

**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.

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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:

	<b>2013 Approved Plan</b>	<b>2015 Proposed Plan</b>	<b>Notes</b>
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 stationery 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. Development pursuant to this resolution shall be allowed only after the first modification to restrictive declaration, attached hereto as Exhibit A, with such administrative and technical changes as are acceptable to Counsel to the City Planning Commission, has been executed and recorded by New York Wheel LLC in the Office of the Richmond County Clerk, such first modification to restrictive declaration shall be deemed incorporated herein as a condition of this resolution<sup>1</sup>.

5. 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.

6. 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

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<sup>1</sup> Resolution was updated to incorporate reference to the approved first modification to restrictive declaration related to the application.

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.

7. 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

Disapprove



Approve With ~~Modifications/Conditions~~



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 21<sup>st</sup> 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 #: <b>C 150447 ZSR</b>	Project Name: <b>NY Wheel Special Permit Modification</b>
CEQR Number: 13SBS001R	Borough(s): <b>Staten Island</b>
	Community District Number(s): <b>1</b>

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](mailto: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): <b>NYC Economic Development Corporation</b> 110 William Street, New York, NY 10038  <b>New York Wheel LLC</b> 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: <i>Community Board #1</i>	
Date of public hearing: <i>July 21, 2015</i> Location: <i>320 St. Mark's Place</i>	
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: <i>July 21, 2015</i> Location: <i>320 St. Mark's Place</i>	
<b>RECOMMENDATION</b> <input checked="" type="checkbox"/> Approve <input type="checkbox"/> Approve With Modifications/Conditions <input type="checkbox"/> Disapprove <input type="checkbox"/> Disapprove With Modifications/Conditions <b>Please attach any further explanation of the recommendation on additional sheets, as necessary.</b>	
<b>Voting</b> # In Favor: <i>29</i> # Against: <i>4</i> # Abstaining: <i>1 (ineligible)</i> Total members appointed to the board: <i>45</i>	
Name of CB/BB officer completing this form <i>Nicholas Sicular</i>	Title <i>Chairman</i>
Date <i>7/22/15</i>	

**Exhibit A<sup>2</sup>**

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<sup>2</sup> Previously attached Restrictive Declaration from the originally approved application of 2013 (C 130317 ZSR) has been removed and the approved First Modification to Restrictive Declaration has been attached as Exhibit A.

## FIRST MODIFICATION TO RESTRICTIVE DECLARATION

This FIRST MODIFICATION TO RESTRICTIVE DECLARATION, made as of the \_\_\_\_\_ day of October, 2015 (the "First Modification"), by New York Wheel LLC, a New York limited liability company, having an address at 7 Penn Plaza 370 Seventh Avenue, Suite 1705, New York, New York 10001 (the "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 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) and part of Block 2, Lot 20 on the Tax Map for the Borough of Staten Island as more particularly described in Exhibit "A-1" annexed hereto and made a part hereof ("Subject Property"); and

WHEREAS, The City is the fee owner of certain real property 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, Lot 18 (formerly, Block 2, part of Lot 20) on the Tax Map for the Borough of Staten Island as more particularly described in Exhibit "A-2" annexed hereto and made a part hereof ("RROW Parcel"); and

WHEREAS, The City is the fee owner of certain real property 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, Lot 20 ("Adjacent Property"); and

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

WHEREAS, Declarant is obligated under the terms of the Lease Agreement 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 and retail 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, on or about May 14, 2013, the New York City Economic Development Corporation, ("NYCEDC"), acting on behalf of the City, and Declarant filed an application with the New York City Department of City Planning (hereinafter, "DCP") for (1) a zoning map amendment to the Zoning Resolution of the City of New York ("Zoning Resolution" or "ZR") for the rezoning of an area that includes the Subject Property, RROW Parcel and Adjacent Property (ULURP #C130315ZMR); (2) a zoning text amendment to ZR Sec. 128-00 *et seq.* to create a new special permit pursuant to ZR Sec. 128-61 and a related zoning text amendment to ZR Sec. 62-13 (ULURP #N130316ZRR); and (3) a special permit pursuant to ZR Sec. 128-61 to allow a development plan for the NYW

Development on the Subject Property on the zoning lot comprised of the Subject Property and RROW Parcel ("2013 Wheel Special Permit") (ULURP #130317ZSR); and

WHEREAS, simultaneously, New York City Department of Small Business Services ("DSBS") filed an application with DCP for the disposition of City-owned Subject Property pursuant to the Lease Agreement (ULURP #130319PPR); (collectively with items (1) through (3) in the previous recital, "NYW Land Use Applications"); and

WHEREAS, the New York City Planning Commission ("CPC") adopted resolutions approving the NYW Land Use Applications on September 11, 2013, under Calendar Numbers 25, 26, 27 and 29, and the New York City Council adopted resolutions approving the decision of CPC on October 30, 2013, under Resolution Numbers 2001, 2000, 2002 and 2004, respectively (such resolutions the "Land Use Approvals"); and

WHEREAS, the Declarant has agreed as a condition of approval of the 2013 Wheel Special Permit to make, at its sole cost and expense, certain enumerated improvements on Adjacent Property as shown on Drawings ZL-1001 through 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); and

WHEREAS, the 2013 Wheel Special Permit required, as a condition of its exercise, the execution and recordation in the Office of the Richmond County Clerk ("Office of the County Clerk") of a restrictive declaration acceptable to the CPC, binding the Declarant and its successors and assigns to, *inter alia*, construct the Subject Property and temporary parking facilities to be used during the NYW Development's construction in accordance with the Approved Plans; and

WHEREAS, Declarant executed the Restrictive Declaration required by the 2013 Wheel Special Permit, made as of the 1<sup>st</sup> day of August, 2014 and recorded it in the Office of the County Clerk on October 24, 2014, under Land Document # 539419 (the "Declaration"); and

WHEREAS, on June 26, 2015, Declarant submitted to the DCP an application designated number 150447ZSR seeking certain modifications to the plans accompanying the 2013 Wheel Special Permit ("2015 Wheel Special Permit Application"), and

WHEREAS, the CPC adopted resolutions approving the 2015 Wheel Special Permit Application on October 7, 2015, under Calendar Number 2, and the New York City Council adopted a resolution approving the decision of CPC on \_\_\_\_\_, 2015, under Resolution Number \_\_\_\_\_ (such resolutions the "2015 Land Use Approvals"); and

WHEREAS, Declarant now desires to amend the Declaration to substitute the plans approved pursuant to the 2015 Land Use Approvals and described further in paragraph 1 herein for the plans attached as Exhibit C of the Declaration; and

WHEREAS, Section 15.1 of the Declaration provides that the Declaration may be amended by the express written consent of the CPC or an agency succeeding to its jurisdiction, and no other approval shall be required from any other public body, private person or legal entity of any kind; and

WHEREAS, Chicago Title Insurance Company has certified in a certification annexed hereto as Exhibit “B” and made a part hereof, that as of August 24, 2015, the parties listed on such Exhibit B 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, all Parties in Interest to the Subject Property other than the City have executed this First Modification or waived their rights to execute and subordinated their interest in the Subject Property to this First Modification [by written instruments, which instruments are intended to be recorded simultaneously with this First Modification]; and

NOW THEREFORE, Declarant does hereby declare and agree that the Declaration is amended as set forth below.

1. Subject Property shall be developed in substantial conformity with the following drawings prepared by prepared by Perkins Eastman and MFPP LLC, approved as part of the 2015 Wheel Special Permit Application and annexed hereto in Exhibit “C” and made a part hereof (“Approved Plans”), and that, unless developed in accordance with the 2015 Wheel Special Permit, Declarant shall not apply for or accept building permits for any development, unless an application for a modification to the Declaration in accordance with Section 15 thereof has been approved:

<u>Dwg. #</u>	<u>Title</u>	<u>Date</u>
N/A	Zoning Lots Site Plan	September 28, 2015
Z0.0	COVER SHEET	June 24, 2015
Z1.0	SITE PLAN	September 28, 2015
Z2.0	SECTIONS	June 24, 2015
Z3.1	SUB CELLAR / BANK STREET LEVEL PLAN	September 28, 2015
Z3.2	CELLAR LEVEL PLAN	September 28, 2015
Z3.3	GROUND / RICHMOND TERRACE LEVEL PLAN	September 28, 2015
Z3.4	SECOND LEVEL PLAN	September 28, 2015
Z4.0	ELEVATIONS	June 24, 2015
Z5.1	SUB CELLAR / BANK STREET LEVEL GARAGE PLAN	September 28, 2015
Z5.2	CELLAR LEVEL GARAGE PLAN	September 28, 2015
Z5.3	GROUND / RICHMOND TERRACE LEVEL GARAGE PLAN	September 28, 2015
Z5.4	SECOND LEVEL GARAGE PLAN	September 28, 2015
Z6.1	TEMPORARY PARKING PHASE 1	June 24, 2015
Z6.2	TEMPORARY PARKING PHASE 2	June 24, 2015
Z7.0	SIGNAGE AND TRANSPARENCY ELEVATIONS	June 24, 2015
Z8.0	WHEEL LIGHTING ELEVATION	June 24, 2015
ZL-01	LANDSCAPE COVER SHEET	September 28, 2015
ZL-100	PUBLIC SPACE/ KEY PLAN	September 28, 2015
ZL-101	ENLARGED PLAN	September 28, 2015
ZL-102	ENLARGED PLAN	September 28, 2015
ZL-103	RICHMOND TERRACE PLAYGROUND PLAN	September 28, 2015

<b>Dwg. #</b>	<b>Title</b>	<b>Date</b>
ZL-200	GRADING PLAN	September 28, 2015
ZL-201	GRADING PLAN	September 28, 2015
ZL-202	SLOPE DIAGRAM	September 28, 2015
ZL-300	TREE PLAN	September 28, 2015
ZL-301	PLANTING PLAN	September 28, 2015
ZL-400	MATERIAL PLAN	September 28, 2015
ZL-401	AMENITIES PLAN	September 28, 2015
ZL-500	SECTIONS	September 28, 2015
ZL-501	SECTIONS	September 28, 2015
ZL-502	SECTIONS	September 28, 2015
ZL-503	SECTIONS	September 28, 2015
ZL-600	LANDSCAPE DETAILS	June 24, 2015
ZL-601	PLANTING DETAILS	June 24, 2015
ZL-602	FENCE DETAILS	June 24, 2015
ZL-603	PRECAST BENCH DETAILS	June 24, 2015
ZL-700	MATERIAL DETAILS	June 24, 2015
ZL-701	WOOD BENCH DETAILS	June 24, 2015
ZL-702	PLAYGROUND EQUIPMENT DETAILS	June 24, 2015
ZL-800	EXTERIOR SIGNAGE LOCATION PLAN AND MESSAGING	June 24, 2015
ZL-900	PHOTOMETRIC PLAN	June 24, 2015
ZL-901	PHOTOMETRIC PLAN	June 24, 2015
ZL-1000	ESPLANDE IMPROVEMENT PLAN	June 24, 2015
ZL-1001	ESPLANDE IMPROVEMENT PLAN	June 24, 2015
ZL-1002	ESPLANDE IMPROVEMENT PLAN	June 24, 2015
ZL-1003	ESPLANDE IMPROVEMENT PLAN	June 24, 2015
ZL-1004	ESPLANDE IMPROVEMENT PLAN	June 24, 2015
ZL-1005	ESPLANDE IMPROVEMENT DETAILS	June 24, 2015

2. Section 3 of the Declaration is hereby amended by deleting “Z5.3)” at the end thereof and inserting “Z5.4)” in lieu thereof.
  
3. Section 4 of the Declaration is hereby amended by deleting “Z6.4)” at the end thereof and inserting “Z6.2)” in lieu thereof.

4. Section 5.1 of the Declaration is hereby amended by deleting "ZL-703" from the third line and inserting "ZL-702)" in lieu thereof.
5. Exhibit C initially attached to the Declaration is hereby deleted in its entirety and replaced by the Approved Plans attached hereto as Exhibit C. Any and all references to Exhibit C in the Declaration henceforth shall be and mean reference to Exhibit C attached hereto.
6. Exhibit D, Private Events Location Plan, initially attached to the Declaration is hereby deleted in its entirety and replaced by the plan attached hereto as Exhibit D. Any and all references to Exhibit D in the Declaration henceforth shall be and mean reference to Exhibit D attached hereto.
7. Other than as stated herein, all terms, provisions and conditions of the Declaration are hereby ratified and confirmed and shall remain in full force and effect.
8. This First Modification and the provisions hereof shall become effective as of the date hereof. Declarant shall record this First Modification in the Office of the County Clerk, indexing it against the Subject Property within fourteen (14) business days of the date hereof and shall, if requested, promptly deliver to the CPC, a duplicate original of this First Modification and a true copy of this First Modification as recorded and certified by the Office of the County Clerk.

IN WITNESS WHEREOF, Declarant has executed this First Modification as of the day and year first above written.

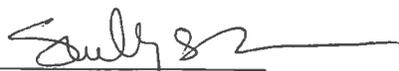
**NEW YORK WHEEL LLC**

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

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

On the \_\_ day of October in the year 2015 before me, the undersigned, personally appeared Richard A. Marin 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.



  
 Notary Public

## EXHIBIT A-1

### Description of Subject Property

LOT 22, BLOCK 2 and p/o Lot 20, 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 (20) TWENTY 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 10.77 FEET, A CENTRAL ANGLE 00 DEGREES - 39 MINUTES - 26 SECONDS, BEARING A CHORD, SOUTH 58 DEGREES - 05 MINUTES - 41 SECONDS EAST, A CHORD DISTANCE OF 10.77 FEET TO A POINT, THENCE;
- 16. NORTH 77 DEGREES - 57 MINUTES 09 SECONDS EAST, A DISTANCE OF 0.52 FEET TO A POINT, THENCE;
- 17. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 4.5 FEET, AN ARC LENGTH OF 2.99 FEET, A CENTRAL ANGLE 38 DEGREES - 03 MINUTES - 38 SECONDS, BEARING A CHORD, NORTH 83 DEGREES - 01 MINUTE - 02 SECONDS WEST, A CHORD DISTANCE OF 2.93 FEET TO A POINT, THENCE;
- 18. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 370.50 FEET, AN ARC LENGTH OF 57.94 FEET, A CENTRAL ANGLE 08 DEGREES - 57 MINUTES - 35 SECONDS, BEARING A CHORD, SOUTH 68 DEGREES - 28 MINUTES - 01 SECONDS EAST, A CHORD DISTANCE OF 57.88 FEET TO A POINT, THENCE;
- 19. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 569.50 FEET, AN ARC LENGTH OF 365.33, A CENTRAL ANGLE 36 DEGREES - 45 MINUTES - 19 SECONDS, BEARING A CHORD, NORTH 54 DEGREES - 34 MINUTES - 09 SECONDS WEST, A CHORD DISTANCE OF 359.10 FEET TO A POINT, THENCE;
- 20. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 370.50 FEET, AN ARC LENGTH OF 78.37 FEET, A CENTRAL ANGLE 12 DEGREES - 07 MINUTES -

- 12 SECONDS, BEARING A CHORD, SOUTH 42 DEGREES - 07 MINUTES - 12 SECONDS EAST, A CHORD DISTANCE OF 78.23 FEET TO A POINT, THENCE;
21. SOUTH 51 DEGREES - 17 MINUTES - 19 SECONDS EAST, A DISTANCE OF 16.97 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):
  22. 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;
  23. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 288.70 FEET TO A POINT, THENCE;
  24. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 24.50 FEET TO A POINT, THENCE;
  25. 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.
  26. 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;
  27. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
  28. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.72 FEET TO THE BEGINNING OF A CURVE,
  29. 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;
  30. NORTH 71 DEGREES - 22 MINUTES - 40 SECONDS WEST, A DISTANCE OF 44.09 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 303,581 SQUARE FEET OR 6.969 ACRES

LOT 9018, BLOCK 2  
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.

CONTAINING 50,095 SQUARE FEET OR 1.150 ACRES

## EXHIBIT A-2

### Description of RROW Parcel

#### (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.

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.

CONTAINING 50,095 SQUARE FEET OR 1.150 ACRES

**EXHIBIT B**  
**Certification of Parties in Interest**

**EXHIBIT I**

**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**

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**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 3<sup>rd</sup> 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 in the single ownership of the City of New York, that all the parties in interest constituting a “party in interest” as defined in Subdivision (c) 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:

	<b>NAME AND ADDRESS</b>	<b>NATURE OF INTEREST</b>
1.	The City of New York City Hall New York, NY	Fee Owner of Lots 20, 22, 18 and 9018 in Block 2, by deed recorded 12/21/2000 in Reel 10786 page 74
2.	New York Wheel Owner LLC 7 Penn Plaza 370 7 <sup>th</sup> Avenue Suite 1705 New York, NY 10001	Tenant pursuant to Memorandum of Lease as assigned; Lots 22 and 9018 in Block 2
3.	New York Metropolitan Regional Center L.P. II 88 Pine Street New York, NY 10005	Mortgagee of a portion of Lot 22 and Lot 9018 in Block 2;  Secured Party under UCC-1 Financing Statement;
4.	Highbridge Principal Strategies LLC 40 West 57 <sup>th</sup> Street New York, NY 10019	Mortgagee of a portion of Lot 22 and Lot 9018 in Block 2;  Secured Party under UCC-1 Financing Statement;

**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 Number (Proposed) 22, 18 and Lot 9018 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:

(PROPOSED) 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 (20) TWENTY 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 10.77 FEET, A CENTRAL ANGLE 00 DEGREES - 39 MINUTES - 26 SECONDS, BEARING A CHORD, SOUTH 58 DEGREES - 05 MINUTES - 41 SECONDS EAST, A CHORD DISTANCE OF 10.77 FEET TO A POINT, THENCE;
16. NORTH 77 DEGREES - 57 MINUTES 09 SECONDS EAST, A DISTANCE OF 0.52 FEET TO A POINT, THENCE;
17. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 4.5 FEET, AN ARC LENGTH OF 2.99 FEET, A CENTRAL ANGLE 38 DEGREES - 03 MINUTES - 38 SECONDS, BEARING A CHORD, NORTH 83 DEGREES - 01 MINUTE - 02 SECONDS WEST, A CHORD DISTANCE OF 2.93 FEET TO A POINT, THENCE;
18. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 370.50 FEET, AN ARC LENGTH OF 57.94 FEET, A CENTRAL ANGLE 08 DEGREES - 57 MINUTES - 35 SECONDS, BEARING A CHORD, SOUTH 68 DEGREES - 28 MINUTES - 01 SECONDS EAST, A CHORD DISTANCE OF 57.88 FEET TO A POINT, THENCE;
19. ALONG A CURVE TO THE RIGHT, HAVING A RADIUS OF 569.50 FEET, AN ARC LENGTH OF 365.33, A CENTRAL ANGLE 36 DEGREES - 45 MINUTES - 19 SECONDS, BEARING A CHORD, NORTH 54 DEGREES - 34 MINUTES - 09 SECONDS WEST, A CHORD DISTANCE OF 359.10 FEET TO A POINT, THENCE;
20. ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 370.50 FEET, AN ARC LENGTH OF 78.37 FEET, A CENTRAL ANGLE 12 DEGREES - 07 MINUTES - 12 SECONDS, BEARING A CHORD, SOUTH 42 DEGREES - 07 MINUTES - 12 SECONDS EAST, A CHORD DISTANCE OF 78.23 FEET TO A POINT, THENCE;

21. SOUTH 51 DEGREES - 17 MINUTES - 19 SECONDS EAST, A DISTANCE OF 16.97 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):
22. 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;
23. SOUTH 37 DEGREES - 04 MINUTES - 21 SECONDS WEST, A DISTANCE OF 288.70 FEET TO A POINT, THENCE;
24. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 24.50 FEET TO A POINT, THENCE;
25. 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.
26. 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;
27. NORTH 52 DEGREES - 55 MINUTES - 39 SECONDS WEST, A DISTANCE OF 380.09 FEET TO A POINT, THENCE;
28. NORTH 54 DEGREES - 16 MINUTES - 20 SECONDS WEST, A DISTANCE OF 188.72 FEET TO THE BEGINNING OF A CURVE,
29. 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;
30. NORTH 71 DEGREES - 22 MINUTES - 40 SECONDS WEST, A DISTANCE OF 44.09 FEET TO THE POINT AND PLACE OF BEGINNING.

CONTAINING 303,581 SQUARE FEET OR 6.969 ACRES

LOT 9018, BLOCK 2  
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.

CONTAINING 50,095 SQUARE FEET OR 1.150 ACRES

LOT 18, BLOCK 2  
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.

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.

CONTAINING 50,095 SQUARE FEET OR 1.150 ACRES

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

As shown on the following DIAGRAM: See attached.



**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

Senior Title Counsel

Dated: 08/24/2015

**UNIFORM FORM CERTIFICATE OF ACKNOWLEDGMENT**  
(Within New York State)

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

On the 29<sup>TH</sup> day of September in the year 2015 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

**JENNIFER F. BELTRAMI**  
Notary Public, State of New York  
No. 02BE6031858  
Qualified in Kings County  
Commission Expires March 6, 2018

**EXHIBIT C**  
**Approved Plans**



# NEW YORK WHEEL

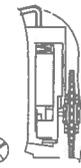
ST GEORGE WATERFRONT REDEVELOPMENT - PARCEL 1  
 BLOCK 2, LOT 18, Z2, 9018, P10 Z0  
 ST GEORGE WATERFRONT  
 STATEN ISLAND, NY

## ULRP SUBMISSION

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2.10	GROUND / FINISHED TERRACE LEVEL DRAINAGE PLAN
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2.17	PUBLIC SPACE DET PLAN
2.18	PAVED PLAN
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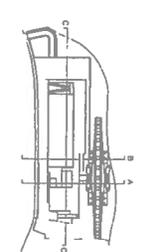
**Perkins Eastman**  
 ARCHITECTS  
 110 WEST 42ND STREET  
 12TH FLOOR  
 NEW YORK, NY 10018  
 TEL: 212 512 2000  
 WWW.PERKINS-EASTMAN.COM

PROJECT TITLE  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 CLIENT TITLE  
**COVER SHEET**

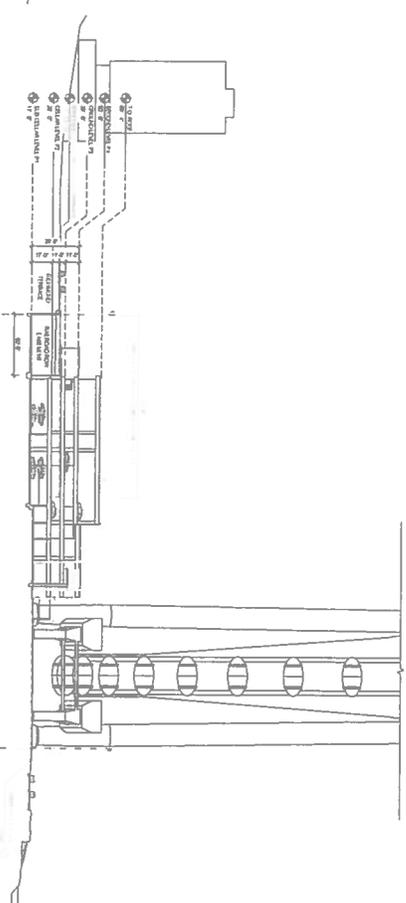
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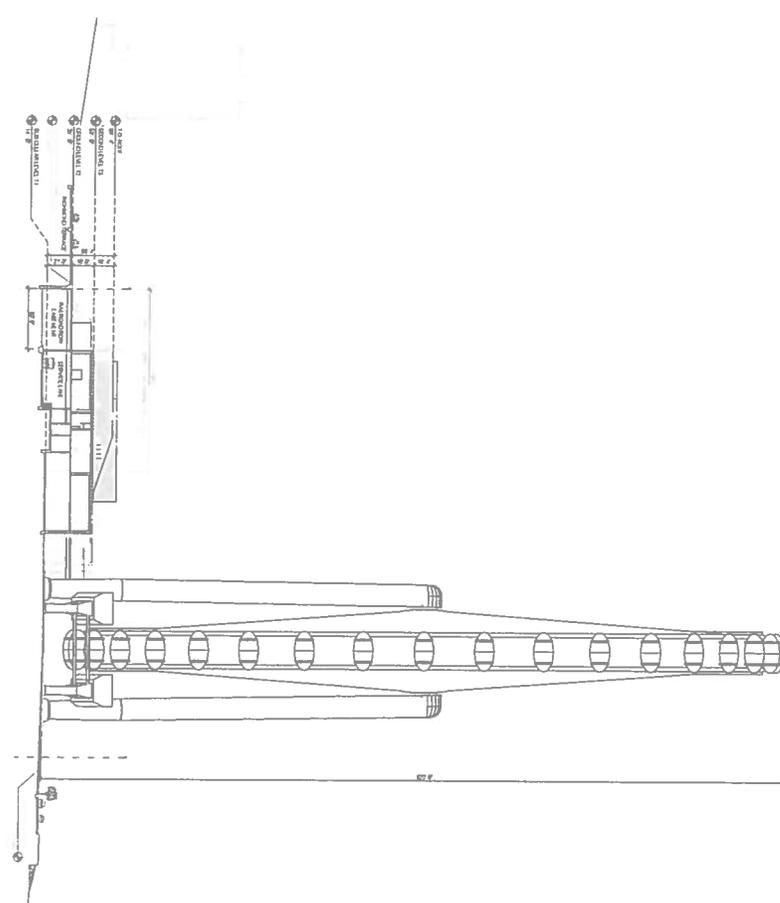
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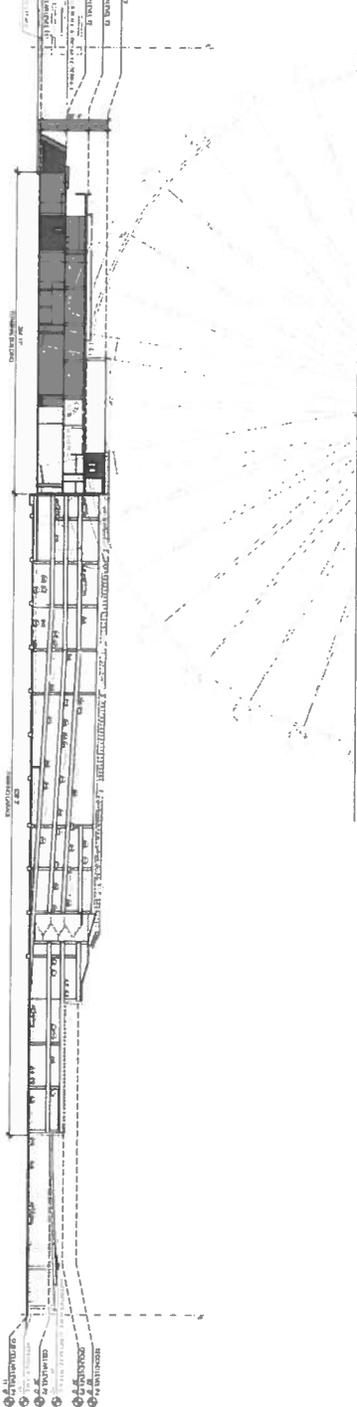
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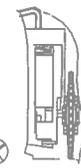
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4 SECTION



NCT PLAN



**Perkins Eastman**  
ARCHITECTS

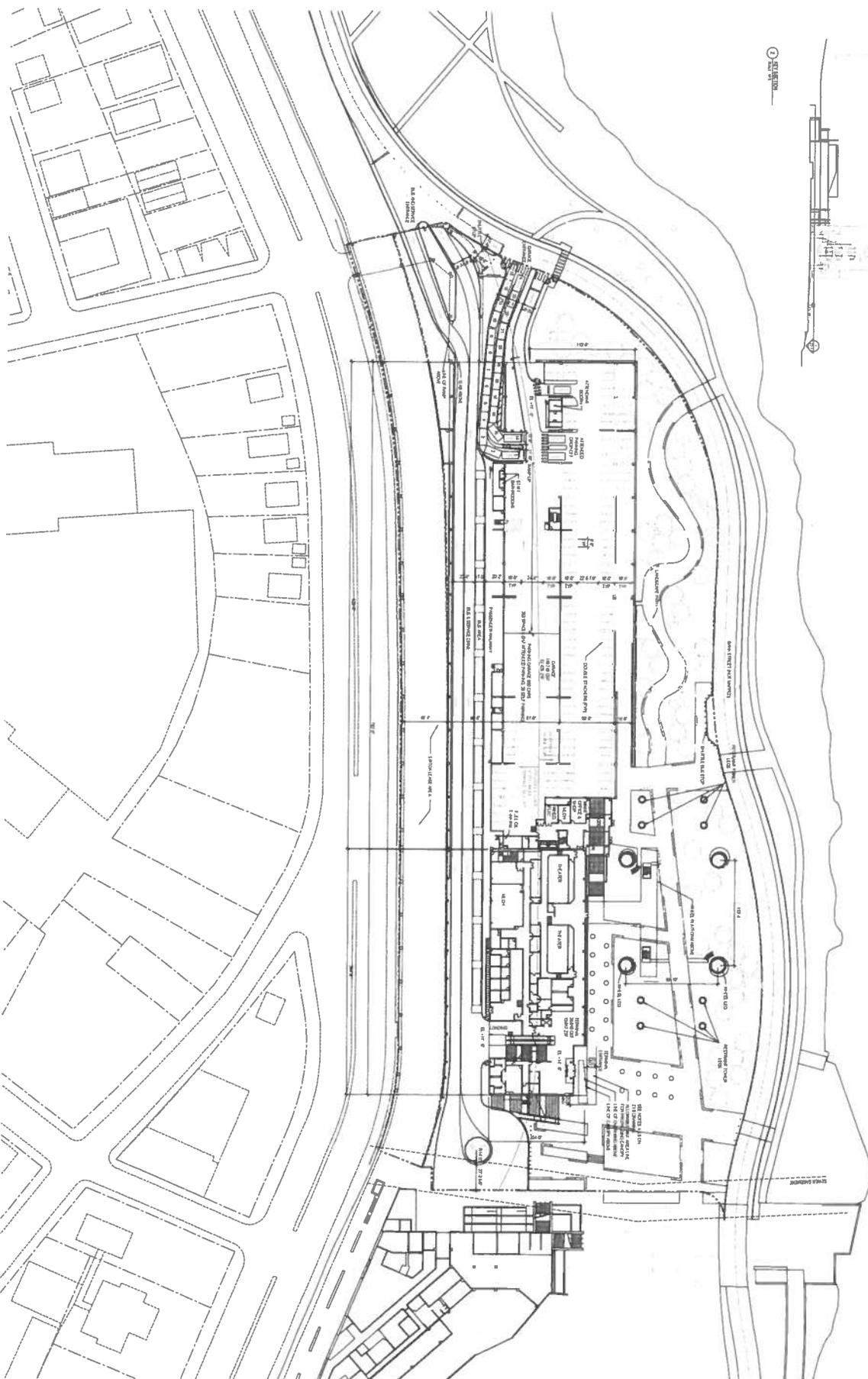
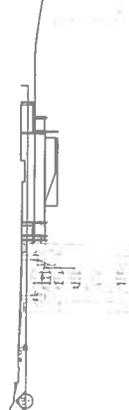
PERKINS EASTMAN  
300 PARK AVENUE, 12TH FLOOR  
NEW YORK, N.Y. 10022  
TEL: 212 512 2000  
WWW.PERKINS-EASTMAN.COM

PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
SITING AND ARCHITECTURAL DESIGN  
PERKINS EASTMAN  
DATE: 08/14/12

SECTIONS

**22.0**  
SECTION

SUBTOTALS		TOTALS	
AREA OF MAIN FLOOR	1,200 SF	AREA OF MAIN FLOOR	1,200 SF
AREA OF SECOND FLOOR	1,200 SF	AREA OF SECOND FLOOR	1,200 SF
AREA OF THIRD FLOOR	1,200 SF	AREA OF THIRD FLOOR	1,200 SF
AREA OF FOURTH FLOOR	1,200 SF	AREA OF FOURTH FLOOR	1,200 SF
AREA OF FIFTH FLOOR	1,200 SF	AREA OF FIFTH FLOOR	1,200 SF
AREA OF SIXTH FLOOR	1,200 SF	AREA OF SIXTH FLOOR	1,200 SF
AREA OF SEVENTH FLOOR	1,200 SF	AREA OF SEVENTH FLOOR	1,200 SF
AREA OF EIGHTH FLOOR	1,200 SF	AREA OF EIGHTH FLOOR	1,200 SF
AREA OF NINTH FLOOR	1,200 SF	AREA OF NINTH FLOOR	1,200 SF
AREA OF TENTH FLOOR	1,200 SF	AREA OF TENTH FLOOR	1,200 SF
AREA OF ELEVENTH FLOOR	1,200 SF	AREA OF ELEVENTH FLOOR	1,200 SF
AREA OF TWELFTH FLOOR	1,200 SF	AREA OF TWELFTH FLOOR	1,200 SF
AREA OF THIRTEENTH FLOOR	1,200 SF	AREA OF THIRTEENTH FLOOR	1,200 SF
AREA OF FOURTEENTH FLOOR	1,200 SF	AREA OF FOURTEENTH FLOOR	1,200 SF
AREA OF FIFTEENTH FLOOR	1,200 SF	AREA OF FIFTEENTH FLOOR	1,200 SF
AREA OF SIXTEENTH FLOOR	1,200 SF	AREA OF SIXTEENTH FLOOR	1,200 SF
AREA OF SEVENTEENTH FLOOR	1,200 SF	AREA OF SEVENTEENTH FLOOR	1,200 SF
AREA OF EIGHTEENTH FLOOR	1,200 SF	AREA OF EIGHTEENTH FLOOR	1,200 SF
AREA OF NINETEENTH FLOOR	1,200 SF	AREA OF NINETEENTH FLOOR	1,200 SF
AREA OF TWENTIETH FLOOR	1,200 SF	AREA OF TWENTIETH FLOOR	1,200 SF
AREA OF TWENTY-FIRST FLOOR	1,200 SF	AREA OF TWENTY-FIRST FLOOR	1,200 SF
AREA OF TWENTY-SECOND FLOOR	1,200 SF	AREA OF TWENTY-SECOND FLOOR	1,200 SF
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AREA OF TWENTY-SIXTH FLOOR	1,200 SF	AREA OF TWENTY-SIXTH FLOOR	1,200 SF
AREA OF TWENTY-SEVENTH FLOOR	1,200 SF	AREA OF TWENTY-SEVENTH FLOOR	1,200 SF
AREA OF TWENTY-EIGHTH FLOOR	1,200 SF	AREA OF TWENTY-EIGHTH FLOOR	1,200 SF
AREA OF TWENTY-NINTH FLOOR	1,200 SF	AREA OF TWENTY-NINTH FLOOR	1,200 SF
AREA OF THIRTIETH FLOOR	1,200 SF	AREA OF THIRTIETH FLOOR	1,200 SF



1. SEE CELLAR LEVEL FOR PLAN

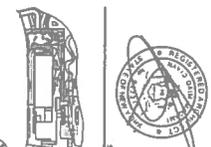
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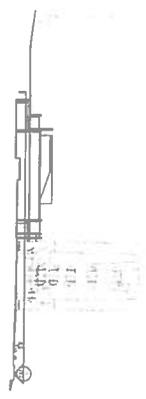
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 WATERFRONT  
 REDEVELOPMENT  
 PARCEL 1  
 ST. GEORGE WATERFRONT  
 REDEVELOPMENT  
 PROJECT NO. 23.1  
 DRAWING NO. 23.1  
 SUB CELLAR/  
 BANK STREET  
 LEVEL PLAN

**Perkins Eastman**  
 ARCHITECTS  
 1100 N. MICHIGAN AVE. SUITE 2000  
 ANN ARBOR, MI 48106-1500  
 TEL: 734.769.7000  
 FAX: 734.769.7001  
 WWW.PEAKARCHITECTS.COM

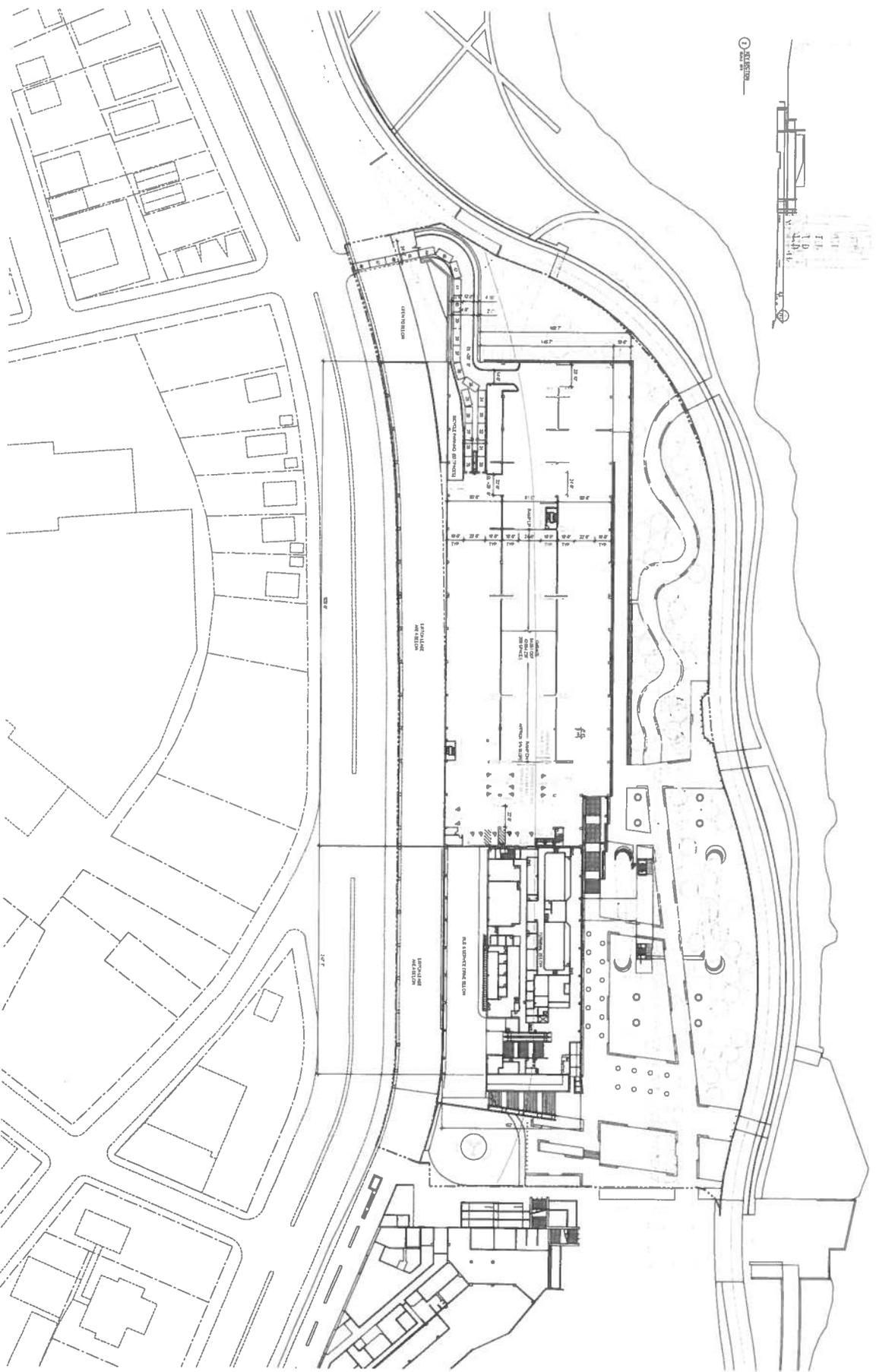
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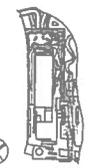


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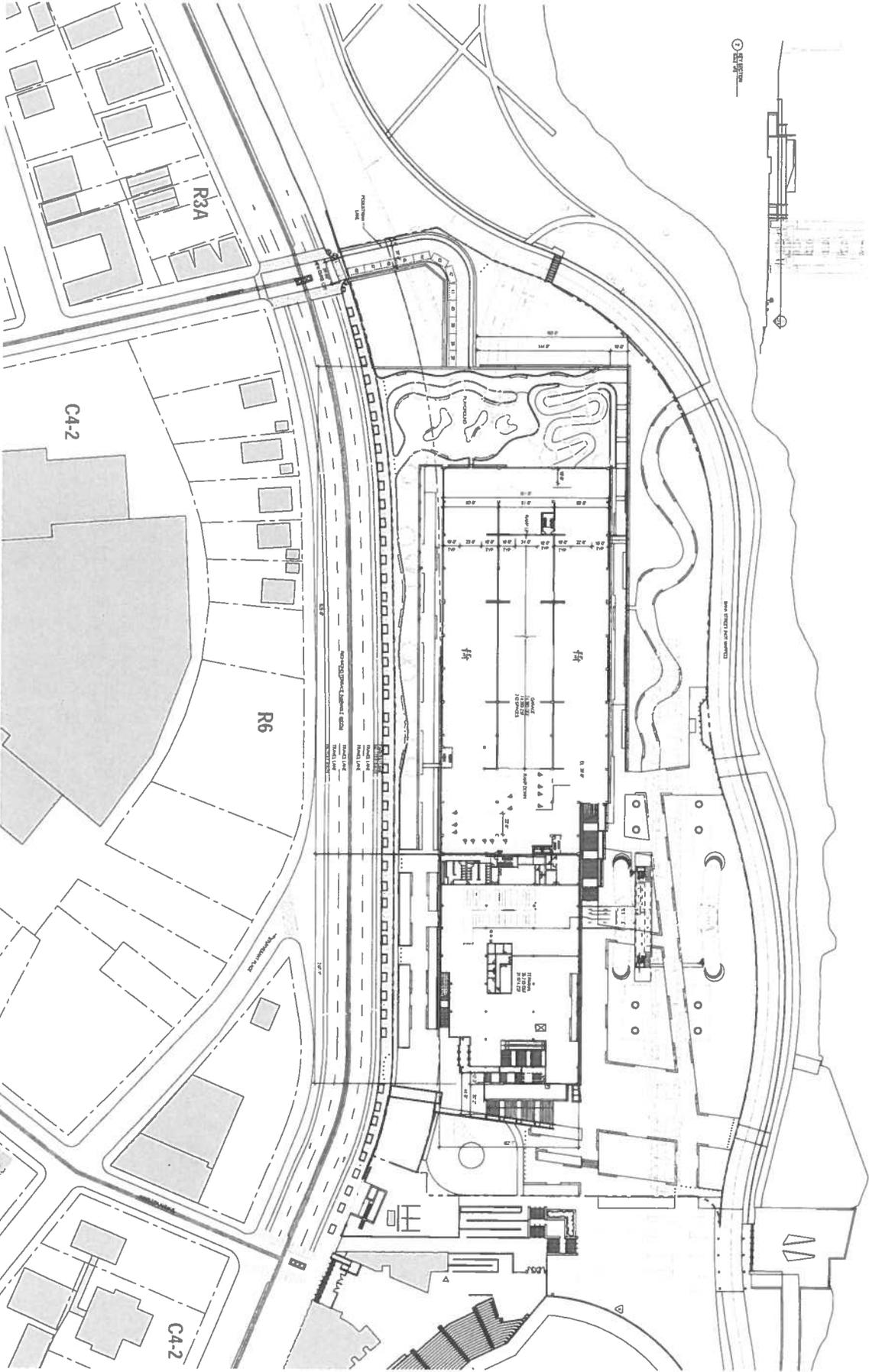


**Perkins Eastman**  
 ARCHITECTS  
 1100 N. MICHIGAN AVE. SUITE 2000  
 CHICAGO, IL 60610  
 TEL: 312.369.3000  
 FAX: 312.369.3001  
 WWW.PERKINS-EASTMAN.COM

PROJECT TITLE  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 CELLAR LEVEL PLAN

**Z3.2**

DATE: 10/15/08

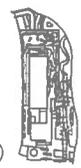


1' SCALE BAR

1' SCALE BAR

NOT TO SCALE

NO.	DESCRIPTION	DATE
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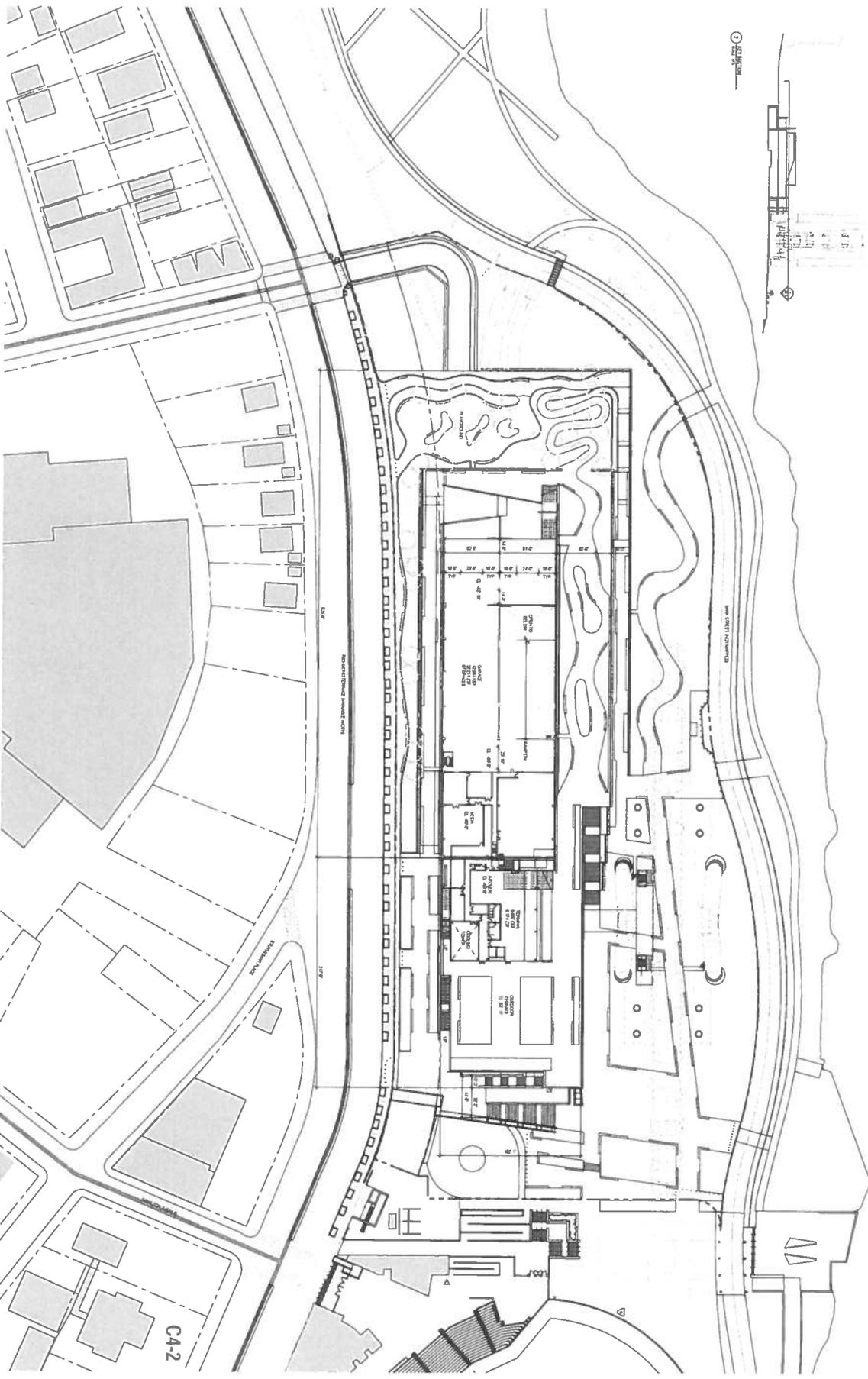
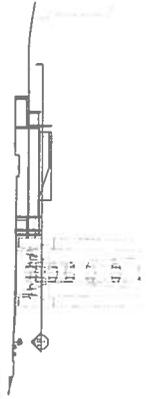


**Perkins Eastman**  
 ARCHITECTS  
 110 N. WASHINGTON ST.  
 SUITE 2000  
 CHICAGO, IL 60602  
 TEL: 312.420.4000  
 FAX: 312.420.4001  
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**PERKINS EASTMAN**  
 ARCHITECTS  
 110 N. WASHINGTON ST.  
 SUITE 2000  
 CHICAGO, IL 60602  
 TEL: 312.420.4000  
 FAX: 312.420.4001  
 WWW.PERKINS-EASTMAN.COM

PROJECT TITLE:  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 ARCHITECT:  
**PERKINS EASTMAN**  
 DATE:  
**10/15/18**  
 DRAWING TITLE:  
**GROUND/RICHMOND TERRACE LEVEL PLAN**

**23.3**

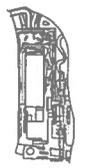


1. EXISTING PLAN



NOT TO SCALE UNLESS OTHERWISE SPECIFIED

NO.	DATE	REVISION
1	11.15.08	ISSUE FOR PERMITTING
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3	11.15.08	ISSUE FOR PERMITTING
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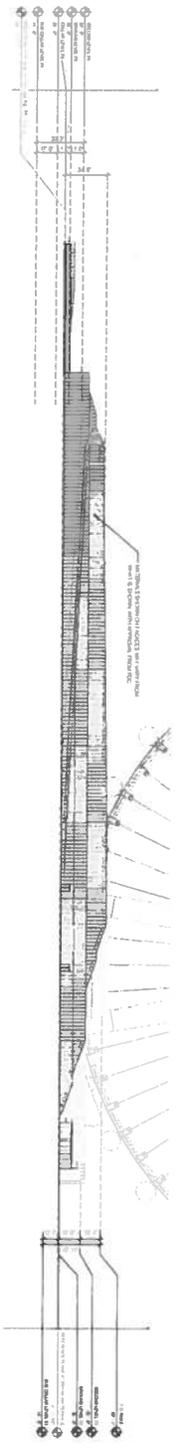
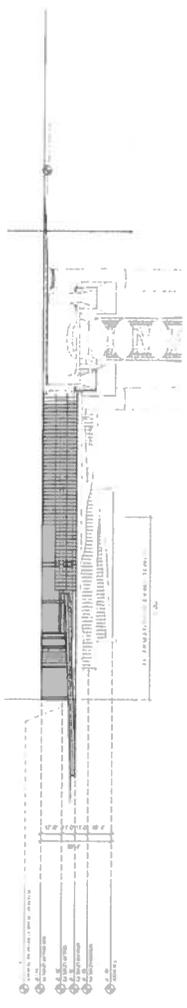
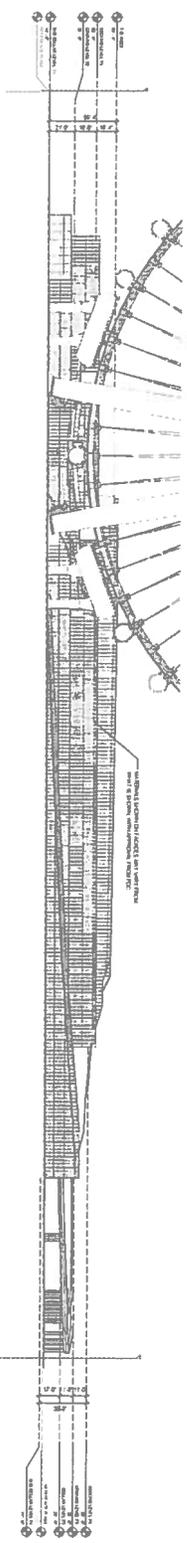
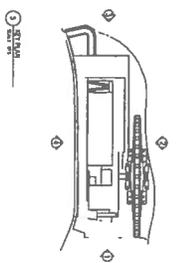
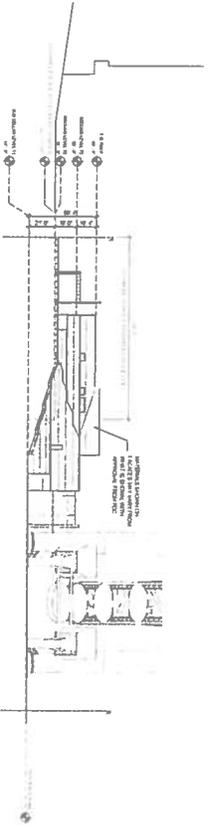


**Perkins Eastman**  
 ARCHITECTS  
 1100 BROADWAY  
 SUITE 2000  
 NEW YORK, NY 10019  
 TEL: 212 904 7000  
 FAX: 212 904 7001  
 WWW.PEAKARCHITECTS.COM

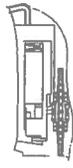
**PROJECT TITLE**  
 ST. GEORGE  
 WATERFRONT  
 REDEVELOPMENT  
 PARCEL 1  
**SECOND LEVEL  
 PLAN**

**23.4**

NOT TO SCALE UNLESS OTHERWISE SPECIFIED



NO.	DATE	REVISION
1	11/17	ISSUE FOR PERMITS
2	11/17	REVISED PERMITS
3	11/17	REVISED PERMITS
4	11/17	REVISED PERMITS
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7	11/17	REVISED PERMITS
8	11/17	REVISED PERMITS
9	11/17	REVISED PERMITS
10	11/17	REVISED PERMITS



**Parkins Basstman**  
 ARCHITECTS  
 1111 BAYVIEW BLVD.  
 SUITE 100  
 MIAMI, FL 33133  
 TEL: 305.371.1111  
 FAX: 305.371.1112  
 WWW.PARKINSBASSTMAN.COM

**DETAILS**  
 1. SEE PERMITS FOR ALL  
 2. SEE PERMITS FOR ALL  
 3. SEE PERMITS FOR ALL  
 4. SEE PERMITS FOR ALL  
 5. SEE PERMITS FOR ALL  
 6. SEE PERMITS FOR ALL  
 7. SEE PERMITS FOR ALL  
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 9. SEE PERMITS FOR ALL  
 10. SEE PERMITS FOR ALL

**PROJECT TITLE**  
 ST. GEORGE  
 WATERFRONT  
 REDEVELOPMENT  
 PARCEL 1  
 ELECTRICAL WORK  
 PREPARED BY  
 PROJECT NO. 11111  
 DRAWING TITLE  
 ELEVATIONS

**24.0**  
 NOT FOR CONSTRUCTION

1' ELEVATION

1' ELEVATION

1' ELEVATION

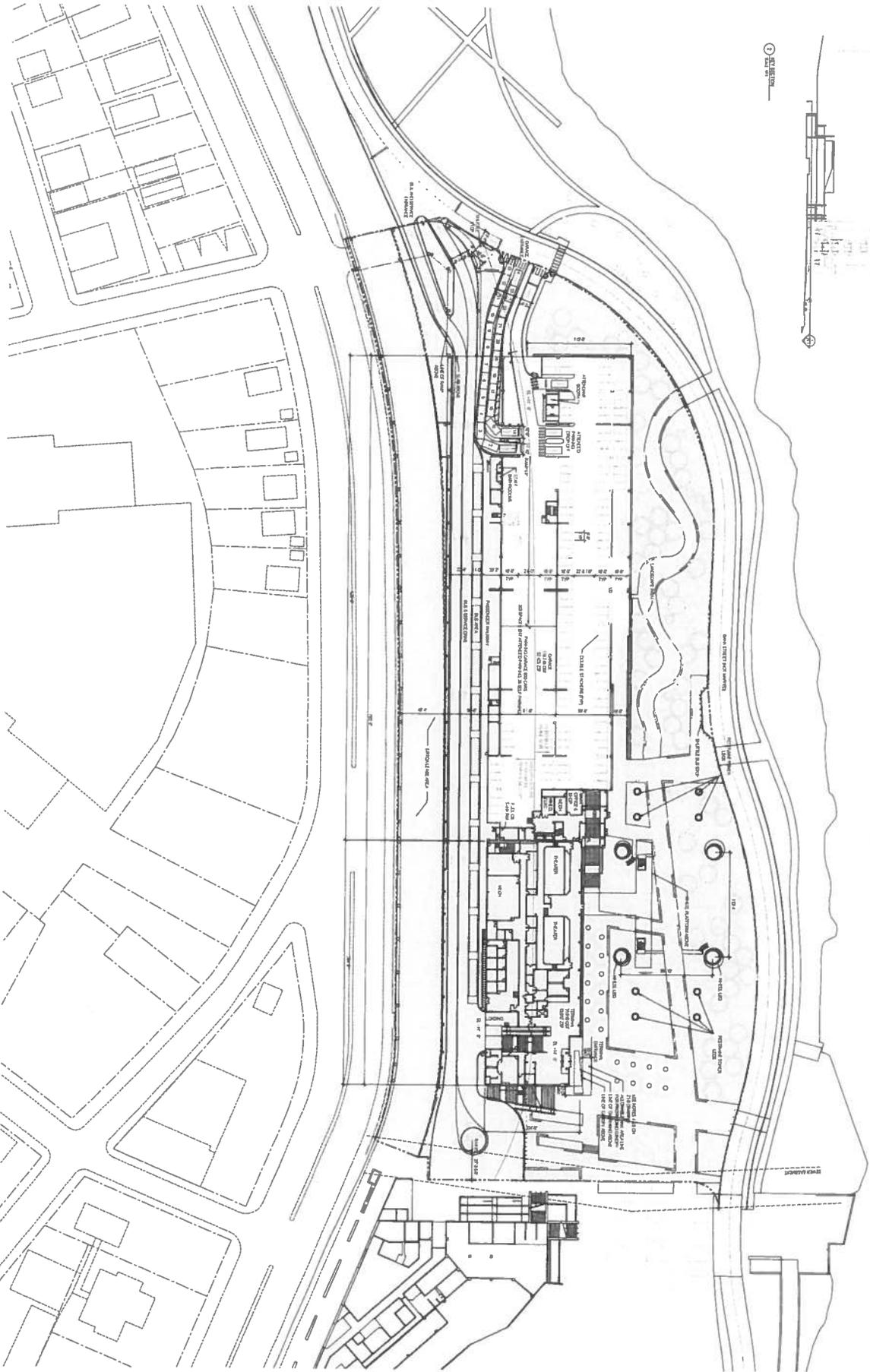
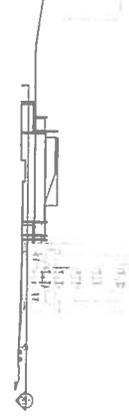
1' ELEVATION

1' ELEVATION

KEY PLAN

Category	Quantity	Unit	Value
ESTIMATED TOTAL COST	1,200,000	USD	1,200,000
ESTIMATED TOTAL REVENUE	1,500,000	USD	1,500,000
NET INVESTMENT	300,000	USD	300,000
ESTIMATED GROSS REVENUE	1,200,000	USD	1,200,000
ESTIMATED NET REVENUE	900,000	USD	900,000
ESTIMATED IRR	15%	%	15%
ESTIMATED PAYBACK PERIOD	5.33	Years	5.33

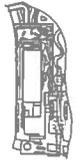
NOTES:  
 1. THIS PLAN IS A PART OF THE PROJECT DOCUMENTS.  
 2. SEE OTHER SHEETS FOR DETAILS.



1. SEE OTHER SHEETS FOR DETAILS.

NOT REPRODUCED FROM EXISTING RECORDS.

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	10/15/2023
2	ISSUED FOR CONSTRUCTION	11/01/2023
3	ISSUED FOR OCCUPANCY	12/15/2023
4	ISSUED FOR AS-BUILT	01/31/2024
5	ISSUED FOR FINAL REVIEW	02/28/2024
6	ISSUED FOR ARCHIVE	03/31/2024



**Pardus Eastman**  
 ARCHITECT  
 1000 MAIN STREET, SUITE 100  
 WASHINGTON, DC 20004  
 TEL: (202) 555-1234  
 FAX: (202) 555-5678  
 WWW.PARDUSEASTMAN.COM

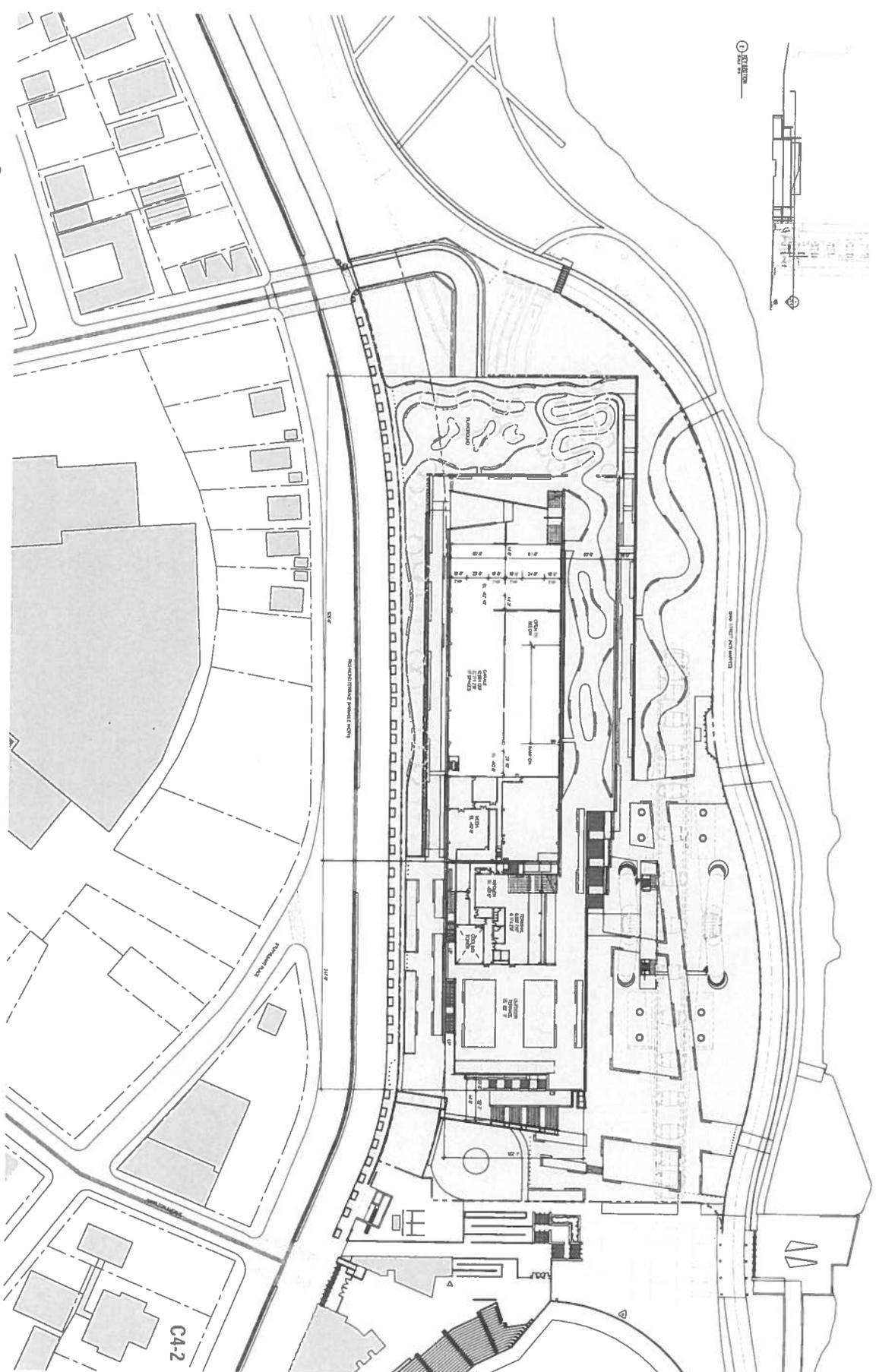
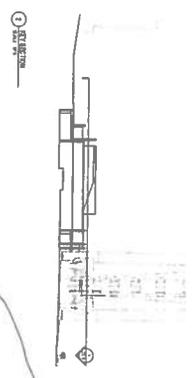
PROJECT TITLE:  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1 SUB CELLAR/BANK STREET LEVEL GARAGE PLAN**

**25.1**

ARCHITECTURE



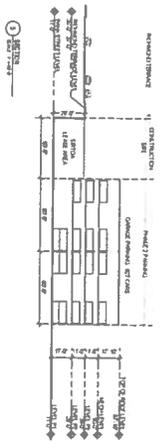




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322	REVISED	07/10/27
323	REVISED	08/10/27



ITEM	QUANTITY	UNIT	PRICE	TOTAL
CONCRETE	120	CY	120.00	14,400.00
STEEL	150	TON	100.00	15,000.00
WOOD	200	CU YD	100.00	20,000.00
PAINT	100	TON	100.00	10,000.00
LABOR	1000	HOUR	100.00	100,000.00
<b>TOTAL</b>				<b>159,400.00</b>

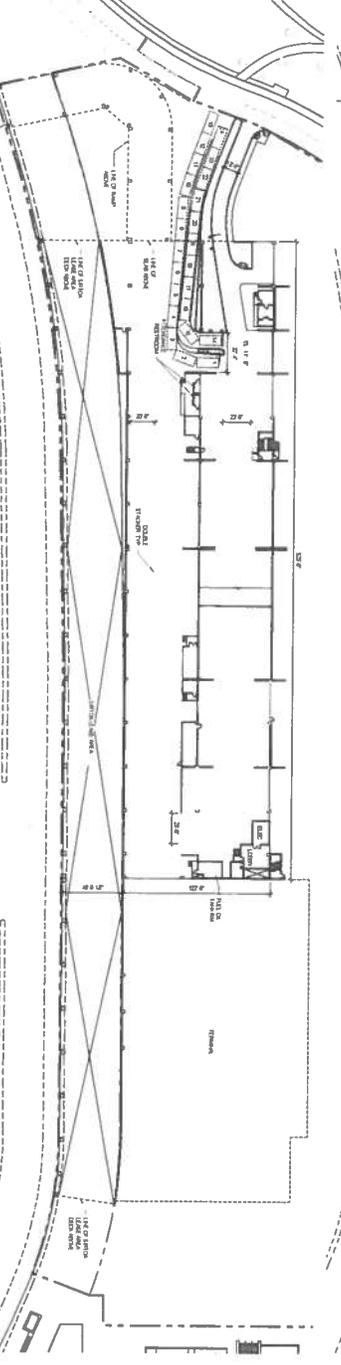
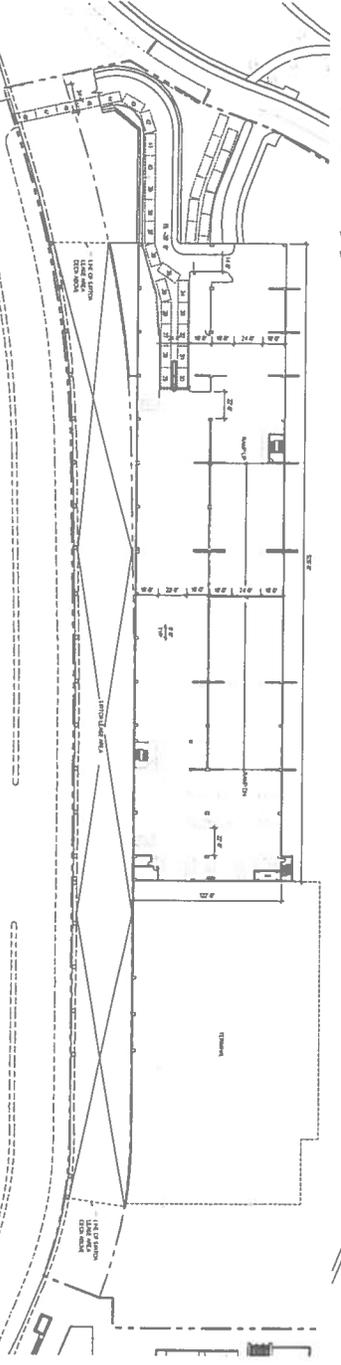
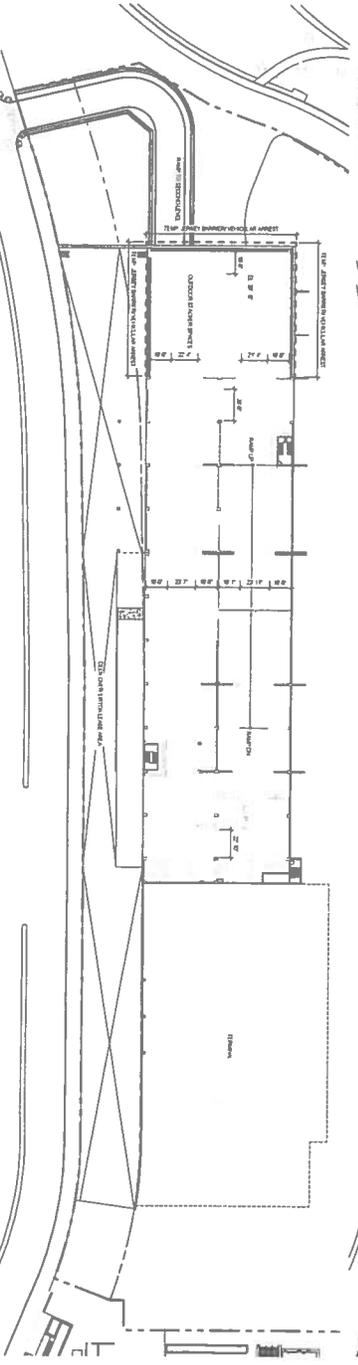
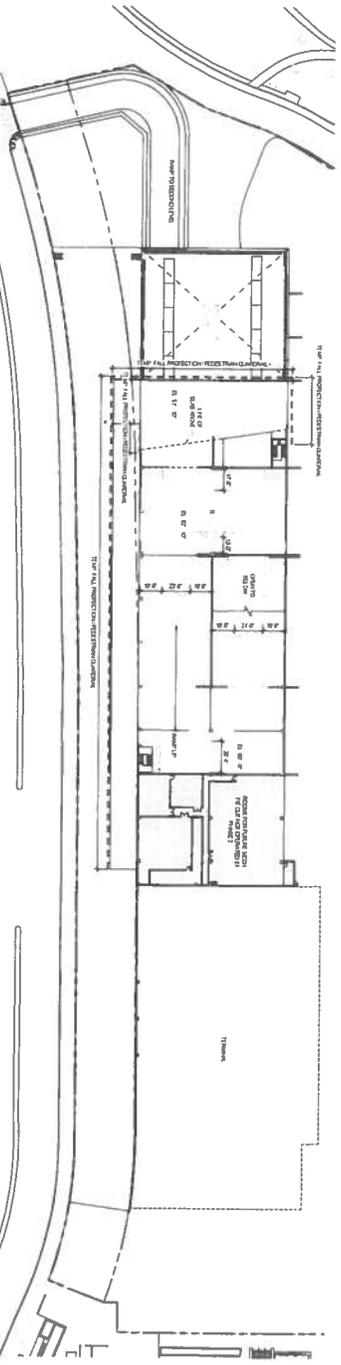


1. GENERAL CONTRACTOR

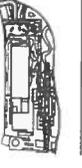
2. GENERAL CONTRACTOR

3. GENERAL CONTRACTOR

4. GENERAL CONTRACTOR



NO.	DATE	REVISION
1	11/15/11	ISSUED FOR PERMITS
2	11/15/11	ISSUED FOR PERMITS
3	11/15/11	ISSUED FOR PERMITS
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KEY PLAN

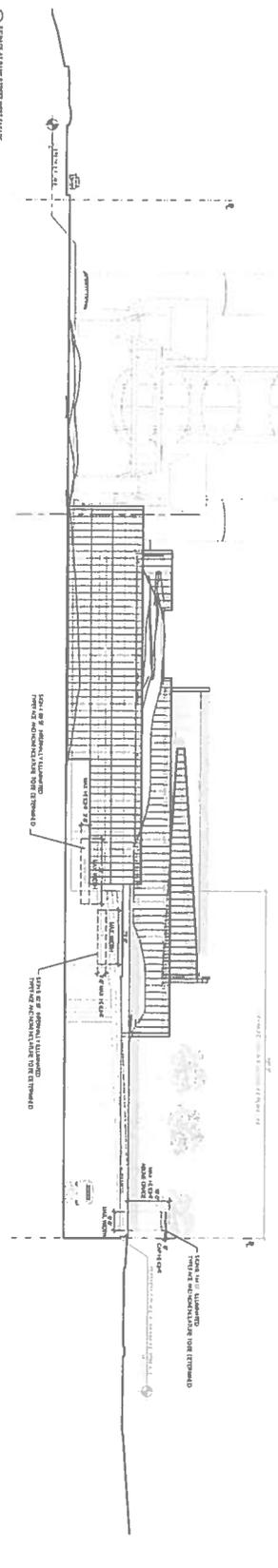
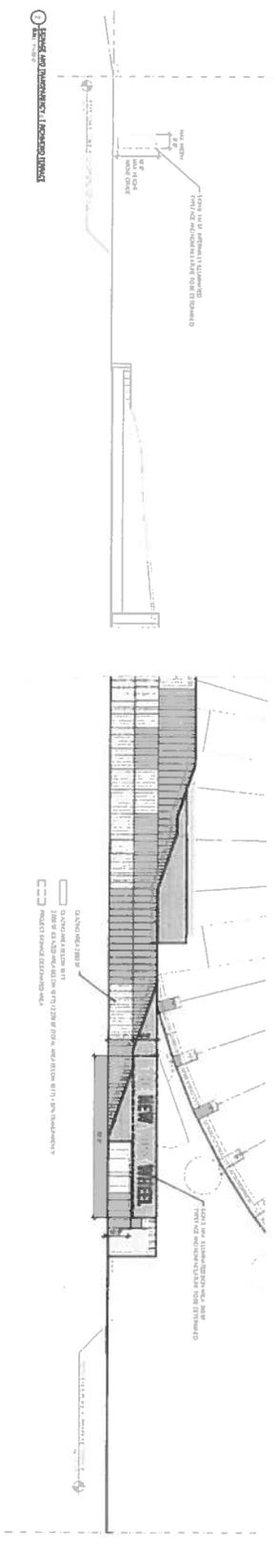
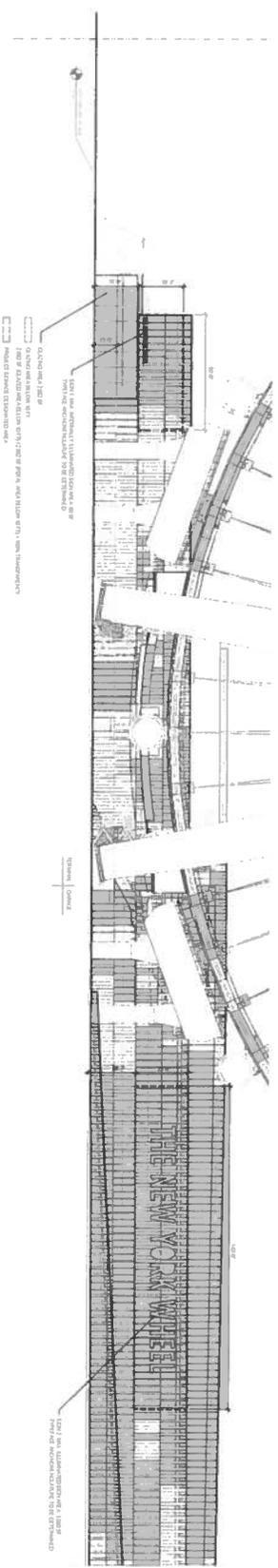
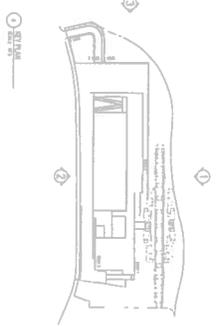
**Perkins Eastman**  
ARCHITECTS  
110 WEST WASHINGTON STREET  
NEW YORK, NY 10036  
TEL: 212 512 2000  
WWW.PERKINS-EASTMAN.COM

OWNER  
ST. GEORGE WATERFRONT REDEVELOPMENT  
100 WEST WASHINGTON STREET  
NEW YORK, NY 10036  
TEL: 212 512 2000  
WWW.PERKINS-EASTMAN.COM

PROJECT TITLE  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
ST. GEORGE WATERFRONT REDEVELOPMENT  
PROJECT NO. 100000000000000  
DRAWING TITLE  
**TEMPORARY PARKING PHASE 2**

**Z6.2**  
NOT TO EXCEED

BUILDING ELEVATIONS				
LOCATION	FINISH	AREA	TYPE	10% EXHIBIT AND 1% CONTIGUOUS
WEST ELEVATION	1.00	1,200 SF	GLAZED	1.00 SF
NORTH ELEVATION	1.00	1,200 SF	GLAZED	1.00 SF
EAST ELEVATION	1.00	1,200 SF	GLAZED	1.00 SF
SOUTH ELEVATION	1.00	1,200 SF	GLAZED	1.00 SF
TOTAL GLAZED AREA				4.00 SF



PROJECT BY  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
 SIGNAGE & TRANSPARENCY ELEVATIONS

**27.0**  
 ARCHITECTURE

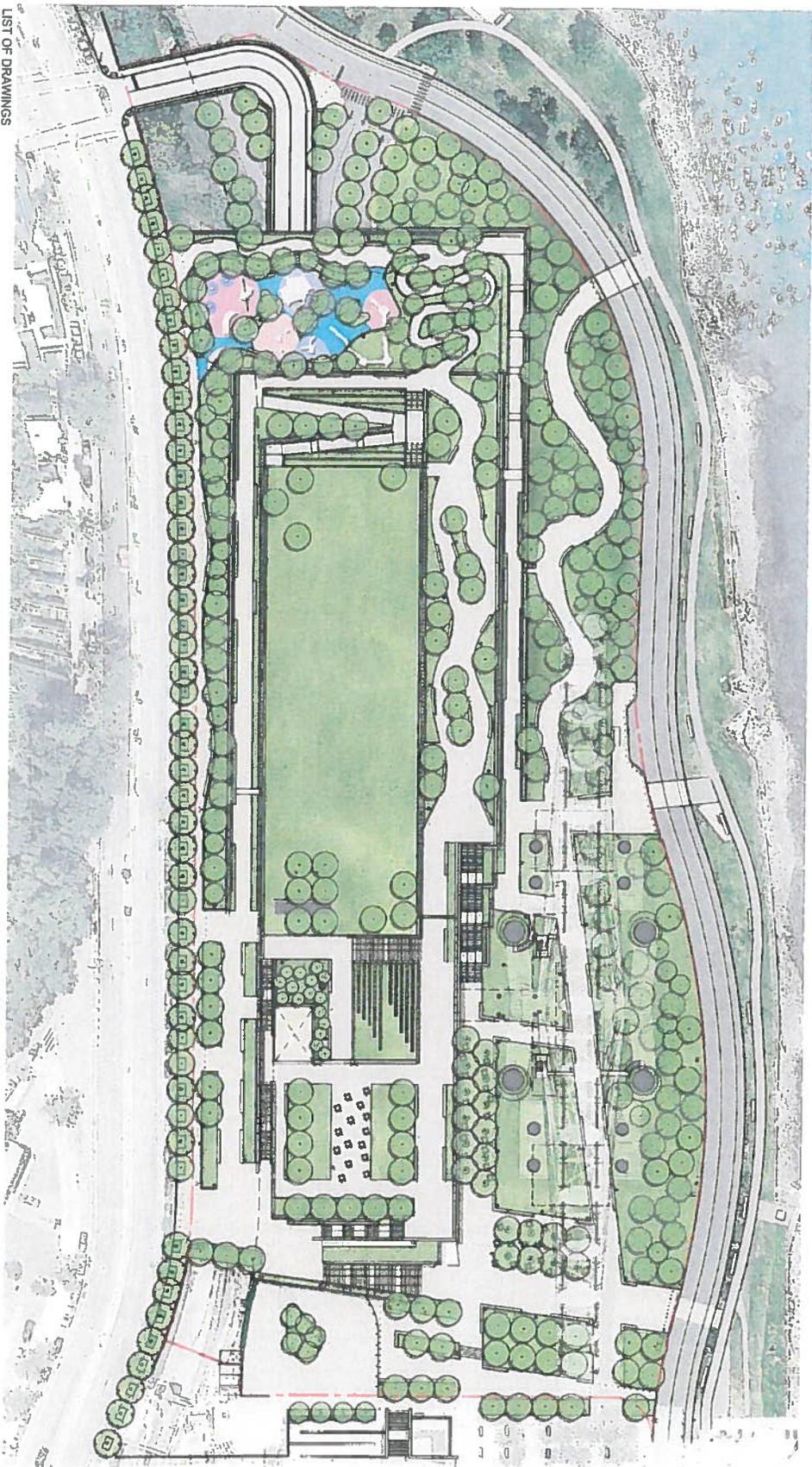


**Perkins Eastman**  
 ARCHITECTS  
 110 N. LAKE STREET, SUITE 200  
 CHICAGO, IL 60601  
 TEL: 312.420.4000  
 WWW.PERKINS-EASTMAN.COM



NO.	DATE	REVISION
1	11/15/23	ISSUED FOR PERMITS
2	11/15/23	REVISED PER COMMENTS
3	11/15/23	REVISED PER COMMENTS
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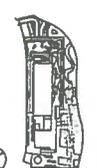


**LIST OF DRAWINGS**

LANDSCAPE COVER SHEET

21-011 PUBLIC BENCHES PLAN  
 21-012 EXHAUSTED PLAN  
 21-013 BENCHES PLAN  
 21-014 PLAYGROUND PLAYGROUND PLAN  
 21-015 GRADING PLAN  
 21-016 GRADING PLAN  
 21-017 SLOPE DIAGRAM  
 21-018 TREE PLAN  
 21-019 PLANTING PLAN  
 21-020 MATERIAL PLAN  
 21-021 ADORNMENT PLAN  
 21-022 SECTIONS  
 21-023 SECTIONS  
 21-024 SECTIONS  
 21-025 SECTIONS  
 21-026 LANDSCAPE DETAILS  
 21-027 PLANTING DETAILS  
 21-028 MATERIAL DETAILS  
 21-029 PRECAST BENCH DETAILS  
 21-030 MATERIAL DETAILS  
 21-031 WOOD BENCH DETAILS  
 21-032 PLAYGROUND EQUIPMENT DETAILS  
 21-033 EXTENSION SCHEME LOCATION PLAN & WEBSHEDDING  
 21-034 PHOTOGRAPHIC PLAN  
 21-035 ESP/PAVING IMPROVEMENT PLAN  
 21-036 ESP/PAVING IMPROVEMENT PLAN  
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 21-099 ESP/PAVING IMPROVEMENT PLAN  
 21-100 ESP/PAVING IMPROVEMENT PLAN

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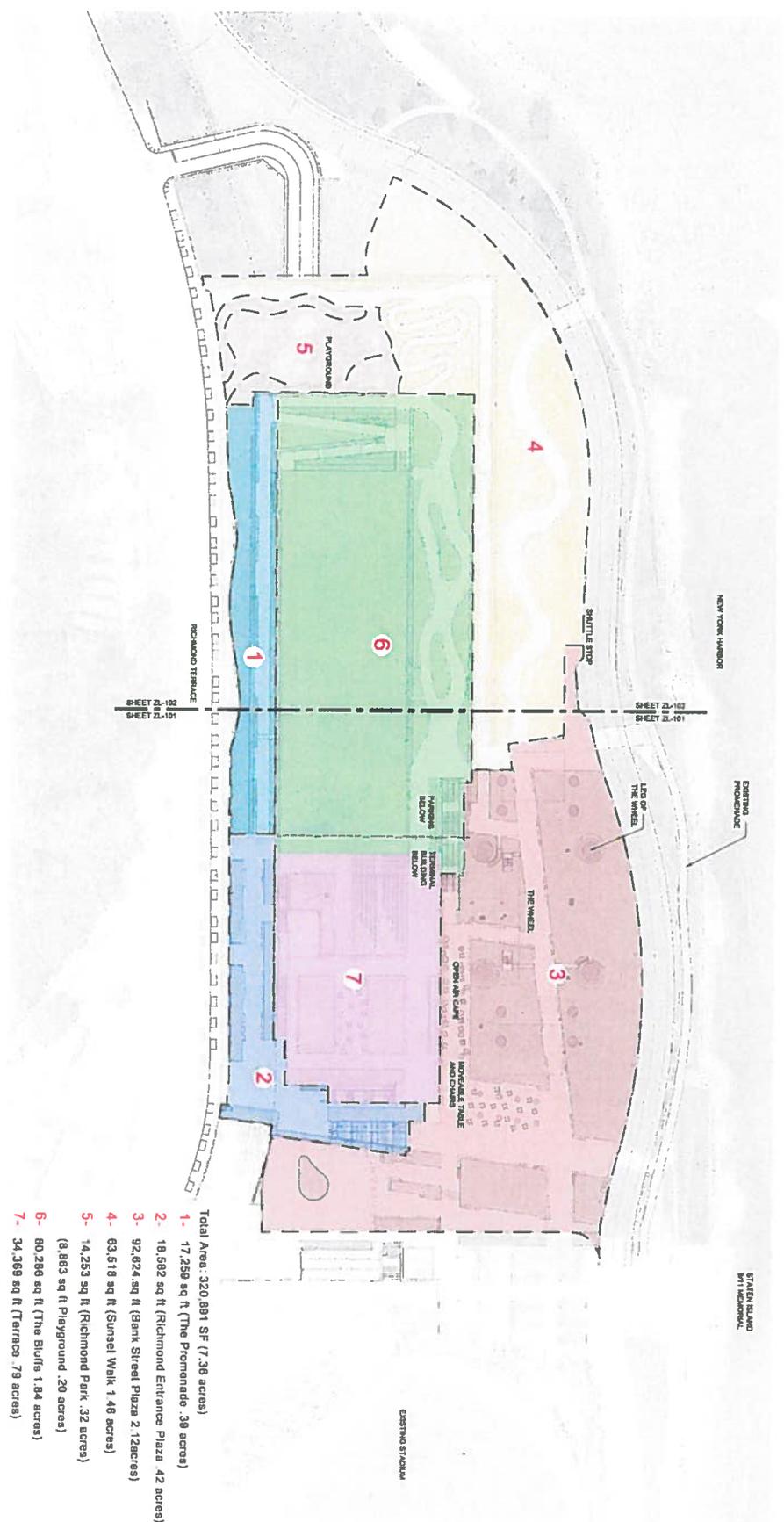


**Perkins Eastman**  
 1000 PERKINS EASTMAN  
 1000 PERKINS EASTMAN  
 1000 PERKINS EASTMAN

**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 LANDSCAPE COVER SHEET

**ZL-01**

NO.	REVISION	DATE
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- Total Area: 320,881 SF (7.36 acres)
- 1- 17,256 sq ft (The Promenade .38 acres)
  - 2- 18,582 sq ft (Richmond Entrance Plaza .42 acres)
  - 3- 92,624 sq ft (Bank Street Plaza 2.12 acres)
  - 4- 63,518 sq ft (Sunset Walk 1.46 acres)
  - 5- 14,253 sq ft (Richmond Park .32 acres) (8,863 sq ft Playground .20 acres)
  - 6- 80,286 sq ft (The Bluffs 1.84 acres)
  - 7- 34,389 sq ft (Terrace .79 acres)

NOTE:  
 1. THE PLANNING PLAN AND PLANT LIST (SEE DRAWINGS ZL-100 & ZL-101) ARE PROVIDED FOR THE GENERAL DESIGN INTENT. QUANTITIES AND SPECIES SHALL BE DETERMINED BY THE GENERAL DESIGN INTENT. HOWEVER, THE LOCATION OF PLANTINGS SHALL BE DETERMINED BY THE GENERAL DESIGN INTENT. THE LOCATION OF PLANTINGS SHALL BE DETERMINED BY THE GENERAL DESIGN INTENT. THE LOCATION OF PLANTINGS SHALL BE DETERMINED BY THE GENERAL DESIGN INTENT.

PROJECT TITLE:  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 PUBLIC SPACE/ KEY PLAN

SCALE: 1"=50'  
**ZL-100**  
 SHEET NO. 1 OF 1

Perkins Eastman  
 ARCHITECTS  
 110 N. WASHINGTON ST.  
 SUITE 200  
 NEW YORK, NY 10038  
 TEL: 212.904.3800  
 FAX: 212.904.3801  
 WWW.PEAKARCHITECTS.COM

1 PUBLIC SPACE/ KEY PLAN  
 SCALE: 1"=50'





**ENLARGED PLAN**

SCALE: 1" = 20'

PROPERTY LINE  
 FENCE/POST AND RAIL  
 MATCHLINE  
 CENTER STREET LINE



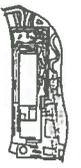
ENVIRONMENTAL TREE  
 SHADE TREE  
 TREE TYPE  
 BENCH



TRAMPOLINE  
 MONUMENT, TABLE AND CHAIR  
 ORNAMENTAL FOUNTAIN  
 SIGN MOUNT  
 CONCRETE SIDEWALK  
 ASPHALT

NOTE:  
 1. THE PLANNING PLAN AND PLANT LIST (SEE DRAWINGS PL-200 & PL-201) ARE PROVIDED FOR THE GENERAL DESIGN WITH QUANTITIES AND SPECIES SHALL BE DETERMINED BY THE GENERAL DESIGNER. HOWEVER, THE LOCATION, PLANTING DATES AND PLANTING ARE RECOMMENDED AND THERE SHALL BE NO CHANGES TO THE PLANTING LIST OR SPECIES LIST WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.  
 2. MINOR CHANGES WILL BE INDICATED BY A RED LINE AND PLANT LOCATION MAY CHANGE.

NO.	REVISION
1	ISSUED FOR PERMITS
2	REVISED PER COMMENTS
3	REVISED PER COMMENTS
4	REVISED PER COMMENTS
5	REVISED PER COMMENTS
6	REVISED PER COMMENTS
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30	REVISED PER COMMENTS



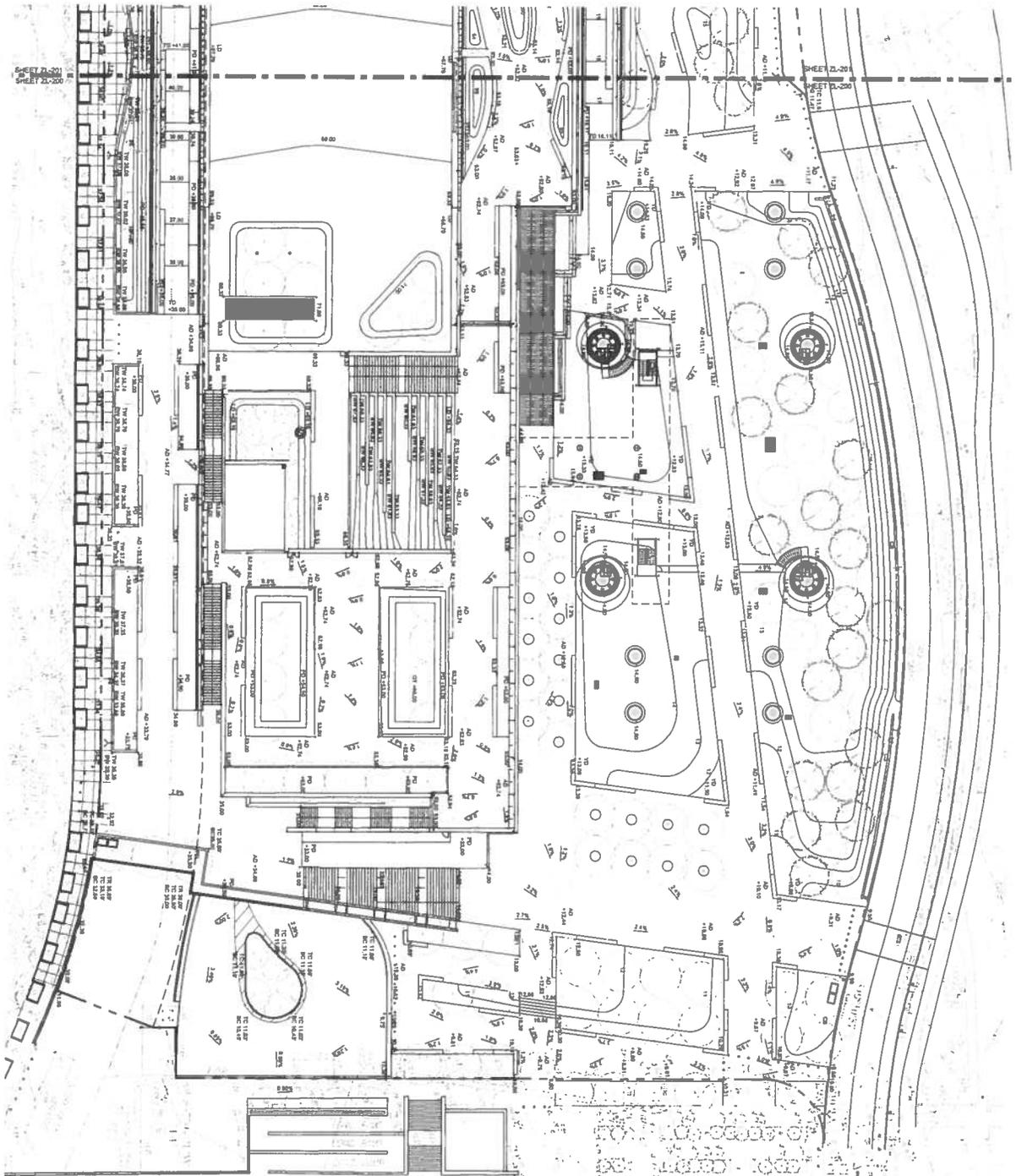
**Perkins Eastman**  
 ARCHITECTS  
 1100 LEXINGTON AVENUE  
 SUITE 2000  
 NEW YORK, NY 10017  
 TEL: 212 512 2000  
 FAX: 212 512 2001  
 WWW.PEAKARCHITECTS.COM

**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1 ENLARGED PLAN**

**ZL-102**

DATE: 11/15/2011  
 BY: J. [Name]  
 CHECKED BY: [Name]





NOTE:  
 1. THE PLANNING PLAN AND PART LIST SET DATED FEBRUARY 21, 2012, IS 2011 IBC APPROVED FOR THE GENERAL DESIGN WITH QUANTITIES AND SPECIES SHALL BE PROVIDED BY THE GENERAL CONTRACTOR. CONSTRUCTION WITHIN THE PARCEL BOUNDARIES SHALL BE IN ACCORDANCE WITH THE PLANNING PLAN AND PART LIST. MATERIALS AND FINISHES ARE TO BE AS SHOWN ON THE PLANNING PLAN AND PART LIST. MATERIALS AND FINISHES ARE TO BE AS SHOWN ON THE PLANNING PLAN AND PART LIST. MATERIALS AND FINISHES ARE TO BE AS SHOWN ON THE PLANNING PLAN AND PART LIST.

1 GRADING PLAN



- UNGRADED
- PROPOSED LAWN
- EXISTING LAWN
- MAINTENANCE
- EXISTING STREET PAVEMENT
- PROPOSED STREET PAVEMENT
- EXISTING DRIVE
- MAINTENANCE
- EXISTING DRIVE
- MAINTENANCE
- EXISTING DRIVE
- MAINTENANCE

PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
 SHEET: ZL-200  
 DATE: 02/21/12  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 GRADING PLAN

**ZL-200**

SCALE: 1/8" = 1'-0"

DATE: 02/21/12



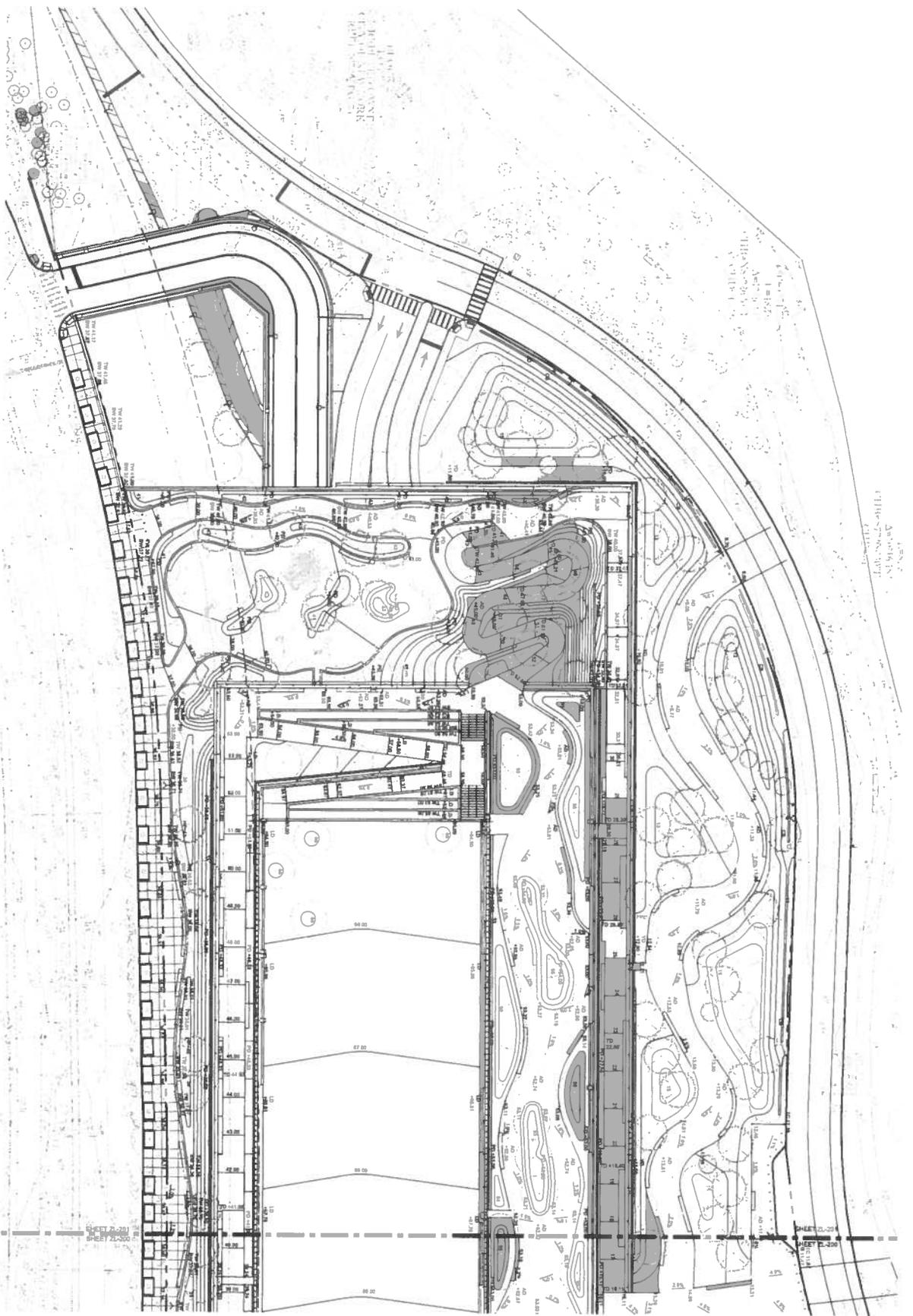
KEY PLAN

**Perkins Eastman**

ARCHITECTS  
 100 N. LAKE STREET, SUITE 2000  
 CHICAGO, IL 60601  
 TEL: 312.309.4400  
 FAX: 312.309.4401  
 WWW.PERKINS-EASTMAN.COM

DATE: 02/21/12  
 SHEET: ZL-200  
 PROJECT: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 GRADING PLAN

DATE: 11/15/11  
 DRAWN BY: J. B. BROWN  
 CHECKED BY: J. B. BROWN

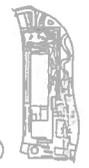


**GRADING PLAN**  
 SCALE: 1/8" = 1'-0"

NOTE: PLANTING IN ALL AREAS IS SUBJECT TO THE GENERAL DESIGN INTENT. QUANTITIES AND SPECIES SHALL BE SUBJECT TO CHANGE BY THE PUBLIC DESIGN COMMISSION WITHIN THE PERIOD OF PLANTING PERIOD. PLAZA AND PARKWAYS ARE FIXED AND THERE SHALL BE NO REDUCTION IN THE TOTAL NUMBER OF TREES OR SHADE TREES WITHIN THE OPEN SPACE AND PLANTING ZONE.

- LEGEND**
- PROPOSED LANE
  - EXISTING LANE
  - MAINTENANCE
  - EXISTING STREET TREE
  - PROPOSED TREE
  - SHADE TREE

NO.	DESCRIPTION
1	1.0000
2	2.0000
3	3.0000
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11	11.0000
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43	43.0000
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49	49.0000
50	50.0000



**Pertius Eastman**  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF GEORGIA  
 LICENSE NO. 11111

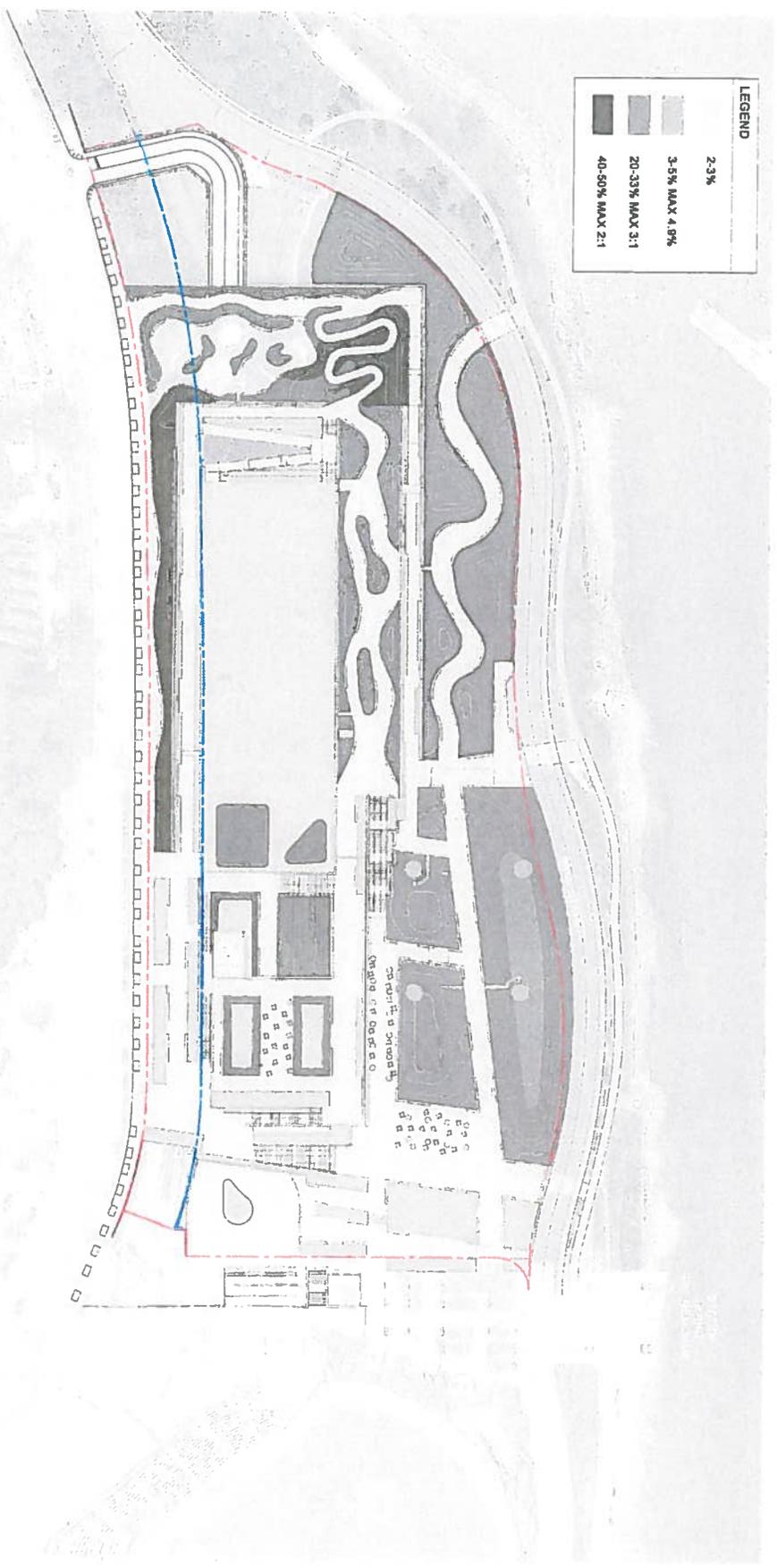
**PROJECT TITLE**  
 ST. GEORGE  
 WATERFRONT  
 REDEVELOPMENT  
 PARCEL 1  
 ST. GEORGE WATERFRONT  
 REDEVELOPMENT  
 PARCEL 1  
 GRADING PLAN

**SCALE**  
 1/8" = 1'-0"

**PROJECT NO.**  
 ZL-201

**LEGEND**

[Light Gray Box]	2-3%
[Medium Gray Box]	3-5% MAX 4.0%
[Dark Gray Box]	20-33% MAX 3:1
[Black Box]	40-50% MAX 2:1



**NOTE:**  
 1. THE PLANNING PLAN AND PLANT LIST (SEE DRAWINGS 21, 200 & 21, 201) ARE SUBJECT TO THE APPROVAL OF THE DESIGN REVIEW COMMITTEE AND SPACES SHALL BE PARALLEL TO THE CENTRAL DESIGN INTENT. HOWEVER, THE LOCATION OF SPACES AND PUBLIC PLAZAS SHALL BE ADJUSTED TO ACCOMMODATE THE REDUCTION IN THE TOTAL NUMBER OF TREES ON SITES. THESE ADJUSTS THE SPACES AND PUBLIC PLAZAS.

NO.	DATE	DESCRIPTION
1	11/11/2021	ISSUED FOR PERMITS
2	11/11/2021	ISSUED FOR PERMITS
3	11/11/2021	ISSUED FOR PERMITS
4	11/11/2021	ISSUED FOR PERMITS
5	11/11/2021	ISSUED FOR PERMITS
6	11/11/2021	ISSUED FOR PERMITS
7	11/11/2021	ISSUED FOR PERMITS
8	11/11/2021	ISSUED FOR PERMITS
9	11/11/2021	ISSUED FOR PERMITS
10	11/11/2021	ISSUED FOR PERMITS



**Pertius Eastman**  
 ARCHITECTS  
 12345  
 12345  
 12345

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

**DATE:** 11/11/2021

**SCALE:** 1"=40'

**PROJECT NO.:** ZL-202

**DESIGNED BY:** [Name]

**CHECKED BY:** [Name]

**DATE:** 11/11/2021

**SCALE:** 1"=40'

**PROJECT NO.:** ZL-202

**DESIGNED BY:** [Name]

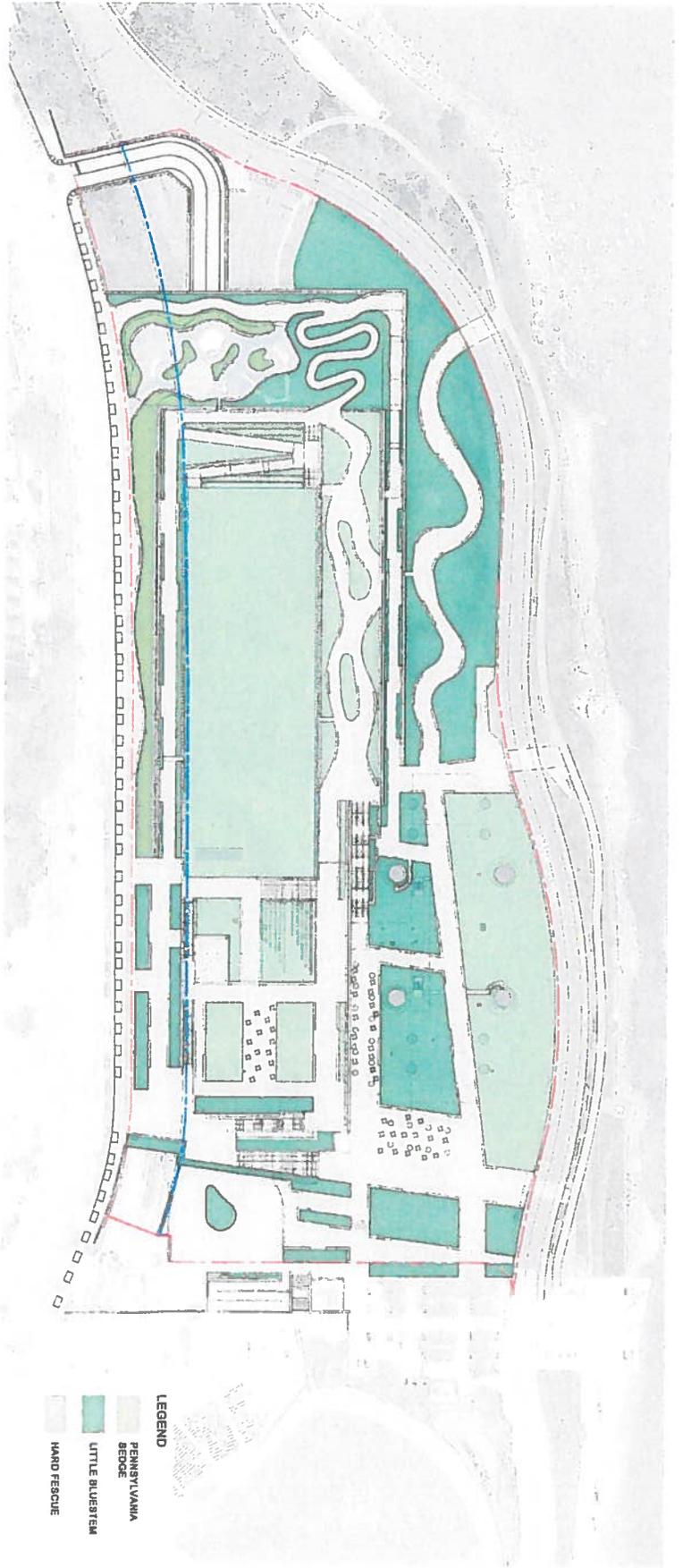
**CHECKED BY:** [Name]

**DATE:** 11/11/2021

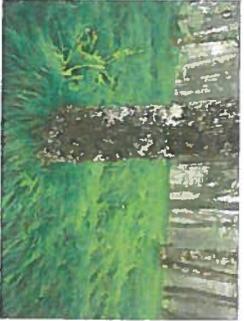
**ZL-202**

**SCALE:** 1"=40'





- LEGEND**
- PENNSYLVANIA SEDGE
  - LITTLE BLUESTEM
  - HARD FESCUE



PENNSYLVANIA SEDGE



HARD FESCUE



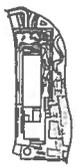
LITTLE BLUESTEM

**PLANTING PLAN**

NOTE:

1. THE PLANTING PLAN AND PLANT LIST (SEE DRAWINGS ZL-301 & ZL-301) ARE SUBJECT TO CHANGE DURING THE DESIGN PROCESS. QUANTITIES AND SPECIES SHALL BE SUBJECT TO CHANGE BASED ON THE DESIGN DEVELOPMENT AND THE FINAL DESIGN PARAMETERS OF THE GENERAL DESIGN INTENT. HOWEVER, THE LOCATION OF PLANTING IN THE TOTAL NUMBER OF TREES AND SPECIES SHALL BE NO LESS THAN THE TOTAL NUMBER OF TREES AND SPECIES INDICATED IN THE DESIGN SPACES AND PUBLIC PLAZA.

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**Perkins Eastman**

1000 EAST WASHINGTON AVENUE  
 SUITE 1000  
 CHICAGO, IL 60601  
 TEL: 312.343.1000  
 WWW.PERKINS-EASTMAN.COM

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

CLIENT:  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**

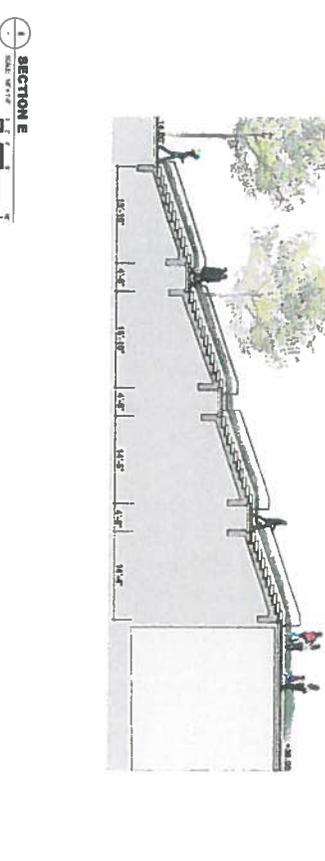
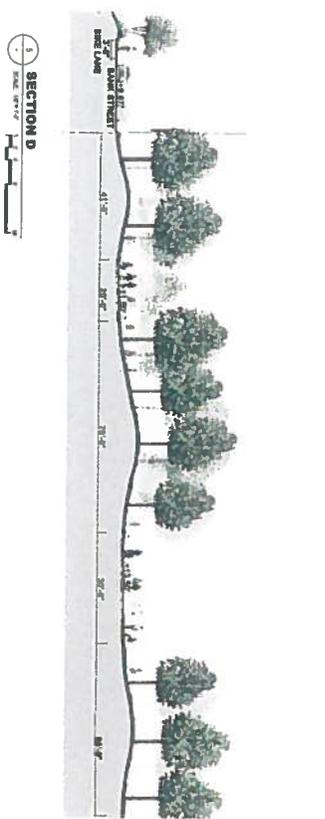
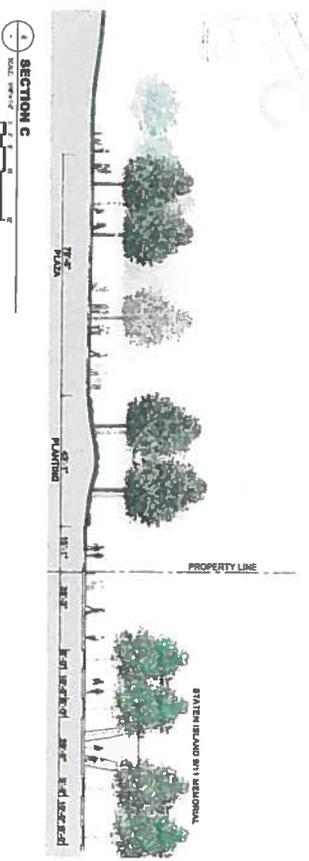
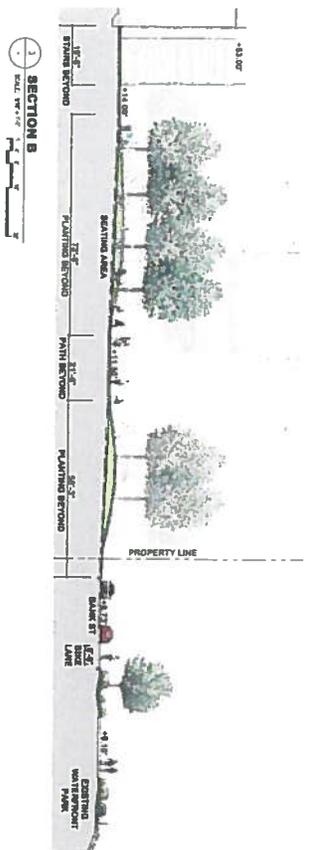
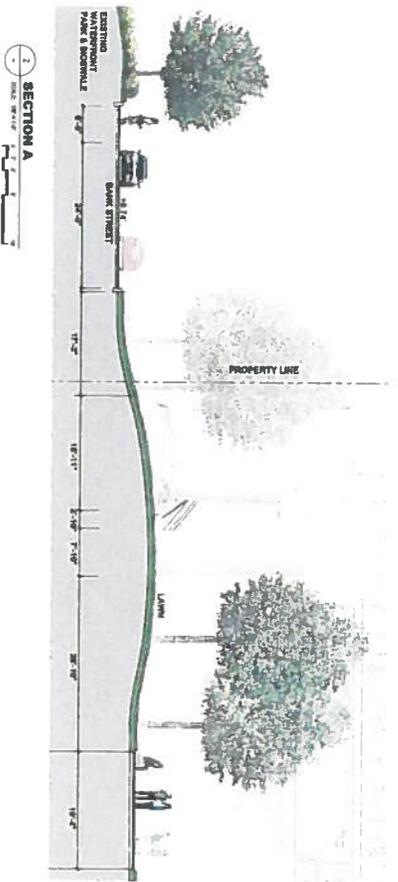
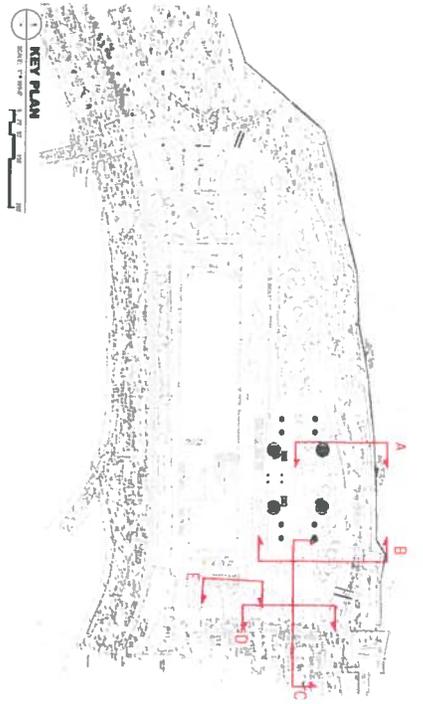
DATE:  
**PLANTING PLAN**

**ZL-301**

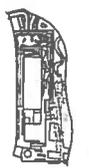
ARCHITECT







NO.	DESCRIPTION
1	EXISTING WATERFRONT PARK & BROWNVILLE
2	EXISTING BANK STREET
3	EXISTING WATERFRONT PARK & BROWNVILLE
4	EXISTING WATERFRONT PARK & BROWNVILLE
5	EXISTING WATERFRONT PARK & BROWNVILLE
6	EXISTING WATERFRONT PARK & BROWNVILLE
7	EXISTING WATERFRONT PARK & BROWNVILLE
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49	EXISTING WATERFRONT PARK & BROWNVILLE
50	EXISTING WATERFRONT PARK & BROWNVILLE

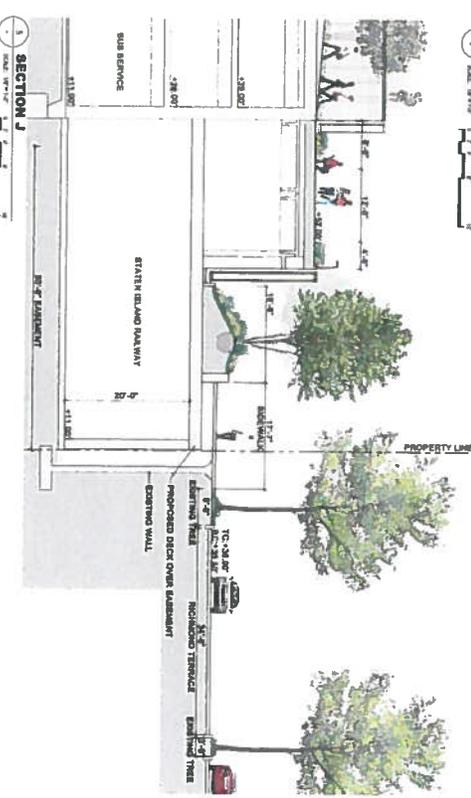
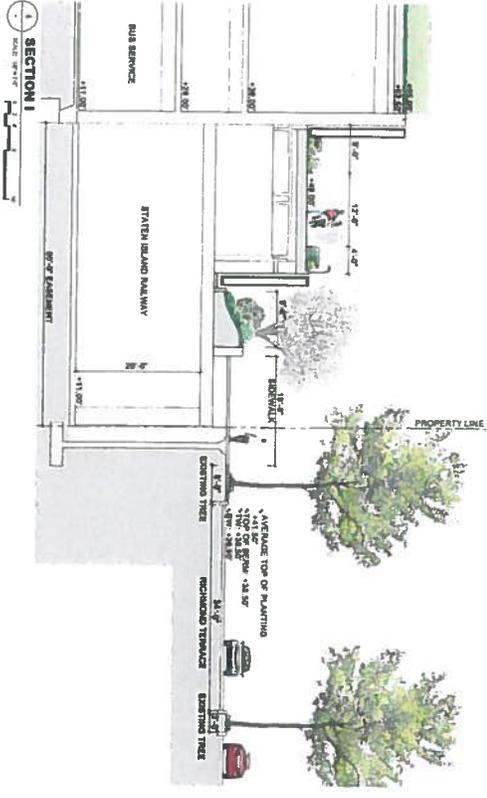
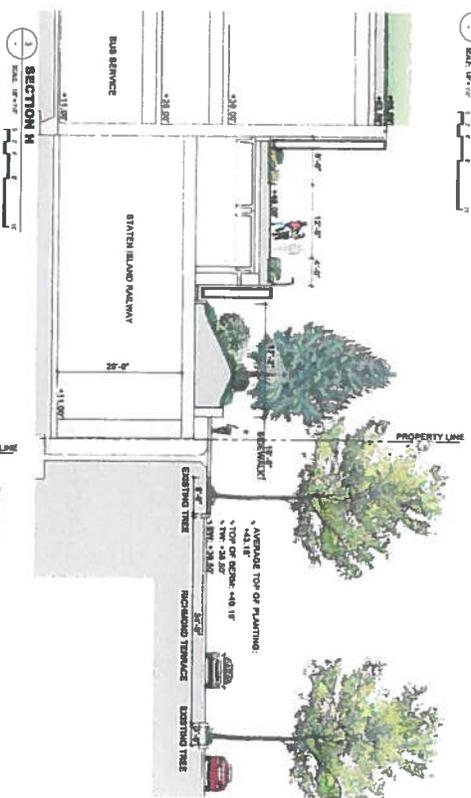
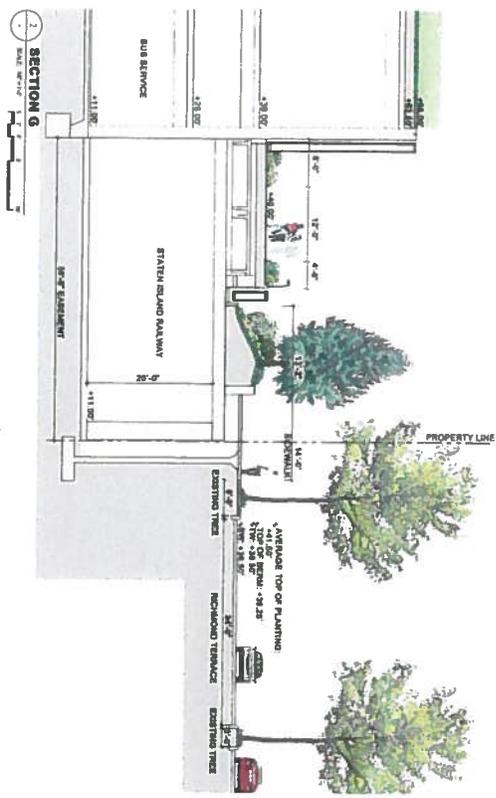
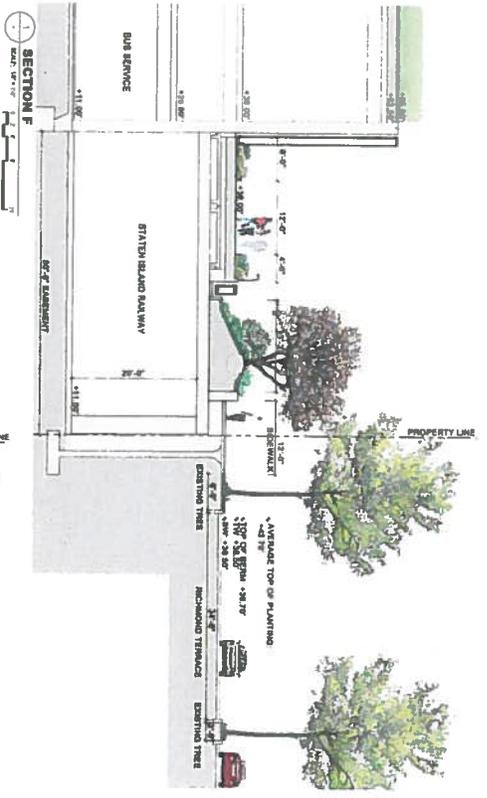


**Perkins Eastman**  
ARCHITECTS  
100 N. LAKE STREET  
CHICAGO, IL 60601  
TEL: 312.309.4400  
WWW.PERKINS-EASTMAN.COM

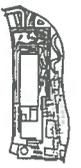
**PERKINS EASTMAN**  
ARCHITECTS  
100 N. LAKE STREET  
CHICAGO, IL 60601  
TEL: 312.309.4400  
WWW.PERKINS-EASTMAN.COM

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

**ZL-500**  
OFF PLAN SUBMISSION



NO.	DATE	DESCRIPTION
1	11/11/11	ISSUED FOR PERMITS
2	11/11/11	ISSUED FOR PERMITS
3	11/11/11	ISSUED FOR PERMITS
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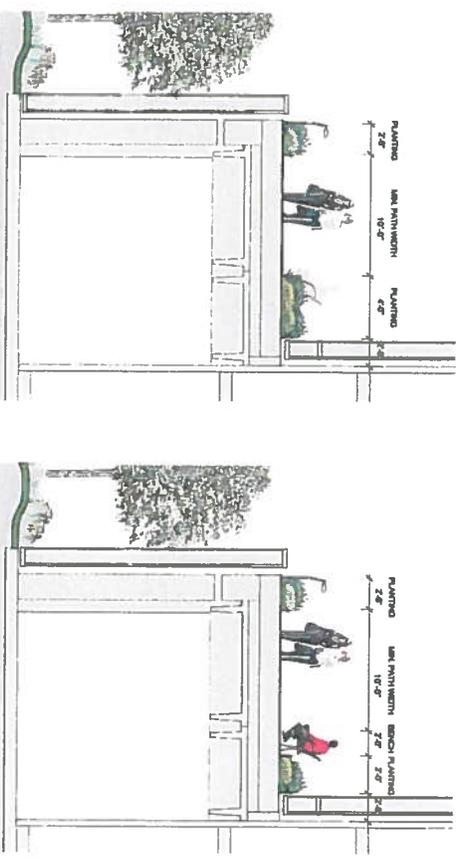
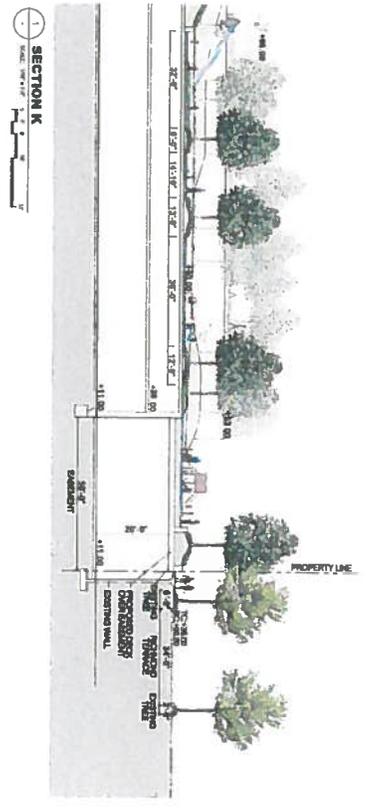
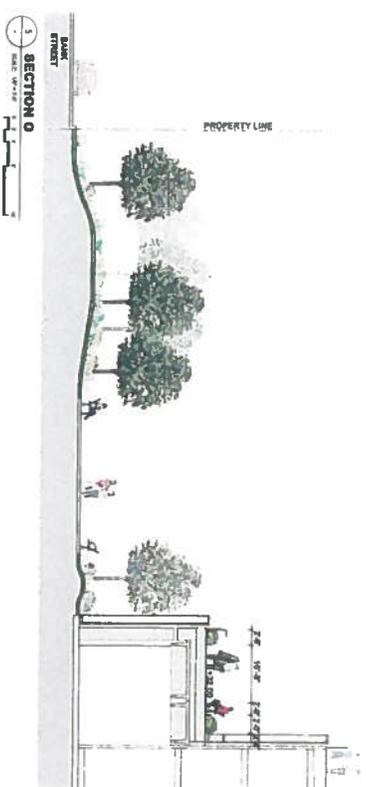
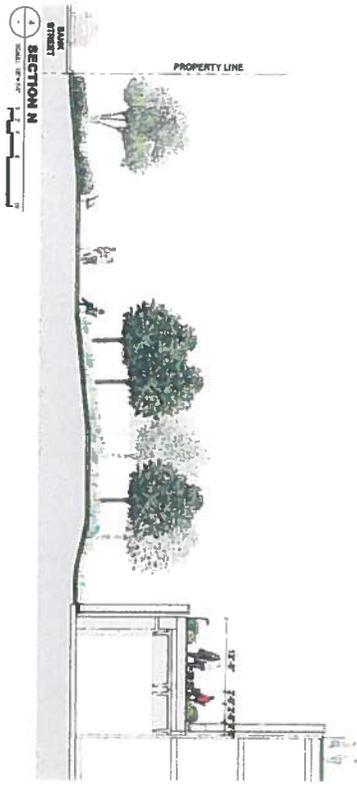
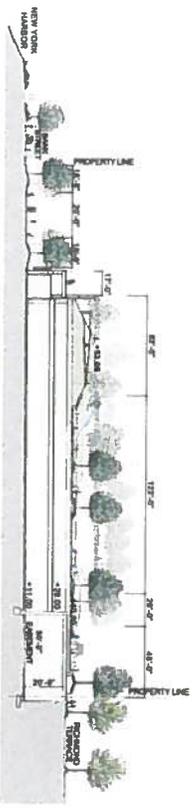
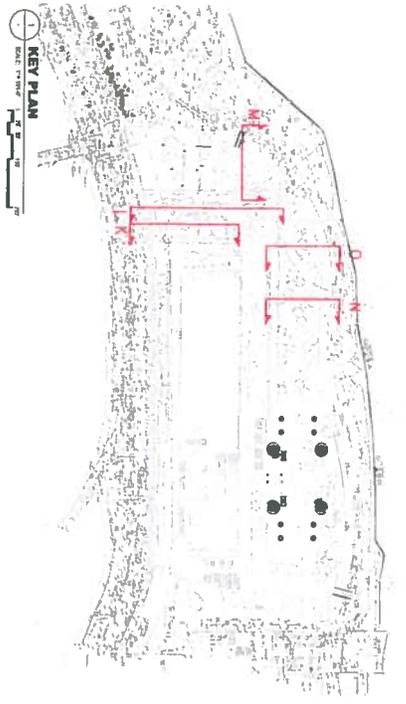


PERKINS EASTMAN  
 ARCHITECTS  
 11111  
 11111

PROJECT TITLE  
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
 PROJECT NO. 11111  
 DRAWING NO. 11111  
 DATE 11/11/11

PROJECT TITLE  
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
 PROJECT NO. 11111  
 DRAWING NO. 11111  
 DATE 11/11/11

**ZL-501**



1	1" = 100'
2	1" = 100'
3	1" = 100'
4	1" = 100'
5	1" = 100'
6	1" = 100'
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50	1" = 100'



**Pertuis Eastman**  
1000 ...  
...

**PROJECT TITLE**  
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
...  
**DATE:** 11.14.2020

**ZL-502**













1 TABLES AND CHAIRS  
SCALE: 1/8" = 1'-0"



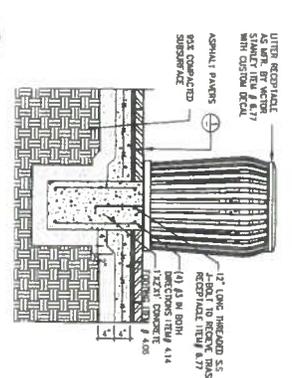
2 NYC 2030 DRINKING FOUNTAIN  
SCALE: 1/8" = 1'-0"



3 NYC DOT STANDARD BIKE RACK  
SCALE: 1/8" = 1'-0"



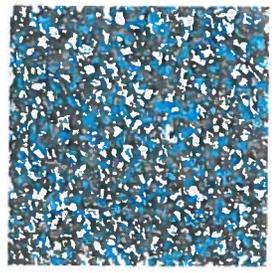
4 TRASH RECEPTACLE  
SCALE: 1/8" = 1'-0"



1 HEXAGONAL PRECAST CONCRETE PAVER  
SCALE: 1/8" = 1'-0"



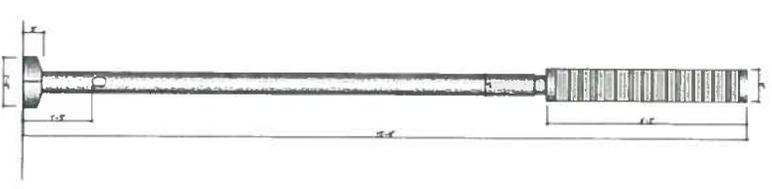
2 CONCRETE  
SCALE: 1/8" = 1'-0"



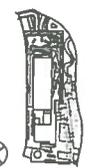
3 SAFETY SURFACE  
SCALE: 1/8" = 1'-0"



5 LIGHTPOLE  
SCALE: 1/8" = 1'-0"



NO.	DESCRIPTION
1	1.00' X 1.00' X 1.00' CONCRETE
2	2.00' X 2.00' X 2.00' CONCRETE
3	3.00' X 3.00' X 3.00' CONCRETE
4	4.00' X 4.00' X 4.00' CONCRETE
5	5.00' X 5.00' X 5.00' CONCRETE
6	6.00' X 6.00' X 6.00' CONCRETE
7	7.00' X 7.00' X 7.00' CONCRETE
8	8.00' X 8.00' X 8.00' CONCRETE
9	9.00' X 9.00' X 9.00' CONCRETE
10	10.00' X 10.00' X 10.00' CONCRETE



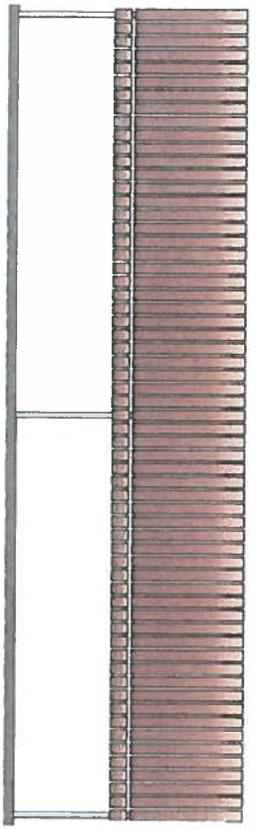
**Perkins Eastman**  
ARCHITECTS  
100 WEST WASHINGTON STREET  
NEW YORK, NY 10036  
TEL: 212 512 2000  
WWW.PEAKARCHITECTS.COM

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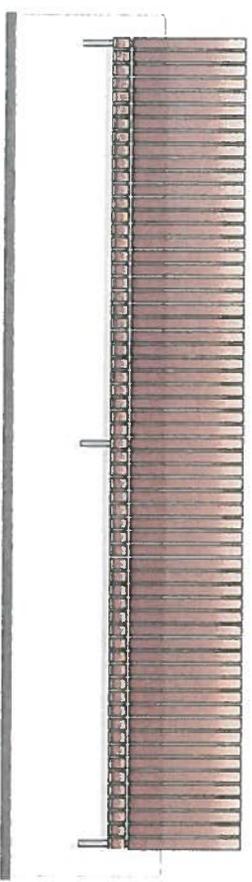
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
PROJECT NUMBER: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
PROJECT NAME: ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
PROJECT TYPE: WATERFRONT REDEVELOPMENT  
MATERIAL DETAILS

**ZL-700**

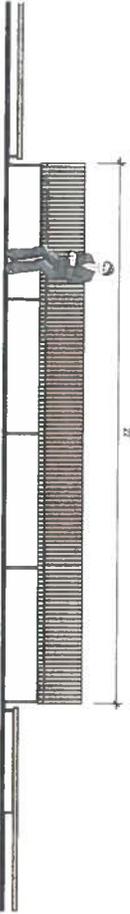
NYC PERMITS/CONTRACT



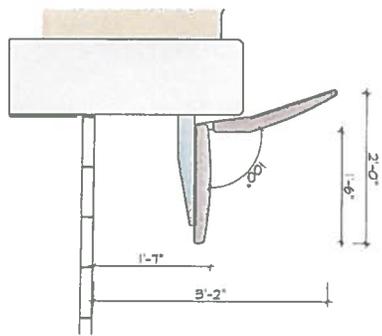
1 BENCH ELEVATION WITH BACK  
SCALE: 1/8" = 1'-0"



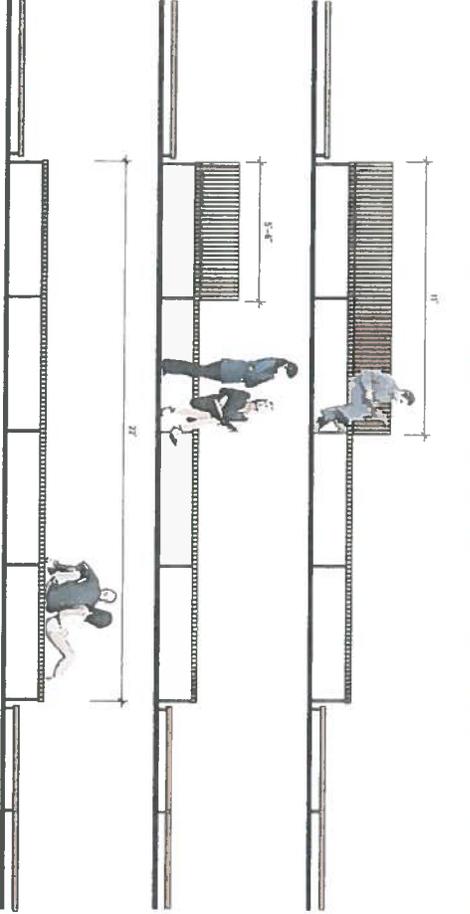
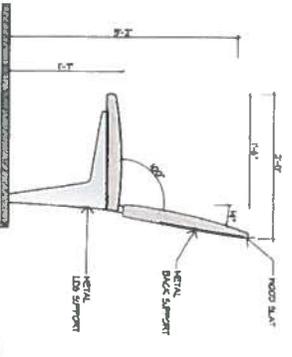
2 BENCH ELEVATION ON WALL  
SCALE: 1/8" = 1'-0"



3 BENCH SECTION ON WALL  
SCALE: 1/8" = 1'-0"

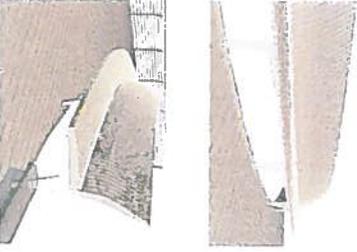
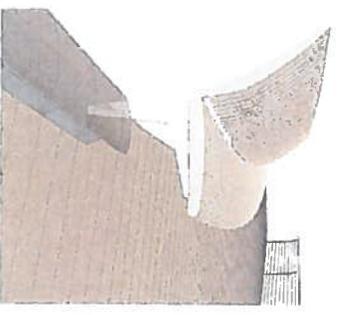


4 BENCH SECTION WITH BACK  
SCALE: 1/8" = 1'-0"



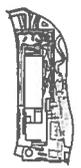
5 BENCH COMBINATIONS  
SCALE: 3/8" = 1'-0"

6 BENCH 3D  
SCALE: 3/8" = 1'-0"



NOTE:  
1. ALL DIMENSIONS ARE UNLESS OTHERWISE NOTED.  
2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.  
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.  
10. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

NO.	REVISION
1	ISSUED FOR PERMITS
2	ISSUED FOR PERMITS
3	ISSUED FOR PERMITS
4	ISSUED FOR PERMITS
5	ISSUED FOR PERMITS
6	ISSUED FOR PERMITS
7	ISSUED FOR PERMITS
8	ISSUED FOR PERMITS
9	ISSUED FOR PERMITS
10	ISSUED FOR PERMITS



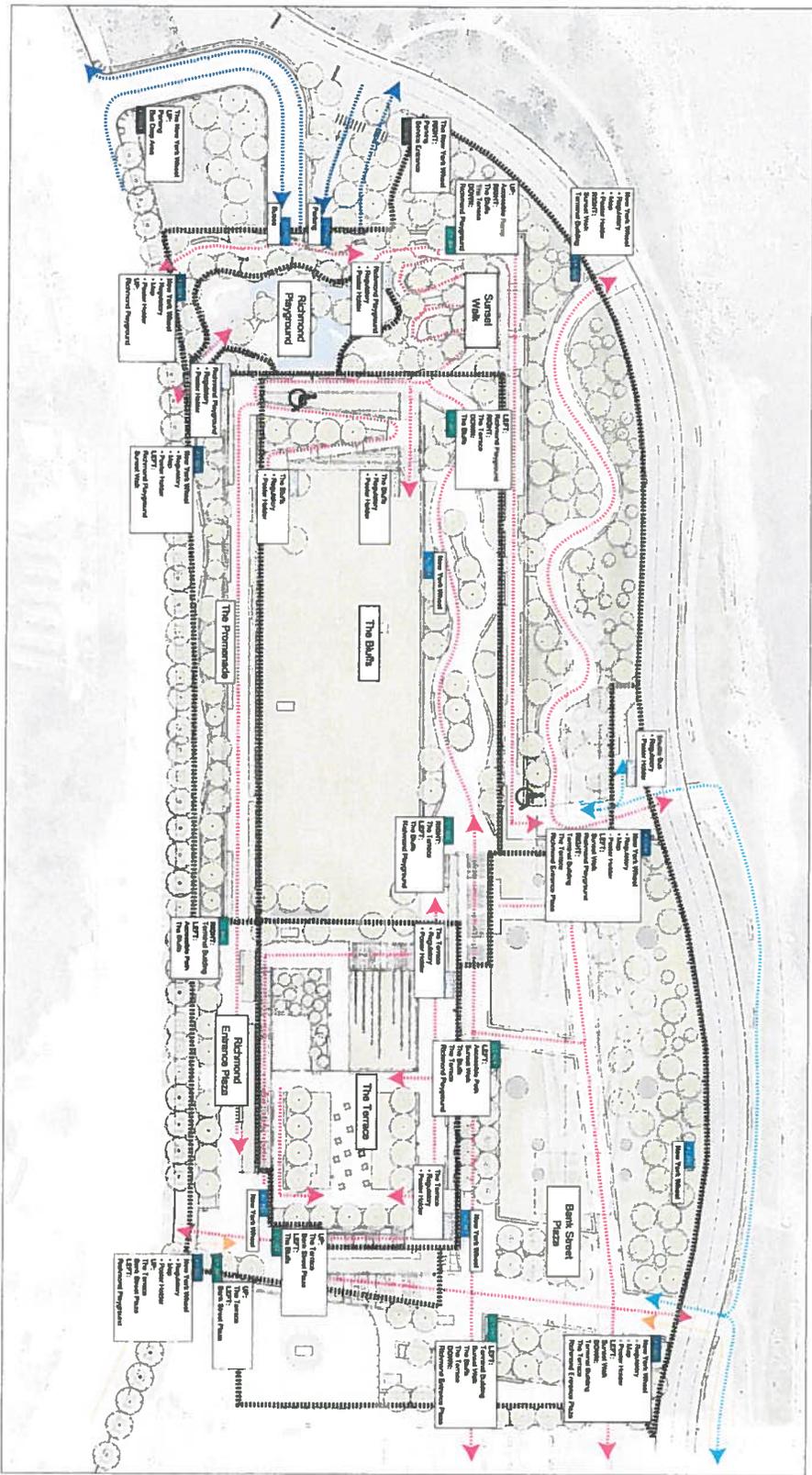
Perkins Eastman  
150 West Randolph Street  
Chicago, IL 60601  
Tel: 312.309.4400  
www.perkinseastman.com

PROJECT TITLE  
ST. GEORGE  
WATERFRONT  
REDEVELOPMENT  
PARCEL 1  
SECTION 1  
WOOD BENCH  
DETAILS

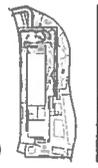
ZL-701



- LEGEND**
- PROPERTY LIMIT
  - EASEMENT LIMIT
  - PEDESTRIAN CIRCULATION
  - BICYCLIST CIRCULATION
  - COMMUTER CIRCULATION
  - WHEEL TOURIST CIRCULATION
  - VEHICULAR CIRCULATION
  - PARKING BUS STOP OFF
- Sign Types**
- 1 Soil Identification/Notice
  - 2 Building Identification
  - 3 Signage Identification
  - 4 Vehicular Directional
  - 5 Pedestrian Directional
  - 6 Parking
  - 7 Parking Lot Identification
  - 8 Directional



NO.	DATE	REVISION
1	11.15.17	REVISED SIGNAGE
2	11.15.17	REVISED SIGNAGE
3	11.15.17	REVISED SIGNAGE
4	11.15.17	REVISED SIGNAGE
5	11.15.17	REVISED SIGNAGE
6	11.15.17	REVISED SIGNAGE
7	11.15.17	REVISED SIGNAGE
8	11.15.17	REVISED SIGNAGE
9	11.15.17	REVISED SIGNAGE
10	11.15.17	REVISED SIGNAGE



**Perkins Eastman**  
 1100 K Street, N.W.  
 Washington, D.C. 20004  
 TEL: 202.293.7800  
 FAX: 202.293.7801  
 WWW: PERKINS-EASTMAN.COM

**PERKINS EASTMAN**  
 ARCHITECTS  
 1100 K STREET, N.W.  
 WASHINGTON, D.C. 20004  
 TEL: 202.293.7800  
 FAX: 202.293.7801  
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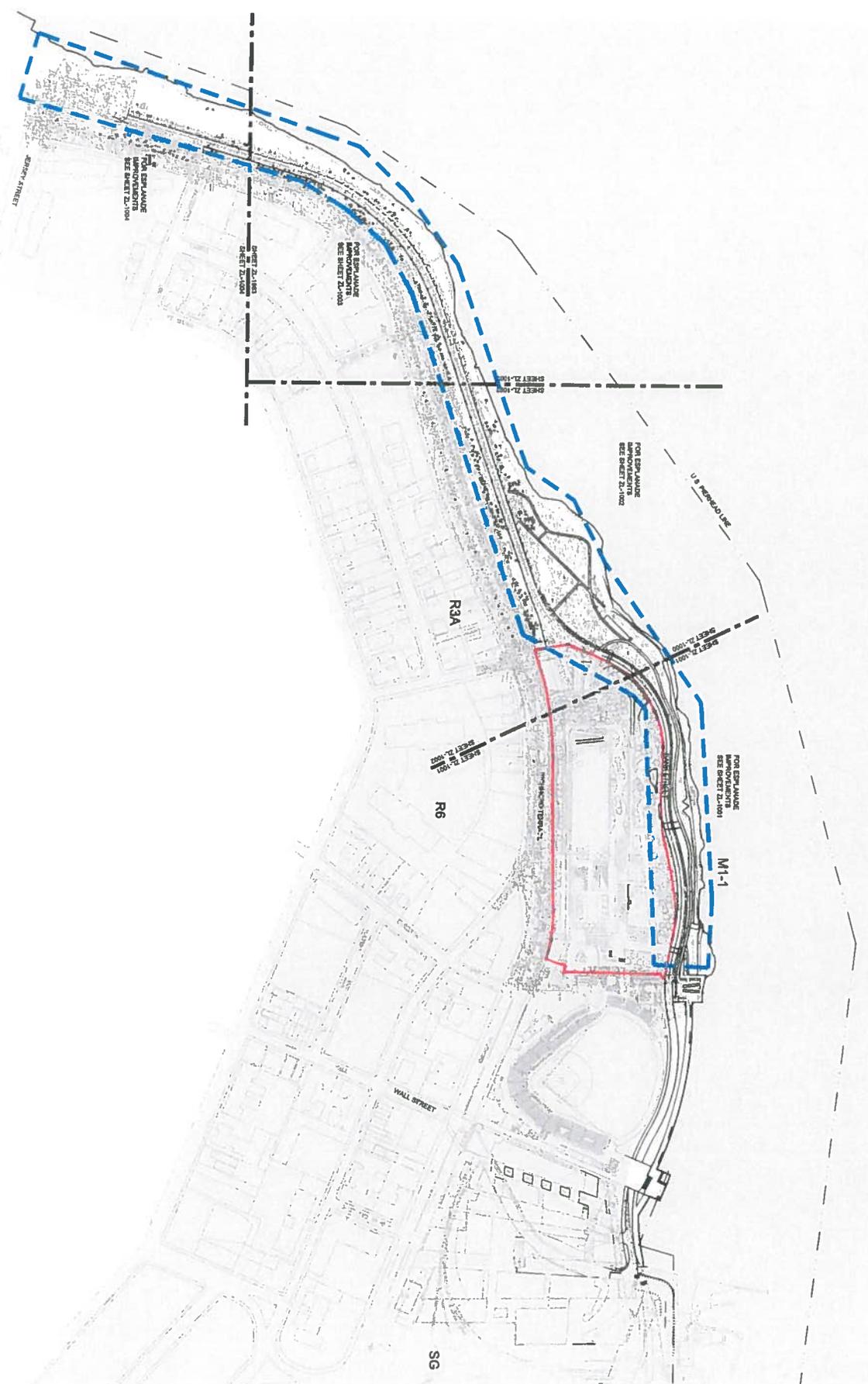
PROJECT TITLE  
**ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1**  
 PROJECT NO. 17-0001  
 EXIST. QUAL. PLAN  
 DRAWING NO. 17-0001-01  
 DATE: 11/15/17

**ZL-800**  
 EXTERIOR SIGNAGE LOCATION PLAN & MESSAGING





NO.	DATE	REVISION
1	11/11/10	ISSUE FOR PERMITS
2	08/11/10	ISSUE FOR PERMITS
3	07/11/10	ISSUE FOR PERMITS
4	06/11/10	ISSUE FOR PERMITS
5	05/11/10	ISSUE FOR PERMITS
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7	03/11/10	ISSUE FOR PERMITS
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97	09/11/02	ISSUE FOR PERMITS
98	08/11/02	ISSUE FOR PERMITS
99	07/11/02	ISSUE FOR PERMITS
100	06/11/02	ISSUE FOR PERMITS



ESPLANADE IMPROVEMENT PLAN  
SCALE: 1" = 50'

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

PROJECT LOCATION  
**ESPLANADE IMPROVEMENT PLAN**

DATE OF PREPARATION  
**ZL-1000**

DATE OF COMPLETION

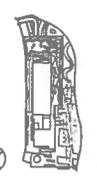
DESIGNED BY  
**Perkins Eastman**

SCALE  
1" = 50'





NO.	DATE	REVISION
1	11/11/11	ISSUED FOR PERMITS
2	01/12/12	ISSUED FOR PERMITS
3	03/12/12	ISSUED FOR PERMITS
4	05/12/12	ISSUED FOR PERMITS
5	07/12/12	ISSUED FOR PERMITS
6	09/12/12	ISSUED FOR PERMITS
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13	11/13/13	ISSUED FOR PERMITS
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15	03/14/14	ISSUED FOR PERMITS
16	05/14/14	ISSUED FOR PERMITS
17	07/14/14	ISSUED FOR PERMITS
18	09/14/14	ISSUED FOR PERMITS
19	11/14/14	ISSUED FOR PERMITS
20	01/15/15	ISSUED FOR PERMITS
21	03/15/15	ISSUED FOR PERMITS
22	05/15/15	ISSUED FOR PERMITS
23	07/15/15	ISSUED FOR PERMITS
24	09/15/15	ISSUED FOR PERMITS
25	11/15/15	ISSUED FOR PERMITS



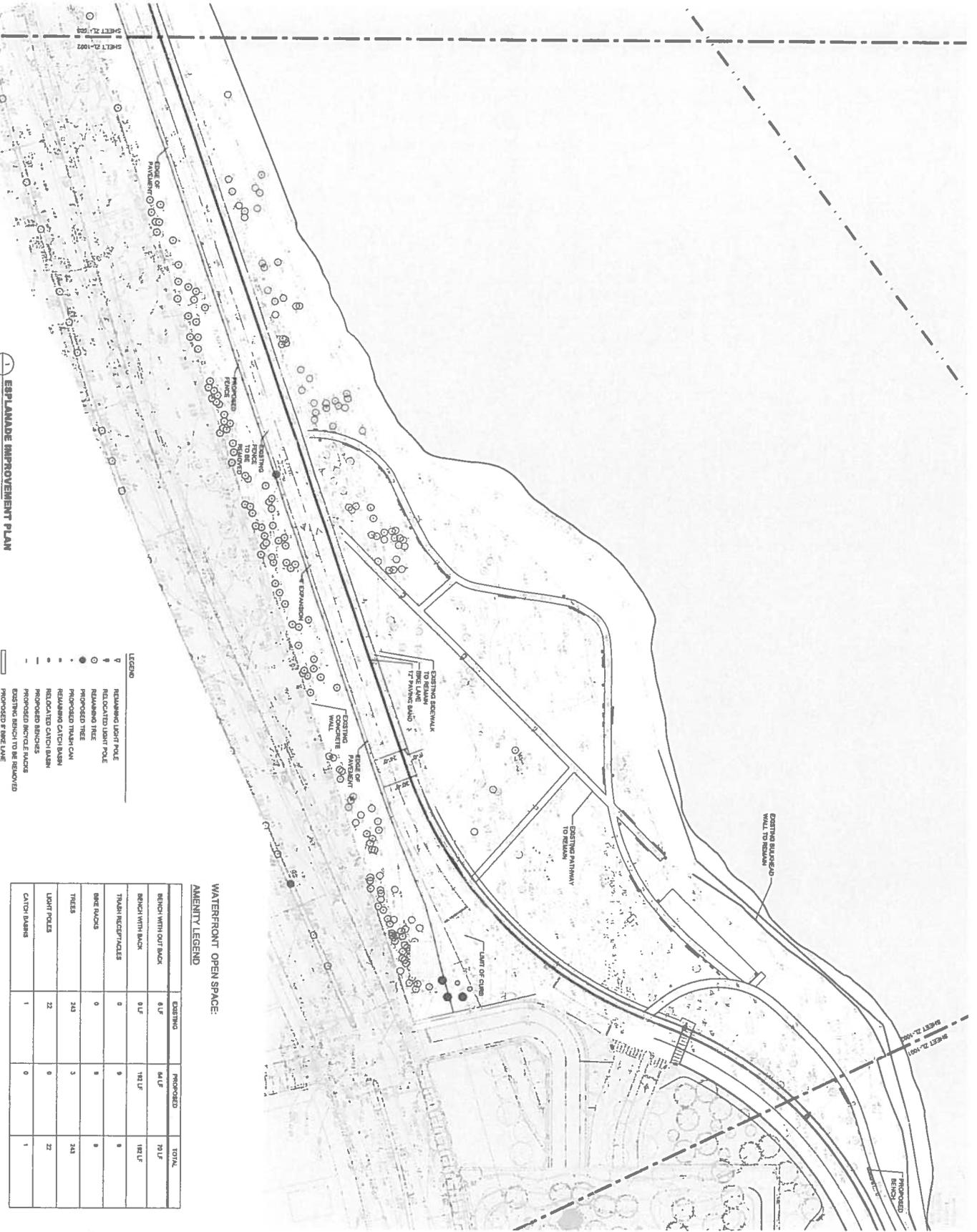
**Perkins Eastman**  
 1000 W. Wacker Drive, Suite 1000  
 Chicago, IL 60601  
 TEL: 312.420.1000  
 FAX: 312.420.1001  
 WWW: www.perkins.com

**PROJECT:**  
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
**ESPLANADE IMPROVEMENT PLAN**

**PROJECT:**  
 ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
**ESPLANADE IMPROVEMENT PLAN**

**DATE:** 11/11/11  
**SCALE:** AS SHOWN

**ZL-1002**



**LEGEND**

- REMAINING LIGHT POLE
- RELOCATED LIGHT POLE
- REMAINING TREE
- PROPOSED TREE
- PROPOSED TRASH CAN
- REMAINING CATCH BASIN
- RELOCATED CATCH BASIN
- PROPOSED BENCHES
- PROPOSED BENCH TO BE REMOVED
- PROPOSED FENCE LINE

**WATERFRONT OPEN SPACE:**  
**AMENITY LEGEND**

	EXISTING	PROPOSED	TOTAL
BENCH WITH OUT BACK	8 LP	94 LP	102 LP
BENCH WITH BACK	0 LP	182 LP	182 LP
TRASH RECEPTACLES	0	9	9
BIKE RACKS	0	9	9
TREES	243	3	246
LIGHT POLES	22	9	31
CATCH BASINS	1	0	1

**ESPLANADE IMPROVEMENT PLAN**

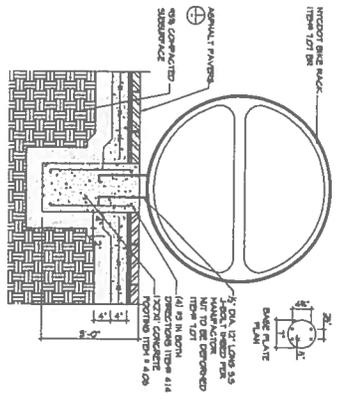


SHEET ZL-1002

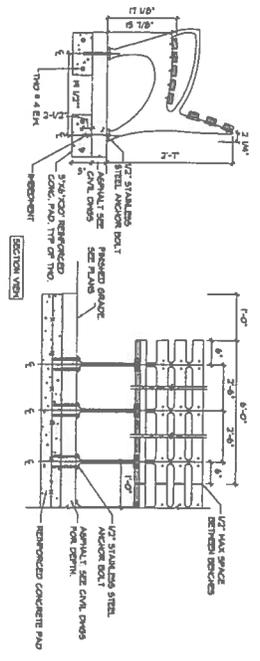
SHEET ZL-1002



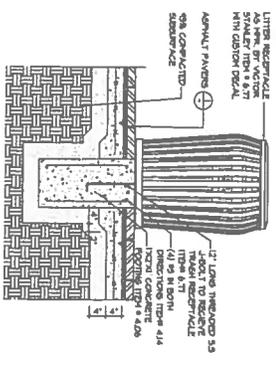




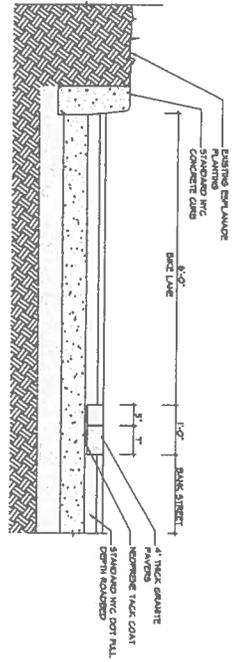
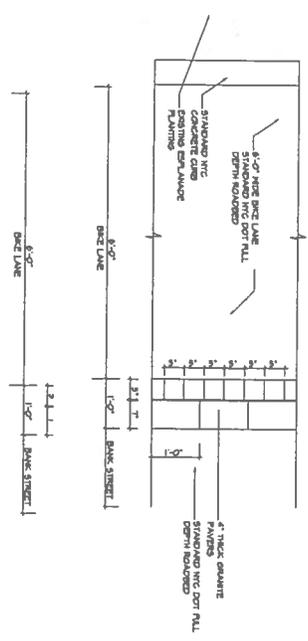
1 NYC DOT STANDARD BIKE RACK  
SCALE 1/4" = 1'-0"



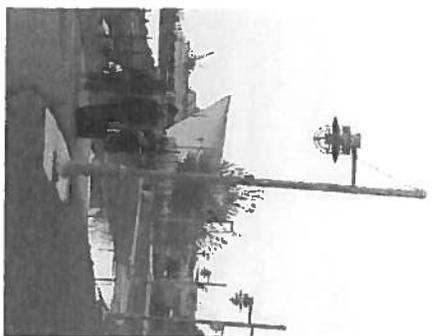
1 NEW YORK PARKS, 1964 WORLD'S FAIR BENCH  
SCALE 1/4" = 1'-0"



1 TRASH RECEPTACLE  
SCALE 1/4" = 1'-0"

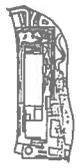


1 BIKE LANE @ BANK STREET  
SCALE 1/4" = 1'-0"



1 ESPLANADE LIGHT POLE  
SCALE 1/4" = 1'-0"  
NOTE: LIGHT POLES TO MATCH EXISTING

NO.	DATE	REVISION
1	11/11/11	ISSUED FOR PERMITS
2	11/11/11	ISSUED FOR PERMITS
3	11/11/11	ISSUED FOR PERMITS
4	11/11/11	ISSUED FOR PERMITS
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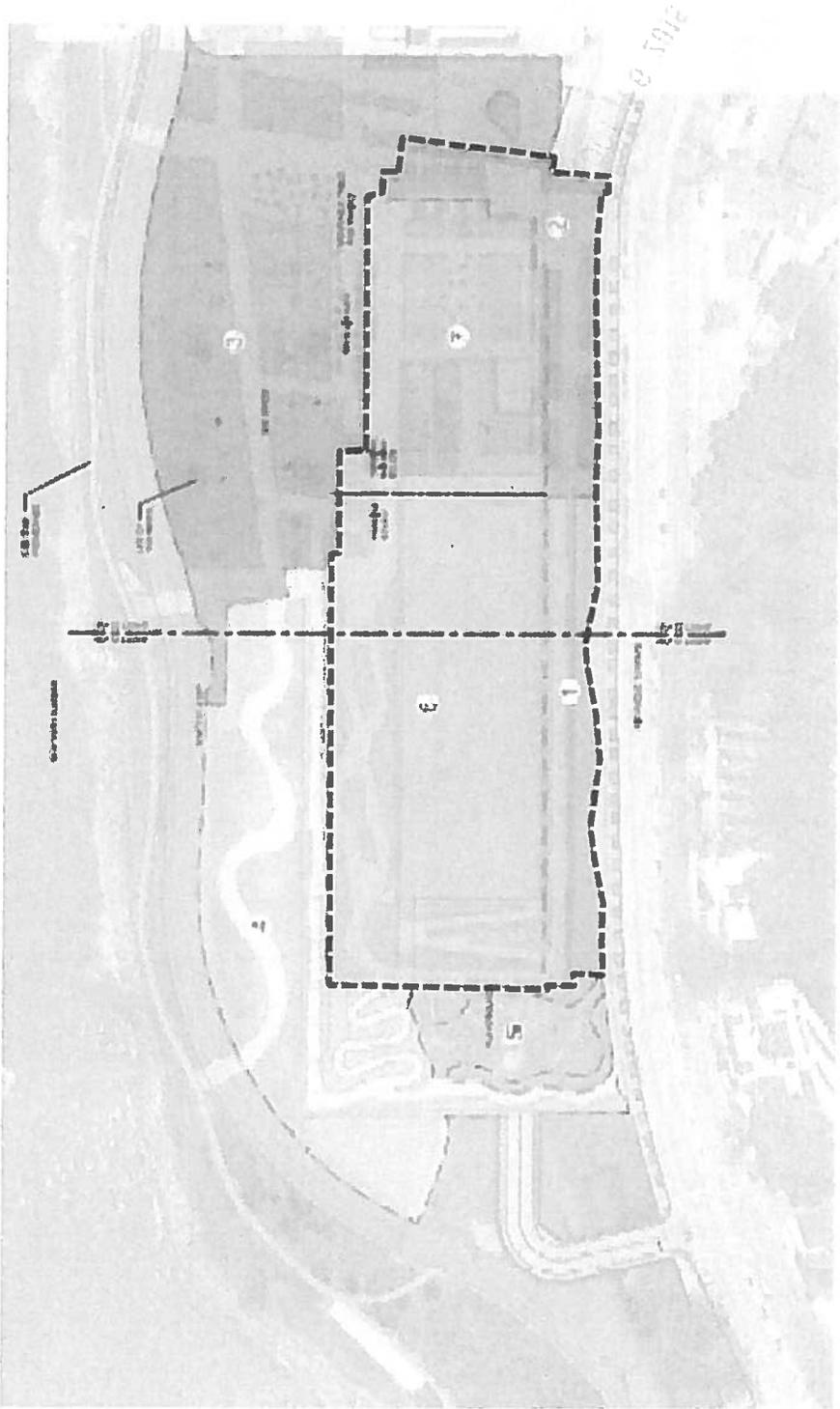
**Perlmutter Eastman**  
ARCHITECTS  
110 NASSAU ST.  
NEW YORK, NY 10038  
TEL: 212 693 6000  
WWW.PEARCHITECTS.COM

**CLIENT:**  
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
100 NASSAU ST.  
NEW YORK, NY 10038

**PROJECT TITLE:**  
ST. GEORGE WATERFRONT REDEVELOPMENT PARCEL 1  
ESPLANADE IMPROVEMENT DETAILS

**ZL-1005**

**EXHIBIT D**  
**Private Events Location Plan**



 Private Events Location