

Comments and revisions to draft Palmer Lake Charrette Area Plan report

Text that has been revised or deleted is shown ~~struck through~~; new or updated text is shown underlined. The steering committee reviewed the proposed revisions at their May 25, 2011 meeting and accepted, rejected or modified each revision. The result of their review is shown in the far right column.

Comment/Reason for revision	Relevant plan report page no., column/paragraph	Revision	Result
1. Correction	Page 4, last sentence	Correct appendix and page number reference	Revision accepted
2. Correction	Page 5, Figure 7 caption	"... from the NW South DR river Drive..."	Revision accepted
3. Include information on historic use of Palmer Lake by Glen Curtiss	Page 5, third paragraph	This man-made lake with a surface area of about 17 acres is connected to the Miami River through a narrow channel that passes under NW South River Drive. <u>The area now occupied by the lake and Jones Boat Yard had been used by Glenn Curtiss for an air strip and flying school starting around 1917. During World War I the U.S. Marine Air Corps used the school for aviation training. Following the war, Curtiss, the developer of the cities of Hialeah and Miami Springs, sold the school property to Cleveland Jones to expand his boat yard in the early 1920s. Originally The lake, excavated by George Palmer as a rock pit, is only briefly visible when traveling along NW South River Drive or NW 37th Avenue. Currently,</u> O ownership of portions of the lake and connecting channel is divided among owners of adjoining properties.	Revision accepted
4. Update 2010 Census information	Page 6, third column, fourth paragraph	<u>Although there appear to be no residential units in the area, A</u> according to data collected during the 2010 Census, <u>the Palmer Lake study area had a population of 17. As this area is mainly industrial in character such a small population would be expected. The data for a slightly larger area,</u> Block Group 1 of Census Tract 48 had a population of 308. This block group includes the entire study area as well as the area between NW 37th and 42nd Avenues from the Tamiami Canal north to the Miami River and NW 36th Street. More detailed data limited only to the study area is not yet available. Of this block group population, 82 percent were Hispanic, 6 percent white non-Hispanic, 4 percent Black non-Hispanic, and 8 percent other non-Hispanic. Median household income in 2010 for this Block Group was \$48,162, compared to \$42,969 for Miami-Dade County as a whole.	Revision accepted
5. Correction	Page 7, third sentence	"...categories shown on <u>in</u> the map..."	Revision accepted
6. Correction	8, second paragraph, fifth sentence	Correct page number reference	Revision accepted
7. Additional information on MDX projects	Page 11, new third paragraph	<u>In addition, the Miami-Dade Expressway Authority (MDX) has several roadway improvement projects ongoing in proximity to the Palmer Lake area. These include the reconstruction of MIA's Central</u>	Revision accepted

		<u>Boulevard, adding an additional eastbound lane on the 836 expressway, the MIA to State Road 112 Interconnector, Connect 4 Express expressway, and interchange improvements to 836.</u>	
8. Revise plan sub-area descriptions to refer to location rather than use	Page 18, first paragraph	Specific recommendations are organized by the four areas shown in the diagram on this page. The MIC Core Area is the area along NW 37th Avenue extending to the Miami River. The Palmer Lake Area is the area immediately surrounding the lake. The <u>Flexible-Use Core East</u> Area is located between NW 21st and 25th Streets from NW South River Drive to NW 36th Avenue. The <u>Marine-Industrial-Riverside</u> Area follows the Miami River and Tamiami Canal. <i>[All references to the revised sub-areas throughout the report have been revised; only those revisions within the report narrative are included here. In this table location references refer to the original names of the sub-areas.]</i>	Revision accepted
9. Describe Miami River Greenway along NW 37th Avenue	Page 23, third paragraph, fourth sentence	NW 37th Avenue, also known as Douglas Road, is the north-south 'spine' through the MIC Core. The segment of this roadway north of the Tamiami Canal currently has four lanes, a painted median, curbs and gutters, and narrow sidewalks. The existing 70-foot right-of-way is not adequate to provide a streetscape suitable for a pedestrian-oriented district while maintaining four through-traffic lanes. <u>Also, the existing right-of-way width is not adequate for the sidewalk, bike lanes, on-street parking, and landscaping as recommended here and envisioned by the Miami River Greenway, which this roadway segment is a part of. To also provide for bike lanes, on-street parking, and a sidewalk width as discussed above.</u>	Revision accepted
10. Clarify narrative regarding NW 37th Avenue	Page 23, new fourth paragraph	<u>Illustrated in Figure 39 on page 26 is NW 37th Avenue with 18-foot sidewalks which include planting areas for street trees, on-street parking lanes, bike lanes, two travel lanes in each direction, and an area for turning lanes or a landscaped median. To provide for these elements, an additional 46 feet in width would be required. Figure 39 illustrates these elements and the area required. In order to</u> preserve the placement of the existing electrical transmission lines along the east side of NW 37th Avenue <u>while providing these additional features,</u> the centerline of the roadway is shown shifted slightly westward. In the event the transmission lines are relocated, the current centerline could be maintained. As an alternative to acquiring additional right-of-way or requiring right-of-way dedication by adjoining property owners, the area required for the widened sidewalks and on-street parking could be provided through the use of easements permitting public access in these areas.	Revision rejected, original text retained
11. Describe the continuation of the Bertram property as a	Page 25	<u>While Bertram has been a significant industrial presence in the Palmer Lake area for many years, Due to its</u> the exceptional location, access, size and proximity to the MIC, <u>this of their</u> property offers an	Revision accepted and modified

manufacturing facility		<p>excellent opportunity for future development <u>should some or all industrial activity be relocated from this property.</u></p> <p><u>In addition to the continued use of the Bertram property as a boat manufacturing or other industrial facility. Illustrated shown</u> here are two alternative development concepts <u>for its adaptive reuse or redevelopment.</u> should Bertram relocate some or all of its manufacturing activity from this property.</p> <p><i>Accepted revision:</i> Bertram has been a significant industrial presence in the Palmer Lake area for many years and the continued use and expansion of the Bertram property as a boat manufacturing or other industrial facility should be allowed. However, the exceptional location, access size and proximity to the MIC of this property offers an excellent opportunity for redevelopment which should be allowed if some or all industrial activity is relocated from this property.</p> <p>Shown here are two alternative concepts for adaptive reuse or redevelopment of the property.</p>	
12. Additional information regarding truck parking area	Page 28, new last sentence	Construction and maintenance of the parking area could be performed by MDX and access managed by the SunPass transponder system. <u>MDX, in cooperation with the shipping terminals and trucking services active in the area should further evaluate the feasibility of such a facility.</u>	Revision accepted
13. Correction and additional narrative regarding FDOT property	Page 31, third paragraph	The ownership of this property should be transferred to the Miami-Dade County Parks and Recreation Department and operated as a public park. <u>In the short term, Park and Recreation should cooperate with FDOT to evaluate the property for its suitability as a park and to determine if any environmental remediation is necessary.</u>	Revision accepted
14. Provide opportunity for recreational fishing	Page 30, second paragraph, second sentence	Access to the lake surface is desirable for active and passive uses. Active uses could include <u>fishing</u> , kayaking and paddle boating while passive uses could be bird watching and manatee viewing.	Revision accepted
15. Additional information on construction in or near water	Page 30, new third paragraph	<u>Construction of a dock as described above or other alterations or construction along the shoreline and within Palmer Lake will require review by the county's Department of Environmental Resources Management (DERM) and may require a Class I permit. Depending on location or impact, review and approval may also be required by the Florida Department of Environmental Protection, U.S. Army Corps of Engineers, or South Florida Water Management District.</u>	Revision accepted
16. Additional recommendations regarding NW 25th Street and	Page 32, new second paragraph	<u>NW 25th Street Extending west from South River Drive, NW 25th Street is a primary east-west link from the Riverside Area to the MIC and Le Jeune Road. A portion of the</u>	Revision accepted

Greenway		<u>Miami River Greenway is designated along this street between South River Drive and NW 37th Avenue. As part of the Greenway, this street should be improved with on-street parking, bike lanes, landscaping, sidewalks, benches, and directional signage.</u>	
17. Recommendation to place a historic marker adjacent to Palmer Lake	Page 32, new third paragraph	<u>Historic marker</u> <u>During World War I, the Palmer Lake area was used by the U.S. Marines as an airfield and training for its air corps. Before the war, a landing strip and flight school had been established by the aviator and developer Glenn Curtiss. A marker describing the historic significance of this area should be placed within the new park adjacent to Palmer Lake as recommended above. This could be a post-type marker found in many locations in the county or may be a more substantial structure or monument. In either case, the unique activities that occurred in the area should be commemorated.</u>	Revision accepted
18. Revise plan sub-area descriptions	Page 33, first paragraph, first sentence	The Core East Flexible-Use Area is located between the MIC Core and Riverside Areas marine-industrial uses and should serve to transition between the two areas.	Revision accepted
19. Revise plan sub-area descriptions, clarify recommended uses	Page 37, first paragraph	Located between the Miami River and NW South River Drive and also along the Tamiami Canal, the Riverside Marine-Industrial Area is occupied by a variety of uses that rely on direct access to the water. Cargo shipping, yacht manufacturing and repair, salvage operations, and other uses are all located in this area. All the uses currently permitted in this area should continue to be allowed and expanded. Other marine-related uses permitted <u>in Urban Centers and compatible with the uses provided in the Port of Miami River Element of the CDMP but not already</u> permitted by existing zoning districts in the area should be allowed as well. <u>These may include retail, restaurant, office, residential and live-work/work-live uses.</u>	Revision accepted
20. Address compatibility of new uses	Page 37 new second paragraph	<u>As the character of the Riverside Area is that of a 'working waterfront,' new uses should occur within buildings that are compatible with an industrial environment. Occupants of buildings that are not industrial in nature should be made aware that many water-dependent uses may generate noise or operate through the night or in early mornings. While there could be a potential for conflict with the variety of uses that may be permitted, as in the Core East Area discussed above, design standards should be implemented to lessen potential incompatibilities.</u>	Revision rejected
21. Replacement of the Tamiami Canal swing bridge	Page 39, first column, new sixth sentence	<u>The replacement of the existing structurally deficient Tamiami Canal swing bridge is a programmed improvement in the Long Range Transportation Plan. In its place, a four-lane bascule bridge is scheduled to be constructed between 2015 and 2020.</u>	Revision accepted
22. Additional recommendations regarding	Page 39, new third paragraph	<u>Other area improvements</u> <u>Additional improvements recommended in the area include the dredging of the Tamiami Canal to remove</u>	Revision accepted

dredging and freight transport		<u>accumulated sediment and the provision of multi-modal freight services between Miami International Airport, Port of Miami, Port of Miami River, and freight railroads.</u>	
23. Additional narrative regarding streets and right-of-ways	Page 41, new third paragraph	<u>Specific recommendations for improvement to streets and rights-of-ways are discussed in the above sections of this plan report. This section addresses those recommendations that apply to the entire study area. As an example, NW 37th Avenue is shown in Figure 69, illustrating wide sidewalks, on-street parking, bike lanes, street trees and landscaped medians. These elements, which are necessary to transform the study area into an urban district suitable for high-quality private development, are further described below.</u>	Revision accepted
24. Revise illustration caption	Page 42, Figure 71 right-side caption	Designated greenway <u>Miami River Greenway</u>	Revision accepted
25. Additional information regarding street lighting	Page 43, second paragraph	<p>The MIC roadway improvements have already contributed to the start of a coordinated street furniture program. The roadway lighting fixtures shown in Figure 72 have been installed along NW 37th Avenue and NW 21st and 25th Streets. This distinctive, contemporary fixture should continue to be installed along streets throughout Palmer Lake.</p> <p>Complimentary pedestrian lighting fixtures, benches, and trash receptacles such as those shown in Figure 73 should be selected and placed in appropriate locations throughout the study area.</p> <p>Shown in figures 74 and 75 are bus shelters and freestanding advertising panels and cylinders. Bus shelters are essential to provide sun and rain protection for transit passengers. The advertising panels shown in Figure 75 incorporate public information displays such as maps, area directional information, and electronic message displays. The installation and maintenance of shelters and panels such as these are supported by the advertising carried within and should be placed along streets with transit service and <u>or</u> frequent pedestrian activity.</p> <p>Street lighting <u>The roadway lighting fixture shown in Figure 72 has been installed along NW 37th Avenue and NW 21st and 25th Streets as part of MIC roadway improvements constructed by FDOT. This distinctive, contemporary fixture, the “OTS” manufactured by Kim Lighting or its equivalent, should continue to be installed along streets throughout Palmer Lake. Implementing these enhanced lighting fixtures as recommended may require changes to the existing Le Jeune Terminals Special Taxing District. This district, which includes nearly all of the Palmer Lake study area, assesses property owners for the ongoing operation and maintenance of the existing street lighting.</u></p> <p><i>Accepted revision:</i> The roadway lighting</p>	Revision accepted and modified

		<p>fixture shown in Figure 72 has been installed along NW 37th Avenue and NW 21st and 25th Streets as part of MIC roadway improvements constructed by FDOT. This distinctive, contemporary fixture should continue to be installed along streets throughout Palmer Lake. On streets designated as part of the Miami River Greenway, lighting should be similar to those used on other segments of the greenway. Implementing these enhanced lighting fixtures as recommended may require changes to the existing Le Jeune Terminals Special Taxing District. This district, which includes nearly all of the Palmer Lake study area, assesses property owners for the ongoing operation and maintenance of the existing street lighting.</p>	
26. Revision regarding on-street parking	Page 43, third paragraph	<p>One feature common to most pedestrian and transit-oriented districts is the provision of on-street parking. Most commonly <u>Typically</u> taking the form of a lane permitting parking of vehicles parallel to the curb, on-street parking serves many purposes.</p>	Revision accepted
27. Electric vehicle charging stations	Page 44, second paragraph, new third sentence	<p><u>To provide for the use of electric vehicles, charging stations should be located adjacent to parking lanes.</u></p>	Revision accepted
28. Additional information regarding street lighting	Page 43, Figure 72 caption	<p>Far left, the <u>"OTS" roadway lighting fixtures, manufactured by Kim Lighting,</u> already installed on roadways leading to the MIC.</p>	Revision accepted
29. Additional narrative and recommendations regarding location and installation of utility services	Page 44, new fourth paragraph	<p>Utility services <u>The manner of installation and placement of utility services has a significant impact on the appearance and usability of the public right-of-way and surrounding property. Electric, communication, water, and sewer facilities should all be located underground or away from primary street frontages and pedestrian areas.</u></p> <p><u>Existing electric and communication lines in the study area are typically located above ground and mounted on wood poles. The multiple electric, telephone, cable television, and other communication lines are unsightly and the poles are often leaning at various angles. These installations contribute to the haphazard and undeveloped visual character of the area. As new development occurs, these above-ground utility lines should be relocated underground, particularly along streets most used by pedestrians. Similarly, transformer vaults and other electrical and communications equipment should be located away from pedestrian areas and primary building entrances.</u></p> <p><u>Above ground water and sewer infrastructure, such as backflow preventers and lift stations should also be located away from pedestrian areas and primary building entrances. Backflow installations are</u></p>	Revision accepted

		<u>required to comply with Chapter 32, Section 32-157 of the Code of Miami-Dade County, which requires they be located in a recessed, covered space within the building envelope or shielded from view behind a barrier wall.</u>	
30. Correction and additional information regarding Special Taxing Districts	Page 46, second column, fourth paragraph	<p>A Special Taxing District, consistent with Chapter 18 of the Code of Miami-Dade County, is another way that can fund infrastructure improvements within the study area. Special taxing districts provide a mechanism for financing local infrastructure improvements by those property owners that would benefit. Various improvements such as sidewalks, street lights, sewers, and landscaping can be financed through a district and allow improvements to be made area-wide in a cost effective manner. Implementation of a taxing district requires a petition <u>by the mayor or</u> of 50 <u>percent</u> of the affected <u>resident</u> property owners and an ordinance adopted by the Board of County Commissioners.</p> <p><u>An existing district, the Le Jeune Terminals Special Taxing District was established in 1993 and covers nearly all the study area. Since there are few or no resident property owners in the Palmer Lake area the county manager* petitioned the board for the establishment of this district. This district assesses property owners for the ongoing operation and maintenance of district street lighting. The amount assessed is based on the length of each property's frontage.</u></p> <p><u>*At that time the position of county mayor did not exist</u></p>	Revision accepted
31. Add Greenway recommendation	Page 47, new item under 'MIC Core Area'	<u>Miami River Greenway along NW 37th Avenue between Tamiami Canal and NW 25th Street (23)</u>	Revision rejected
32. Make recommendation item consistent with plan report narrative	Page 47, first item under 'Palmer Lake Area'	<u>Acquisition-Transfer</u> of FDOT property <u>by to the</u> Miami-Dade Park and Recreation Department (29)	Revision accepted
33. Add Greenway recommendation	Page 47, new item under 'Palmer Lake Area'	<u>Miami River Greenway along NW 25th Street between NW South River Drive and NW 37th Avenue (32)</u>	Revision accepted
34. Revise recommendation to be consistent with revised report narrative	Page 47, first item under 'Marine Industrial Area'	Permitting of marine-related uses not already allowed <u>uses allowed in Urban Centers and compatible with the uses provided in the Port of Miami River Element including retail, restaurant, office, and residential and live-work/work-live uses (37)</u>	Revision accepted
35. Add Greenway recommendation	Page 48, new item under 'Marine Industrial Area'	<u>Miami River Greenway along NW South River Drive between NW 20th and 25th Streets (37)</u>	Revision accepted
36. Add recommendation item for Tamiami Canal dredging	Page 48, new item under 'Marine Industrial Area'	<u>Dredging of the Tamiami Canal (40)</u>	Revision accepted

37. Add recommendation item for freight transport	Page 48, new item under 'Marine Industrial Area'	<u>Provide multi-modal freight services between Miami International Airport, Port of Miami, Port of Miami River, and freight railroads (40)</u>	Revision accepted
38. Add recommendation for electric vehicle charging stations	Page 48, new item under 'Streets and Public Spaces'	<u>Electric vehicle charging stations adjacent to on-street parking lanes (44)</u>	Revision accepted
39. Revise recommendation	Page 48, first item under 'Implementation'	Zoning code amendments implementing plan recommendations <u>regarding uses, building standards, right-of-way improvements</u> (45) <i>Accepted revision:</i> Zoning code amendments maintaining existing uses and implementing plan recommendations regarding new uses, building standards, right-of-way improvements (45)	Revision accepted and modified
40. Revise recommendation	Page 48, second item under 'Implementation'	Establishment of a Community Redevelopment Area <u>to assist in the implementation of plan recommendations</u> (45-46)	Revision accepted
41. Revise recommendation	Page 48, third item under 'Implementation'	<u>Establishment of a Modification of the existing Le Jeune Terminals Special Taxing District to implement new street light fixtures to match those installed adjacent to the MIC (46) (43)</u> <i>Accepted revision:</i> Modification of the existing Le Jeune Terminals Special Taxing District to implement new street light fixtures to match those installed adjacent to the MIC and/or those of the Miami River Greenway (43)	Revision accepted and modified
42. Add recommendation for special taxing district	Page 48, new item under 'Implementation'	<u>Establishment of a Special Taxing District to implement sidewalks, drainage, and other right-of-way improvements as recommended (46)</u>	Revision rejected
43. Add recommendation for new zoning district	Page 48, new item under 'Implementation'	<u>New zoning district applied to the entire study area allowing flexibility of uses to the maximum extent permitted by the CDMP (46)</u>	Revision accepted
44. Add listing of permitted IU uses to summary provided	Following table on Page 52	<u>Uses Permitted in IU-1</u> <u>Adult entertainment*</u> <u>Aircraft: hangars, repair, assembly, manufacturing</u> <u>Animal hospitals</u> <u>Appliances repair, reconditioning</u> <u>Auditoriums</u> <u>Auto and truck rental and distribution</u> <u>Auto painting, top and body work</u> <u>Auto repair*</u> <u>Auto sales, new and used*</u> <u>Bakeries, wholesale</u> <u>Banks</u> <u>Blacksmith</u> <u>Boat slips for the purpose of repair</u> <u>Boats and yachts: repair, overhaul, manufacturing</u> <u>Bottling plants</u> <u>Brewery</u> <u>Cabinet shops</u>	Revision accepted

		<u>Canning factories</u> <u>Carpet cleaning</u> <u>Caterers</u> <u>Chicken hatchery</u> <u>Club, private</u> <u>College/university, commuter</u> <u>Concrete manufacture within enclosed building</u> <u>Contractors office and yard</u> <u>Dog kennel*</u> <u>Dredging, machinery storage and repair</u> <u>Dry cleaning/dyeing plants</u> <u>Electric substation</u> <u>Engine sales and service: gas, steam, oil</u> <u>Fertilizer storage*</u> <u>Food products processing</u> <u>Fruit packing and processing</u> <u>Furniture manufacturing and refinishing</u> <u>Garage, vehicle and heavy equipment storage</u> <u>Gas stations, automobile self-service*</u> <u>Glass installation</u> <u>Grinding shops*</u> <u>Hotels and motels in combination with other permitted IU uses (certain building standards more liberal than a freestanding hotel)</u> <u>Hotels and motels, freestanding (as permitted in RU-4A)</u> <u>Ice manufacturing</u> <u>Insecticide processing*</u> <u>Laboratories, materials testing</u> <u>Laundries, power and steam</u> <u>Leather goods manufacturing, except tanning</u> <u>Livery stables*</u> <u>Locksmiths</u> <u>Lumber yards*</u> <u>Machine shops</u> <u>Marine warehouses</u> <u>Matalizing</u> <u>Mattress manufacturing</u> <u>Milk and ice distribution</u> <u>Millwork shop*</u> <u>Motion picture studio</u> <u>Novelty works</u> <u>Office buildings</u> <u>Ornamental metal workshops*</u> <u>Outdoor dining (ancillary use to permitted food service uses)</u> <u>Oxygen storage, filling</u> <u>Parking lots</u> <u>Pharmaceutical storage*</u> <u>Plant nurseries in utility easements</u> <u>Police and fire stations</u> <u>Post offices</u> <u>Printing shops</u> <u>Radio and television transmitting and studios</u> <u>Religious facilities*</u> <u>Restaurants</u> <u>Sales room/show room, wholesale (Retail sales permitted limited to 50 percent of floor area; additional retail uses permitted, sales area limited to 15 percent of floor area)</u> <u>Schools, day nursery/kindergarten*</u> <u>Schools, technical/trade, physical training (gymnastics, karate)</u> <u>Ship chandlers</u> <u>Shipyards, dry docks</u> <u>Sign painting shops</u> <u>Steel fabrication</u> <u>Storage warehouse, food</u>	
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		<u>Potash*</u> <u>Poultry slaughtering and packing (wholesale)*</u> <u>Pyroxylin*</u> <u>Radioactive waste handling*</u> <u>Rayon and rayon yarns*</u> <u>Refractories (coal fired)*</u> <u>Refuse disposal*</u> <u>Rendering and storage of dead animals, offal, garbage and waste products*</u> <u>Rubber—natural or synthetic, including tires, tubes, or similar products, gutta percha, chicle and valata processing*</u> <u>Sawmill*</u> <u>Scrap metal reduction*</u> <u>Shoddy*</u> <u>Slaughterhouse*</u> <u>Smelting*</u> <u>Soaps (other than from vegetable by-products) or detergents, including fat rendering*</u> <u>Solvent extraction*</u> <u>Starch manufacture*</u> <u>Steel works and rolling (ferrous)*</u> <u>Stockyards*</u> <u>Storage batteries, wet cell*</u> <u>Sugar refining*</u> <u>Testing—jet engines and rockets*</u> <u>Textiles bleaching*</u> <u>Turpentine and resin*</u> <u>Wallboard and plaster, building insulation*</u> <u>Wire ropes and cable*</u> <u>Wood preserving treatment*</u> <u>Wool pulling or scouring*</u> <u>Yeast</u> <u>* Subject to additional conditions</u>	
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