	INSULATION	5,000	140,000
21	ROOFING	5,000	145,000
22	FOUNDATION	5,000	150,000
23	CONCRETE	5,000	155,000
24	STEEL	5,000	160,000
25	WOOD	5,000	165,000
26	GLASS	5,000	170,000
27	BRICK	5,000	175,000
28	STONE	5,000	180,000
29	CEMENT	5,000	185,000
30	SAND	5,000	190,000
31	GRAVEL	5,000	195,000
32	ASPHALT	5,000	200,000
33	PAVEMENT	5,000	205,000
34	LANDSCAPING	5,000	210,000
35	WALKWAY	5,000	215,000
36	DRIVEWAY	5,000	220,000
37	UTILITY	5,000	225,000
38	MECHANICAL	5,000	230,000
39	ELECTRICAL	5,000	235,000
40	PLUMBING	5,000	240,000
41	PAINTING	5,000	245,000
42	FINISHING	5,000	250,000
43	INSULATION	5,000	255,000
44	ROOFING	5,000	260,000
45	FOUNDATION	5,000	265,000
46	CONCRETE	5,000	270,000
47	STEEL	5,000	275,000
48	WOOD	5,000	280,000
49	GLASS	5,000	285,000
50	BRICK	5,000	290,000
51	STONE	5,000	295,000
52	CEMENT	5,000	300,000
53	SAND	5,000	305,000
54	GRAVEL	5,000	310,000
55	ASPHALT	5,000	315,000
56	PARKING	5,000	320,000
57	LANDSCAPING	5,000	325,000
58	WALKWAY	5,000	330,000
59	DRIVEWAY	5,000	335,000
60	UTILITY	5,000	340,000
61	MECHANICAL	5,000	345,000
62	ELECTRICAL	5,000	350,000
63	PLUMBING	5,000	355,000
64	PAINTING	5,000	360,000
65	FINISHING	5,000	365,000
66	INSULATION	5,000	370,000
67	ROOFING	5,000	375,000
68	FOUNDATION	5,000	380,000
69	CONCRETE	5,000	385,000
70	STEEL	5,000	390,000
71	WOOD	5,000	395,000
72	GLASS	5,000	400,000
73	BRICK	5,000	405,000
74	STONE	5,000	410,000
75	CEMENT	5,000	415,000
76	SAND	5,000	420,000
77	GRAVEL	5,000	425,000
78	ASPHALT	5,000	430,000
79	PARKING	5,000	435,000
80	LANDSCAPING	5,000	440,000
81	WALKWAY	5,000	445,000
82	DRIVEWAY	5,000	450,000
83	UTILITY	5,000	455,000
84	MECHANICAL	5,000	460,000
85	ELECTRICAL	5,000	465,000
86	PLUMBING	5,000	470,000
87	PAINTING	5,000	475,000
88	FINISHING	5,000	480,000
89	INSULATION	5,000	485,000
90	ROOFING	5,000	490,000
91	FOUNDATION	5,000	495,000
92	CONCRETE	5,000	500,000
93	STEEL	5,000	505,000
94	WOOD	5,000	510,000
95	GLASS	5,000	515,000
96	BRICK	5,000	520,000
97	STONE	5,000	525,000
98	CEMENT	5,000	530,000
99	SAND	5,000	535,000
100	GRAVEL	5,000	540,000
101	ASPHALT	5,000	545,000
102	PARKING	5,000	550,000
103	LANDSCAPING	5,000	555,000
104	WALKWAY	5,000	560,000
105	DRIVEWAY	5,000	565,000
106	UTILITY	5,000	570,000
107	MECHANICAL	5,000	575,000
108	ELECTRICAL	5,000	580,000
109	PLUMBING	5,000	585,000
110	PAINTING	5,000	590,000
111	FINISHING	5,000	595,000
112	INSULATION	5,000	600,000
113	ROOFING	5,000	605,000
114	FOUNDATION	5,000	610,000
115	CONCRETE	5,000	615,000
116	STEEL	5,000	620,000
117	WOOD	5,000	625,000
118	GLASS	5,000	630,000
119	BRICK	5,000	635,000
120	STONE	5,000	640,000
121	CEMENT	5,000	645,000
122	SAND	5,000	650,000
123	GRAVEL	5,000	655,000
124	ASPHALT	5,000	660,000
125	PARKING	5,000	665,000
126	LANDSCAPING	5,000	670,000
127	WALKWAY	5,000	675,000
128	DRIVEWAY	5,000	680,000
129	UTILITY	5,000	685,000
130	MECHANICAL	5,000	690,000
131	ELECTRICAL	5,000	695,000
132	PLUMBING	5,000	700,000
133	PAINTING	5,000	705,000
134	FINISHING	5,000	710,000
135	INSULATION	5,000	715,000
136	ROOFING	5,000	720,000
137	FOUNDATION	5,000	725,000
138	CONCRETE	5,000	730,000
139	STEEL	5,000	735,000
140	WOOD	5,000	740,000
141	GLASS	5,000	745,000
142	BRICK	5,000	750,000
143	STONE	5,000	755,000
144	CEMENT	5,000	760,000
145	SAND	5,000	765,000
146	GRAVEL	5,000	770,000
147	ASPHALT	5,000	775,000
148	PARKING	5,000	780,000
149	LANDSCAPING	5,000	785,000
150	WALKWAY	5,000	790,000
151	DRIVEWAY	5,000	795,000
152	UTILITY	5,000	800,000
153	MECHANICAL	5,000	805,000
154	ELECTRICAL	5,000	810,000
155	PLUMBING	5,000	815,000
156	PAINTING	5,000	820,000
157	FINISHING	5,000	825,000
158	INSULATION	5,000	830,000
159	ROOFING	5,000	835,000
160	FOUNDATION	5,000	840,000
161	CONCRETE	5,000	845,000
162	STEEL	5,000	850,000
163	WOOD	5,000	855,000
164	GLASS	5,000	860,000
165	BRICK	5,000	865,000
166	STONE	5,000	870,000
167	CEMENT	5,000	875,000
168	SAND	5,000	880,000
169	GRAVEL	5,000	885,000
170	ASPHALT	5,000	890,000
171	PARKING	5,000	895,000
172	LANDSCAPING	5,000	900,000
173	WALKWAY	5,000	905,000
174	DRIVEWAY	5,000	910,000
175	UTILITY	5,000	915,000
176	MECHANICAL	5,000	920,000
177	ELECTRICAL	5,000	925,000
178	PLUMBING	5,000	930,000
179	PAINTING	5,000	935,000
180	FINISHING	5,000	940,000
181	INSULATION	5,000	945,000
182	ROOFING	5,000	950,000
183	FOUNDATION	5,000	955,000
184	CONCRETE	5,000	960,000
185	STEEL	5,000	965,000
186	WOOD	5,000	970,000
187	GLASS	5,000	975,000
188	BRICK	5,000	980,000
189	STONE	5,000	985,000
190	CEMENT	5,000	990,000
191	SAND	5,000	995,000
192	GRAVEL	5,000	1,000,000
193	ASPHALT	5,000	1,005,000
194	PARKING	5,000	1,010,000
195	LANDSCAPING	5,000	1,015,000
196	WALKWAY	5,000	1,020,000
197	DRIVEWAY	5,000	1,025,000
198	UTILITY	5,000	1,030,000
199	MECHANICAL	5,000	1,035,000
200	ELECTRICAL	5,000	1,040,000
201	PLUMBING	5,000	1,045,000
202	PAINTING	5,000	1,050,000
203	FINISHING	5,000	1,055,000
204	INSULATION	5,000	1,060,000
205	ROOFING	5,000	1,065,000
206	FOUNDATION	5,000	1,070,000
207	CONCRETE	5,000	1,075,000
208	STEEL	5,000	1,080,000
209	WOOD	5,000	1,085,000
210	GLASS	5,000	1,090,000
211	BRICK	5,000	1,095,000
212	STONE	5,000	1,100,000
213	CEMENT	5,000	1,105,000
214	SAND	5,000	1,110,000
215	GRAVEL	5,000	1,115,000
216	ASPHALT	5,000	1,120,000
217	PARKING	5,000	1,125,000
218	LANDSCAPING	5,000	1,130,000
219	WALKWAY	5,000	1,135,000
220	DRIVEWAY	5,000	1,140,000
221	UTILITY	5,000	1,145,000
222	MECHANICAL	5,000	1,150,000
223	ELECTRICAL	5,000	1,155,000
224	PLUMBING	5,000	1,160,000
225	PAINTING	5,000	1,165,000
226	FINISHING	5,000	1,170,000
227	INSULATION	5,000	1,175,000
228	ROOFING	5,000	1,180,000
229	FOUNDATION	5,000	1,185,000
230	CONCRETE	5,000	1,190,000
231	STEEL	5,000	1,195,000
232	WOOD	5,000	1,200,000
233	GLASS	5,000	1,205,000
234	BRICK	5,000	1,210,000
235	STONE	5,000	1,215,000
236	CEMENT	5,000	1,220,000
237	SAND	5,000	1,225,000
238	GRAVEL	5,000	1,230,000
239	ASPHALT	5,000	1,235,000
240	PARKING	5,000	1,240,000
241	LANDSCAPING	5,000	1,245,000
242	WALKWAY	5,000	1,250,000
243	DRIVEWAY	5,000	1,255,000
244	UTILITY	5,000	1,260,000
245	MECHANICAL	5,000	1,265,000
246	ELECTRICAL	5,000	1,270,000
247	PLUMBING	5,000	1,275,000
248	PAINTING	5,000	1,280,000
249	FINISHING	5,000	1,285,000
250	INSULATION	5,000	1,290,000
251	ROOFING	5,000	1,295,000
252	FOUNDATION	5,000	1,3



NO.	DESCRIPTION
1	EXISTING BUILDING
2	EXISTING PARKING
3	EXISTING LANDSCAPE
4	EXISTING UTILITIES
5	EXISTING STREETS
6	EXISTING CURBS
7	EXISTING DRIVEWAYS
8	EXISTING SIDEWALKS
9	EXISTING PLANTINGS
10	EXISTING TREES
11	EXISTING SHRUBS
12	EXISTING GRASS
13	EXISTING PAVEMENT
14	EXISTING CONCRETE
15	EXISTING BRICK
16	EXISTING STONE
17	EXISTING METAL
18	EXISTING WOOD
19	EXISTING GLASS
20	EXISTING CERAMIC
21	EXISTING TILE
22	EXISTING CARPET
23	EXISTING PAINT
24	EXISTING FINISHES
25	EXISTING MECHANICAL
26	EXISTING ELECTRICAL
27	EXISTING PLUMBING
28	EXISTING HVAC
29	EXISTING ROOFING
30	EXISTING FOUNDATION
31	EXISTING STRUCTURE
32	EXISTING EXTERIOR
33	EXISTING INTERIOR
34	EXISTING FURNITURE
35	EXISTING FIXTURES
36	EXISTING EQUIPMENT
37	EXISTING UTILITIES
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45	EXISTING GRASS
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99	EXISTING INTERIOR
100	EXISTING FURNITURE

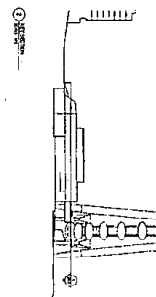
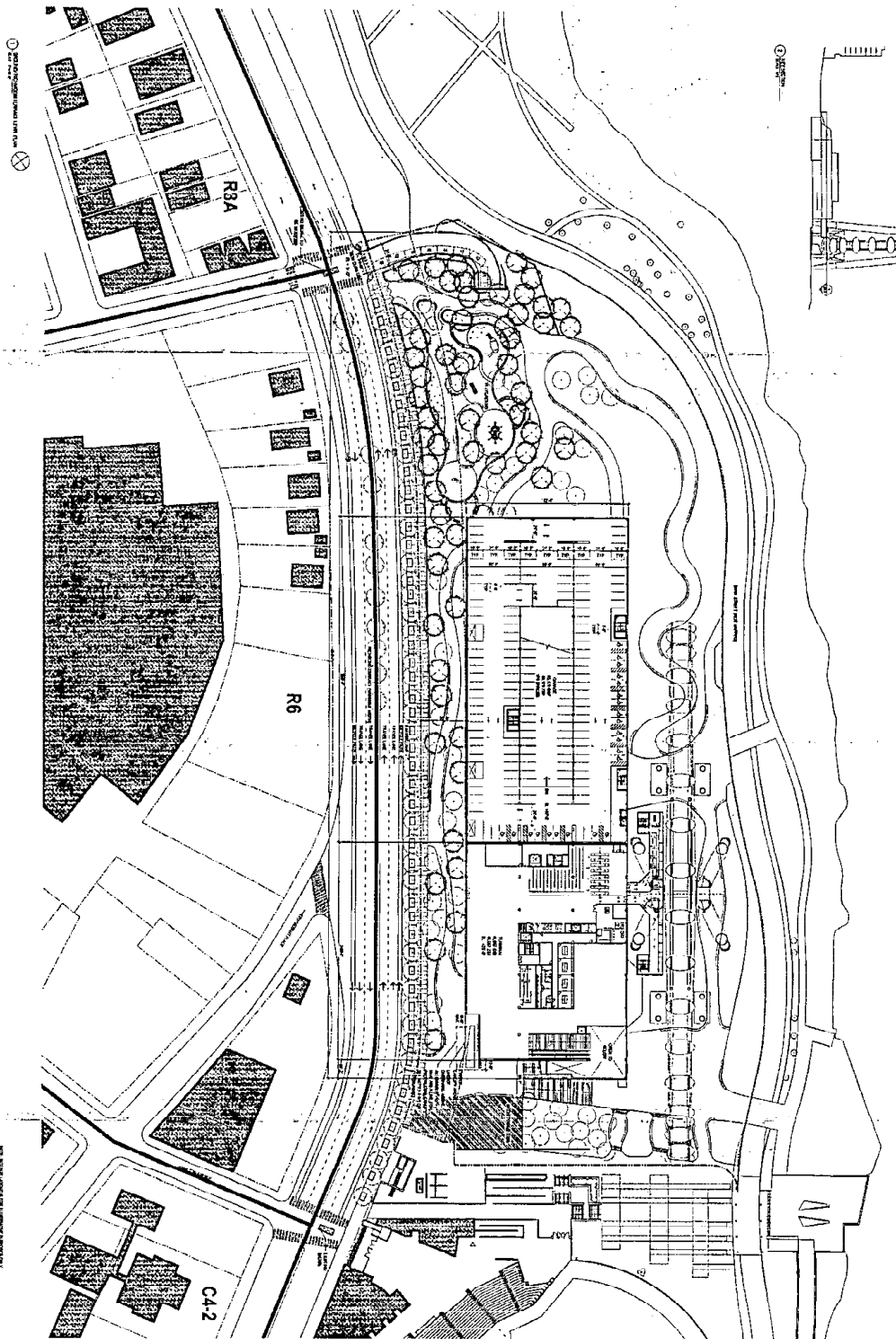


Perkins Eastman
 1100 LEXINGTON AVENUE
 SUITE 2000
 NEW YORK, NY 10017
 TEL: 212 512 2000
 FAX: 212 512 2001
 WWW.PEAK.COM

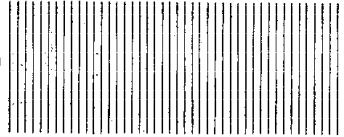
PROJECT NO. 05-001
 DATE: 05/05/05
 DRAWN BY: J. [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

PROJECT NO. 05-001
 DATE: 05/05/05
 DRAWN BY: J. [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

Z3.2
 CELLAR LEVEL PLAN



NO.	DESCRIPTION
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9	...
10	...



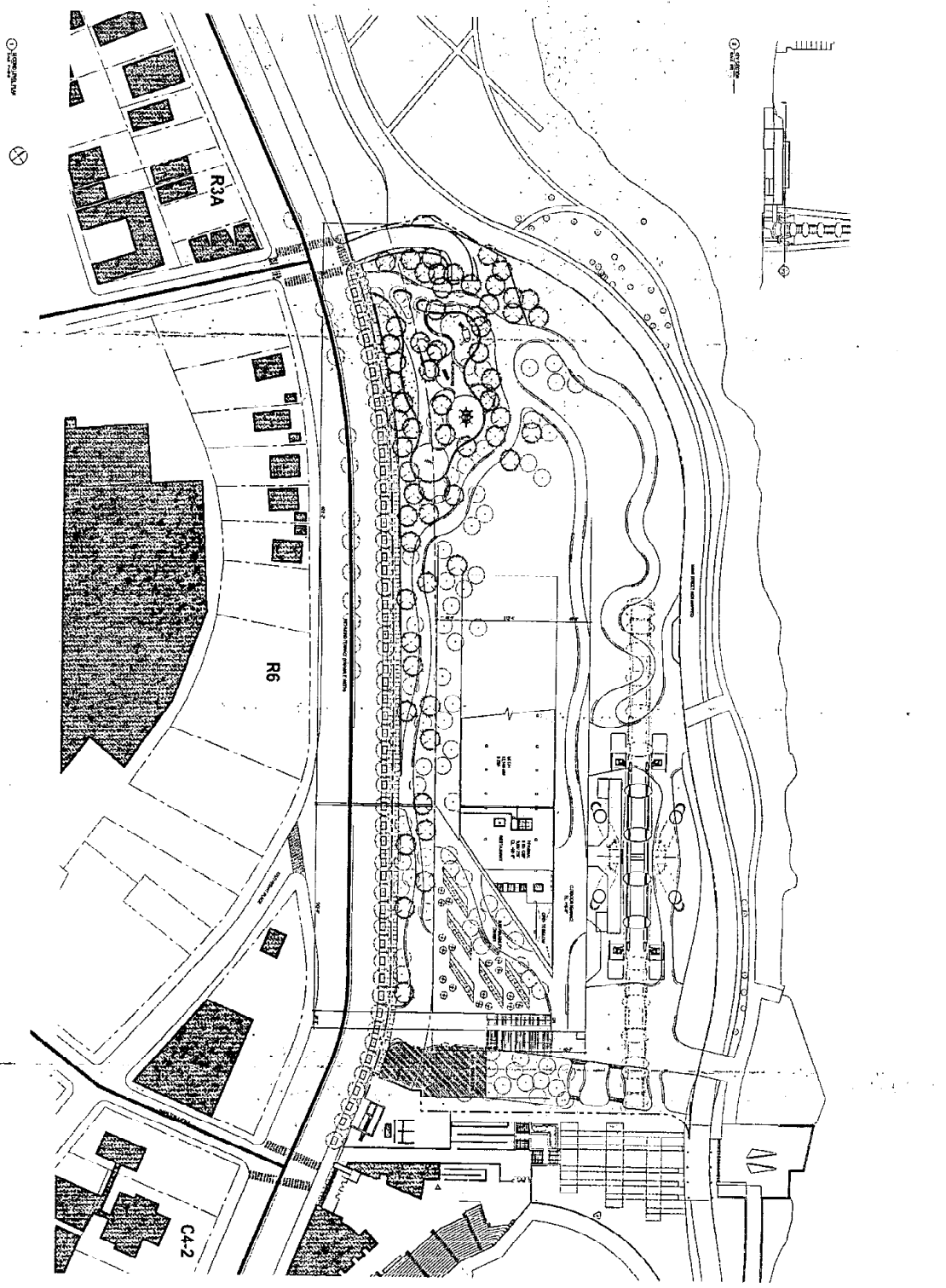
Perlin's Eastman
Parcel 1
1/23/2010

DATE: 1/23/2010
PROJECT: PERLIN'S EASTMAN
PARCEL 1
SHEET: 55 OF 102

ST. GEORGE WATERFRONT DEVELOPMENT PARCEL 1

GROUNDDI RICHMOND TERRACE LEVEL PLAN

Z3.3



NO.	DESCRIPTION
1	EXISTING BUILDING
2	NEW BUILDING
3	LANDSCAPE
4	PAVING
5	WATER
6	SEWER
7	ELECTRIC
8	TELEPHONE
9	STREET LIGHTS
10	TRASH ENCLOSURE
11	STREET FURNITURE
12	STREET SIGNAGE
13	STREET LIGHTS
14	STREET FURNITURE
15	STREET SIGNAGE
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25	STREET LIGHTS
26	STREET FURNITURE
27	STREET SIGNAGE
28	STREET LIGHTS
29	STREET FURNITURE
30	STREET SIGNAGE



Perkins Eastman
 ARCHITECTS
 110 N. LAKE STREET
 CHICAGO, ILL. 60602
 TEL: 312.329.4200
 FAX: 312.329.4201
 WWW.PEAKARCHITECTS.COM

PROJECT TITLE
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 SECOND LEVEL
 PLAN

DATE
 11/11/11

SCALE
 1/8" = 1'-0"

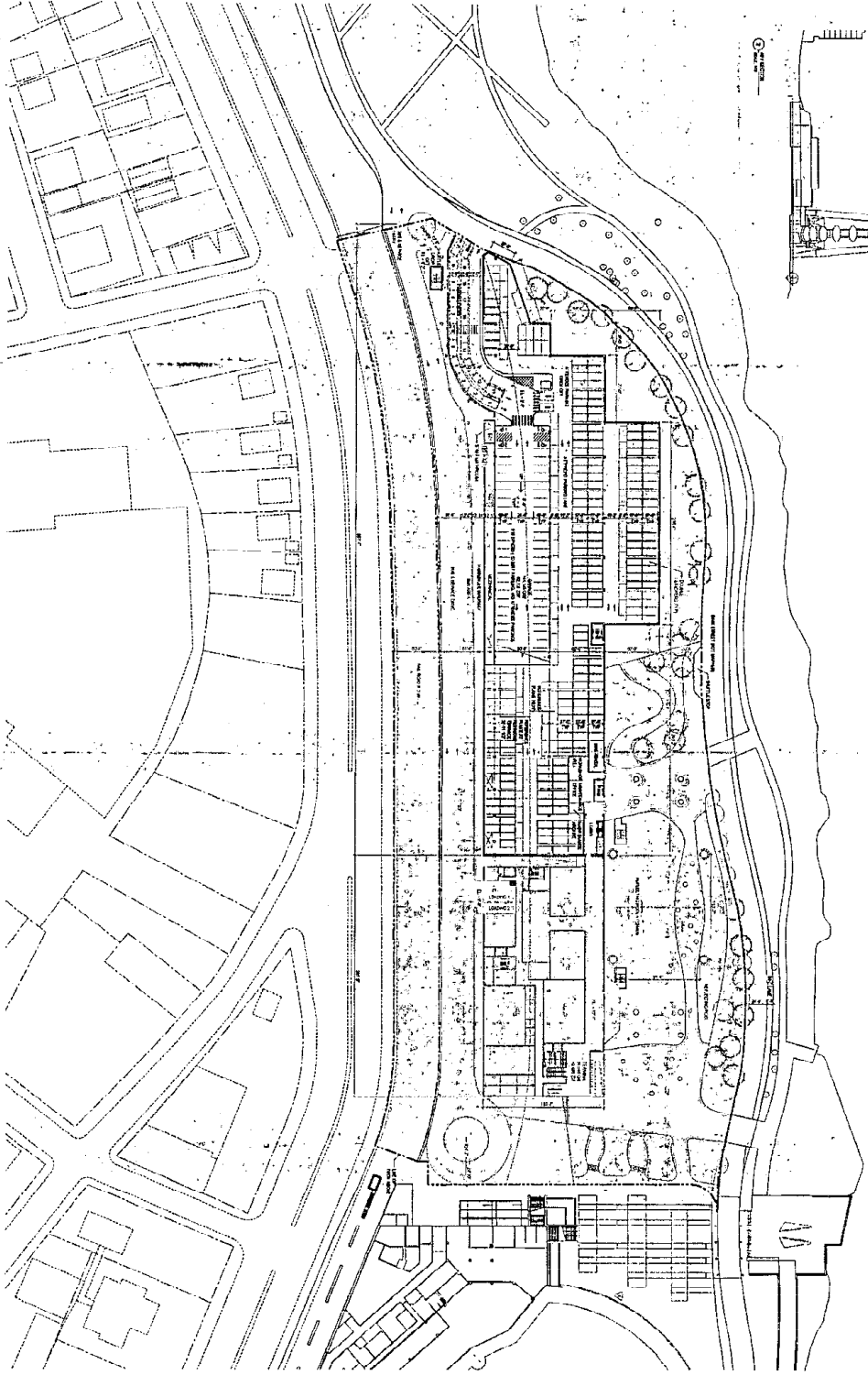
PROJECT NO.
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 SECOND LEVEL
 PLAN

23.4

DATE
 11/11/11

SCALE
 1/8" = 1'-0"

PROJECT NO.
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 SECOND LEVEL
 PLAN



NO.	DESCRIPTION	AREA (SQ. FT.)	TOTAL AREA (SQ. FT.)
1	OFFICE	10,000	10,000
2	CONFERENCE	5,000	15,000
3	RECEPTION	2,000	17,000
4	RESTROOM	1,000	18,000
5	STORAGE	1,000	19,000
6	MECHANICAL	1,000	20,000
7	LANDSCAPING	1,000	21,000
8	PARKING	1,000	22,000
9	WALKWAY	1,000	23,000
10	DRIVEWAY	1,000	24,000
11	ENTRY	1,000	25,000
12	LOBBY	1,000	26,000
13	RECEPTION	1,000	27,000
14	CONFERENCE	1,000	28,000
15	OFFICE	1,000	29,000
16	RESTROOM	1,000	30,000
17	STORAGE	1,000	31,000
18	MECHANICAL	1,000	32,000
19	LANDSCAPING	1,000	33,000
20	PARKING	1,000	34,000
21	WALKWAY	1,000	35,000
22	DRIVEWAY	1,000	36,000
23	ENTRY	1,000	37,000
24	LOBBY	1,000	38,000
25	RECEPTION	1,000	39,000
26	CONFERENCE	1,000	40,000
27	OFFICE	1,000	41,000
28	RESTROOM	1,000	42,000
29	STORAGE	1,000	43,000
30	MECHANICAL	1,000	44,000
31	LANDSCAPING	1,000	45,000
32	PARKING	1,000	46,000
33	WALKWAY	1,000	47,000
34	DRIVEWAY	1,000	48,000
35	ENTRY	1,000	49,000
36	LOBBY	1,000	50,000
37	RECEPTION	1,000	51,000
38	CONFERENCE	1,000	52,000
39	OFFICE	1,000	53,000
40	RESTROOM	1,000	54,000
41	STORAGE	1,000	55,000
42	MECHANICAL	1,000	56,000
43	LANDSCAPING	1,000	57,000
44	PARKING	1,000	58,000
45	WALKWAY	1,000	59,000
46	DRIVEWAY	1,000	60,000
47	ENTRY	1,000	61,000
48	LOBBY	1,000	62,000
49	RECEPTION	1,000	63,000
50	CONFERENCE	1,000	64,000
51	OFFICE	1,000	65,000
52	RESTROOM	1,000	66,000
53	STORAGE	1,000	67,000
54	MECHANICAL	1,000	68,000
55	LANDSCAPING	1,000	69,000
56	PARKING	1,000	70,000
57	WALKWAY	1,000	71,000
58	DRIVEWAY	1,000	72,000
59	ENTRY	1,000	73,000
60	LOBBY	1,000	74,000
61	RECEPTION	1,000	75,000
62	CONFERENCE	1,000	76,000
63	OFFICE	1,000	77,000
64	RESTROOM	1,000	78,000
65	STORAGE	1,000	79,000
66	MECHANICAL	1,000	80,000
67	LANDSCAPING	1,000	81,000
68	PARKING	1,000	82,000
69	WALKWAY	1,000	83,000
70	DRIVEWAY	1,000	84,000
71	ENTRY	1,000	85,000
72	LOBBY	1,000	86,000
73	RECEPTION	1,000	87,000
74	CONFERENCE	1,000	88,000
75	OFFICE	1,000	89,000
76	RESTROOM	1,000	90,000
77	STORAGE	1,000	91,000
78	MECHANICAL	1,000	92,000
79	LANDSCAPING	1,000	93,000
80	PARKING	1,000	94,000
81	WALKWAY	1,000	95,000
82	DRIVEWAY	1,000	96,000
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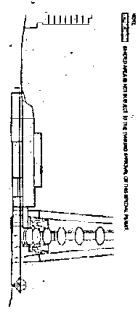
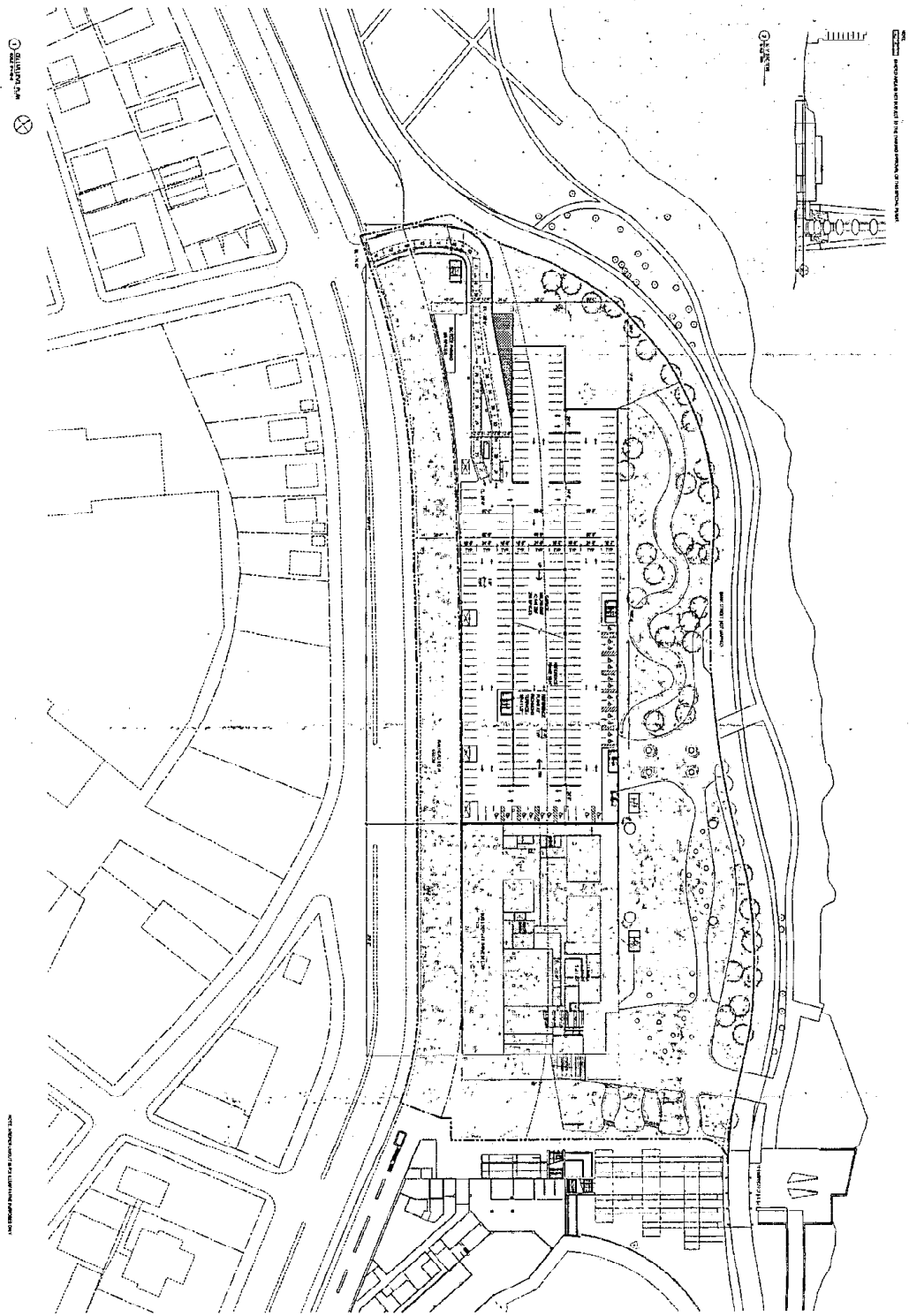
NOTES: 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. 2. SEE ARCHITECTURAL SPECIFICATIONS FOR MATERIALS AND FINISHES. 3. SEE MECHANICAL AND ELECTRICAL PLANS FOR DETAILS.

25.1
 SUB CELLAR
 BANK STREET
 LEVEL GARAGE
 PLAN

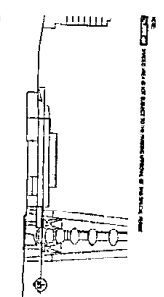
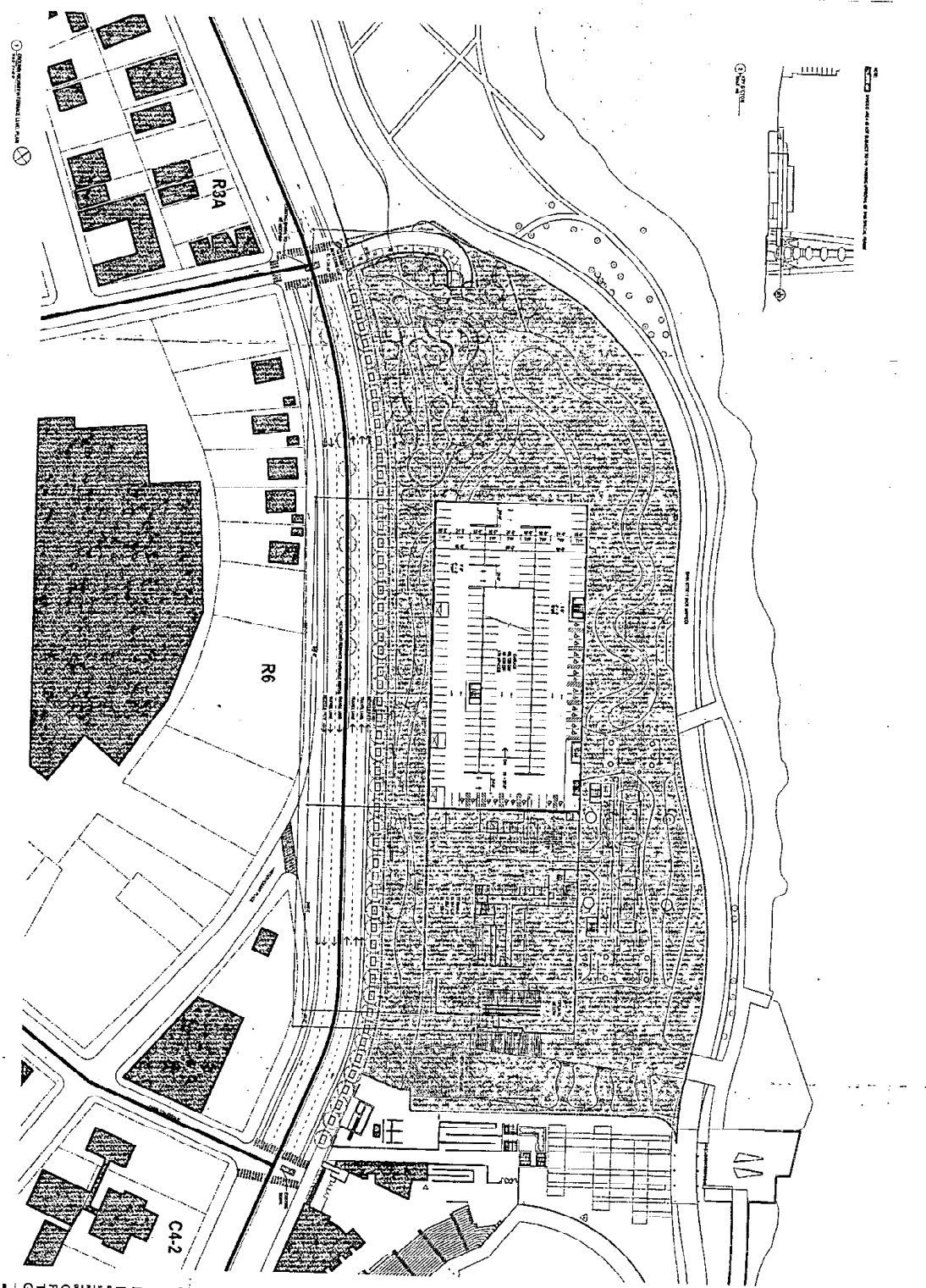
Perkins Eastman
 ARCHITECTS
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 SUITE 200
 CHICAGO, IL 60601
 TEL: 312.310.4400
 FAX: 312.310.4401
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NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITS	10/15/10
2	REVISION	11/10/10
3	REVISION	12/10/10
4	REVISION	01/11/11
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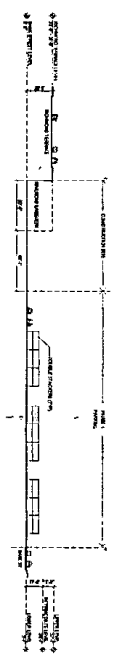
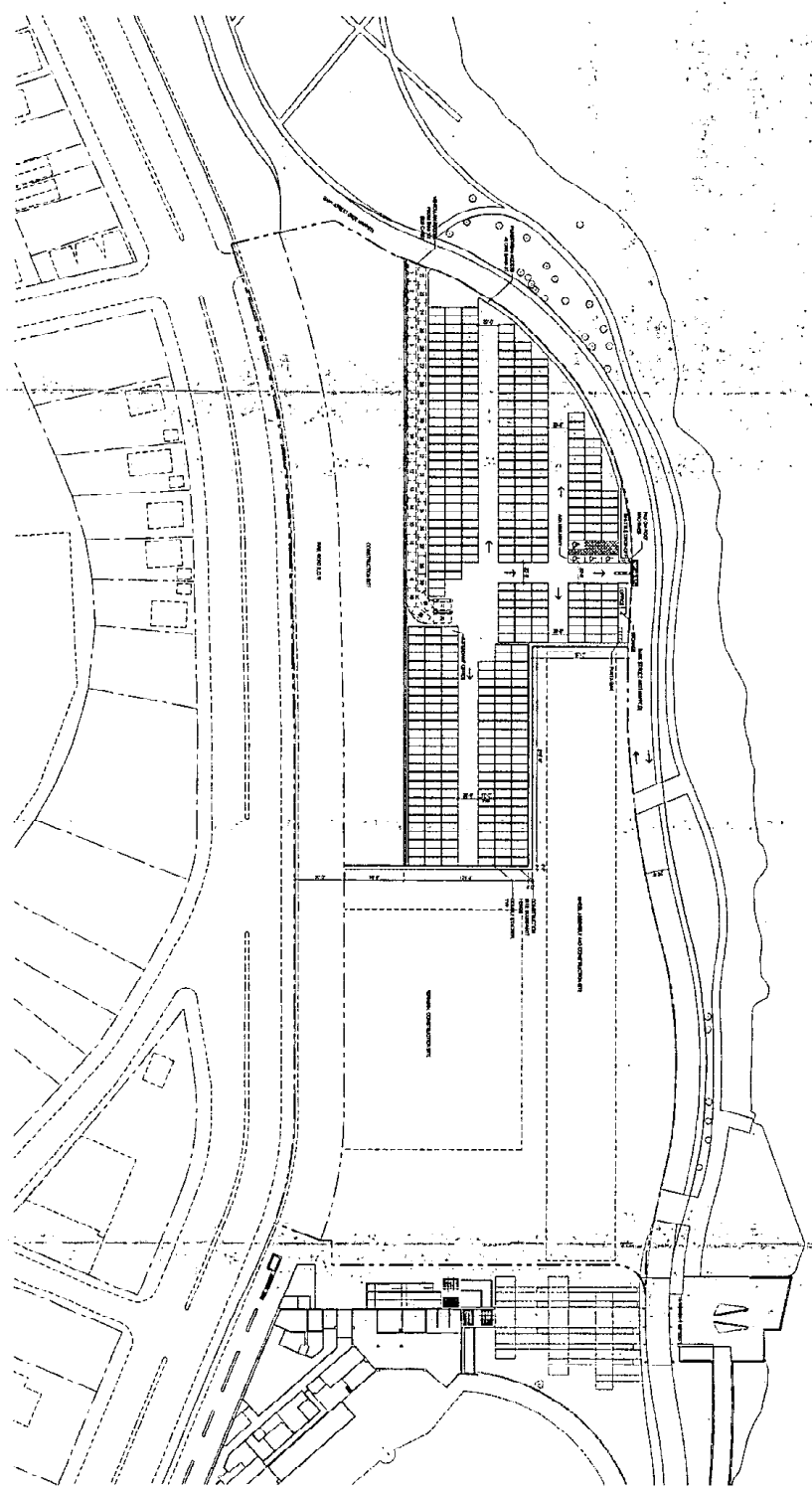


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<p>25.3</p> <p>ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1</p> <p>GROUND/TECHNOLOGY LEVEL GARAGE PLAN</p>	<p>Erkinn Bastman</p> <p>ARCHITECT</p> <p>1000 ...</p>			<table border="1"> <tr> <th>NO.</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>...</td> </tr> <tr> <td>2</td> <td>...</td> </tr> <tr> <td>3</td> <td>...</td> </tr> <tr> <td>4</td> <td>...</td> </tr> <tr> <td>5</td> <td>...</td> </tr> <tr> <td>6</td> <td>...</td> </tr> <tr> <td>7</td> <td>...</td> </tr> <tr> <td>8</td> <td>...</td> </tr> <tr> <td>9</td> <td>...</td> </tr> <tr> <td>10</td> <td>...</td> </tr> </table>	NO.	DESCRIPTION	1	...	2	...	3	...	4	...	5	...	6	...	7	...	8	...	9	...	10	...
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11/11/11

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10	11/11/11	...



Perkins Eastman
 ARCHITECTS
 1275 PULASKI
 CHICAGO, IL 60607
 TEL: 312.329.4000
 FAX: 312.329.4001
 WWW.PEAKARCHITECTS.COM

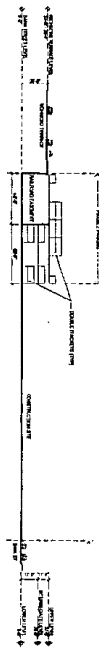
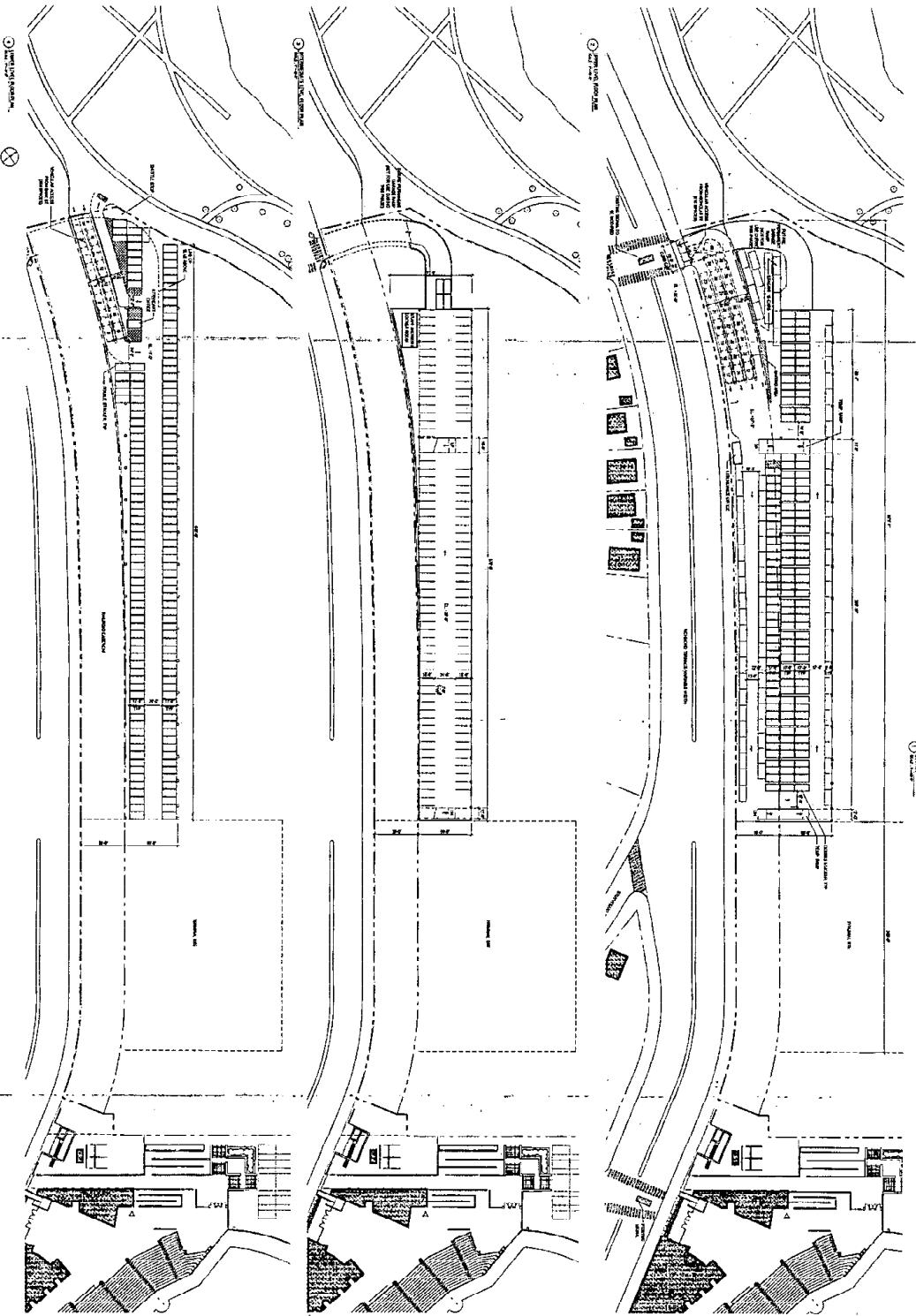
PROJECT NO. 11-00000000
 SHEET NO. 11-00000000
 DATE: 11/11/11

PROJECT TITLE
**ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1**

DATE: 11/11/11
 DRAWN BY: [Name]
 CHECKED BY: [Name]
**TEMPORARY
 PARKING
 PHASE 1**

Z6.1
 OF 10 SHEETS

NO.	DESCRIPTION	DATE	BY	CHKD.
1	PRELIMINARY	10/1/00	J. H. HARRIS	
2	REVISED	10/1/00	J. H. HARRIS	
3	REVISED	10/1/00	J. H. HARRIS	
4	REVISED	10/1/00	J. H. HARRIS	
5	REVISED	10/1/00	J. H. HARRIS	
6	REVISED	10/1/00	J. H. HARRIS	
7	REVISED	10/1/00	J. H. HARRIS	
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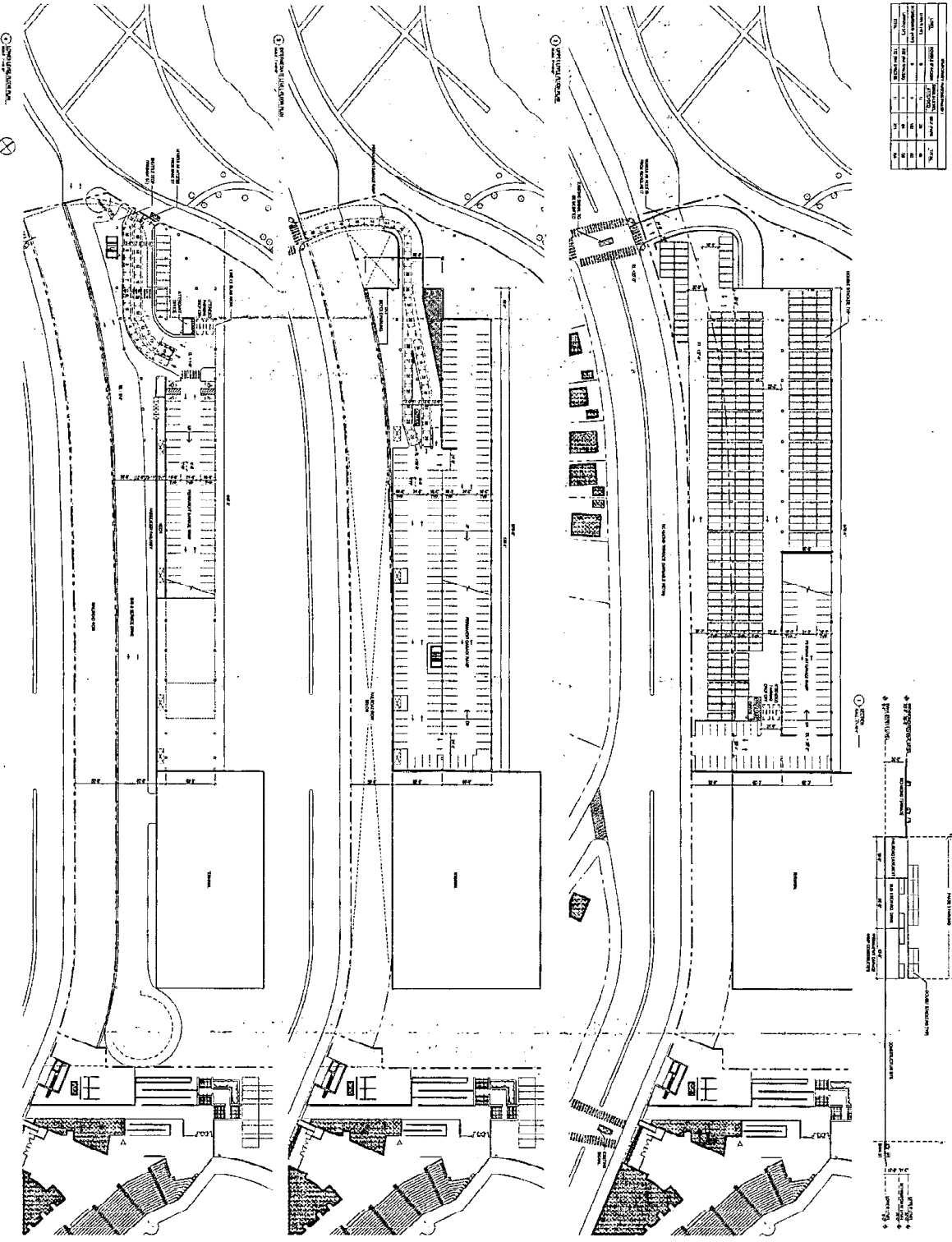


NO.	DESCRIPTION	DATE	BY	CHKD.
1	PRELIMINARY	10/1/00	J. H. HARRIS	
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4	REVISED	10/1/00	J. H. HARRIS	
5	REVISED	10/1/00	J. H. HARRIS	
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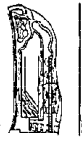
Perkins Eastman
 ARCHITECTS
 1000 PERKINS EASTMAN DRIVE
 SUITE 1000
 ST. GEORGE, VA 22620
 TEL: 540-671-1000
 FAX: 540-671-1001
 WWW.PEAKARCHITECTS.COM

26.2
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 TEMPORARY PARKING PHASE 2
 10/1/00



NO.	DESCRIPTION	AREA (SQ. FT.)	PERCENT
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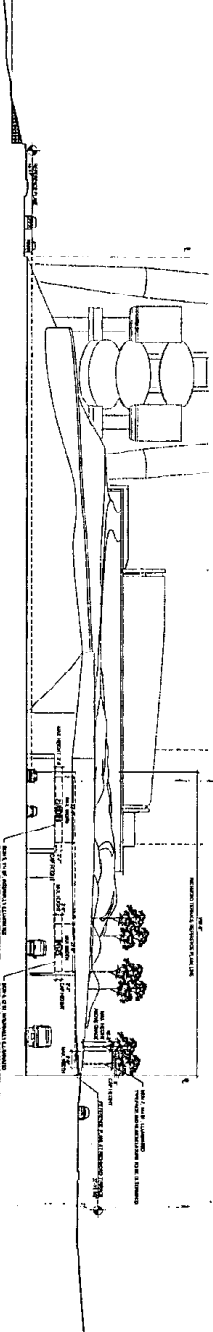
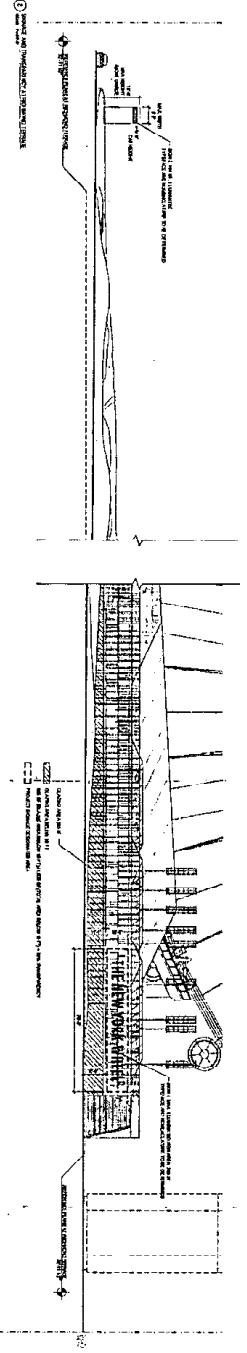
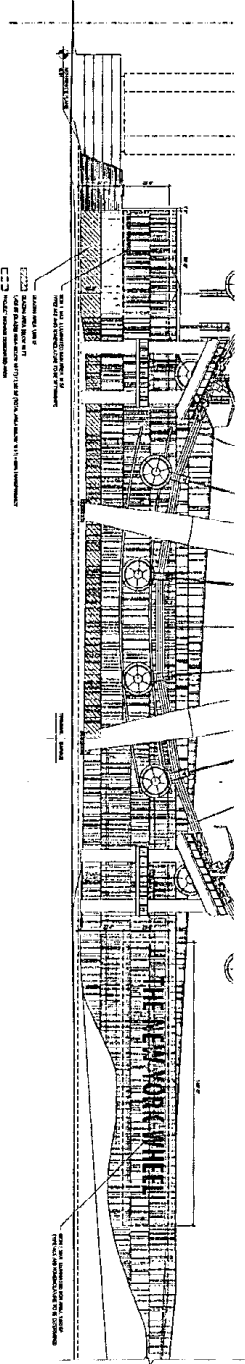
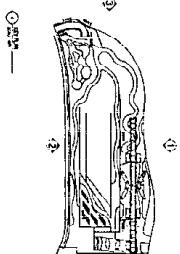
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Evrim's Eastman
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PROJECT TITLE
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
PROJECT NO.
 Z6.3
DATE
 ...

GENERAL NOTES			
1. SEE SHEET 64 FOR GENERAL NOTES.	2. SEE SHEET 65 FOR GENERAL NOTES.	3. SEE SHEET 66 FOR GENERAL NOTES.	4. SEE SHEET 67 FOR GENERAL NOTES.
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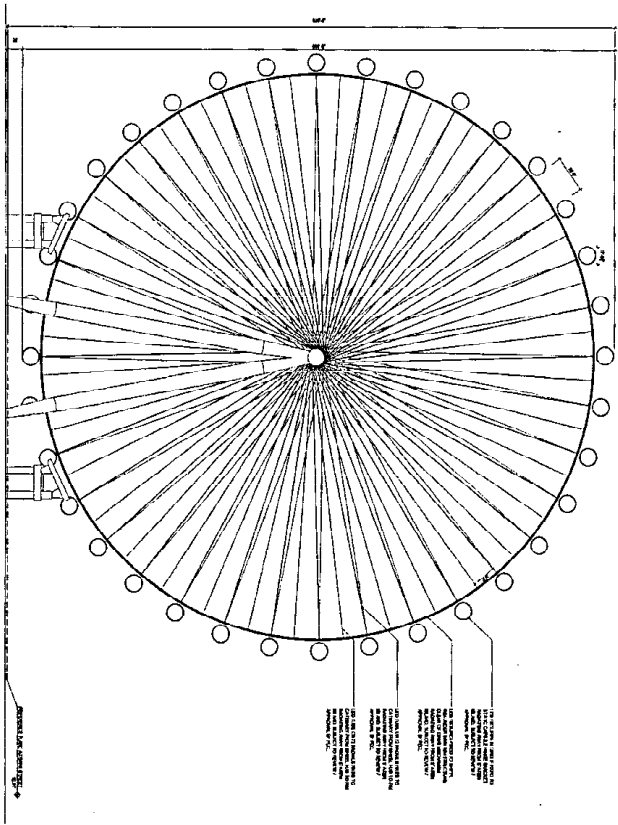
NO.	DESCRIPTION
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Perkins Eastman
 ARCHITECTS
 1100 LEXINGTON AVENUE
 SUITE 2000
 NEW YORK, NY 10017
 TEL: 212 512 2000
 FAX: 212 512 2001
 WWW.PERKINS-EASTMAN.COM

PROJECT TITLE
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 PRELIMINARY
 ELEVATIONS
 ARCHITECT
 PERKINS EASTMAN
 1100 LEXINGTON AVENUE
 SUITE 2000
 NEW YORK, NY 10017
 TEL: 212 512 2000
 FAX: 212 512 2001
 WWW.PERKINS-EASTMAN.COM

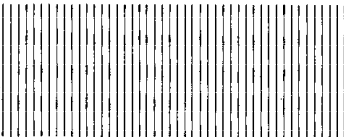
27.0



1. Detail of the structure shown in the plan view.

NOTES: 1. THE STRUCTURE SHOWN IN THIS PLAN VIEW IS A REPRESENTATION OF THE STRUCTURE AS IT APPEARS IN THE ARCHITECTURAL RECORD. IT IS NOT A PHOTOGRAPH OF THE STRUCTURE AS IT APPEARS IN THE FIELD. THE STRUCTURE IS A WATER WHEEL AND IS LOCATED AT THE SITE OF THE WATER WHEEL FOUNDATION. THE STRUCTURE IS A WATER WHEEL AND IS LOCATED AT THE SITE OF THE WATER WHEEL FOUNDATION.

NO.	DATE	REVISIONS
1	1/1/58	ISSUED FOR CONSTRUCTION
2	2/1/58	REVISED TO SHOW CHANGES
3	3/1/58	REVISED TO SHOW CHANGES
4	4/1/58	REVISED TO SHOW CHANGES
5	5/1/58	REVISED TO SHOW CHANGES
6	6/1/58	REVISED TO SHOW CHANGES
7	7/1/58	REVISED TO SHOW CHANGES
8	8/1/58	REVISED TO SHOW CHANGES
9	9/1/58	REVISED TO SHOW CHANGES
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12	12/1/58	REVISED TO SHOW CHANGES

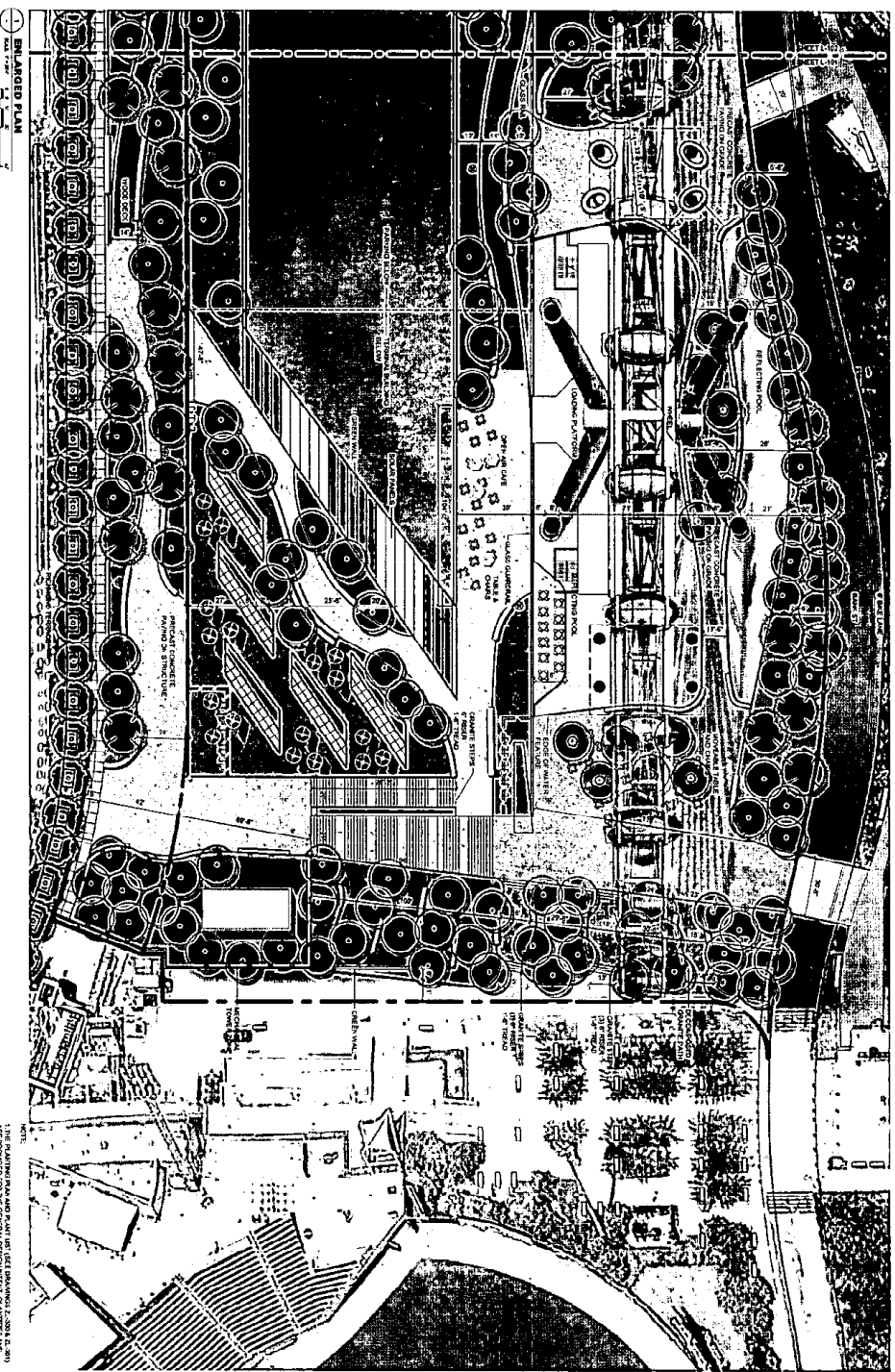


Rotkins Estiman
 1111 11th Street
 San Francisco, California
 415-398-1111

PROJECT NO. 1111
 DATE: 1/1/58
 SCALE: AS SHOWN
 DRAWN BY: J. H. [Name]
 CHECKED BY: [Name]

PROJECT NO. 1111
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 WHEEL
 LIGHTING
 ELEVATION

28.0
 SCALE OF ELEVATION



LEGEND

PROPERTY LINES
 EXISTING LANE
 MATCH LINE
 EXISTING STREET TREE

PROPOSED DEVELOPMENT TREE
 PROPOSED STREET TREE
 TREE HT.
 SOLAR PANELS

WIND TOWER
 BENCH
 GRASS PAVE
 SEAT WALLS
 TRASH RECYCLAGE

WALKABLE TRAIL AND CHAIRS
 OPENING SCUMMINS
 OPEN SPACE
 LIGHT WALK
 CONCRETE SIDEWALK

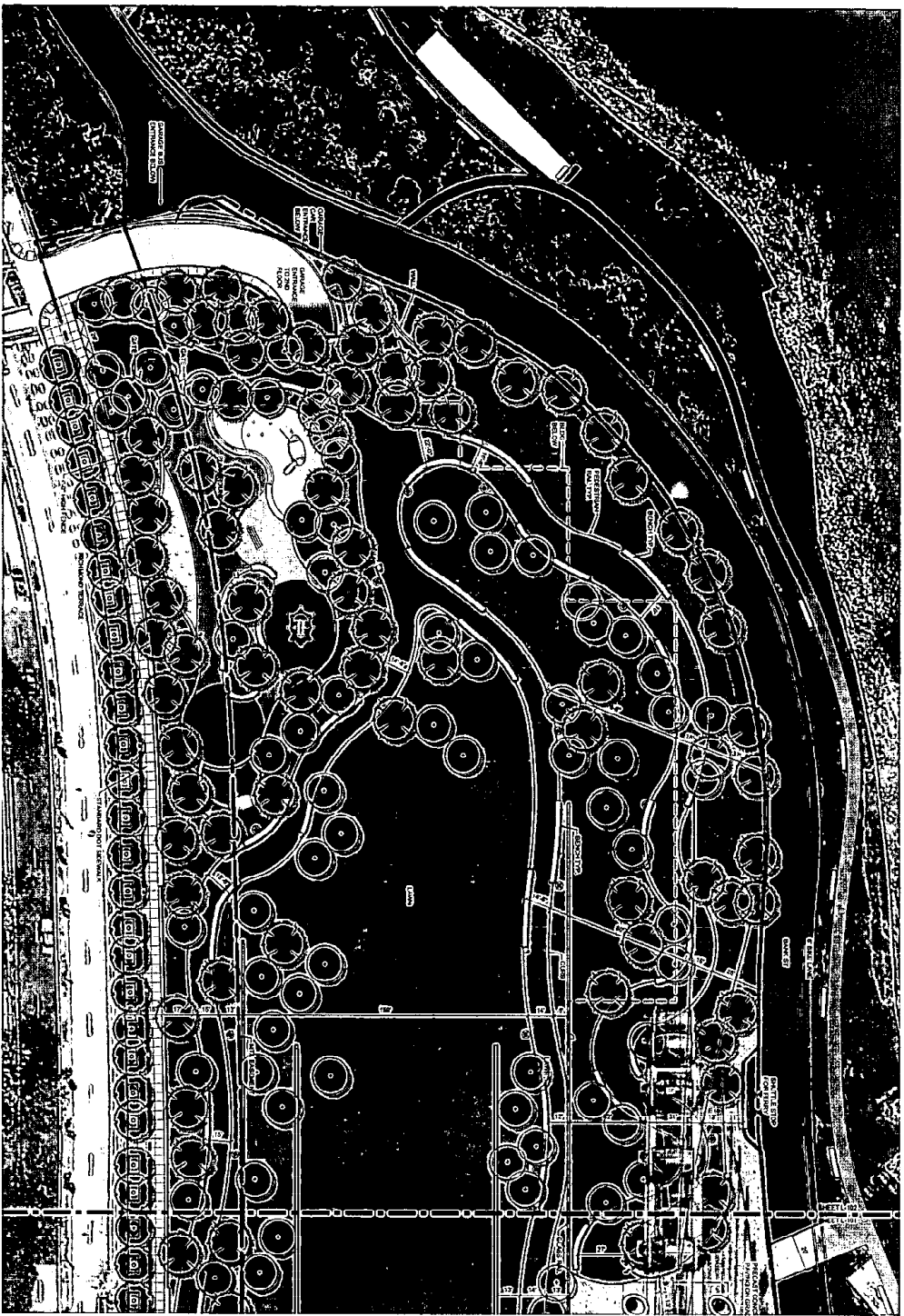
PLANT SPECIFICATIONS	PLANT AREA	DEPTH	ROOT AREA
CV. AL. VERA	8'x11' LF	11388 SF	11388 SF
PLANTING	26'x36' SF	19872 SF	
TREES	8'	100	
BENCHES	128' LF	1000 LF	
WALKABLE SEATING	208' LF	144 LF	
TRASH RECYCLAGE	7	11	
CONCRETE SIDEWALK	7	4	

1. THE EXISTING PARK AND PLANT ARE SET BACK FROM THE STREET BY 20 FEET. THE EXISTING PARK AND PLANT ARE SET BACK FROM THE STREET BY 20 FEET. THE EXISTING PARK AND PLANT ARE SET BACK FROM THE STREET BY 20 FEET. THE EXISTING PARK AND PLANT ARE SET BACK FROM THE STREET BY 20 FEET.

Perkins Eastman
 ARCHITECTS
 1100 AVENUE OF THE STARS
 SUITE 2000
 FALLS CHURCH, VA 22044
 TEL: 703.441.1000
 WWW.PERKINS-EASTMAN.COM

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1 ENLARGED PLAN

DATE: 10/10/10
ZL-101
 10/10/2010



ENLARGED PLAN

THE DRAWING PLANNED LAND USE, SHOWN AS A 1:1000 SCALE, IS THE BASIS FOR THE DESIGN OF THE LANDSCAPE. THE DESIGN SHOULD BE BASED ON THE LANDSCAPE DESIGN AND THE DESIGN SHOULD BE BASED ON THE LANDSCAPE DESIGN AND THE DESIGN SHOULD BE BASED ON THE LANDSCAPE DESIGN.

LEGEND

- HOUSING UNIT
- EXHIBIT UNIT
- WALKWAY
- EXISTING STREET TREE
- PROPOSED EXHIBIT TREE
- PROPOSED SHADE TREE
- WALKWAY
- DRIVEWAY
- SKAT WALLS
- TRASH RECYCLE
- OPENING QUANTUM
- OPENING QUANTUM
- OPENING QUANTUM
- CONCRETE DRIVEWAY

PLANTING	QUANTITY	AREA
TOTAL AREA	11,348 SF	
PLANTING	18,000 SF	
TOTAL	29,348 SF	
PLANTING	11	
CONCRETE DRIVEWAY	4	

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

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ENLARGED PLAN

Perkins Eastman

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ENLARGED PLAN

Perkins Eastman

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ENLARGED PLAN

Perkins Eastman

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ENLARGED PLAN

Perkins Eastman

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Perkins Eastman

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ENLARGED PLAN

Perkins Eastman

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

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ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

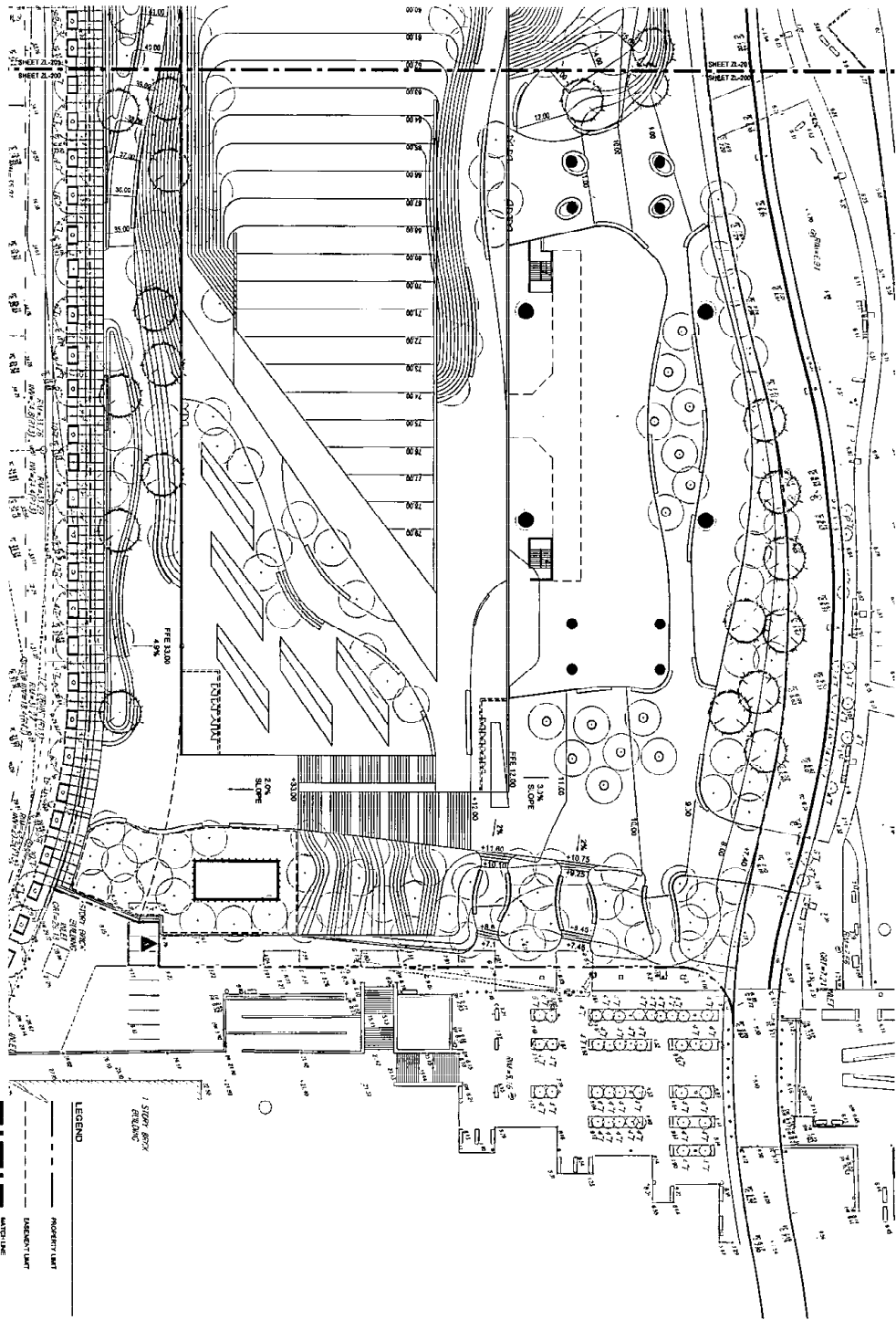
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN

Perkins Eastman

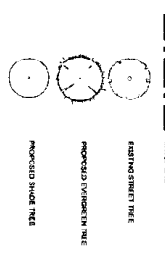
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ENLARGED PLAN



GRADING PLAN

NOTE:
 1. THE PLAN SHOWS THE PROPOSED GRADING FOR THE ENTIRE PROJECT. THE GRADING SHALL BE SUBJECT TO CHANGE BY THE ENGINEER'S DISCRETION WITH THE APPROVAL OF THE CITY OF ST. GEORGE. ALL GRADING SHALL BE IN ACCORDANCE WITH THE CITY OF ST. GEORGE GRADING REGULATIONS. ALL GRADING SHALL BE SUBJECT TO THE CITY OF ST. GEORGE'S GRADING REGULATIONS. ALL GRADING SHALL BE SUBJECT TO THE CITY OF ST. GEORGE'S GRADING REGULATIONS. ALL GRADING SHALL BE SUBJECT TO THE CITY OF ST. GEORGE'S GRADING REGULATIONS.



PROJECT TITLE:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

PROJECT NUMBER:
ZL-200

PROJECT DATE:
 10/15/2015

PROJECT TYPE:
 GRADING PLAN

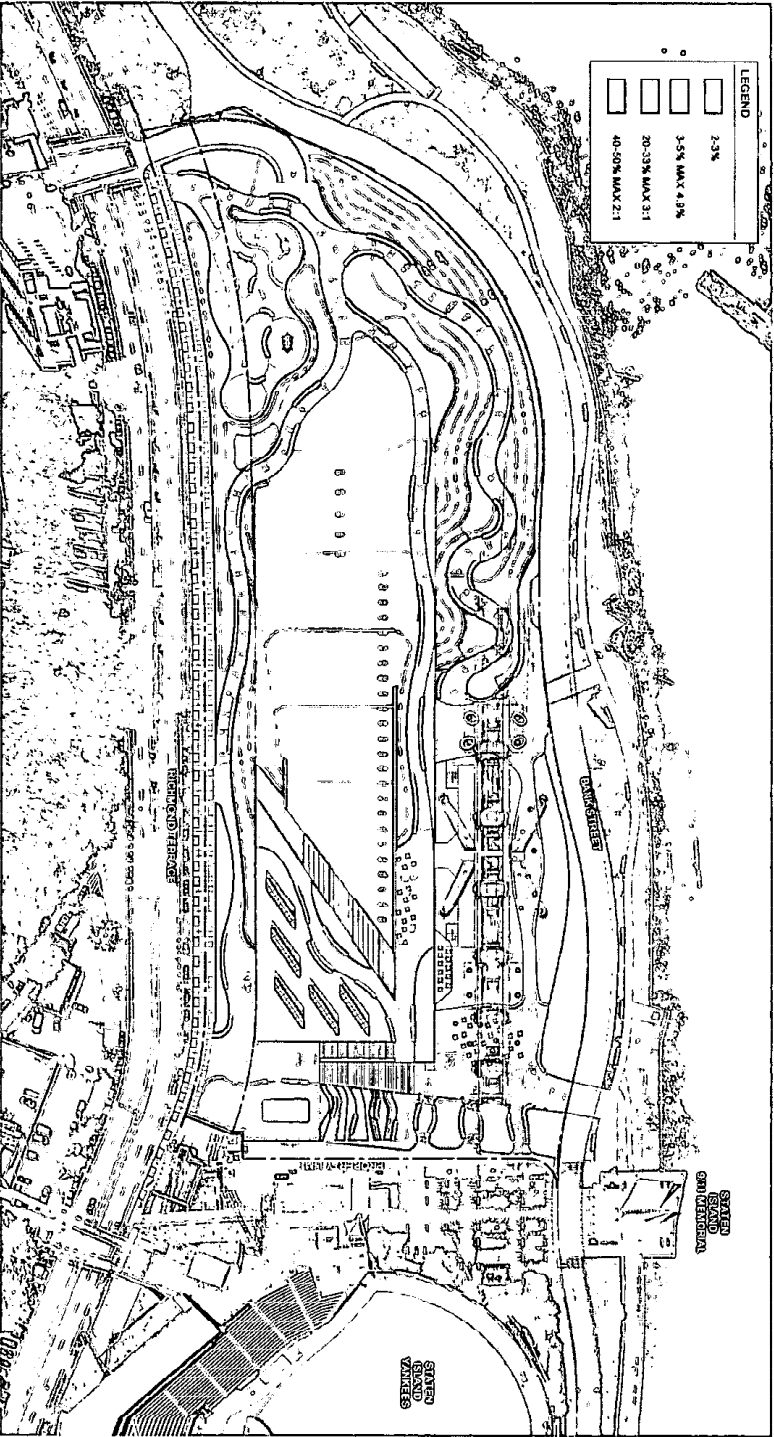
DATE PLOTTED:
 10/15/2015 11:11 AM

SCALE:
 1" = 40'



Perkins Eastman
 ARCHITECTS
 10000 E. 15th Avenue
 Suite 200
 Denver, CO 80231
 Tel: 303.733.8000
 Fax: 303.733.8001
 www.perkinseastman.com

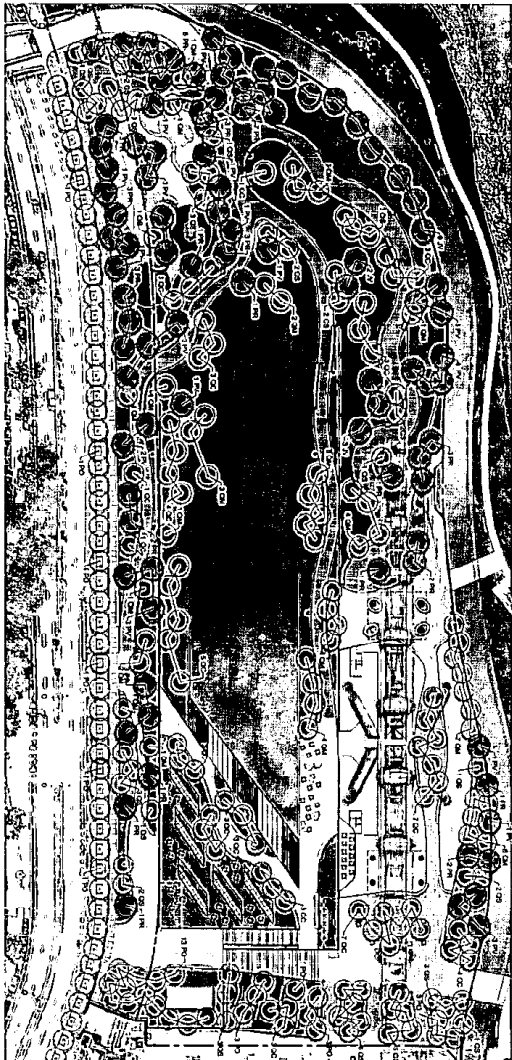
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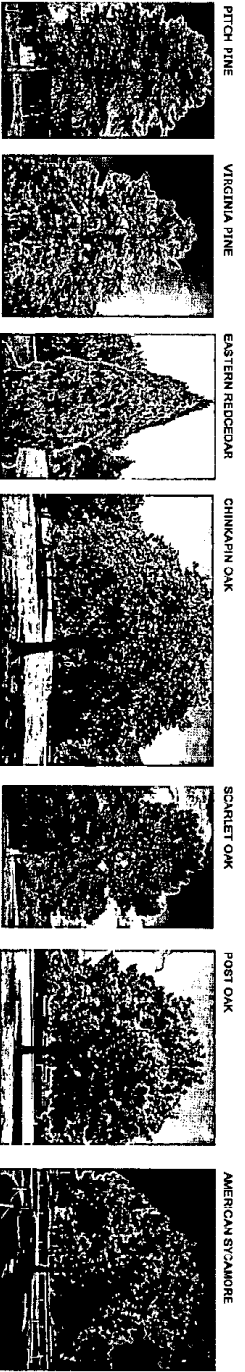
SLOPE DIAGRAM

NOTE: 1. THE SLOPE DIAGRAM IS A GRAPHICAL REPRESENTATION OF THE SLOPE DATA OBTAINED FROM THE SURVEY. IT IS NOT A DESIGN. THE SLOPE DATA IS THE RESULT OF A SURVEY OF THE EXISTING TERRAIN. THE SLOPE DATA IS NOT TO BE USED AS A DESIGN. THE SLOPE DATA IS THE RESULT OF A SURVEY OF THE EXISTING TERRAIN. THE SLOPE DATA IS NOT TO BE USED AS A DESIGN. THE SLOPE DATA IS THE RESULT OF A SURVEY OF THE EXISTING TERRAIN. THE SLOPE DATA IS NOT TO BE USED AS A DESIGN.

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
SLOPE DIAGRAM
Perkins Eastman
ZL-202



LEGEND		
○	EXISTING SHADE TREES	
○	PROPOSED SHADE TREES	
○	PROPOSED EVERGREENS	
TREE LIST		
EV	EVONYMUS	DOMINION MAIZE 01V
LY	LYGODIA	SHRUB 02V
VA	VIRGINIA	SHRUB 03V
AV	AMORFALIS	SHRUB 04V
CV	CHINA	SHRUB 05V
FR	FRAXINUS	SHRUB 06V
AC	ACER	SHRUB 07V
QU	QUERCUS	SHRUB 08V
CA	CAMPESTRIS	SHRUB 09V
PR	PRUNUS	SHRUB 10V
PL	PLATANUS	SHRUB 11V
LA	LARIX	SHRUB 12V
PI	PISTIA	SHRUB 13V
ST	STYRACIA	SHRUB 14V
TE	TAXUS	SHRUB 15V
MA	MASTIX	SHRUB 16V
AL	ALNUS	SHRUB 17V
RU	RUBUS	SHRUB 18V
SA	SALIX	SHRUB 19V
SH	SHIBIPATA	SHRUB 20V
SY	SYCAMORE	SHRUB 21V
UN	UNION	SHRUB 22V
VA	VIRGINIA	SHRUB 23V
VI	VIBURNUM	SHRUB 24V
VA	VIRGINIA	SHRUB 25V
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TREE PLAN

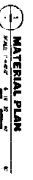
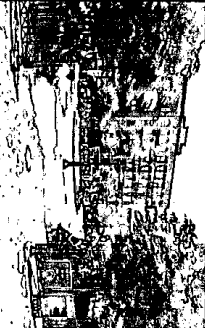
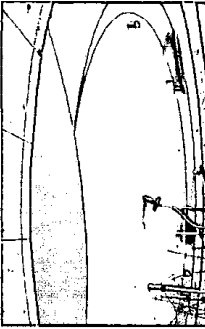
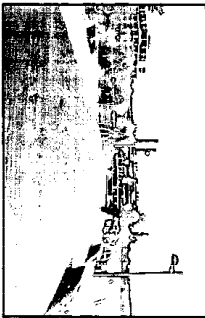
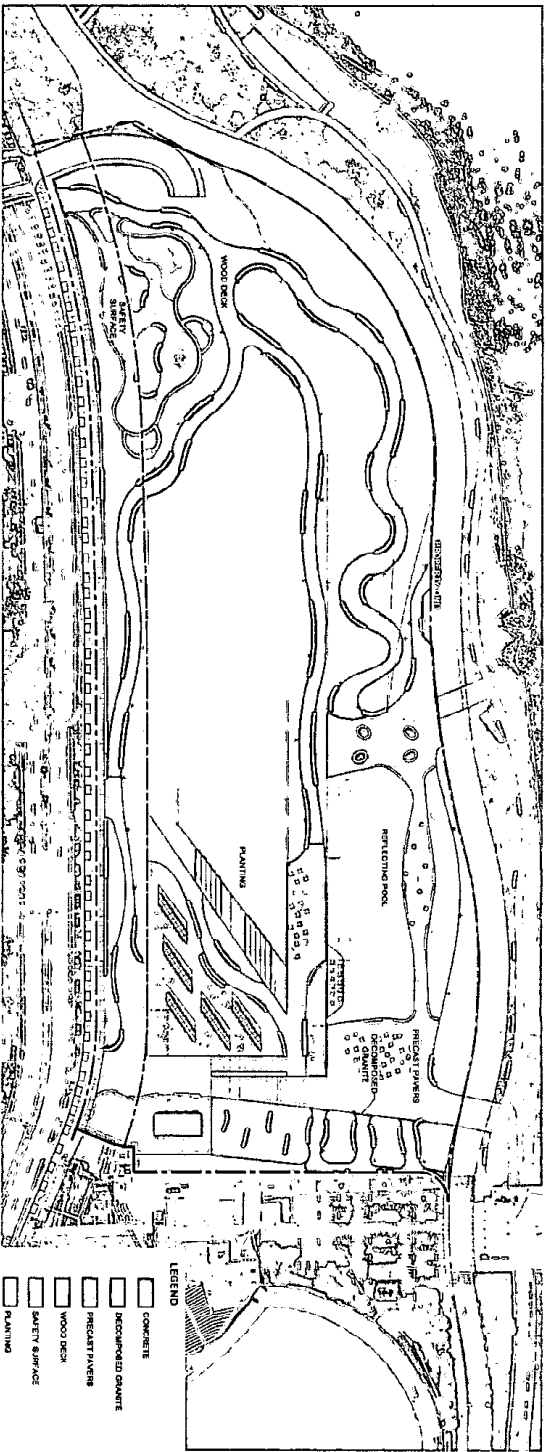
NOTES:

1. THE PLANTING PLAN AND PALETTE LIST THESE DRAWINGS TO YOUR LOCAL NURSERY TO OBTAIN THE SPECIES AND SIZE OF TREES WHICH ARE TO BE PLANTED TO CONFORM WITH THE PLANTING SCHEDULE AND THE PLANTING SCHEDULE AND THE PLANTING SCHEDULE.
2. THE PLANTING PLAN AND PALETTE LIST THESE DRAWINGS TO YOUR LOCAL NURSERY TO OBTAIN THE SPECIES AND SIZE OF TREES WHICH ARE TO BE PLANTED TO CONFORM WITH THE PLANTING SCHEDULE AND THE PLANTING SCHEDULE AND THE PLANTING SCHEDULE.
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Perkins Eastman
 ARCHITECTS
 1100 MARKET STREET, SUITE 200
 PHILADELPHIA, PA 19102
 TEL: (215) 762-1000
 FAX: (215) 762-1001
 WWW.PERKINS-EASTMAN.COM

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 PROJECT NUMBER:
 PROJECT ADDRESS:
 PROJECT SCHEDULE:
 PROJECT CONTACT:

ZL-300
 SITE PLAN



NOTE:
 1. THE PLANTING PLAN AND MATERIAL LIST ARE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF ST. GEORGE. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE FINAL DESIGN AND THE LOCATION OF PLANTING SHALL BE DETERMINED BY THE CITY ENGINEER. THE TOTAL SQUARE FEET OF PLANTING SHALL BE 10,000 SQUARE FEET.
 2. THE PLANTING PLAN AND MATERIAL LIST ARE SUBMITTED FOR REVIEW AND APPROVAL BY THE CITY OF ST. GEORGE. THE CITY ENGINEER SHALL BE RESPONSIBLE FOR THE FINAL DESIGN AND THE LOCATION OF PLANTING SHALL BE DETERMINED BY THE CITY ENGINEER. THE TOTAL SQUARE FEET OF PLANTING SHALL BE 10,000 SQUARE FEET.
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99. ST. GEORGE	100. ST. GEORGE

PROJECT TITLE
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCE 1
 MATERIAL PLAN

DATE: 11/15/2023
 DRAWN BY: J. BASTIAN
 CHECKED BY: J. BASTIAN
 APPROVED BY: J. BASTIAN

Perkins Bastian
 123 MAIN
 ST. GEORGE, VA 22150
 540-345-1234

SCALE: 1" = 10'

PROJECT NUMBER: ZL-400

DATE: 11/15/2023



AMENITIES PLAN

NOTE:
 1. THE PLANNING BOARD AND BOARD OF ZONING ADJUSTMENTS SHALL REVIEW THIS PLAN AND SHALL NOT BE BOUND BY THE RECOMMENDATIONS OF THE BOARD OF ZONING ADJUSTMENTS. THE BOARD OF ZONING ADJUSTMENTS SHALL REVIEW THIS PLAN AND SHALL NOT BE BOUND BY THE RECOMMENDATIONS OF THE BOARD OF ZONING ADJUSTMENTS. THE BOARD OF ZONING ADJUSTMENTS SHALL REVIEW THIS PLAN AND SHALL NOT BE BOUND BY THE RECOMMENDATIONS OF THE BOARD OF ZONING ADJUSTMENTS.

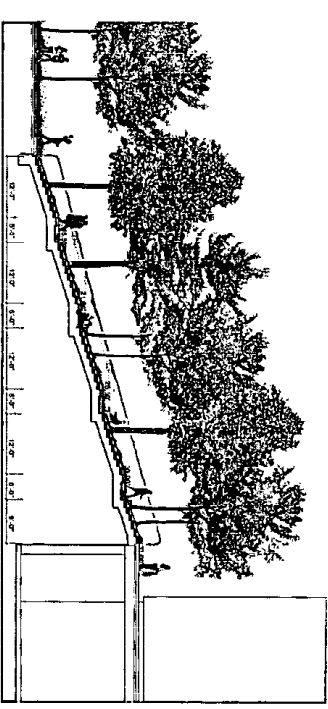
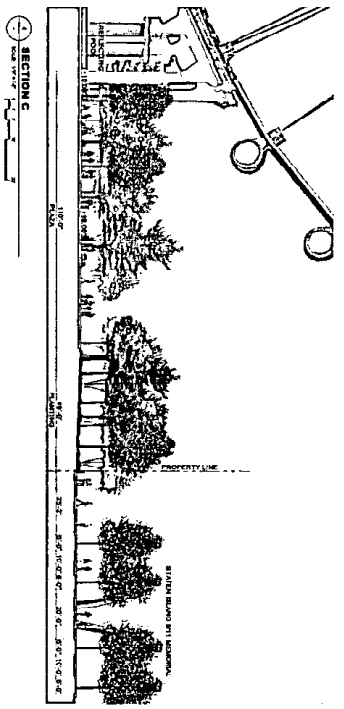
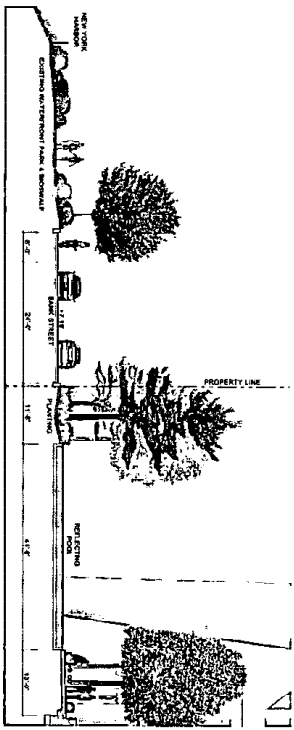
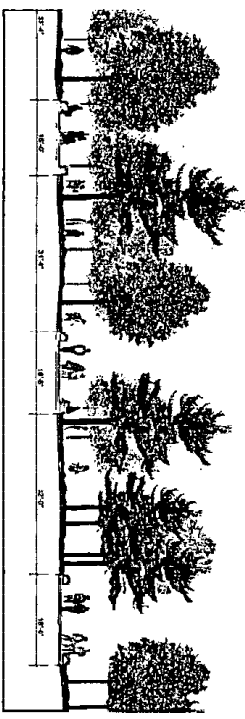
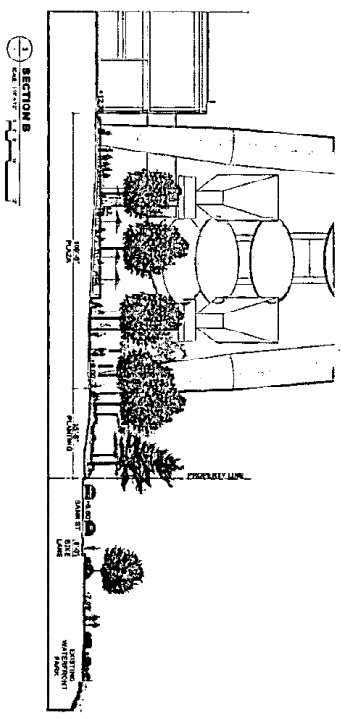
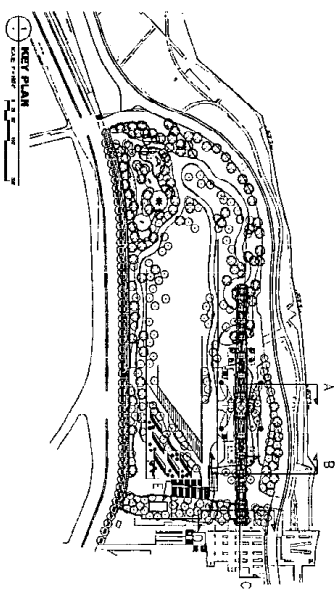
LEGEND

- M METAL GATE 4' HIGH
- METAL PERENNIAL PATH WALL 2' HIGH
- FERTILIZER PATH
- WOOD CURB 6" HIGH
- GLASS GUARDRAIL 2' 8" HIGH
- GREEN ROOF AREA
- STAINLESS STEEL CABLE GUARDRAIL 2' 8" HIGH
- PLAYGROUND FENCE 4' HIGH
- ACCESSIBLE GREEN ROOF (LIMITED USE OF OPERATION)
- PERENNIAL ENERGY AREA 32,000 SQ FT
- GREEN ROOF AREA WOOD PATHWAY SYSTEM (LIMITED USE OF OPERATION) 32,000 SQ FT
- PLAYGROUND ACCESS 32,000 SQ FT
- PLAYGROUND (LIMITED USE OF OPERATION)
- BENCHES W/ BACKS
- BENCHES W/O BACKS
- MOVABLE TABLES & CHAIRS
- TRASH RECEPTACLE
- WATER FOUNTAIN

DATE: 10/10/2018
 TIME: 10:00 AM
 PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 DRAWING: AMENITIES PLAN
 SCALE: AS SHOWN
 SHEET: ZL-401
 OF: 401

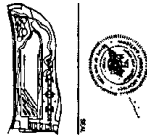
Perkins Eastman
 ARCHITECTS

100 N. LAUREL STREET
 CHICAGO, IL 60610
 TEL: 312.542.2000
 FAX: 312.542.2001
 WWW.PEAKARCHITECTS.COM



NO.	REVISION
1	ISSUED FOR PERMIT
2	REVISED PER COMMENTS
3	REVISED PER COMMENTS
4	REVISED PER COMMENTS
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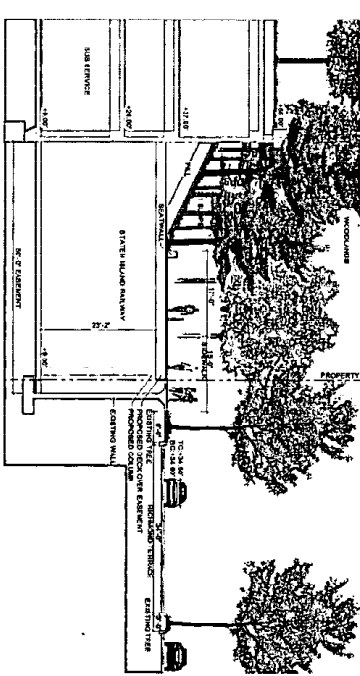
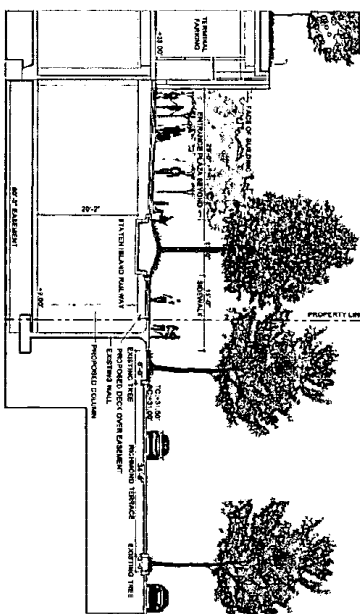
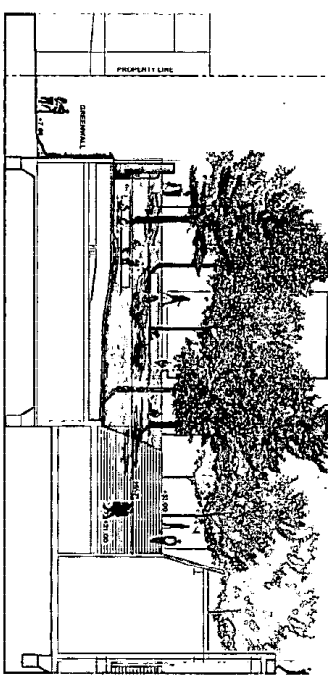
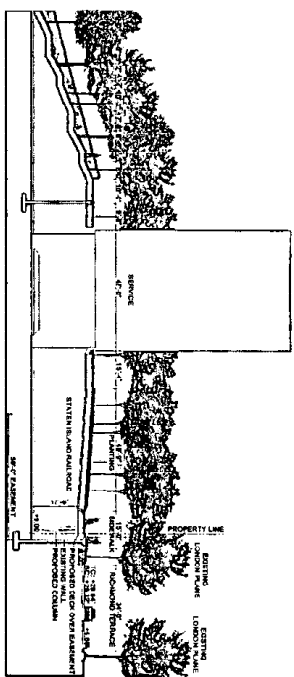
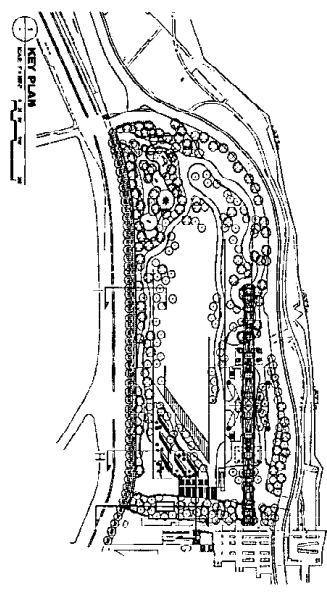
DATE: 07/11/17
PROJECT: ST GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
CLIENT: ST. GEORGE WATERFRONT REDEVELOPMENT AUTHORITY
DESIGNER: PARKINS EASTMAN
SCALE: AS SHOWN
PROJECT NO: ZL-500
DATE: 07/11/17



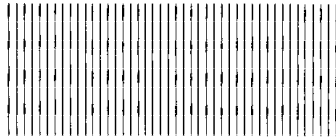
Parkins Eastman
 ARCHITECTS
 1111 BAYVIEW AVENUE, SUITE 100
 ST. GEORGE, FLORIDA 32137
 TEL: 321.433.1111
 FAX: 321.433.1112
 WWW.PARKINSEASTMAN.COM

ST GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 SECTIONS

ZL-500



NO.	DATE	DESCRIPTION
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10	7/17/07	ISSUED FOR PERMITS

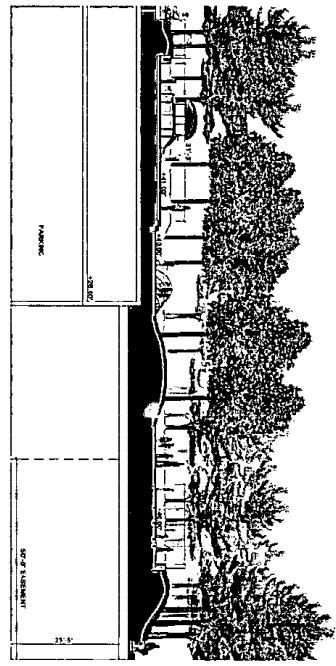
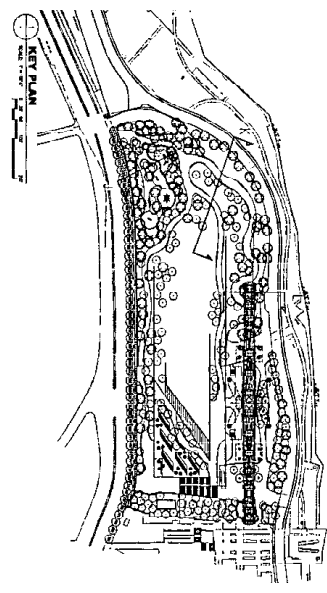


Perkins Eastman
 ARCHITECTS
 1100 PARK AVENUE
 SUITE 2000
 NEW YORK, NY 10022
 TEL: 212 512 2000
 FAX: 212 512 2001
 WWW.PEAKARCHITECTS.COM

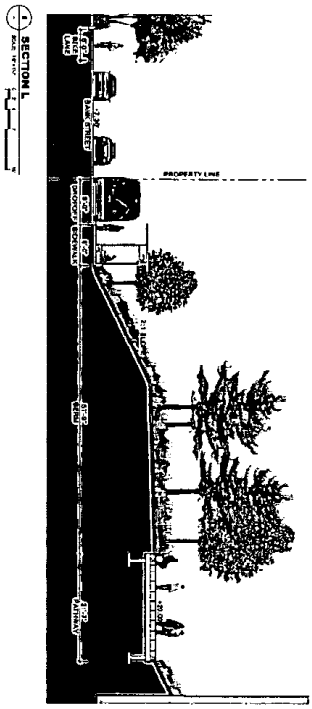
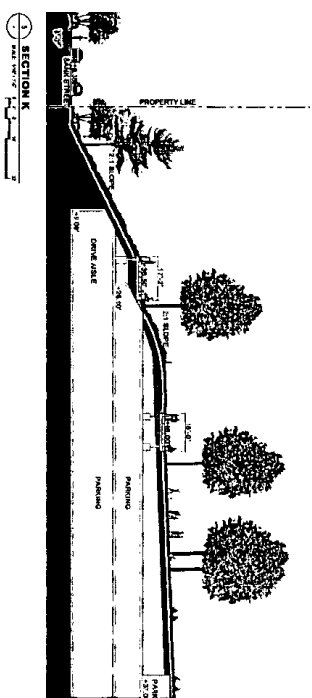


ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
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 1100 PARK AVENUE
 SUITE 2000
 NEW YORK, NY 10022
 TEL: 212 512 2000
 FAX: 212 512 2001
 WWW.PEAKARCHITECTS.COM

ZL-501
 DATE: 7/17/07
 DRAWING NO. 0110



NO.	DESCRIPTION
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Perkins Eastman

427 W. PEARSON

CHICAGO, IL 60610

TEL: 312.335.4000

FAX: 312.335.4001

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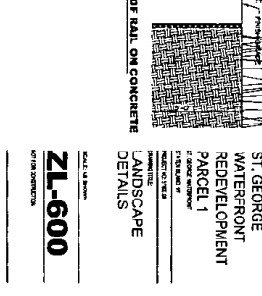
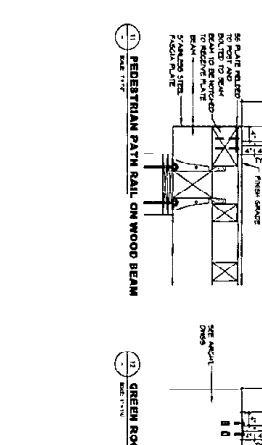
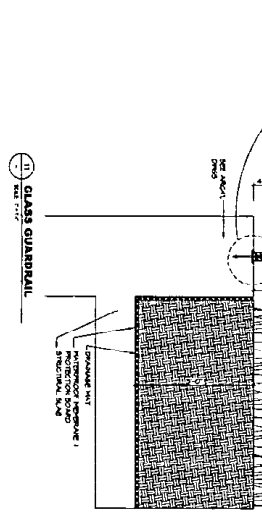
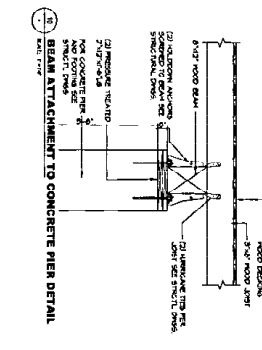
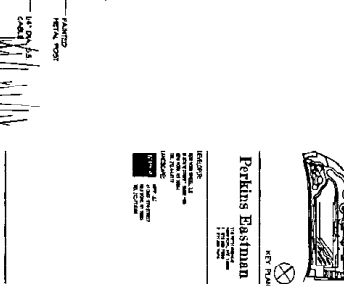
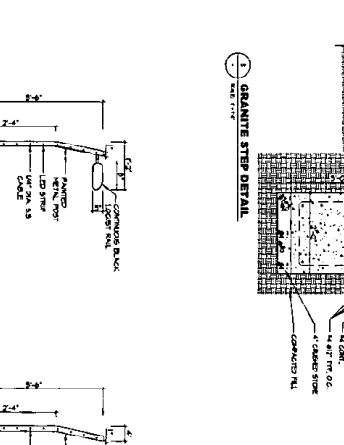
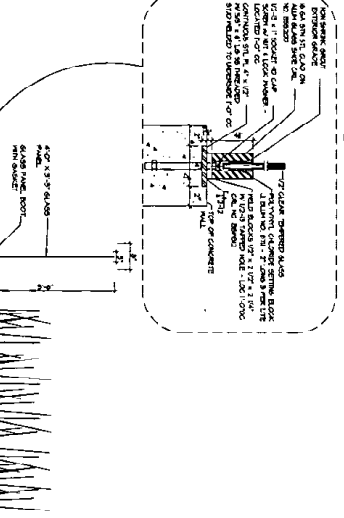
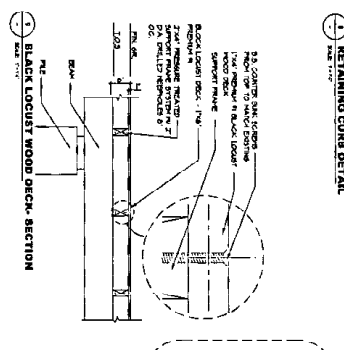
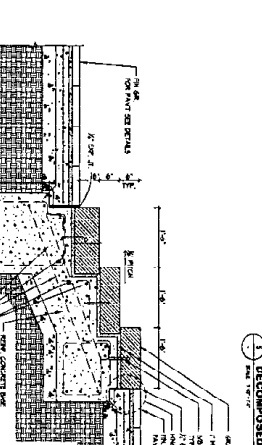
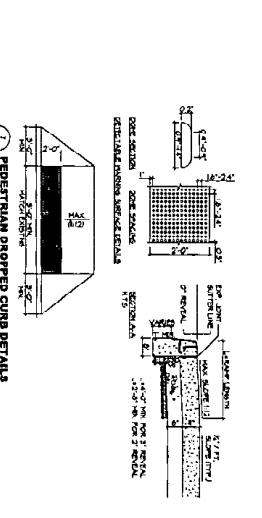
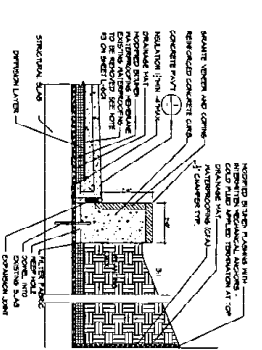
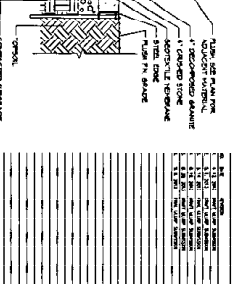
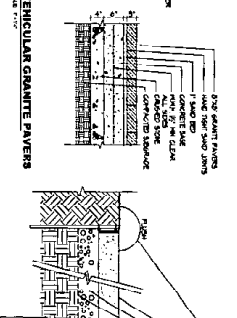
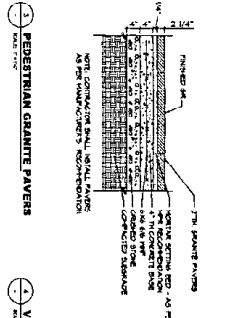
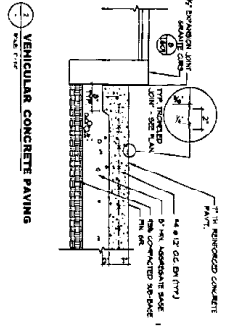
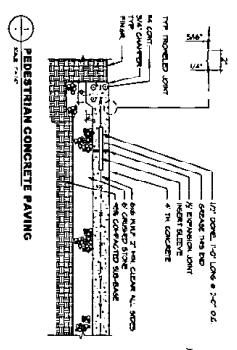
PROJECT TITLE
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

DATE
 11/15/2017

SCALE
 AS SHOWN

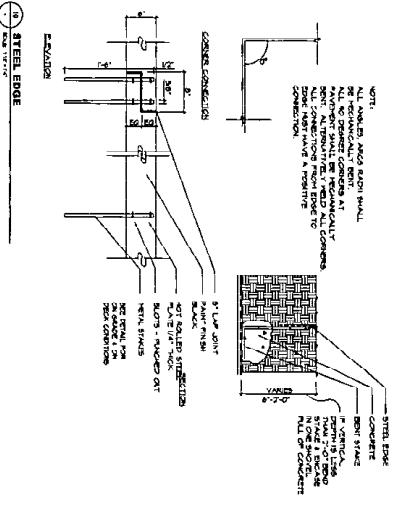
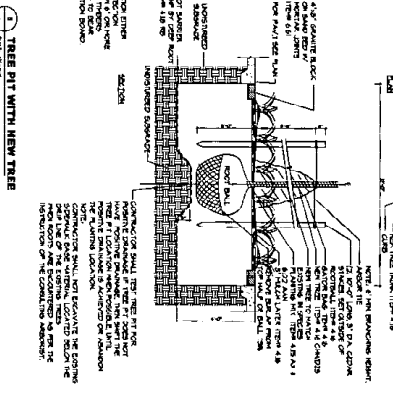
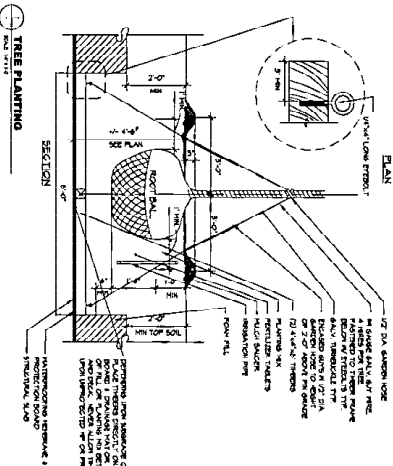
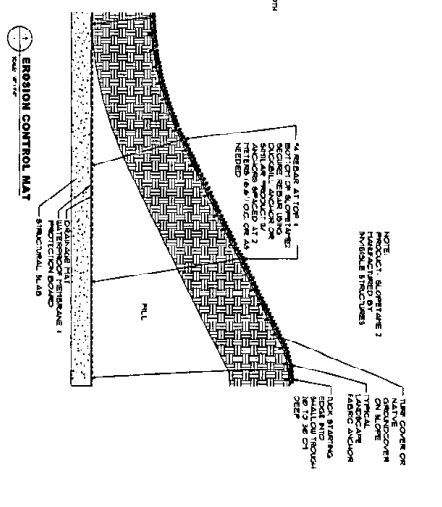
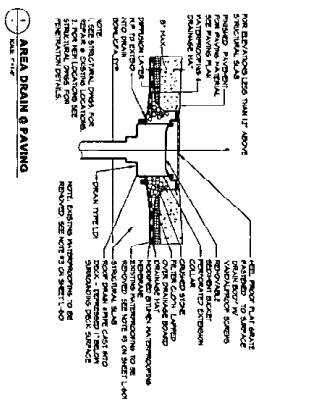
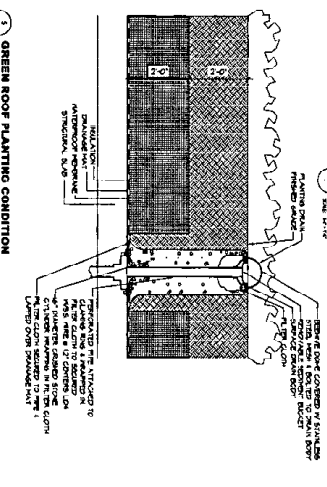
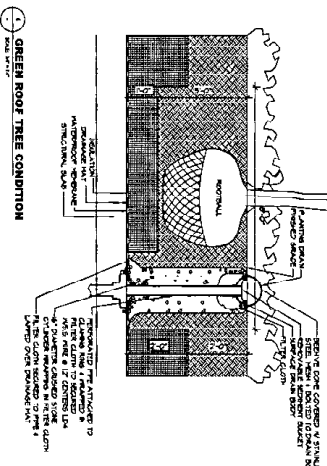
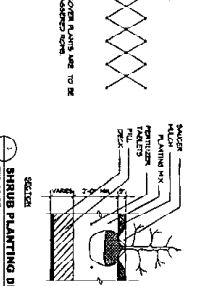
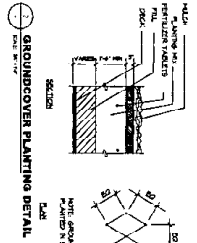
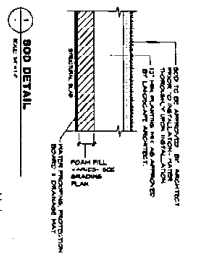
SECTION NO.
ZL-502

SECTION

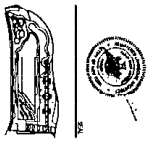


LANDSCAPE DETAILS
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
ZL-600
 DATE: 12/15/2011
 BY: [Signature]
 CHECKED: [Signature]
 PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 SHEET: 82 OF 102





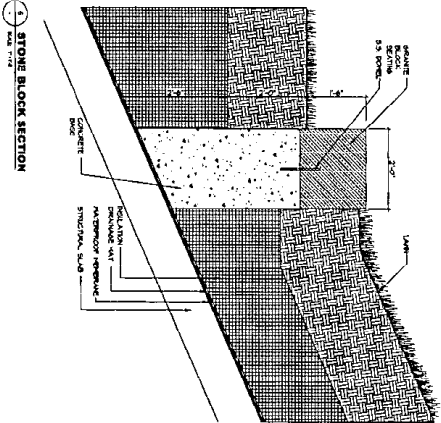
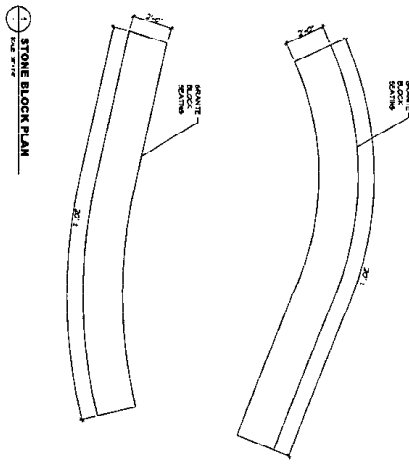
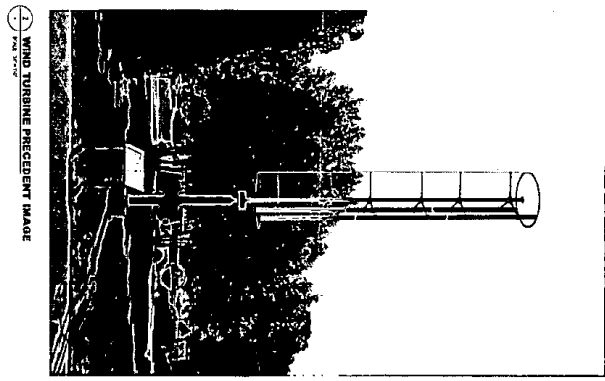
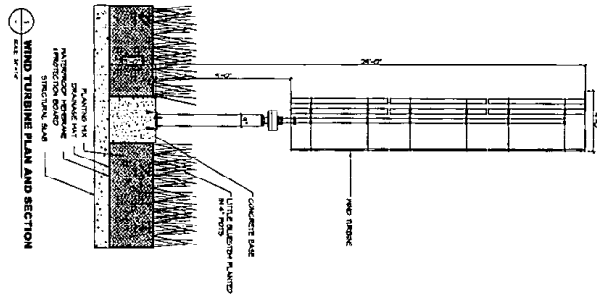
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Perkins Eastman
 ARCHITECTS
 1100 AVENUE OF THE STARS
 SUITE 2000
 WASHINGTON, DC 20004
 TEL: 202 462 2000
 FAX: 202 462 2001
 WWW.PEAKONLINE.COM

PROJECT:
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 PLANTING
 DETAILS

DATE: 11/11/2010
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT NO.: ZL-601



NO.	DESCRIPTION
1	CONCRETE
2	STONE BLOCK
3	GRAVEL
4	SOIL
5	PAVING
6	LANDSCAPE
7	PLANTING
8	STRUCTURE
9	UTILITY
10	WATER
11	SEWER
12	ROAD
13	RAILROAD
14	BOUNDARY
15	EXISTING
16	PROPOSED

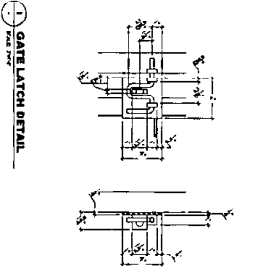
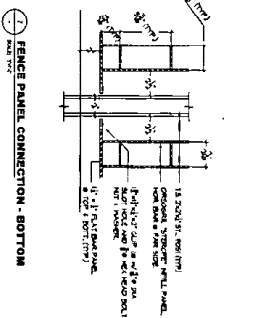
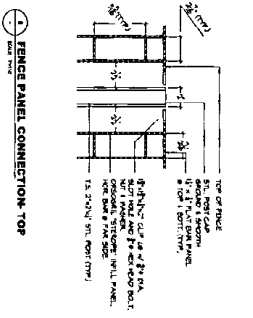
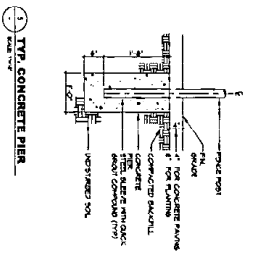
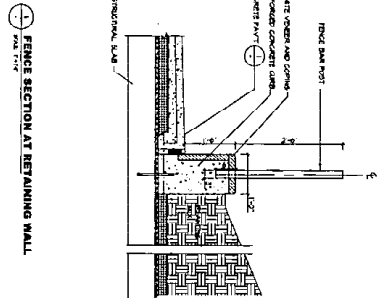
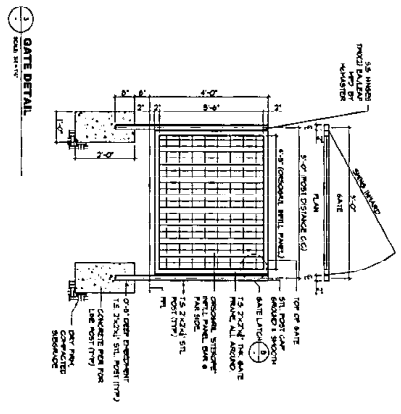
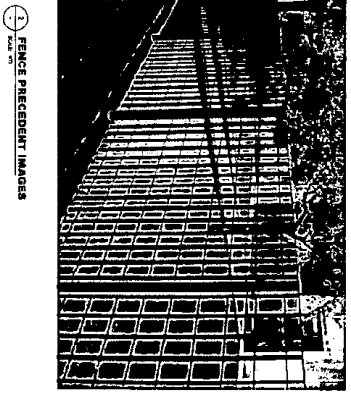
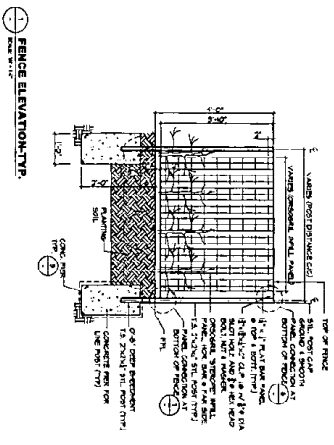


Perkins Eastman
 1234 Main Street
 New York, NY 10001
 Tel: 212 512 1000
 Fax: 212 512 1001
 www.perkins.com



PROJECT
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 LANDSCAPE
 DETAILS

ZL-602



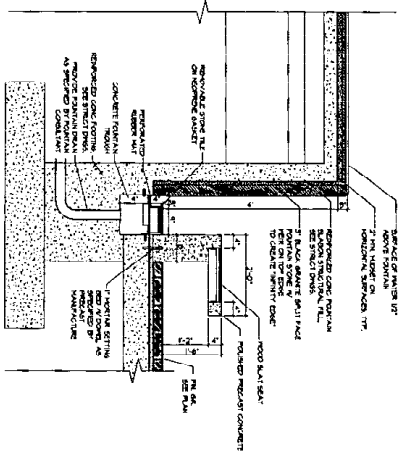
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3	ISSUED FOR RECORD	11/15/2023
4	ISSUED FOR RECORD	11/15/2023
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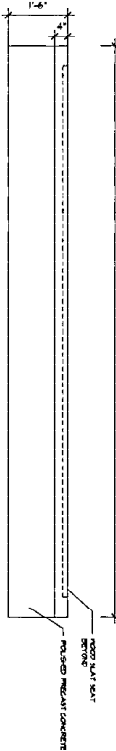
Perkins Eastman
 45878 P.E.
 11101
 11101
 11101
 11101

PROJECT TITLE:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 PROJECT NO.:
ZL-603
 SHEET NO.:
11

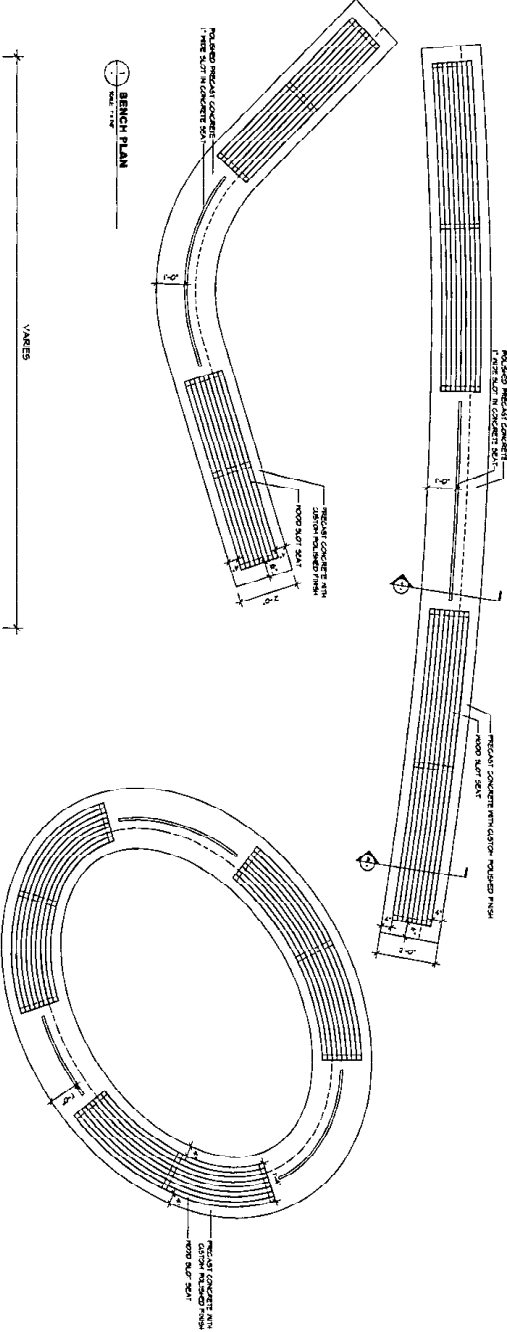
1 BENCH SECTION DETAIL



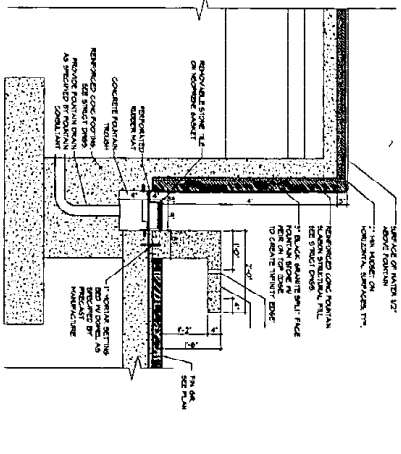
2 BENCH ELEVATION TYP.



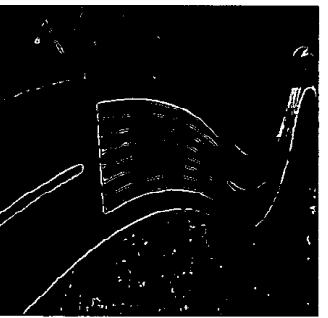
3 BENCH PLAN



4 BENCH SECTION DETAIL



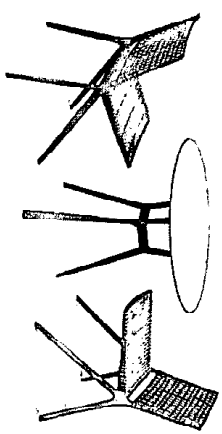
5 BENCH PRECEDENT IMAGE



PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCE 1
 DATE: 11/20/2018
 DRAWING NO: ZL-604
 SCALE: AS SHOWN

Peckins Eastman
 ARCHITECTS
 1001 N. MARKET ST. SUITE 200
 RICHMOND, VA 23219
 TEL: 804.771.7700
 FAX: 804.771.7701
 WWW.PECKINSEASTMAN.COM

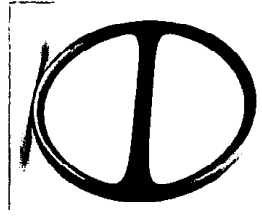
NO.	REVISION	DATE
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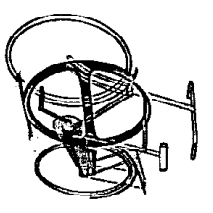
1. TABLES AND CHAIRS
 PLAN 201



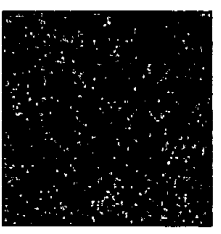
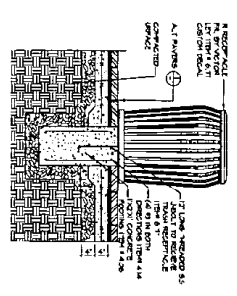
2. NYC 2000 DRINKING FOUNTAIN
 PLAN 201



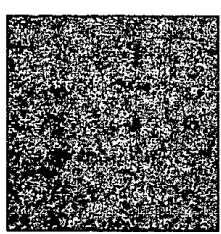
3. NYC DOT STANDARD BIKE RACK
 PLAN 201



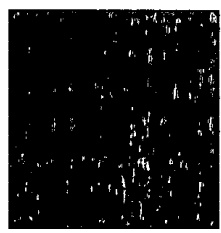
4. TRASH RECEPTACLE
 PLAN 201



5. HEXAGONAL PRECAST CONCRETE PAVER
 PLAN 201

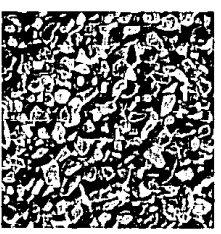


6. CONCRETE
 PLAN 201

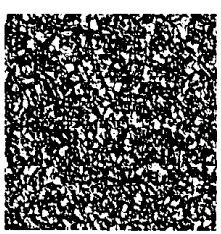


7. WOOD DECK & BENCH
 PLAN 201

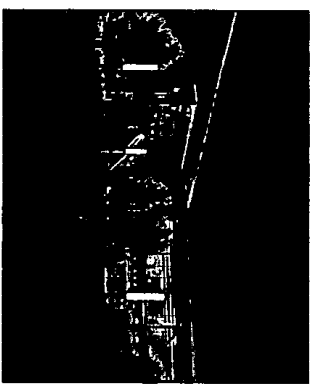
NOTE: SEE THE TECHNICAL SPECIFICATIONS FOR
 MATERIALS TO BE USED IN THE CONSTRUCTION OF
 THE WOOD DECK & BENCH. THE WOOD SHOULD BE
 PROTECTED AGAINST WEATHERING AND
 DAMAGE TO THE SURFACE OF THE WOOD.



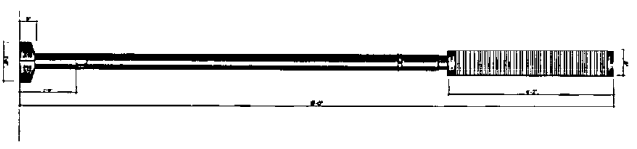
8. DECOMPOSED GRANITE
 PLAN 201



9. SAFETY SURFACE
 PLAN 201



10. LIGHTPOLE
 PLAN 201



NO.	DESCRIPTION
1	TABLES AND CHAIRS
2	NYC 2000 DRINKING FOUNTAIN
3	NYC DOT STANDARD BIKE RACK
4	TRASH RECEPTACLE
5	HEXAGONAL PRECAST CONCRETE PAVER
6	CONCRETE
7	WOOD DECK & BENCH
8	DECOMPOSED GRANITE
9	SAFETY SURFACE
10	LIGHTPOLE

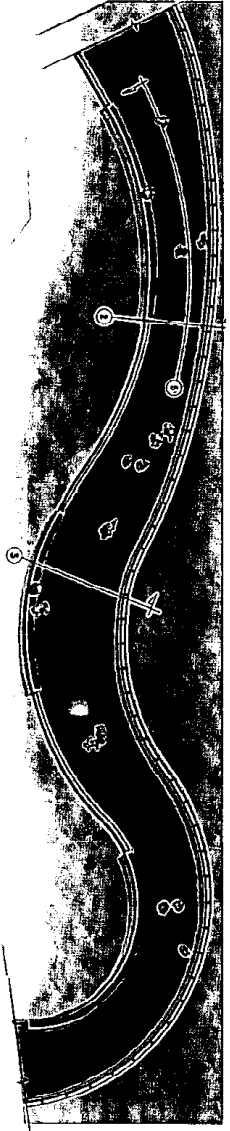


Perkins Eastman
 ARCHITECTS

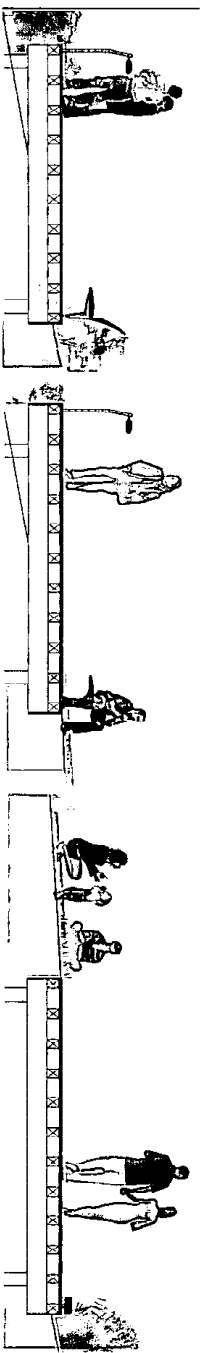
PROJECT NO. 201
 SHEET NO. 87
 DATE: 12/15/2010

PROJECT TITLE:
 ST. GEORGE
 WATERFRONT
 REDEVELOPMENT
 PARCEL 1
 MATERIAL
 DETAILS

ZL-700



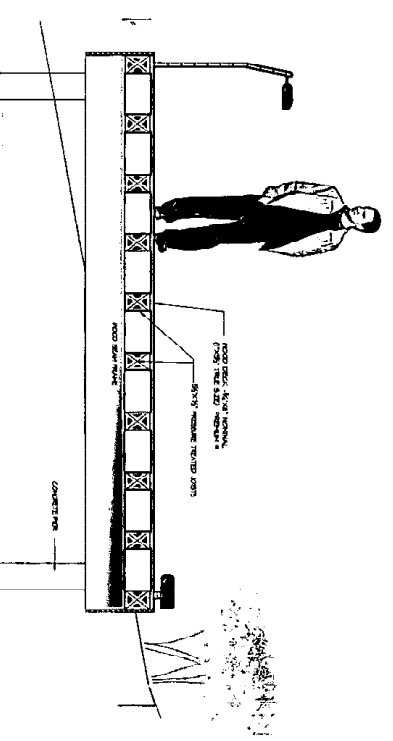
WOOD DECK WALKWAY ENLARGEMENT
SCALE: 1/8" = 1'-0"



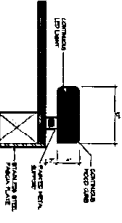
SECTION AT BENCH & GUARDRAIL
SCALE: 3/8" = 1'-0"

SECTION AT GUARDRAIL & BENCH W/ OUT BACK
SCALE: 3/8" = 1'-0"

SECTION AT OPEN ACCESS & CURB
SCALE: 3/8" = 1'-0"



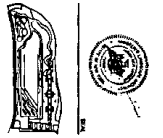
WOOD DECK WALKWAY ENLARGEMENT
SCALE: 1/8" = 1'-0"



CURB DETAIL
SCALE: 3/8" = 1'-0"

NOTE:
1. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
2. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
3. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
4. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
5. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
6. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
7. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
8. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
9. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.
10. WOOD LATHE SHALL BE 1/2" THICK AND 1/2" HIGH.

NO.	DESCRIPTION	QUANTITY	UNIT
1	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
2	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
3	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
4	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
5	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
6	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
7	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
8	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
9	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION
10	WOOD DECK WALKWAY ENLARGEMENT	1	SECTION



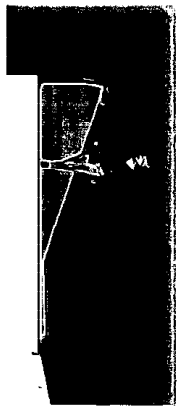
Perkins Eastman
ARCHITECTS
1111 RIVERSIDE DRIVE
SUITE 200
ANN ARBOR, MI 48106
TEL: 734.769.1000
WWW.PERKINS-EASTMAN.COM



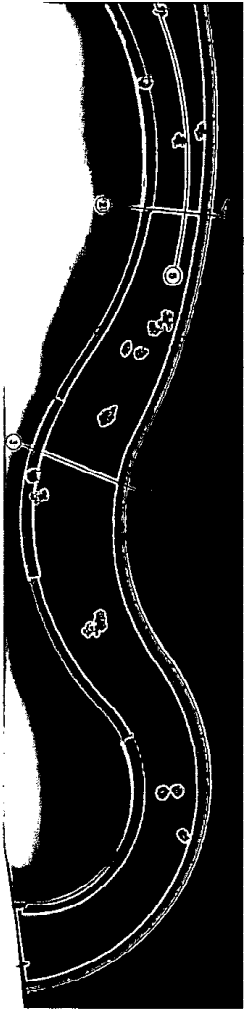
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
1.0000 ACRES
1.0000 ACRES
1.0000 ACRES
1.0000 ACRES

ZL-701
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
1.0000 ACRES
1.0000 ACRES
1.0000 ACRES
1.0000 ACRES

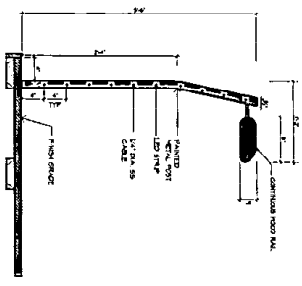
7 WALKWAY NIGHT SHOT SECTION
DATE: 07/14



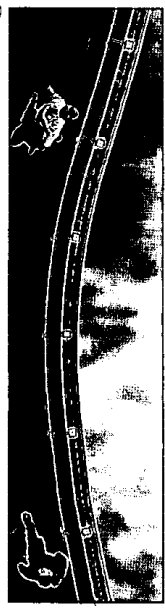
8 WOOD DECK NIGHT SHOT PLAN
DATE: 07/14



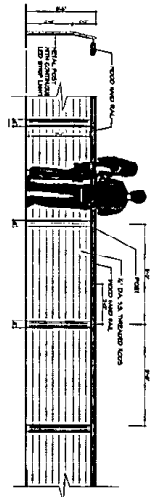
9 GUARDRAIL DETAIL
DATE: 07/14



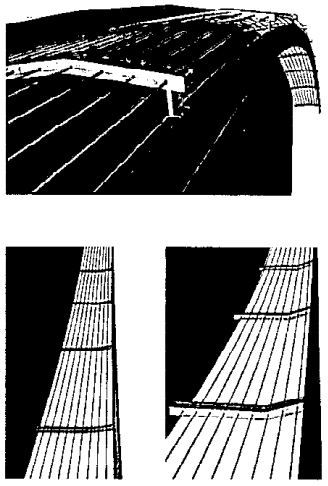
7 GUARDRAIL ENLARGEMENT
DATE: 07/14



8 GUARDRAIL ELEVATION
DATE: 07/14



9 GUARD RAIL 3D VIEWS
DATE: 07/14



NOTE:
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
2. ALL MATERIALS SHALL BE FINISHED WITH AN ANTI-RUST FINISH.
3. ALL METALS SHALL BE GALVANNEAL STEEL.
4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
5. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
8. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
9. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

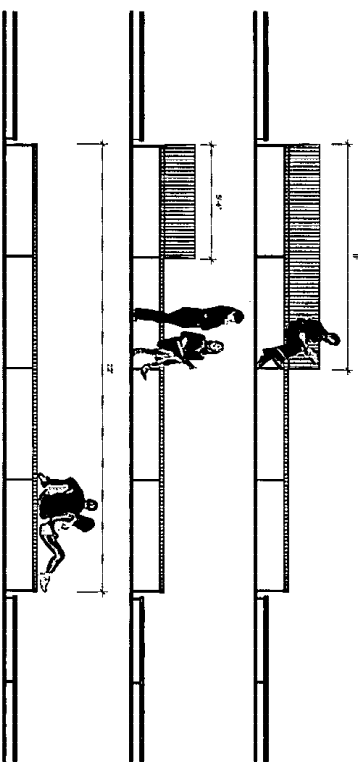
PROJECT TITLE
ST. GEORGE
WATERFRONT
REDEVELOPMENT
PARCEL 1
F. CONSTRUCTION
PROJECT NO. 18
DATE: 07/14
SCALE: AS SHOWN
ZL-702
WITH REVISIONS

DATE: 07/14
PROJECT NO. 18
SCALE: AS SHOWN
PROJECT TITLE
ST. GEORGE
WATERFRONT
REDEVELOPMENT
PARCEL 1
F. CONSTRUCTION
PROJECT NO. 18
DATE: 07/14
SCALE: AS SHOWN
ZL-702
WITH REVISIONS

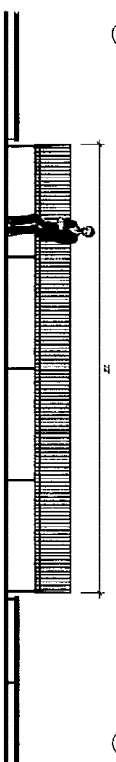


NO.	DATE	DESCRIPTION
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2	07/14	ISSUED FOR PERMITS
3	07/14	ISSUED FOR PERMITS
4	07/14	ISSUED FOR PERMITS
5	07/14	ISSUED FOR PERMITS
6	07/14	ISSUED FOR PERMITS
7	07/14	ISSUED FOR PERMITS
8	07/14	ISSUED FOR PERMITS
9	07/14	ISSUED FOR PERMITS
10	07/14	ISSUED FOR PERMITS
11	07/14	ISSUED FOR PERMITS
12	07/14	ISSUED FOR PERMITS
13	07/14	ISSUED FOR PERMITS
14	07/14	ISSUED FOR PERMITS
15	07/14	ISSUED FOR PERMITS
16	07/14	ISSUED FOR PERMITS
17	07/14	ISSUED FOR PERMITS
18	07/14	ISSUED FOR PERMITS
19	07/14	ISSUED FOR PERMITS
20	07/14	ISSUED FOR PERMITS

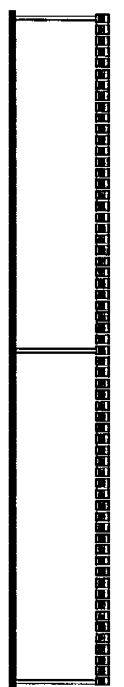
1 BENCH COMBINATIONS
PLAN 1/8" = 1'-0"



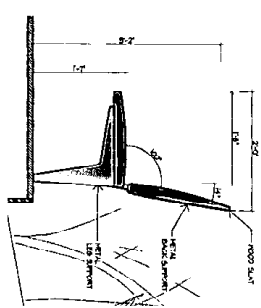
1 BENCH ELEVATION WITHOUT BACK
ELEV. 1/8" = 1'-0"



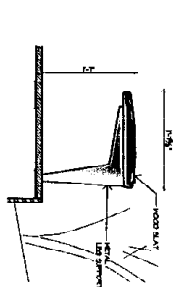
1 BENCH ELEVATION WITH BACK
ELEV. 1/8" = 1'-0"



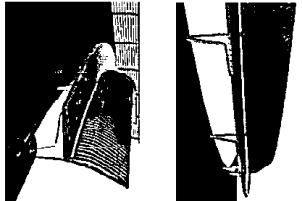
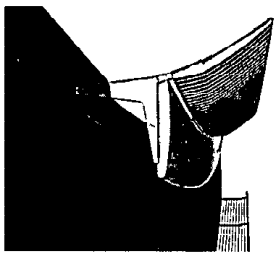
1 BENCH SECTION WITH BACK
SECTION 1/8" = 1'-0"



1 BENCH SECTION WITHOUT BACK
SECTION 1/8" = 1'-0"



1 BENCH 3D
SECTION 1/8" = 1'-0"



NOTE: ALL DIMENSIONS ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED. DIMENSIONS ARE TO THE CENTERLINE UNLESS OTHERWISE NOTED.

PROJECT TITLE
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
PROJECT NO. 21-0000000-01
DATE: 08/20/2021
SCALE: 1/8" = 1'-0"

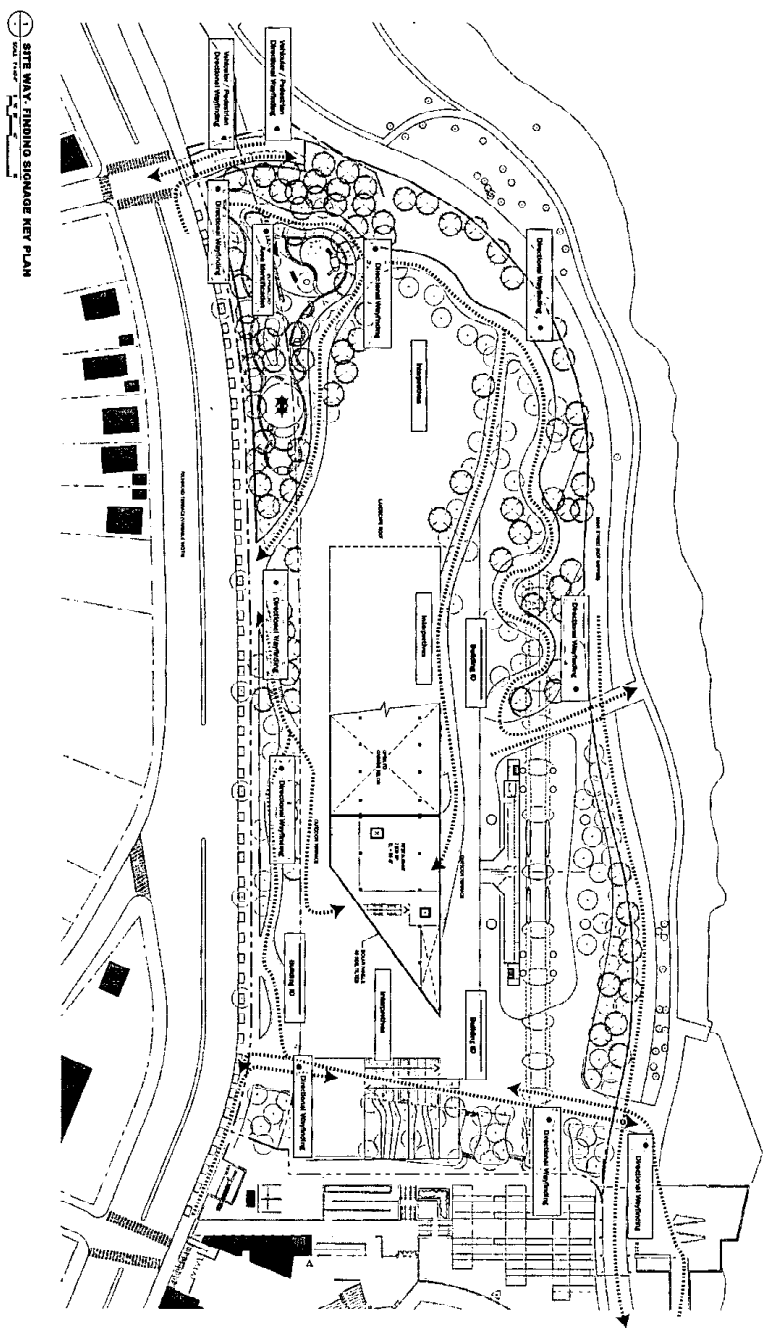


Perkins Eastman
ARCHITECTS
1100 MARKET STREET, SUITE 200
SAN FRANCISCO, CA 94102
TEL: 415.774.4500
WWW.PERKINS-EASTMAN.COM



NO.	DATE	DESCRIPTION
1	08/20/2021	ISSUED FOR PERMITS
2	08/20/2021	ISSUED FOR PERMITS
3	08/20/2021	ISSUED FOR PERMITS
4	08/20/2021	ISSUED FOR PERMITS
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10	08/20/2021	ISSUED FOR PERMITS
11	08/20/2021	ISSUED FOR PERMITS
12	08/20/2021	ISSUED FOR PERMITS
13	08/20/2021	ISSUED FOR PERMITS
14	08/20/2021	ISSUED FOR PERMITS
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24	08/20/2021	ISSUED FOR PERMITS
25	08/20/2021	ISSUED FOR PERMITS
26	08/20/2021	ISSUED FOR PERMITS
27	08/20/2021	ISSUED FOR PERMITS
28	08/20/2021	ISSUED FOR PERMITS
29	08/20/2021	ISSUED FOR PERMITS
30	08/20/2021	ISSUED FOR PERMITS

21-703
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
BENCH DETAILS



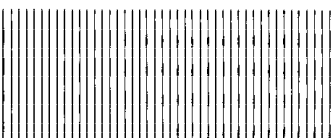
SITE WAY-FINDING SIGNAGE KEY PLAN

LEGEND

--- (dashed line)	PROPERTY LINE
--- (long dashed line)	EXISTING CIRCULATION
--- (short dashed line)	PROPOSED CIRCULATION
--- (dotted line)	PROPOSED CIRCULATION
--- (dash-dot line)	PROPOSED CIRCULATION
--- (dotted line with dots)	PROPOSED CIRCULATION
--- (dotted line with dots)	PROPOSED CIRCULATION
• (dot)	EXISTING SIGNAGE
• (dot)	PROPOSED SIGNAGE

NOTE: FOR SIGNS FIXED TO POLES, ANY PORTION THAT PROTRUDES MORE THAN 4" FROM THE POLE CANNOT BE LOCATED LOWER THAN 6' ABOVE GRADE.

NO. 1	DATE
NO. 2	DATE
NO. 3	DATE
NO. 4	DATE
NO. 5	DATE
NO. 6	DATE
NO. 7	DATE
NO. 8	DATE
NO. 9	DATE
NO. 10	DATE



Petkins Eastman

REGISTERED PROFESSIONAL ENGINEER
 STATE OF FLORIDA
 LICENSE NO. 12345
 EXPIRES 12/31/2024

PROJECT:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

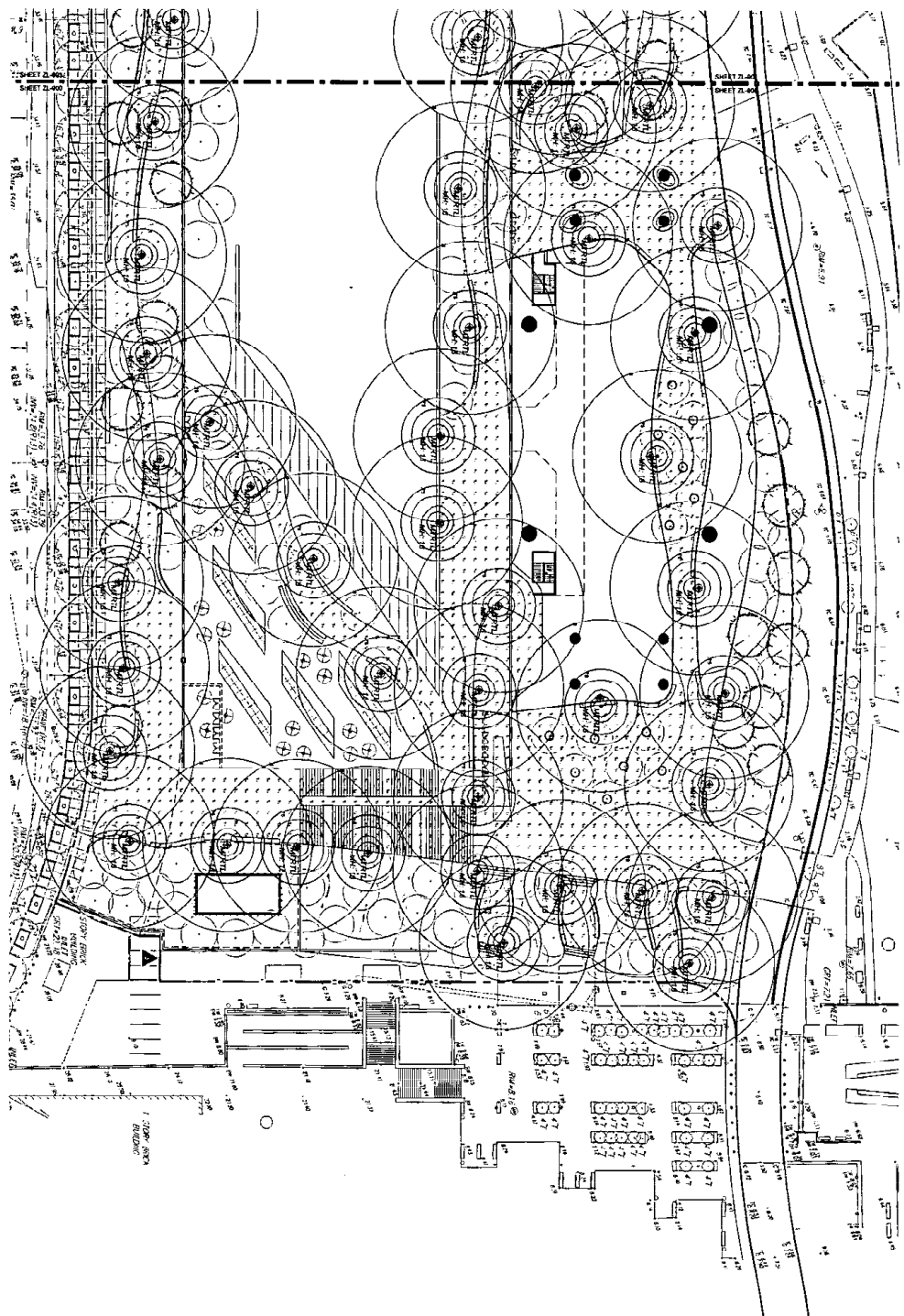
OWNER:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

DATE:
12/31/2024

SCALE:
AS SHOWN

SITE WAY-FINDING SIGNAGE KEY PLAN

ZL-800



PHOTOMETRIC PLAN

THIS PLAN IS A PART OF THE LIGHTING PLAN FOR THE ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1. IT SHOWS THE LOCATION OF THE STREETS AND THE POSITION OF THE STREET LIGHTS. THE LIGHTING PLAN IS A PART OF THE SITE PLAN FOR THE DEVELOPMENT. THE LIGHTING PLAN IS A PART OF THE SITE PLAN FOR THE DEVELOPMENT. THE LIGHTING PLAN IS A PART OF THE SITE PLAN FOR THE DEVELOPMENT.

STREET	TYPE	WIDTH	LANE	AVG. SPEED	AVG. TRAFFIC VOLUME	AVG. TRAFFIC VOLUME PER HOUR	AVG. TRAFFIC VOLUME PER HOUR PER LANE
ST. GEORGE WATERFRONT	ONE WAY	15.0	ONE	15.0	1000	400	400
ST. GEORGE WATERFRONT	TWO WAY	15.0	TWO	15.0	1000	400	200
ST. GEORGE WATERFRONT	TWO WAY	15.0	TWO	15.0	1000	400	200
ST. GEORGE WATERFRONT	TWO WAY	15.0	TWO	15.0	1000	400	200
ST. GEORGE WATERFRONT	TWO WAY	15.0	TWO	15.0	1000	400	200

ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

PHOTOMETRIC PLAN

ZL-900

Perkins Eastman

ARCHITECTS

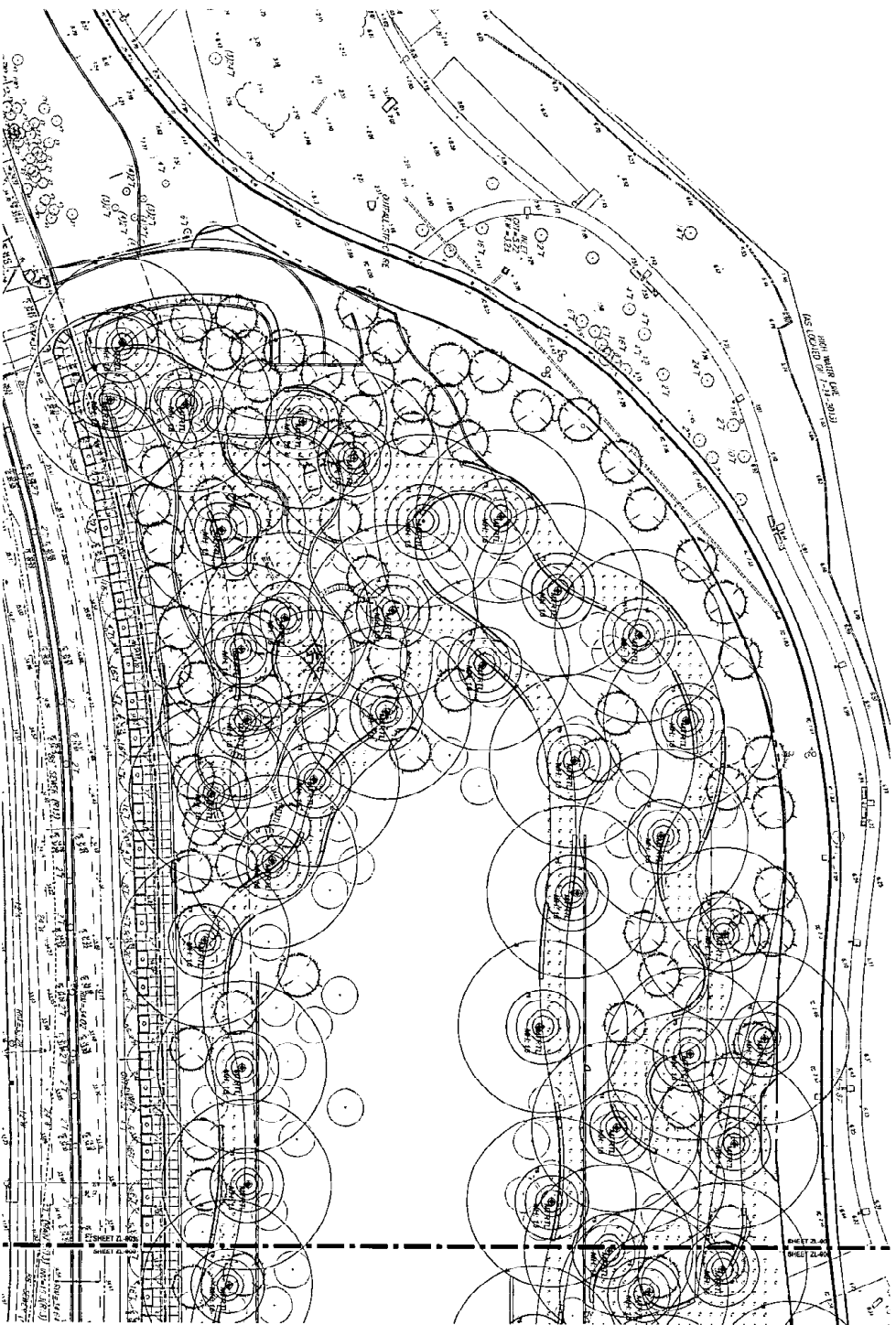
1100 N. WABASH AVENUE

CHICAGO, IL 60610

TEL: 312.279.2000

FAX: 312.279.2001

WWW.PEKINS-EASTMAN.COM



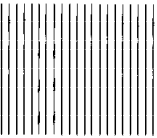
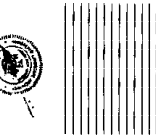
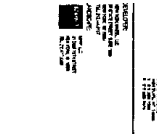
PHOTOMETRIC PLAN

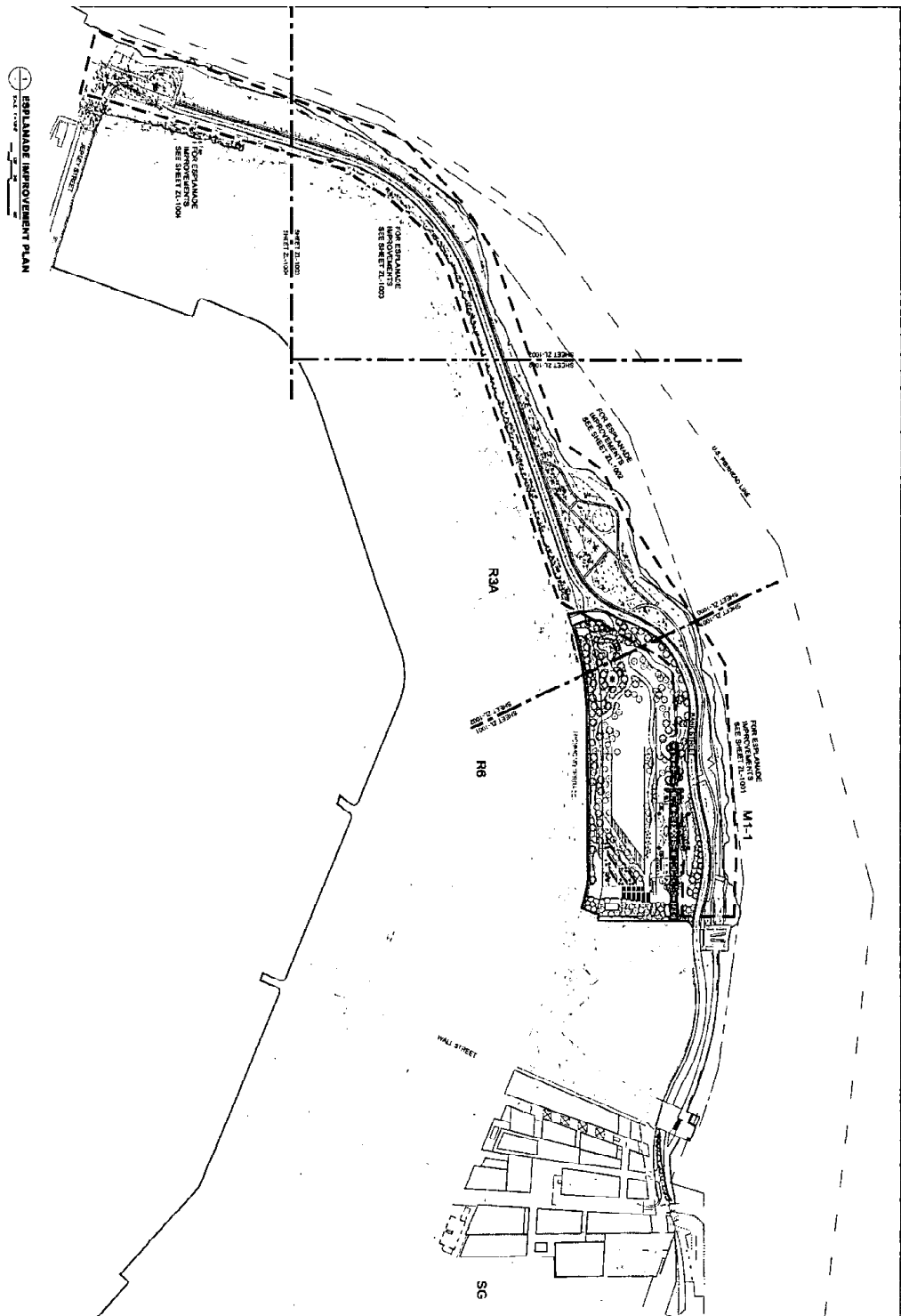
TERRACE SYMBOLS		LAND		MANAGEMENT		TOTAL AREA		LIFE		CONSTRUCTION	
SYMBOL	SIZE	AREA	PERCENT	SYMBOL	SIZE	AREA	PERCENT	SYMBOL	PERCENT	SYMBOL	PERCENT
○	12"	1.2	0.1	○	12"	1.2	0.1	○	12"	1.2	0.1
○	18"	3.6	0.3	○	18"	3.6	0.3	○	18"	3.6	0.3
○	24"	5.8	0.5	○	24"	5.8	0.5	○	24"	5.8	0.5
○	30"	7.1	0.6	○	30"	7.1	0.6	○	30"	7.1	0.6
○	36"	8.5	0.7	○	36"	8.5	0.7	○	36"	8.5	0.7
○	42"	9.9	0.8	○	42"	9.9	0.8	○	42"	9.9	0.8
○	48"	11.3	0.9	○	48"	11.3	0.9	○	48"	11.3	0.9
○	54"	12.7	1.0	○	54"	12.7	1.0	○	54"	12.7	1.0
○	60"	14.1	1.1	○	60"	14.1	1.1	○	60"	14.1	1.1
○	66"	15.5	1.2	○	66"	15.5	1.2	○	66"	15.5	1.2
○	72"	16.9	1.3	○	72"	16.9	1.3	○	72"	16.9	1.3
○	78"	18.3	1.4	○	78"	18.3	1.4	○	78"	18.3	1.4
○	84"	19.7	1.5	○	84"	19.7	1.5	○	84"	19.7	1.5
○	90"	21.1	1.6	○	90"	21.1	1.6	○	90"	21.1	1.6
○	96"	22.5	1.7	○	96"	22.5	1.7	○	96"	22.5	1.7
○	102"	23.9	1.8	○	102"	23.9	1.8	○	102"	23.9	1.8
○	108"	25.3	1.9	○	108"	25.3	1.9	○	108"	25.3	1.9
○	114"	26.7	2.0	○	114"	26.7	2.0	○	114"	26.7	2.0
○	120"	28.1	2.1	○	120"	28.1	2.1	○	120"	28.1	2.1
○	126"	29.5	2.2	○	126"	29.5	2.2	○	126"	29.5	2.2
○	132"	30.9	2.3	○	132"	30.9	2.3	○	132"	30.9	2.3
○	138"	32.3	2.4	○	138"	32.3	2.4	○	138"	32.3	2.4
○	144"	33.7	2.5	○	144"	33.7	2.5	○	144"	33.7	2.5
○	150"	35.1	2.6	○	150"	35.1	2.6	○	150"	35.1	2.6
○	156"	36.5	2.7	○	156"	36.5	2.7	○	156"	36.5	2.7
○	162"	37.9	2.8	○	162"	37.9	2.8	○	162"	37.9	2.8
○	168"	39.3	2.9	○	168"	39.3	2.9	○	168"	39.3	2.9
○	174"	40.7	3.0	○	174"	40.7	3.0	○	174"	40.7	3.0
○	180"	42.1	3.1	○	180"	42.1	3.1	○	180"	42.1	3.1
○	186"	43.5	3.2	○	186"	43.5	3.2	○	186"	43.5	3.2
○	192"	44.9	3.3	○	192"	44.9	3.3	○	192"	44.9	3.3
○	198"	46.3	3.4	○	198"	46.3	3.4	○	198"	46.3	3.4
○	204"	47.7	3.5	○	204"	47.7	3.5	○	204"	47.7	3.5
○	210"	49.1	3.6	○	210"	49.1	3.6	○	210"	49.1	3.6
○	216"	50.5	3.7	○	216"	50.5	3.7	○	216"	50.5	3.7
○	222"	51.9	3.8	○	222"	51.9	3.8	○	222"	51.9	3.8
○	228"	53.3	3.9	○	228"	53.3	3.9	○	228"	53.3	3.9
○	234"	54.7	4.0	○	234"	54.7	4.0	○	234"	54.7	4.0
○	240"	56.1	4.1	○	240"	56.1	4.1	○	240"	56.1	4.1
○	246"	57.5	4.2	○	246"	57.5	4.2	○	246"	57.5	4.2
○	252"	58.9	4.3	○	252"	58.9	4.3	○	252"	58.9	4.3
○	258"	60.3	4.4	○	258"	60.3	4.4	○	258"	60.3	4.4
○	264"	61.7	4.5	○	264"	61.7	4.5	○	264"	61.7	4.5
○	270"	63.1	4.6	○	270"	63.1	4.6	○	270"	63.1	4.6
○	276"	64.5	4.7	○	276"	64.5	4.7	○	276"	64.5	4.7
○	282"	65.9	4.8	○	282"	65.9	4.8	○	282"	65.9	4.8
○	288"	67.3	4.9	○	288"	67.3	4.9	○	288"	67.3	4.9
○	294"	68.7	5.0	○	294"	68.7	5.0	○	294"	68.7	5.0

THE INFORMATION AND PLAN SET (SEE DRAWING 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102) ARE PREPARED FOR THE PROJECT AND THE INFORMATION CONTAINED HEREIN IS FOR THE USE OF THE CLIENT ONLY. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION CONTAINED HEREIN IS NOT TO BE USED FOR ANY OTHER PURPOSE.

ST GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 PHOTOMETRIC PLAN
 ZL-901

Perkins Eastman
 ARCHITECTS
 110 N. LAKE STREET
 CHICAGO, IL 60601
 TEL: 312.329.4200
 FAX: 312.329.4201
 WWW.PEAKS.COM





DATE	12/15/00
PROJECT	ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
SCALE	AS SHOWN
DRAWN BY	J. B. BROWN
CHECKED BY	J. B. BROWN
DATE	12/15/00

NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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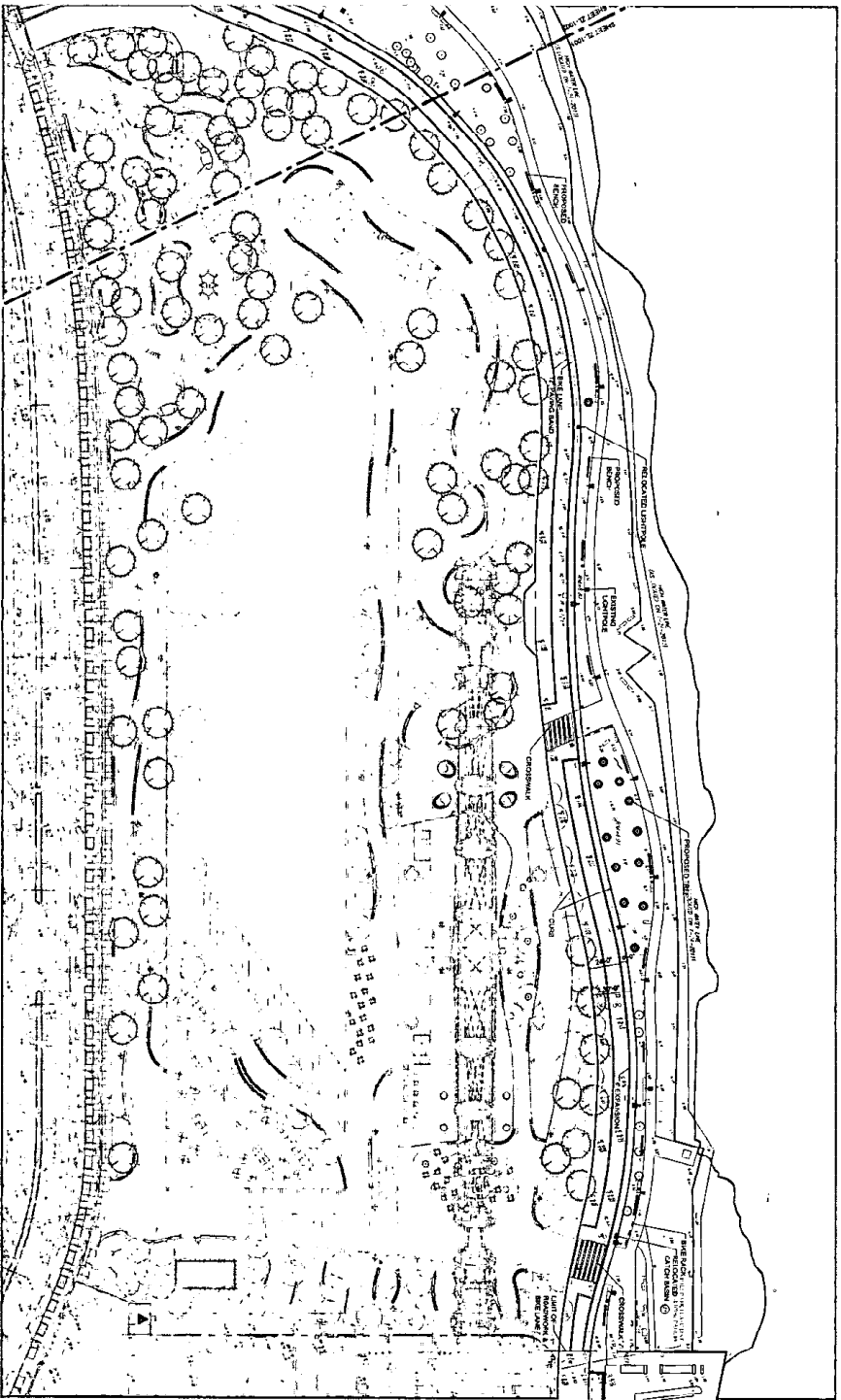


Perkins Eastman
ARCHITECTS
1000 BROADWAY
NEW YORK, NY 10018
TEL: 212 512 2000
WWW.PERKINS-EASTMAN.COM



J. B. BROWN
REGISTERED MECHANICAL ENGINEER
NO. 45823
STATE OF CALIFORNIA
1000 BROADWAY
NEW YORK, NY 10018
TEL: 212 512 2000
WWW.PERKINS-EASTMAN.COM

PROJECT TITLE:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
PROJECT NO.:
ZL-1000
DATE:
12/15/00





ESPLANADE IMPROVEMENT PLAN

- LEGEND**
- 1. RETAINING LIGHT POLE
 - 2. EXISTING TREE
 - 3. PROPOSED TREE
 - 4. PROPOSED TRUNK C/W
 - 5. RETAINING CURB BUSH
 - 6. PROPOSED CURB BUSH
 - 7. PROPOSED HEDGE BUSH
 - 8. EXISTING BENCH TO BE RELOCATED
 - 9. PROPOSED BENCH TO BE RELOCATED

WATERFRONT OPEN SPACE:

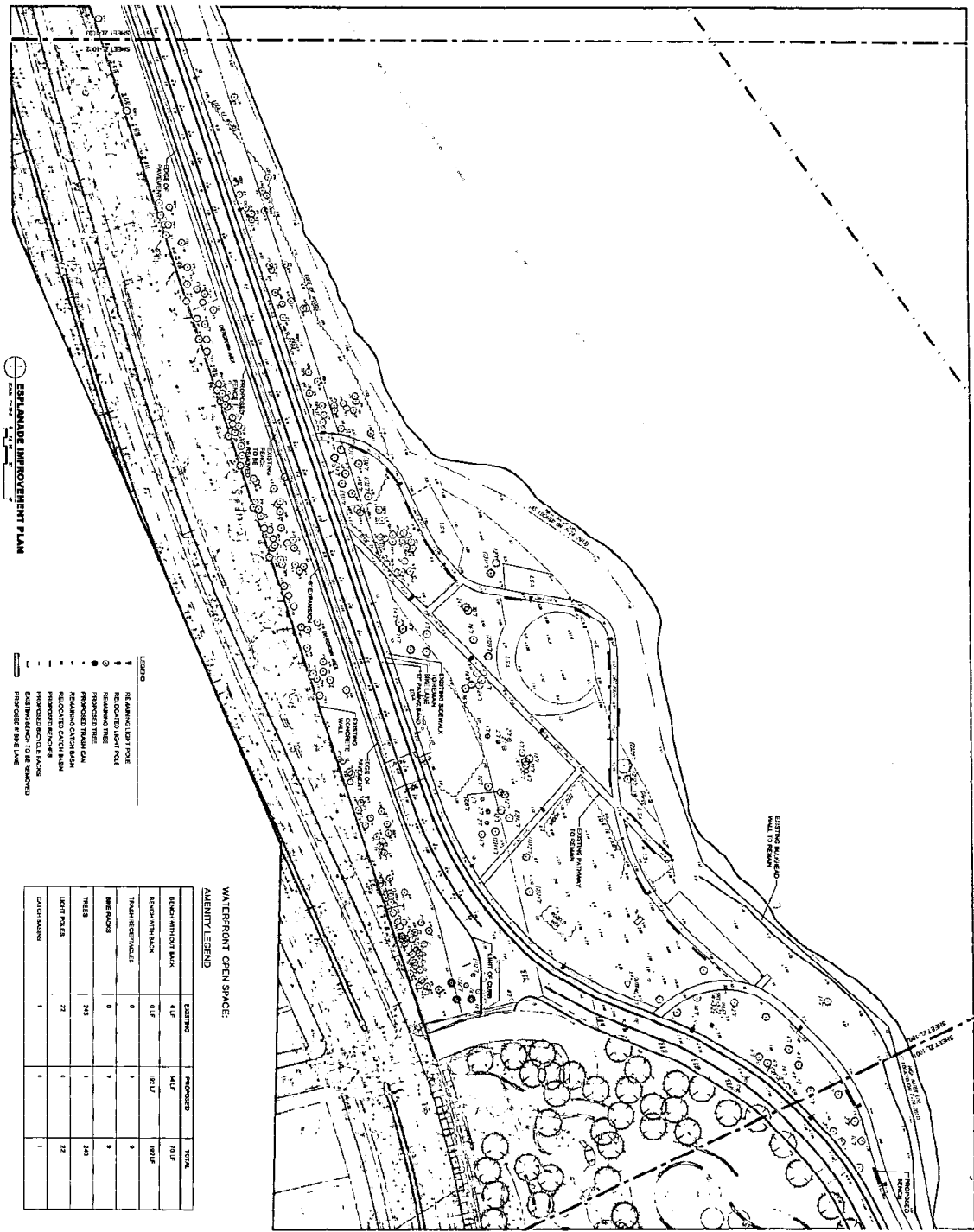
AMENITY LEGEND

	EXISTING	PROPOSED	TOTAL
BENCH WITH OUT BACK	12	9	21
BENCH WITH BACK	0	24	24
TRUNK WITH SEAT	8	4	12
HEDGE BUSH	9	15	24
TREES	21	12	33
LIGHT POLES	20	0	20
CATCHMENTS	2	0	2

Perth's Esplanade
 40 Park Street
 Perth, Western Australia 6000
 Telephone: (08) 9447 3333
 Fax: (08) 9447 3334
 Email: perth.esplanade@perth.wa.gov.au

ST. GEORGE WATERFRONT REDEVELOPMENT PARCELS 1
 ESPLANADE IMPROVEMENT PLAN
 SCALE: AS SHOWN
ZL-1001
 CITY OF PERTH



- LEGEND**
- 1. REPAIRING LIGHT POLE
 - 2. REPAIRING TREE
 - 3. REPAIRING TREE
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WATERFRONT OPEN SPACE AMENITY LEGEND

AMENITY	EXISTING	PROPOSED	TOTAL
BENCH WITHOUT BACK	0	14	14
BENCH WITH BACK	0	10	10
TREES (TOTAL)	0	1	1
BIRD FEEDERS	0	1	1
TABLES	0	1	1
SEAT PADS	0	1	1
CHICKEN MANURE	1	0	1

PROJECT TITLE
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

PROJECT NUMBER
ZL-1002

DATE
 11/11/2011

DESIGNED BY
 PEAKINS EASTMAN

SCALE
 1" = 10'

DATE
 11/11/2011

PROJECT LOCATION
 ST. GEORGE WATERFRONT

PROJECT NUMBER
 ZL-1002

DATE
 11/11/2011

PROJECT TITLE
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

PROJECT NUMBER
 ZL-1002

DATE
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PROJECT LOCATION
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 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

PROJECT NUMBER
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DATE
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DESIGNED BY
 PEAKINS EASTMAN

SCALE
 1" = 10'

DATE
 11/11/2011

PROJECT LOCATION
 ST. GEORGE WATERFRONT

PROJECT NUMBER
 ZL-1002

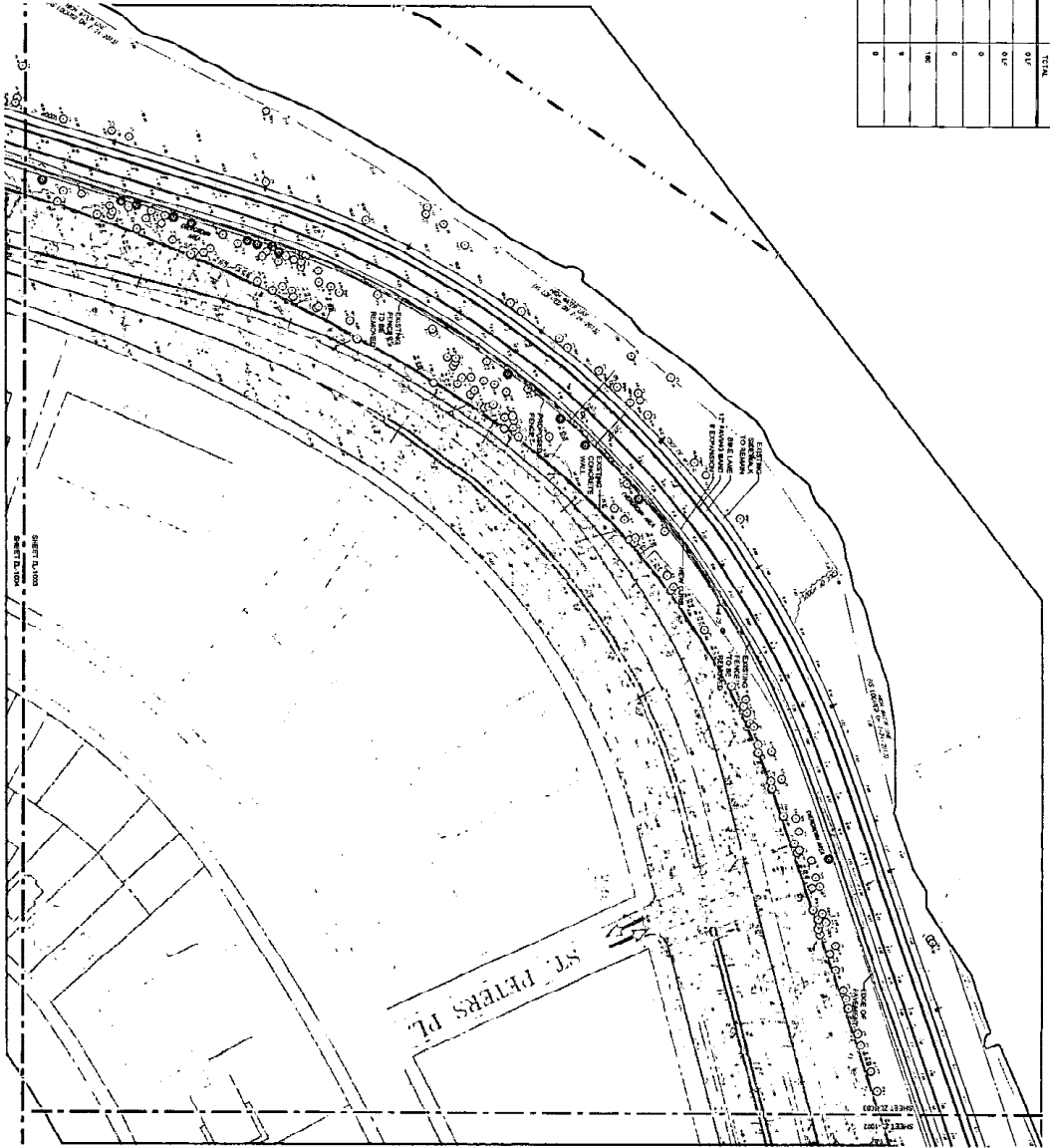
DATE
 11/11/2011

WATERFRONT OPEN SPACE:
AMENITY LEGEND

	EXISTING	PROPOSED	TOTAL
BENCH WITH OUT BACK	0	0	0
BENCH WITH BACK	0	0	0
TABLE/SEAT/CHAIR	0	0	0
BIKE RACKS	0	0	0
TREES	16	1	16
LIGHT POLES	0	0	0
CHURCHES	0	0	0

- LEGEND
- 1. RELOCATED LIGHT POLE
 - 2. RELOCATED LIGHT PUL
 - 3. RELOCATED TREE
 - 4. PROPOSED TREE
 - 5. PROPOSED BIKE RACK
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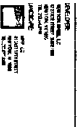
ESPLANADE IMPROVEMENT PLAN



NO.	DESCRIPTION	DATE
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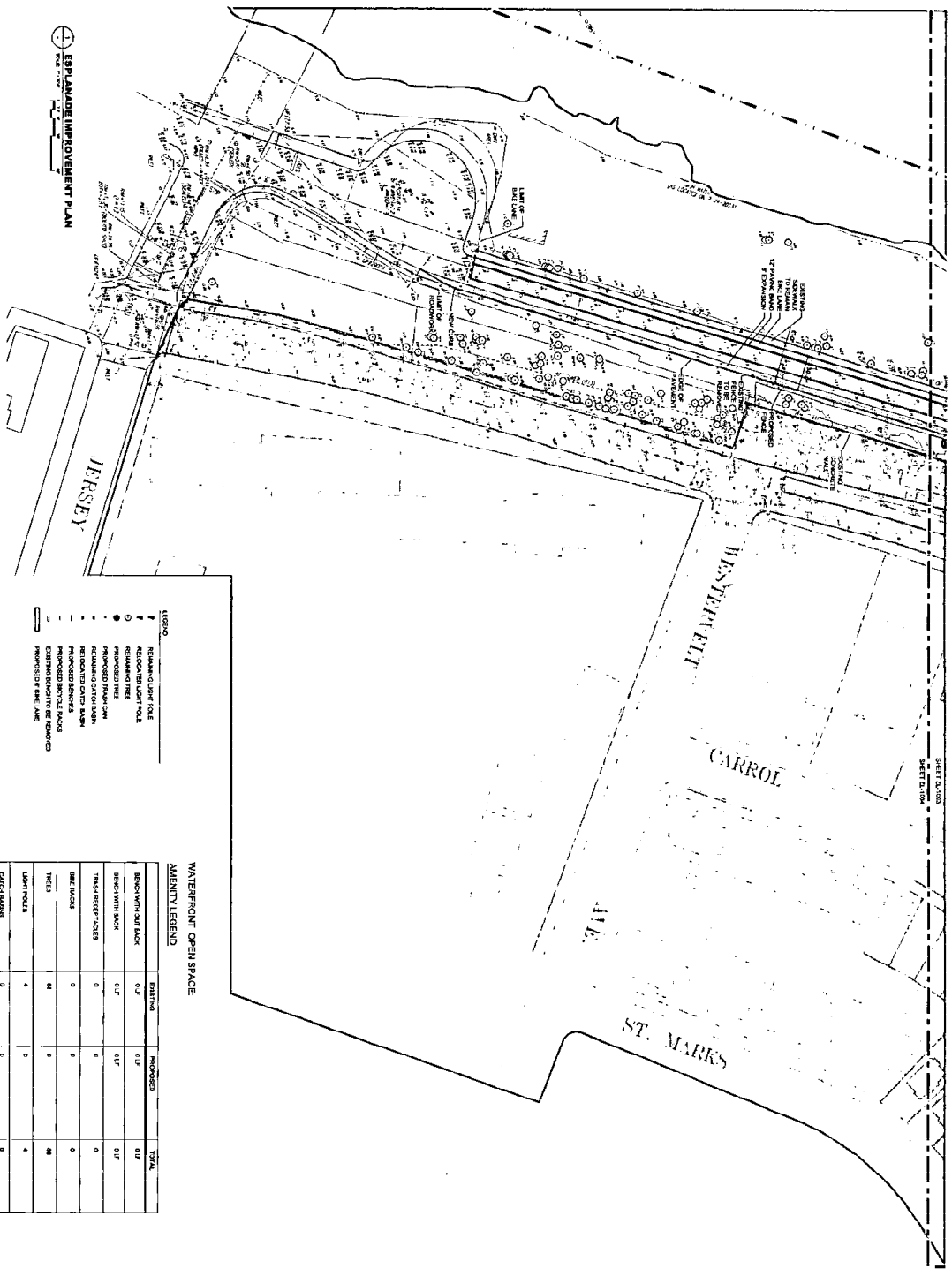


Perkins Eastman
ARCHITECTS
1100 N. LAKE DRIVE
ANN ARBOR, MI 48106
TEL: 734.769.7000
WWW.PERKINS-EASTMAN.COM



PROJECT TITLE:
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
PROJECT NO.:
DATE:
SCALE:
DRAWN BY:
CHECKED BY:
APPROVED BY:

ZL-1003
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
ESPLANADE IMPROVEMENT PLAN



ESPLANADE IMPROVEMENT PLAN

- LEGEND**
- REMANUATED LIGHT POLE
 - RELOCATED LIGHT POLE
 - REMANUATED TREE
 - PROPOSED TREE
 - REMANUATED CURB SIGN
 - RELOCATED CURB SIGN
 - PROPOSED BENCHES
 - PROPOSED BENCHES RELOCATED
 - PROPOSED BY THE WAY

WATERFRONT OPEN SPACE:

ADDITIONAL LEGEND

	EXISTING	PROPOSED	TOTAL
BENCH WITH AND BACK	0	1	1
BENCH WITH BACK	0	1	1
THICK REEFER/FACES	0	0	0
BENCH BACKS	0	1	1
TREES	4	1	5
LIGHT POLES	4	1	5
CURB BARRIERS	0	1	1

PROJECT TITLE
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

ESPLANADE IMPROVEMENT PLAN

DATE: 08/20/2014

ZIL-1004

DATE: 08/20/2014

Paul J. Eastman
Professional Engineer
No. 12586
State of New York

DATE: 08/20/2014

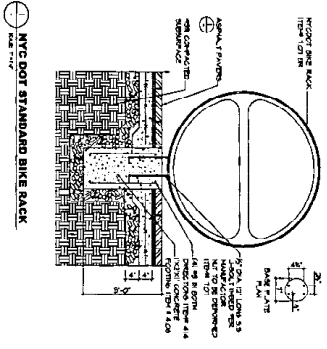
PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

SCALE: AS SHOWN

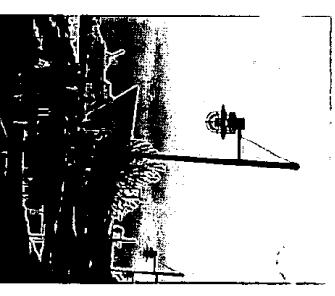
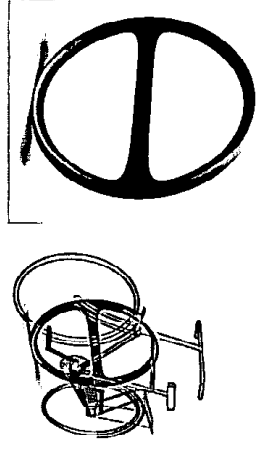
DATE: 08/20/2014

PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1

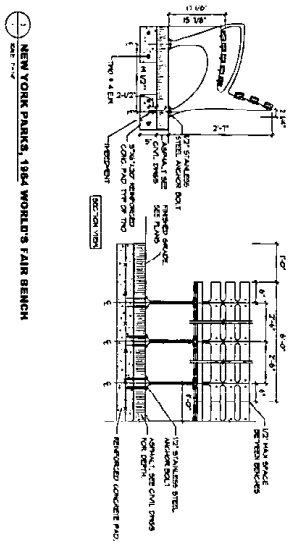
SCALE: AS SHOWN



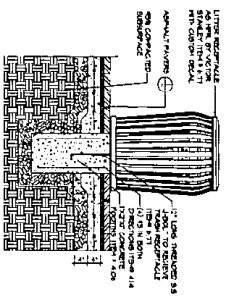
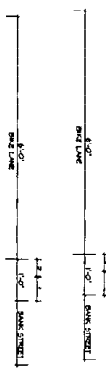
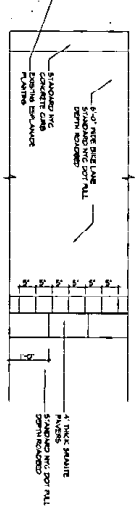
NYC DOT STANDARD BIKE RACK
 DATE: 10/17/10



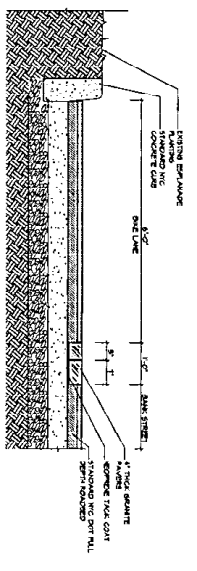
ESPANADE LIGHT POLE
 DATE: 10/17/10
 NOTE: LIGHT POLES TO MATCH EXISTING



NEW YORK PARKS, 1984 WORLD'S FAIR BENCH
 DATE: 10/17/10



TRASH RECEPTACLE
 DATE: 10/17/10



BIKE LANE & BANK STREET
 DATE: 10/17/10

NO.	DESCRIPTION
1	CONCRETE
2	CASTERS
3	STEEL
4	CONCRETE
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PERKINS EASTMAN
 407 MAIN STREET
 NEW YORK, NY 10038
 TEL: 212 904 7000
 FAX: 212 904 7001
 WWW.PEAKNY.COM

DATE: 10/17/10
 SCALE: AS SHOWN

PROJECT
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1
 F. EASTMAN ARCHITECTS
 1234 MAIN STREET
 NEW YORK, NY 10038
 TEL: 212 904 7000
 FAX: 212 904 7001
 WWW.PEAKNY.COM
ZL-1005
 DATE: 10/17/10

EXHIBIT D Private Events Location Plan

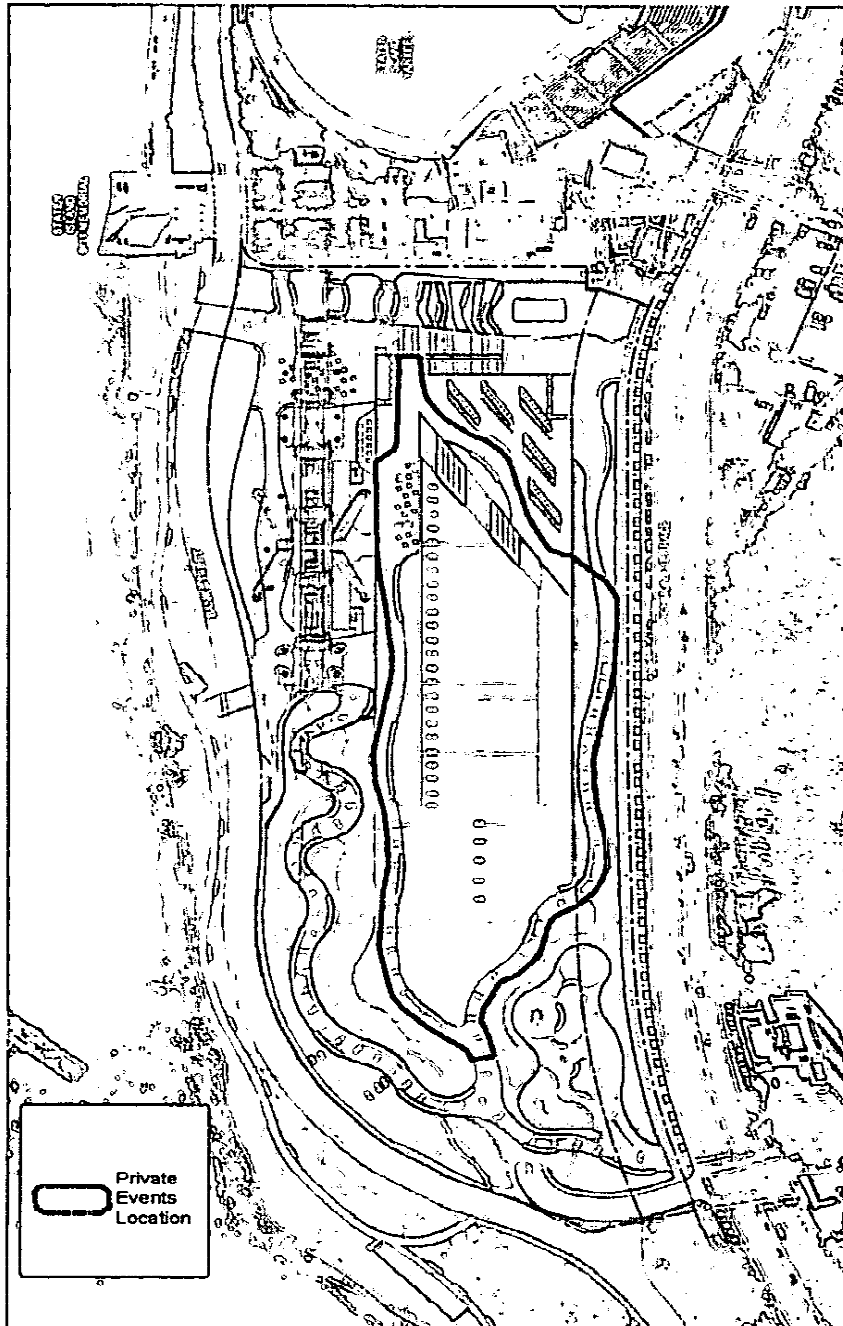


EXHIBIT E

Operational Rules for On-Site Open Space and Public Plazas

This is a privately-owned space that is designed and intended for use and enjoyment by the general public for passive recreation.

Prohibited:

1. Lying down on the ground or lying down on benches, sitting areas or walkways in a manner which could unreasonably interfere with the use of benches sitting areas or walkways by others.
2. Camping or the erection of tents or other shelter/structures including the use of tarps and sleeping bags.
3. Storage or placement of personal property on the ground, benches, or sitting areas or walkways in a manner which could unreasonably interfere with the use of such areas by others.
4. Use of illegal drugs, smoking, vending and consumption of alcoholic beverages.
5. Assemblages of 100 persons or more, except with permission from the owner.
6. Playing of a musical instrument, amplified or unamplified, or of recorded music, except with permission of the owner.
7. Roller blading, skateboarding and other recreational activities using hardwheel equipment that could damage surfaces and landscaping.
8. Activities such as kite-flying and other recreational activities using airborne devices and equipment that could interfere with Wheel operations.

EXHIBIT F

Playground Operational Rules

PLAYGROUND RULES PROHIBIT

- Adults Except in the Company of Children
- Littering and Glass Bottles
- Bicycles, Roller Skates, Scooters or Skateboards
- Pets
- Using Illegal Drugs, Alcohol or Smoking
- Amplifying Sound
- Disorderly Conduct
- Feeding Birds or Squirrels
- Entering the Playground After it is Closed
- Standing on Swings
- Engaging in Commercial Activity
- Performing or Rallying
- Rummaging Through Trash Receptacles
- Barbecuing or Open Fires
- Bare Feet

This Playground Closes at Dusk