

**VILLAGE OF WESTHAMPTON BEACH**  
**COMPREHENSIVE PLAN UPDATE OF 2002-03**

**FINAL**

**THE INDUSTRIAL DISTRICT**

VILLAGE BOARD -  
VILLAGE OF WESTHAMPTON BEACH

December 2002 (Draft)  
July 2003 (Final)

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## I. Purpose Of This Update

The Village of Westhampton Beach has recently completed a Comprehensive Plan update of its business districts. This last update reflected a community desire to create a stronger downtown business district by diminishing the extent of commercial zoning on its arterial roadways. A parallel effort was to protect residential development adjacent to the business districts from the adverse effects of commercial development at the interfaces and edges of these two land uses.

During the examination of the adverse land use impacts upon Village residential areas, it was acknowledged that the next update on the Village Comprehensive plan would address the northern portion of the Village. This area, north of Montauk Highway, has a large residential area east of County Road 31, containing of three major streets, Hazelwood Avenue, Rogers Avenue and Bridle Path. West of County Road 31, a smaller residential area exists along Depot Road.

These residential areas are shown on the maps on the next two pages. The Town of Southampton Division of Information Systems prepared the first map entitled "Westhampton Beach Land Use". It shows in color the land use patterns by tax parcel in the Village north of the Montauk Highway. The primary land uses, residential and commercial, are shown in yellow and red, respectively. The second map entitled "WHB Village Industrial Zoning District" (prepared by the Village Building Inspector based on information provided by the Town) depicts these neighborhoods on an aerial photograph. Zoning boundaries have been superimposed on this photo. Land use pattern, streets, and individual buildings show clearly on this photo.

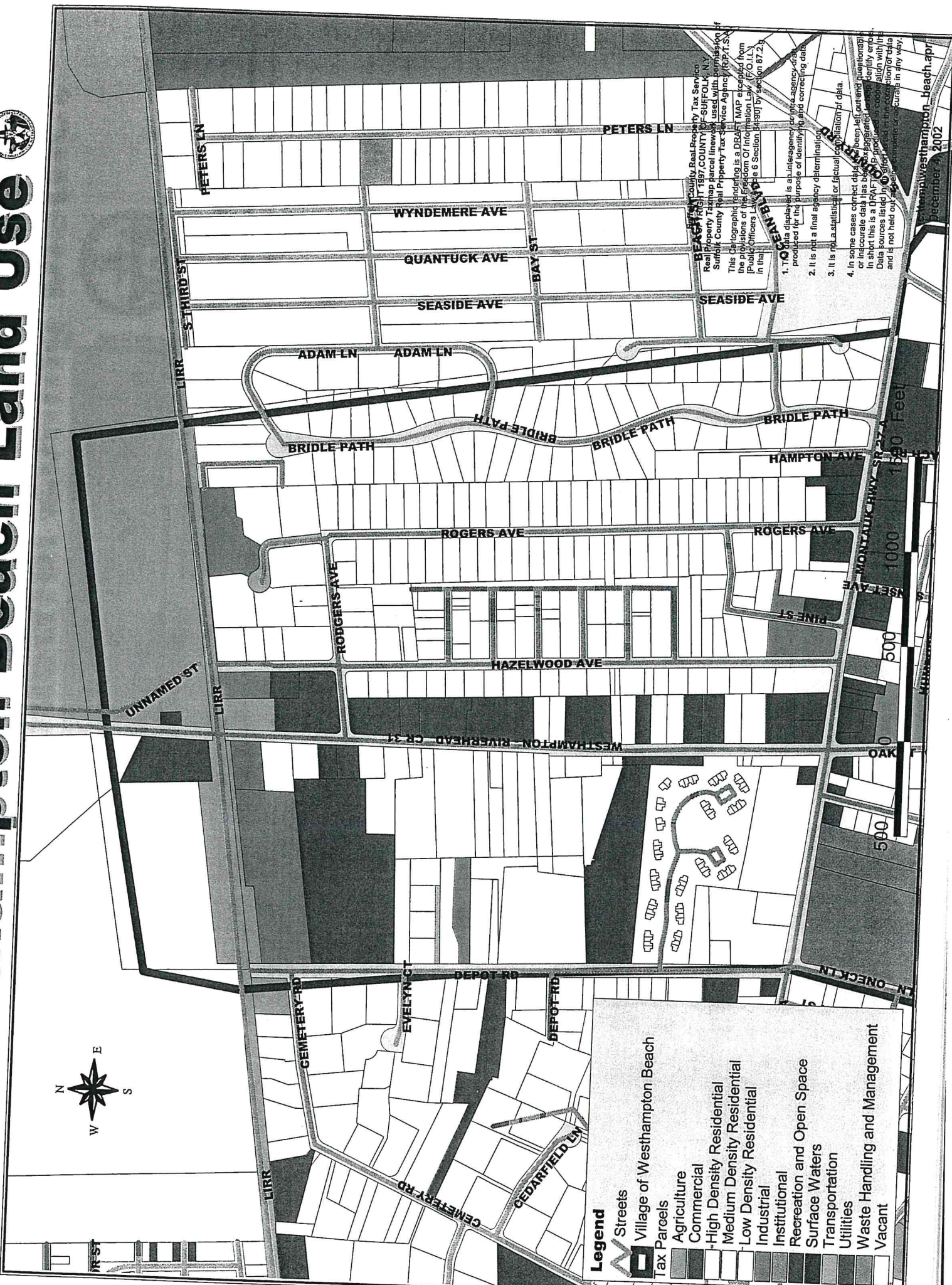
The neighborhood has and continues to be adversely impacted by the industrial uses in the Industrial District north of Rogers Avenue. Neighborhood residents have, at the Zoning Board hearings regarding the asphalt plant, urged the Village to arrive at a solution to the adverse conditions affecting them. This planning document is intended to address these issues in the Industrial District in the context of the overall comprehensive planning process of the Village. As such this document will serve as an update to the community comprehensive plan and is the ideal opportunity for this discussion.

# Westhampton Beach Land Use



**Legend**

- Streets
- Village of Westhampton Beach Tax Parcels
- Agriculture
- Commercial
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Industrial
- Institutional
- Recreation and Open Space
- Surface Waters
- Transportation
- Utilities
- Waste Handling and Management
- Vacant



County Real Property Tax Service  
 Real Property Tax Map 1997, COUNTY OF SUFFOLK, N.Y.  
 Suffolk County Real Property Tax Service Agency (R.P.T.S.A.)  
 This cartographic rendering is a DEDUCTIBLE MAP exempted from the provisions of the Freedom of Information Law (FOI L) in that Public Officers Law, Article 6 Section 87(2)(b) by section 87.2(b) in that

1. The display is a preliminary agency draft produced for the purpose of identifying and correcting data.
2. It is not a final agency determination.
3. It is not a statistical or factual compilation of data.
4. In some cases correct data have been left unentered due to incomplete or inaccurate data has been aggregated. In short this is a DRAFT. It should not be used for any purpose other than to identify errors. Data sources listed in the legend should be consulted for any errors and is not held out as a guarantee of accuracy in any way.

Westhampton Beach, NY  
 December 2002

# WHB Village Industrial Zoning District



Town of Southampton  
Division of Information Systems  
Geographic Information System



## II. General Village Zoning History – How Did We Get Here?

In order to understand current land use patterns, problems created by them and potential solutions, it is usually instructive to begin by studying land use history. This study reveals the forces that have shaped the current land use pattern, the forces that are still at work and those that have diminished, in order to harness and direct these forces toward a more favorable future. Such is the case here.

The early hamlet areas of the south shore of Long Island consisted of residential neighborhoods with farms at their outskirts. Local country roads tenuously linked these hamlets, as did the Long Island Rail Road. At the end of the 1800's services provided by the incorporated towns were minimal, mostly record keeping and the provision of local justice.

The residents in the larger hamlets felt more in common with each other than with far-flung farm areas and other hamlets, enough so to initiate separate forms of government in order to provide better local facilities. Greenport and Sag Harbor were the first of these hamlets to incorporate as villages. The facilities they provided generally consisted of improved streets and sidewalks, street lighting, gas, telephone and electricity service, a local constabulary, and a fire company. Of course, successful fire fighting also meant a public water supply, so local water companies that sold water to private customers, businesses and the villages for municipal purposes, built systems of wells and water mains. Thus at first, these villages were formed to provide its inhabitants with more of a community form of government, and provide better services and facilities than the Towns were providing to their thinly spread rural populace.

When most of the villages were created in the early 1900's, the incorporators followed certain rudimentary land use principles, because future growth and prosperity was also a concern. On the South Fork, the early villages were each mapped to contain a significant length of shoreline to attract the growing number of summer residents arriving first by coach and then by train to spend the season at the seashore. These seasonal residents, the "summer colony", provided local employment, a supplemental income to the homeowners renting to them, and an exposure to the urban culture they brought with them. They also provided a source of new annual summer, and then year-round residents for these new villages.

Also, recognizing the potential of the railroad, each village was mapped to include land up to and beyond the layout of the Long Island Rail Road, in order to capture future industrial growth and property tax revenue.

For several decades through the early part of the century, this plan worked well. Modest retail business districts developed along the Montauk Highway and adjacent streets, with middle-class residential neighborhoods of quarter and third acre lots being gridded out north and south of the business districts. Further south, to the bay and oceanfront, multi-acre estates were built with large main houses, accessory barns and greenhouses, and large horticultural gardens completing each estate. Smaller lot "working class" neighborhoods developed between the middle-class neighborhoods and the land adjacent to the railroad. In these dwellings lived those who were employed in the stores and shops and who worked on the estates further south. Some also worked in the warehouses and industries along the railroad tracks.

The industrial areas along the railroad tracks were typically lumber companies, plumbers, coal yards, brickyards, icehouses, and produce warehouses. They had little adverse effect other than an occasional burst of smoke as boilers, stacks and chimneys were blown clean and railroad trains huffed and puffed, bumping together as railcars were coupled and uncoupled. The enterprises were locally owned and serviced the local community and were largely dependent on the local community.

In the early history of industrial land use regulation the potentially adverse effects of some of the most objectionable industrial uses upon residential neighborhoods were generally known. These nuisance land uses were thought to be prevented by including long lists of the objectionable uses as being prohibited uses in the industrial zoning regulations. Sometimes, uses made these lists only after they were already in evidence.

As a need to regulate more than just the nuisance land uses became evident, community-wide zoning regulations were developed. For example, these early ordinances were meant to prevent piggeries from becoming established in residential neighborhoods, separating retail businesses from residential areas, ensuring large lots in the estate districts, and preventing objectionable forms of industrial uses from locating anywhere within village limits. Town-wide zoning regulations came much later. In Southampton Town, this did not occur until 1957.

With these regulations, residential areas in the incorporated villages were protected and they prospered. In fact, each of the early villages in Southampton Town has now established substantial large and small estate neighborhoods. Today, little vacant developable residential land exists in these villages. Today, residential land values have risen to the point where no subsidy of municipal government by industrial land use taxation is required. Their early dependence on the industrially zoned land to provide tax ratables for the villages has lessened in importance. In fact the adverse impacts of some industrial activities can actually depress economic values in nearby residential neighborhoods.

However, according to principles already long established in zoning law, objectionable uses in industrial districts were granted "pre-existing" status because they were in existence prior to the adoption of the zoning ordinance. These uses also became "non-conforming" in that they did not conform to the uses permitted within the zoning district

in which they were located. They were however legally existing, but became "pre-existing non-conforming" uses with respect to zoning. They had certain rights, including the right to continue and even expand under certain conditions, as regulated by the zoning ordinance. Even as zoning ordinances were modernized and made more exclusive as to the uses permitted, those uses in existence could continue as lawful uses, even though they may adversely affect adjacent neighborhoods. However, the scope of land use regulations is still evolving with respect to the adverse affects.

Nuisance conditions created by certain of the industrial pre-existing non-conforming uses are difficult to regulate by traditional zoning alone. Environmental regulations with more power to regulate conditions such as chemical compounds in air emissions, particulates, and noise, all require specialized equipment and specially trained personnel to administer them. These resources are beyond the local community to employ, and are subject to the uncertainty of being locally unavailable when environmental conditions in neighboring residential districts are adversely impacted by the offending land use.

Thus, some communities have turned to the principle of amortization of objectionable non-conforming land uses. Simply stated, allow an objectionable land use a reasonable economic life in which to pay off the debt of its capital investment with a reasonable return, and then cease the offending activity altogether and liquidate the physical assets and remove the land use. Westhampton Beach is a pioneer in this land use control. It already has amortization regulations with respect to cabaret, disco and nightclub uses and nonconforming asphalt plants.

The Suffolk Asphalt Services plant on Rogers Avenue is the subject of an application to the Village Zoning Board to establish an amortization schedule for this use. This Plan Update will not deal with the specifics of the Zoning Board case itself. However, with this land use case as a backdrop and being symbolic of an incompatible land use pattern being permitted by the current zoning regulations, this plan update will take a broader view of the neighborhood and Village as a whole to determine a reasonable future both for the industrial district, the landowners within it and for the Village itself as a balanced community.



## II. The Industrial District - Is It Still Needed?

### A. Continuing Appropriateness of the Industrial District

The Industrial District in Westhampton Beach really consists of three unconnected sub-districts, each of distinctly different character and each separated from the others by transportation right-of-ways and non-industrial land uses. The aerial photomap helps illustrate these points. The sub districts do not relate to each other in an economic or land use sense, or to the neighborhoods within which they are located. They have each taken on a different character, which helps define their future.

The largest of these industrial sub-districts (called Sub-district #1) lies east of CR-31, north of Rogers Avenue and south of the MTA right-of-way, and includes land on both sides of the northern end of Hazelwood Avenue. It contains two uses that are generally characterized as "heavy industry" i.e. the asphalt manufacturing plant north of Rogers Avenue, and the cement manufacturing plant at the northerly end of Hazelwood Avenue.

The operation of the asphalt and cement plants has and continues to create adverse impacts upon the adjacent residences. The public testimony at the Zoning Board hearings with respect to the asphalt plant has provided sufficient evidence of this fact. The fact that these residences also lie in proximity to the railroad tracks and Gabreski Airport would also tend to produce adverse impacts upon the quality of residential living, but apparently the residents are not as affected by either of these facilities as they were not characterized in the same manner as the industrial plants. A more conventional land use plan would have this type of heavy industrial use generally located far from residential areas, well within more extensive areas of light industrial or heavy commercial uses and well buffered from residential areas.

This sub-district also contains two office uses on Hazelwood Avenue, a vehicle parking lot connected to the auto cleaning use on CR-31, four single family dwellings on Hazelwood and Rogers and a vacant parcel of land east of the asphalt plant in the vicinity of the Bridle Path neighborhood. The land use map and aerial photomap illustrate these uses, although the land use map does not show the actual extent of the asphalt and cement as well as the photo.

Thus, Sub-district #1 contains only a few, but a wide variety of uses. Two of these (the asphalt and cement plants) appear to be inappropriate in their current location. As stated above, in a land use plan created today, both types of uses would be located at a greater distance from existing or potential residential development. The other land uses present in this sub-district do not appear to be inappropriate in their location nor do they appear to generate adverse affects upon adjacent neighborhoods.

The second industrial sub-district (#2) lies to the north of the MTA right-of-way west of CR-31 in the extreme northwest corner of the Village. It contains only vacant land,

recently burned in the Pine Barrens fire of 1995. It shows as vacant, forested land on the two maps. This area is also in the Pine Barrens Core Preservation Area, and according to Town Assessor's records is owned by Suffolk County. This area does not require zoning for industrial uses.

The third industrial sub-district (#3) lies to the south of the MTA right-of-way, west of CR-31 and east of Depot Road. Land uses within this sub-district include only a self-service storage facility and a tennis club. The B-3 Business District abuts this sub-district to the east along CR-31, residential and vacant land zoned R-2 and Hotel District lies to the south. To the west on the Town side of Depot Road lies residential land zoned R-20. The new Westhampton MTA railroad station lies north of the self-service storage facility at the northerly terminus of Depot Road. This sub-district does not require industrial zoning to accommodate its present land uses.

It appears then that the Industrial District, as it is currently constituted, is neither altogether coherent with respect to the existing land uses within it nor does it generally relate to the neighborhoods adjacent to the Industrial District. That the asphalt plant is the subject of an amortization proceeding, caused by its adverse impacts upon the adjacent neighborhood, promotes an examination of the appropriateness of this particular sub-district and the uses allowed by the zoning regulations in the Industrial District. Given the land use development of each sub-district and adjacent areas, and the decreased need in Westhampton Beach to depend at all on an industrial type of land use base for tax generation, the Industrial District as it is geographically located and legislatively constituted appears severely anachronistic.

## B. Recommendations

A basic premise to the development of a community land use plan is to address the health, safety, and welfare of the community at large while providing some economic utility to the individual landowner to achieve a reasonable community balance. The Industrial District as presently laid out has severe flaws and as a whole, or as three sub-districts, does not meet this balancing premise.

### 1. Sub-district #1

The uses in Sub-district #1 need to be addressed to provide a balance between community and individual interests. It is clear that a residential community's health, safety and welfare do not include an asphalt plant in close proximity. It does not stretch logic to include a cement plant as well. The task of the plan is to achieve a balance between the

community health, safety and welfare while providing a reasonable economic return to these landowners.

That the surrounding land uses are predominantly residential suggests an eventual residential land use recommendation for this sub-district. The residential district already existing in the Village appearing to provide both conditions for the balance premise is the MF-20 multi-family district.

This district provides for a density of up to six dwelling units per acre. It permits the existing dwelling units to remain and become conforming uses. The environmental impacts of multi-family development of the developable parcels in this sub-district compared to the existing impacts are insignificant. One unsolved matter at this point is that of treating the wastewater generated by this density of residential development. Participating in transferring Pine Barrens Credits may prove to be one solution for on-site wastewater treatment and effluent recharge. Physically connecting to the wastewater treatment plant at Gabreski Airport may be another.

The Hotel District may be another suitable designation. However, it is believed prudent not to "over-zone" the Village with another hotel-type district at this time when the existing Hotel Districts have not been developed.

## 2. Sub-district #2

Sub-district #2 is vacant Pine Barrens land owned by Suffolk County. The Industrial District designation is inconsistent with its ownership and the Central Pine Barrens Management Plan. It is recommended to rezone this land to the Park and Conservation District analogous to the Park and Conservation District on the County property east of CR-31 at the Airport.

## 3. Sub-district #3

Sub-district #3 consists of only two land uses, a self-storage facility and a tennis/recreational facility. No existing zoning district in the Village zoning regulations appears appropriate. A new district may need to be considered. A commercial services type district may be appropriate. This district would provide non-retail commercial services, recreational uses, offices and small workspaces for contractors, plumbers, carpenters, landscapers and similar commercial service providers more dependent on and relating to the local community.

#### 4. Proposed New District – The Commercial Services (CS) District

This district is proposed to replace the Industrial District in Chapter 197. It is proposed to be located in a new Section 197-16.4 Commercial Services District and listed as a new column in the Business Districts and Hotel District Table of Use Regulations (if included here the Table should be retitled). A new column is also proposed for the Business Districts Table of Dimensional Regulations.

The new zoning district is proposed to be introduced into the Village Code as follows:

##### “Section 197-16.4. Commercial Services District

The Commercial Services District is intended to provide for non-retail commercial and recreational services. It is intended to provide facilities for the community oriented commercial service industry. Typical uses would include offices and small workspaces for contractors, plumbers, carpenters, landscapers and similar locally based service providers. This district is intended to replace the former industrial district uses that have been found to be incompatible with the community. The uses in this district are intended to add to the commercial base of the Village and to relieve the pressure on the B-3 District to become a commercial service district and thus remain an attractive Village entrance.”

The Use Table with the proposed new CS District appears on the following pages, with the proposed new dimensional table following that.

Business, Commercial Services and Hotel Districts Table of Use Regulations

Use Classification	Business Zoning Districts				
	B-1	B-2	B-3	Hotel	CS
<b>Residential Uses:</b>					
One family residence, New					
Two family residence, New	X	X	X	X	X
Three or multi family residence, New	X	X	X	X	X
Existing dwellings	SE	X	X	SE	X
Conversions of one family residences to two or more family residences	P	P	P	P	P
Conversions of non-residential buildings to exclusively residential use	X	X	X	X	X
Upper floor apartments	X	X	X	X	X
Hotel	SE	SE	X	SE	X
Rooming house, Boarding house	SE	X	X	P	X
Bed and Breakfast	SE	X	X	SE	X
Senior Citizen Housing	All Districts - See Article X			SE	X
Assisted (Congregate Care) Housing	X	X	X	SE	X
	X	X	X	SE	X
<b>Public or Semi-Public Uses:</b>					
Church or similar place of worship or religious instruction; parish house, rectory, pastor's residence	P	P	P	P	P
Day care facility	SE	SE	SE	X	X
Public park, Playground	P	P	P	P	P
Public library, Museum	P	P	P	P	P
Performing arts facility	SE	X	X	X	X
Emergency service facility	P	P	P	P	P
Municipal office or governmental building	P	P	P	P	P
Public, denominational or private school, nonprofit, operated or licensed by the State of New York	P	P	P	P	P
School operating under Art. 31, Mental Hygiene Law, State of New York	SE	SE	SE	SE	SE
Philanthropic, fraternal, social, educational or institutional nonprofit facility	P	P	P	P	P
Public utility structure or right-of-way	SE	SE	SE	SE	SE
Sewage treatment plant	SE	SE	SE	SE	SE
Water supply facility	SE	SE	SE	SE	SE
<b>Business Uses:</b>					
<b>Agricultural Category:</b>					
Animal shelter, aviary, kennel	X	SE	SE	X	X
Veterinary services	X	P	SE	X	X
Landscape or horticultural services; irrigation contractors	X	P	P	X	P
Agricultural or commercial greenhouse	X	SE	SE	X	SE
Plant nursery	X	P	P	X	SE
<b>Wholesale Business:</b>					
Motor vehicles and motor vehicle parts and supplies	X	SE	SE	X	X
Furniture and home furnishings	X	SE	SE	X	X
Lumber and other construction materials	X	SE	SE	X	X
Professional and commercial equipment and supplies	X	SE	SE	X	X
Electrical goods distribution	X	SE	SE	X	X

Business, Commercial Services and Hotel Districts Table of Use Regulations

Use Classification	Business Zoning Districts				
	B-1	B-2	B-3	Hotel	CS
Hardware, plumbing, heating equipment and supplies	X	SE	SE	X	SE
Sporting and recreational goods and supplies	X	SE	SE	X	X
Jewelry, watches, precious stones and metals	X	SE	SE	X	X
Paper and paper products	X	SE	SE	X	X
Drugs, drug proprietaries and druggists supplies	X	SE	SE	X	X
Apparel, piece goods and notions	X	SE	SE	X	X
Beer, wine, and alcoholic beverage distribution	X	SE	SE	X	X
Miscellaneous non-durable goods distribution	X	SE	SE	X	X
<b>Retail Business:</b>					
Apparel and accessory store	P	X	X	SE	X
Art gallery	P	X	X	SE	X
Auction house	SE	X	X	X	X
Auto and home supply store	X	P	P	X	X
Bakery	P	SE	SE	X	X
Bar, tavern, drinking place	X	X	X	X	X
Boat and recreational vehicle dealer	X	P	SE	X	X
Book store	P	X	X	SE	X
Cabaret, disco, nightclub	X	X	X	X	X
Camera and photographic supply store	P	X	X	SE	X
Candy, nut or confectionery store	P	X	X	SE	X
Catalog and mail-order house	P	X	X	X	X
Coffeehouse, teahouse	P	X	X	X	X
Dairy products store	P	X	X	X	X
Department store	P	X	X	X	X
Drug store	P	X	X	SE	X
Florist	P	X	X	SE	X
Fruit and vegetable market	P	SE	X	X	X
Fuel, fuel oil, liquefied gas and ice dealers	X	SE	SE	X	X
Gasoline service station	X	SE	SE	X	X
General merchandise store	P	X	X	SE	X
Gift, novelty and souvenir shop	P	X	X	SE	X
Hardware store	P	X	X	SE	X
Hobby, toy and game store	P	X	X	SE	X
Home furniture, furnishings, and equipment	P	P	P	X	X
Household appliance store	P	P	P	X	X
Jewelry store	P	X	X	SE	X
Lawn and garden supply, nursery, garden center	X	P	P	X	P
Liquor, beer, and wine sales	P	P	P	X	X
Luggage and leather goods	P	X	X	SE	X
Lumber and other building materials dealers	X	SE	SE	X	X
Luncheonette, coffee shop or diner, delicatessen	P	P	P	SE	X
Meat and seafood market	P	X	X	X	X
Mini-market and convenience store	X	X	X	X	X
Miscellaneous food store	SE	X	X	X	X
Motor vehicle dealers (new and used)	X	SE	SE	X	X
News dealer, news stand	P	X	X	SE	X
Optical goods store	P	X	X	X	X
Other retail stores	P	X	X	X	X

Business, Commercial Services and Hotel Districts Table of Use Regulations

Use Classification	Business Zoning Districts				
	B-1	B-2	B-3	Hotel	CS
Outdoor dining	SE	X	X	SE	X
Outdoor tables, chairs and benches	SE	SE	SE	SE	X
Paint, glass and wallpaper store	P	P	P	X	X
Radio, television, consumer electronics and music store	P	P	P	X	X
Restaurant, standard	SE	SE	SE	SE	X
Retail sales of consumer goods	P	X	X	X	X
Sewing, needlework and piecegoods store	P	X	X	SE	X
Sporting goods, bicycle shop	P	X	X	X	X
Stationery store	P	X	X	SE	X
Tobacco store	P	X	X	SE	X
Used merchandise store	P	P	P	X	X
Variety store	P	X	X	X	X
<b>Finance, Insurance and Real Estate:</b>					
Financial depository and nondepository institution	P	P	P	SE	X
Security and commodity brokers, exchanges and service	P	P	P	SE	X
Insurance carriers, agents, brokers and service	P	P	P	SE	X
Real estate office	P	P	P	SE	X
Other investment office	P	P	P	SE	X
<b>Services-Personal, Business, Health and Other:</b>					
Laundry, cleaning, and garment service	P	X	X	SE	X
Carpet, upholstery cleaning, industrial laundry	X	SE	SE	X	X
Photographic studio	P	SE	X	X	X
Beauty or barber shop	P	X	X	SE	X
Shoe repair	P	X	X	X	X
Funeral service	P	P	P	X	X
Other personal service	SE	P	P	SE	X
Health spa	SE	SE	SE	SE	X
Business services	P	P	P	SE	X
Automotive repair and services, auto laundry	X	SE	SE	X	X
General electrical repair	X	P	SE	X	P
Watch, clock or jewelry repair	P	X	X	X	X
Reupholstery, furniture refinishing and repair	X	P	SE	X	X
Offices of physicians, dentists and other health practitioners	P	P	P	SE	X
Nursing and personal care	SE	SE	SE	X	X
Hospitals, medical or dental laboratory	X	SE	SE	X	X
Outpatient care and other health facilities	X	SE	SE	X	X
Legal services	P	P	P	SE	X
General professional office	P	P	P	SE	X
Miscellaneous repair; welding	X	P	SE	X	P
Engineering, architectural and surveying services	P	P	P	SE	X
Accounting, auditing and bookkeeping services	P	P	P	SE	X
Noncommercial research organization	P	P	P	SE	X
Management or public relations services	P	P	P	SE	X
Business consulting services	P	P	P	SE	X
Contractor office	X	SE	X	X	SE

Business, Commercial Services and Hotel Districts Table of Use Regulations

Use Classification	Business Zoning Districts				
	B-1	B-2	B-3	Hotel	CS
<i>Workshops, offices, indoor storage and work areas only for the following trades: Carpenters, plumbers, electricians and home improvement contractors.</i>	X	X	X	X	SE
<i>Indoor warehouse and storage facilities</i>	X	X	X	X	SE
<i>Self storage indoor mini-storage</i>	X	X	X	X	SE
<b>Amusement and Recreational Business:</b>					
Motion picture, video tape, television or sound production studio	SE	SE	SE	X	X
Motion picture, video tape rental and distribution	P	SE	X	X	X
Motion picture theater	SE	SE	SE	X	X
Dance studio school or hall	P	SE	SE	X	X
Theatrical production	P	X	X	X	X
Bowling center	SE	SE	SE	X	X
Physical fitness facility	P	P	P	SE	SE
<i>Tennis club</i>	X	SE	X	SE	SE
Other indoor recreation	X	SE	X	SE	SE
Swimming pools, supplies and equipment	X	P	P	X	P
<b>Transportation Facilities and Services:</b>					
Local public passenger facility	P	P	P	P	P
Taxicab establishment	SE	SE	SE	SE	SE
<b>Industrial Uses:</b>					
Printing, publishing	SE	P	P	X	X
<b>Accessory Uses:</b>					
Customary and secondary uses related to the principal use	P	P	P	P	P
<i>An apartment accessory to mini-storage or tennis club use only. The apartment shall only be occupied by the manager or other employee of the primary use. The accessory apartment use shall cease and be deemed abandoned upon the cessation of the primary use or change in the primary use to a use other than a mini-storage or tennis club use.</i>	X	SE	X	SE	SE



Business, Hotel and Commercial Services Table of Dimensional Regulations

Dimensional Regulation	Zoning District				
	B-1	B-2	B-3	Hotel	CS
Minimum Lot Area (S.F.)	2,000	20,000	40,000	200,000	40,000
Minimum Lot Width (S.F.)	60	100	150	300	150
Maximum Building Coverage (%)	50	20	20	20	20
Front Yard Depth - Minimum (Ft.)	-0-	50	50	50	50
Front Yard Depth - Maximum (Ft.)	5	None	None	None	None
Side Yards - Minimum for Each (Ft.)	None	20	20	50	20
Side Yards - Minimum Total for Two (Ft.)	None	50	50	100	50
Rear Yard Depth - Minimum (Ft.)	25	50	50	100	50
Maximum Building Height (Ft.)	35	35	35	35	35
Minimum Lot Area Per Use (S.F.):					
Pre-existing Dwelling	20,000	20,000	20,000	20,000	20,000
Finance, Insurance, Real Estate Office	None	4,000	4,000	NA	NA
All Other Principal Uses	2,000	10,000	20,000	20,000	20,000
Accessory Uses	None	None	None	None	None