

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

PARKING - LOCAL CASE STUDIES



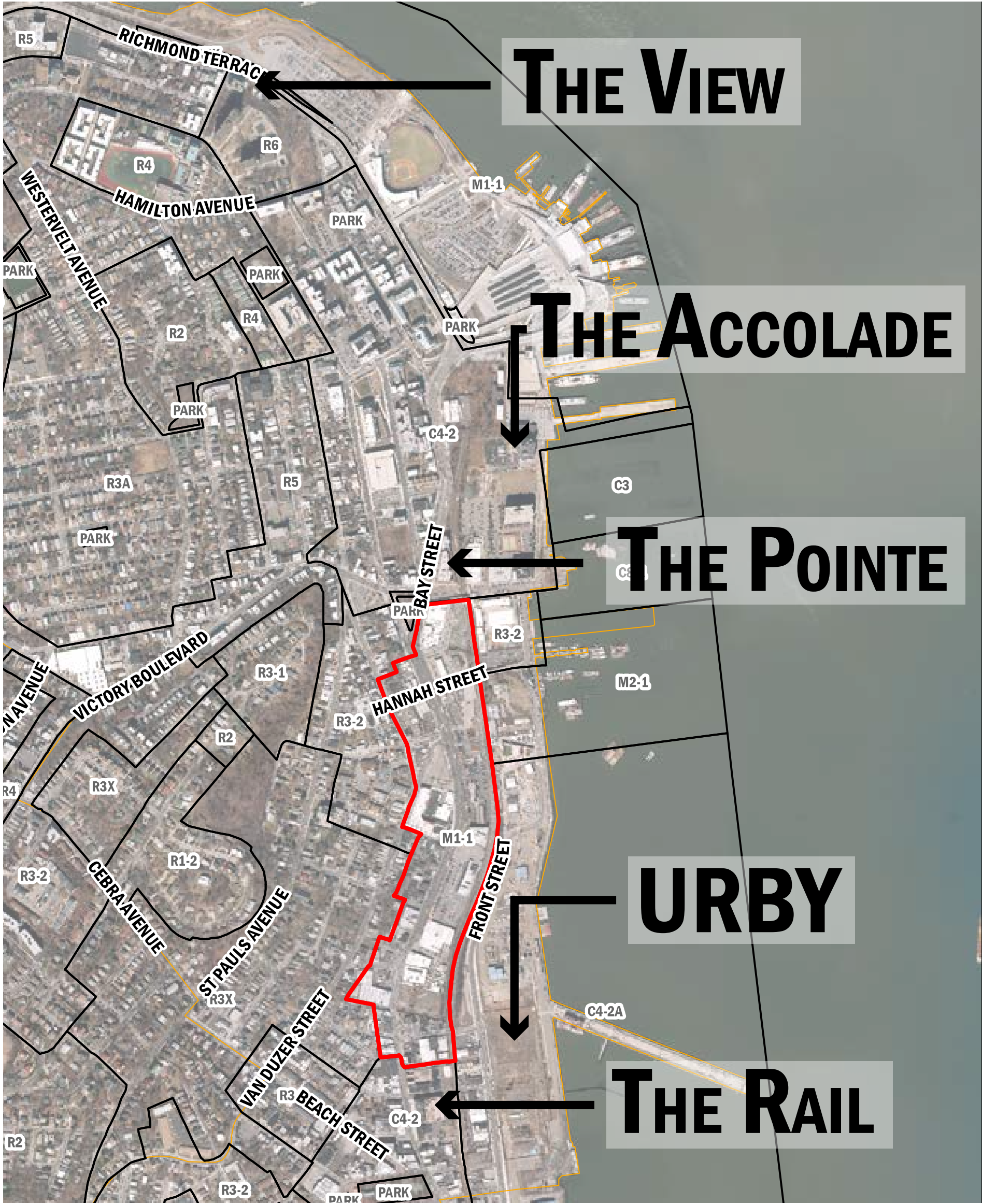
RESIDENTIAL PARKING DEMAND AT MEDIUM DENSITY

In order to gauge the demand for residential parking spaces within Downtown Staten Island, the Bay Street Corridor team has reviewed examples of medium density, residential and mixed-use developments aged between 2 and 10 years old in the surrounding area.

Four recent developments were examined as part of the parking demand study: The Pointe (155 Bay St), The Rail (40 Prospect St), The View (224 Richmond Terrace), and The Accolade (90 Bay St Landing).

A review of these recent medium density developments in Downtown Staten Island indicates there is a car ownership rate of approximately 1 space per 2 dwelling units (50% car ownership rate). The data also shows that of the amount of parking provided at these newer developments, not all of the parking spaces provided are fully occupied.

Buildings included in study	Year	Res.	Registered	Car Ownership
Street Address	Built	Units	Cars	Rate (%)
The Pointe - 155 Bay St	2008	57	31	54.4%
The Rail - 40 Prospect St	2011	92	52	56.5%
The View - 224 Richmond Terrace	2012	40	18	45.0%
90 Bay St Landing - The Accolade	2013	101	54	53.5%
		290	155	53.4%



THE POINTE (155 BAY ST), 2008

Zoning: C4-2 (R6 equivalent), Special St George District*
Built Height: 70'

Units: 57
Car Ownership (Ownership Rate): 31 cars (54.4%)
Residential Parking Spaces: 40 (29 spaces required)
Residential Parking Space Occupancy: 77.5%

*Note: DOB approval preceded SSGD adoption

THE RAIL (40 PROSPECT ST), 2011

Zoning: C4-2 (R6 equivalent) on a wide street
Built Height: 69'

Units: 92 (100% affordable*)
Car Ownership (Ownership Rate): 52 cars (56.5%)
Residential Parking Spaces: 44 (23 spaces required)
Residential Parking Space Occupancy: 118.2%

*Note: Zoning requires 25% parking provision rate for affordable housing units.



THE VIEW (224 RICHMOND TERR), 2012

Zoning: C4-2 (R6 equivalent), Special St George District
Built Height: 125'

Units: 40
Car Ownership (Ownership Rate): 18 cars (45.0%)
Residential Parking Spaces: 21 (20 required)
Residential Parking Space Occupancy: 85.7%

*Note: DOB approval preceded SSGD adoption

THE ACCOLADE (90 BAY ST LANDING), 2013

Zoning: C4-2 (R6 equivalent), Special St George District
Building Height: 126'

Units: 101
Car Ownership (Ownership Rate): 54 cars (53.5%)
Residential Parking Spaces: 108 (51 required)
Residential Parking Space Occupancy: 72.8%

*Note: Building conversion approved prior to SSGD adoption



URBYP (UNDER CONSTRUCTION)

Zoning: C4-2A (R6B bulk), Special Stapleton WF District
Maximum building height: 50' (60' in Subarea B2)

Units: 600 (Phase I)
Car Ownership & Occupancy: TBD
Residential Parking Spaces: 300 (50%)
Commercial Parking: 1 per 1,000sqft
Note: "Shared" parking arrangement planned (i.e. not all parking spaces required by zoning for the residential portion of the development will be allocated solely for resident use)

DOWNTOWN STATEN ISLAND PARKING STUDY FINDINGS:

- AUTOMOBILE OWNERSHIP IS GENERALLY AROUND 50% IN RECENT NEW DEVELOPMENT
- RECENT DEVELOPMENTS HAVE PROVIDED MORE THAN THE 50% MINIMUM REQUIREMENT
- COST OF PARKING CONSTRUCTION INCREASES HOUSING COSTS AND MAY BE A BARRIER TO DEVELOPMENT
 - \$10,000 FOR SURFACE SPACE, \$45,000 A STRUCTURED SPACE

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

COMMERICAL PARKING - METRO-AREA CASE STUDIES

NEW YORK CITY

BAY RIDGE, BROOKLYN



- Commercial areas typically C2-3 zoning districts (1 space required per 400sqft of commercial space)
- One subway line (R), approx. 20 min frequency on weekends
- On-street, metered parking
- One municipal parking garage (104 spaces)

*Note: Some development shown pre-dates zoning and actual parking provided may be less than required by zoning today

ASTORIA, QUEENS



- Commercial areas typically C4-3, C2-3 (1 parking space required per 400sqft of commercial space)
- Some C1-4 zoning districts adjacent to elevated N/Q subway (1 per 1000sqft)
- On-street, metered parking
- Three municipal Garages (196 total spaces)

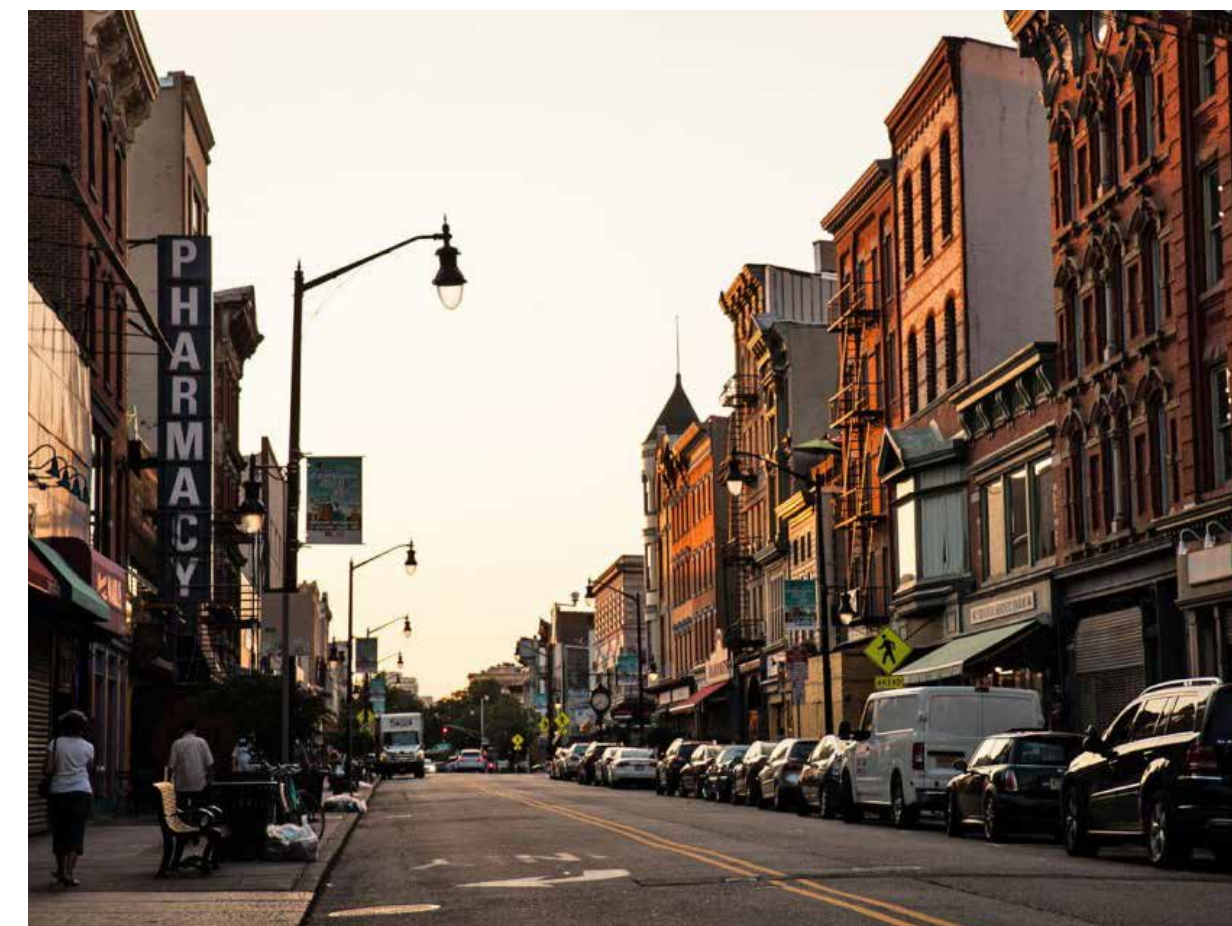
NEW JERSEY

MORRISTOWN, NJ



- Town Population: Approx. 18,000
- On-street, metered, and resident permit-only parking
- Nine municipal parking garages (2670 spaces)
- Access to NJ Transit trains and buses

HOBOKEN, NJ



- Town Population: Approx. 50,000
- On-street, metered & resident permit-only parking (non-metered)
- Four municipal parking garages (2535 spaces), additional private lots
- Access to PATH, NJ Transit trains & buses

DOWNTOWN STATEN ISLAND PARKING: 2919 SPACES

WILL BE AVAILABLE IN DOWNTOWN STATEN ISLAND BETWEEN ST.
GEORGE COURTHOUSE, NY WHEEL, AND EMPIRE OUTLETS

CURRENT COMMERCIAL PARKING REQUIREMENTS IN THE AREA

SPECIAL ST GEORGE DISTRICT

1 SPACE
PER 400SQFT

ZONING REGULATIONS APPLICABLE TO THE SPECIAL ST GEORGE DISTRICT
GENERALLY REQUIRE PARKING AT A RATE OF 1 SPACE PER 400SQFT OF
FLOOR SPACE USED FOR "GENERAL RETAIL OR SERVICE"

SPECIAL STAPLETON WATERFRONT DISTRICT

1 SPACE
PER 400SQFT

AREAS ZONED C4-2 IN THE SPECIAL STAPLETON WATERFRONT
DISTRICT REQUIRE PARKING AT A RATE OF 1 SPACE PER 400SQFT OF
FLOOR SPACE USED FOR "GENERAL RETAIL OR SERVICE"

STAPLETON TOWN CENTER

1 SPACE
PER 300SQFT

AREAS ZONED C4-2 IN THE STAPLETON TOWN CENTER REQUIRE
PARKING AT A RATE OF 1 SPACE PER 300SQFT OF FLOOR SPACE
USED FOR "GENERAL RETAIL OR SERVICE"

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

WHAT IS ZONING AND WHAT DOES IT DO? ZONING 101

WHAT IS ZONING?

Zoning shapes the City. Zoning regulates how land is used and developed; it determines the size and use (i.e. residential/commercial/manufacturing) of buildings, parking requirements, where buildings are located on a development site, and, in large measure, the density of the city's diverse neighborhoods. Zoning is a key tool to implement planning policy.

Within New York City, there are Residential, Commercial, or Manufacturing zoned districts within which zoning regulations govern land use and building bulk. Special purpose zoning districts have distinctive qualities where regulations are tailored to the neighborhood. Zoning districts are shown on zoning maps.

HOW IS IT ENFORCED?

The Zoning Resolution regulates development, so when plans are submitted to the Department of Buildings (DOB) for approval, that development must meet all relevant provisions of the Zoning Resolution and Building Code. If it does, a building permit is issued and construction can begin. If it does not, construction cannot begin. Zoning changes must be approved through the city's Uniform Land Use Review Procedure (ULURP).

WHAT ARE THE LIMITATIONS OF ZONING?

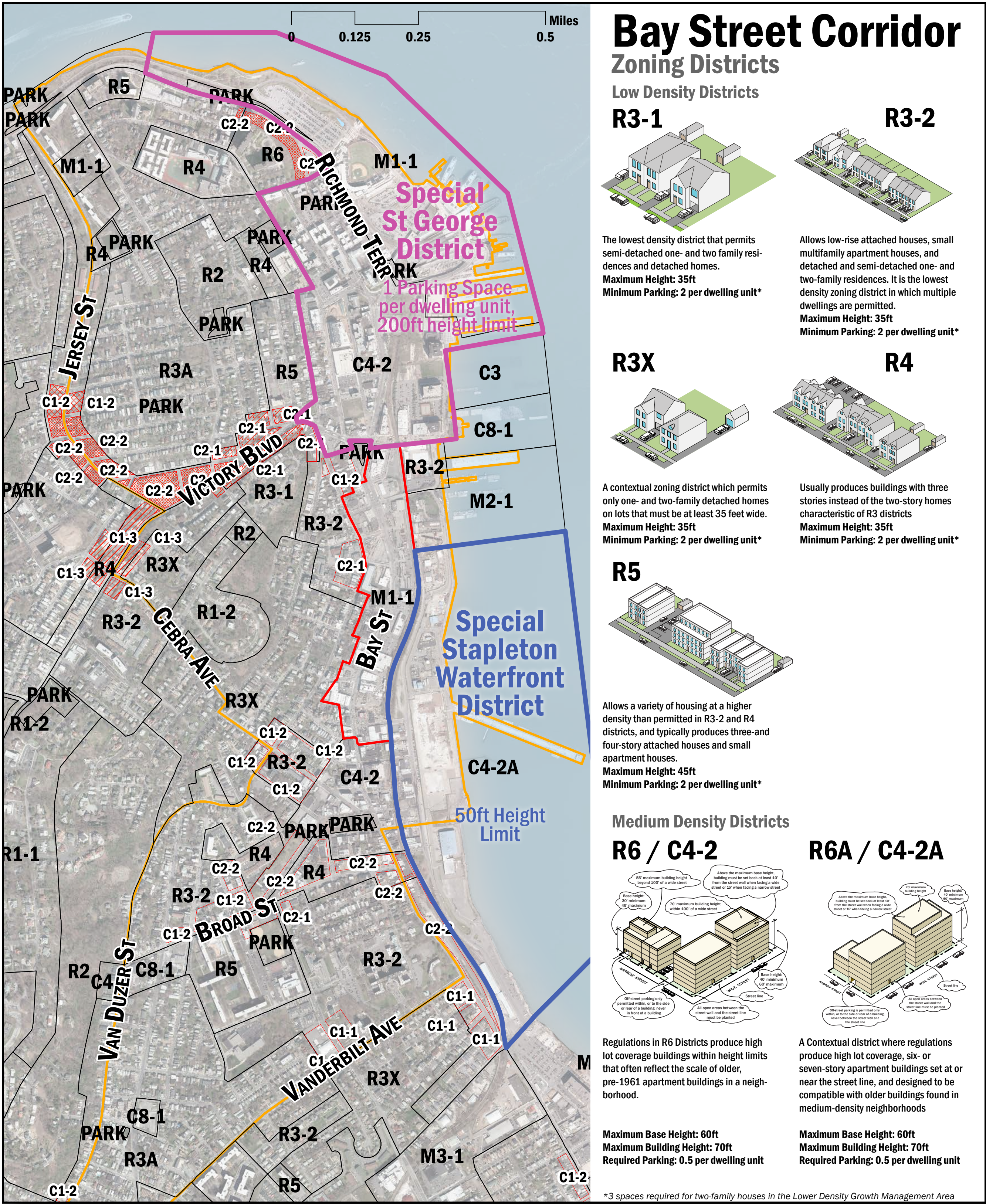
According to the New York City Charter, the purpose of the zoning resolution is:

- To regulate and limit the height and bulk of buildings;
- To regulate and determine the area of yards, courts and other open spaces;
- To regulate density of population or
- To regulate and restrict the locations of trades and industries and location of buildings designed for specific uses

While zoning does dictate where buildings can be located on a site and the size a development can be, it does not regulate architectural details such as window sizes, façade colors, or building materials.

WHAT IS AS-OF-RIGHT DEVELOPMENT?

An as-of-right development complies with all applicable zoning regulations and does not require any discretionary action by the City Planning Commission or Board of Standards and Appeals. Most developments in the city are as-of-right.



WHICH AGENCIES CREATE AND ENFORCE ZONING?

CREATE ZONING



CREATES AND IMPLEMENTS POLICIES AND PRACTICES CONCERNING THE USE, DEVELOPMENT, AND IMPROVEMENT OF REAL PROPERTY (I.E. ZONING).

ENFORCE ZONING



ENFORCES ZONING AND REVIEWS DEVELOPMENT PROPOSALS TO ENSURE ALL RELEVANT PROVISIONS OF THE ZONING RESOLUTION AND BUILDING CODE ARE MET.



careers
businesses
neighborhoods



New York City Economic Development Corporation



Office of
Environmental
Remediation



Department of
Housing Preservation
& Development



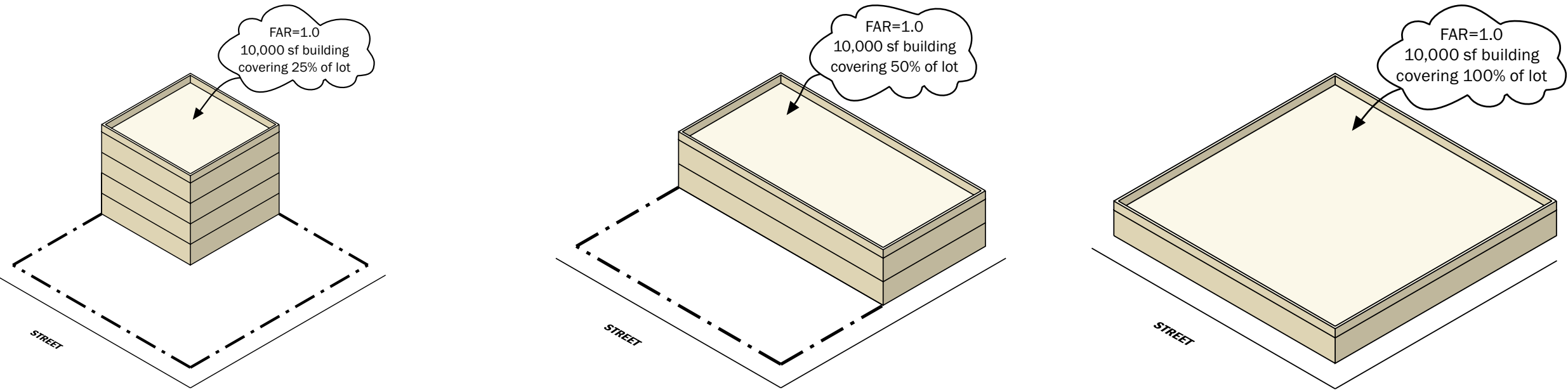
Department of
Design and
Construction

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

KEY ZONING ELEMENTS THAT DETERMINE BUILDING FORM

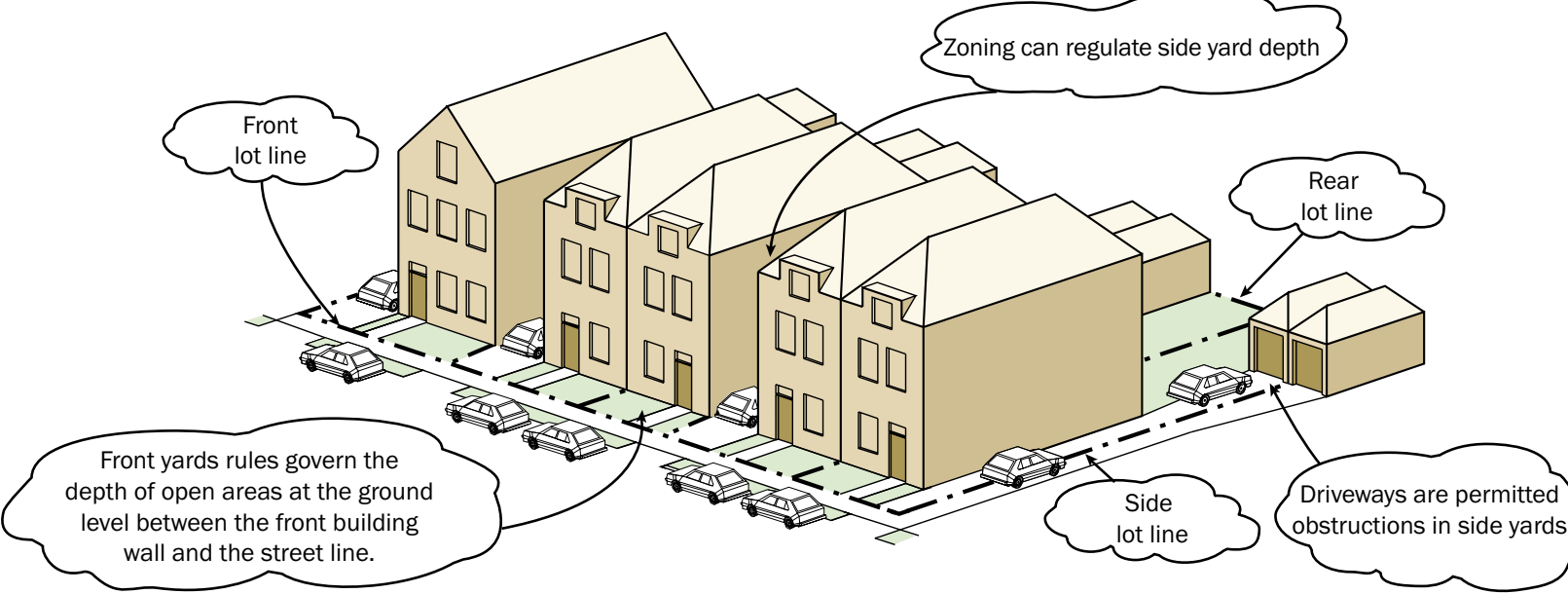
FLOOR AREA RATIO (FAR)

FAR is the principal bulk regulation controlling the size of buildings and is the ratio of total building floor area to the area of its zoning lot.



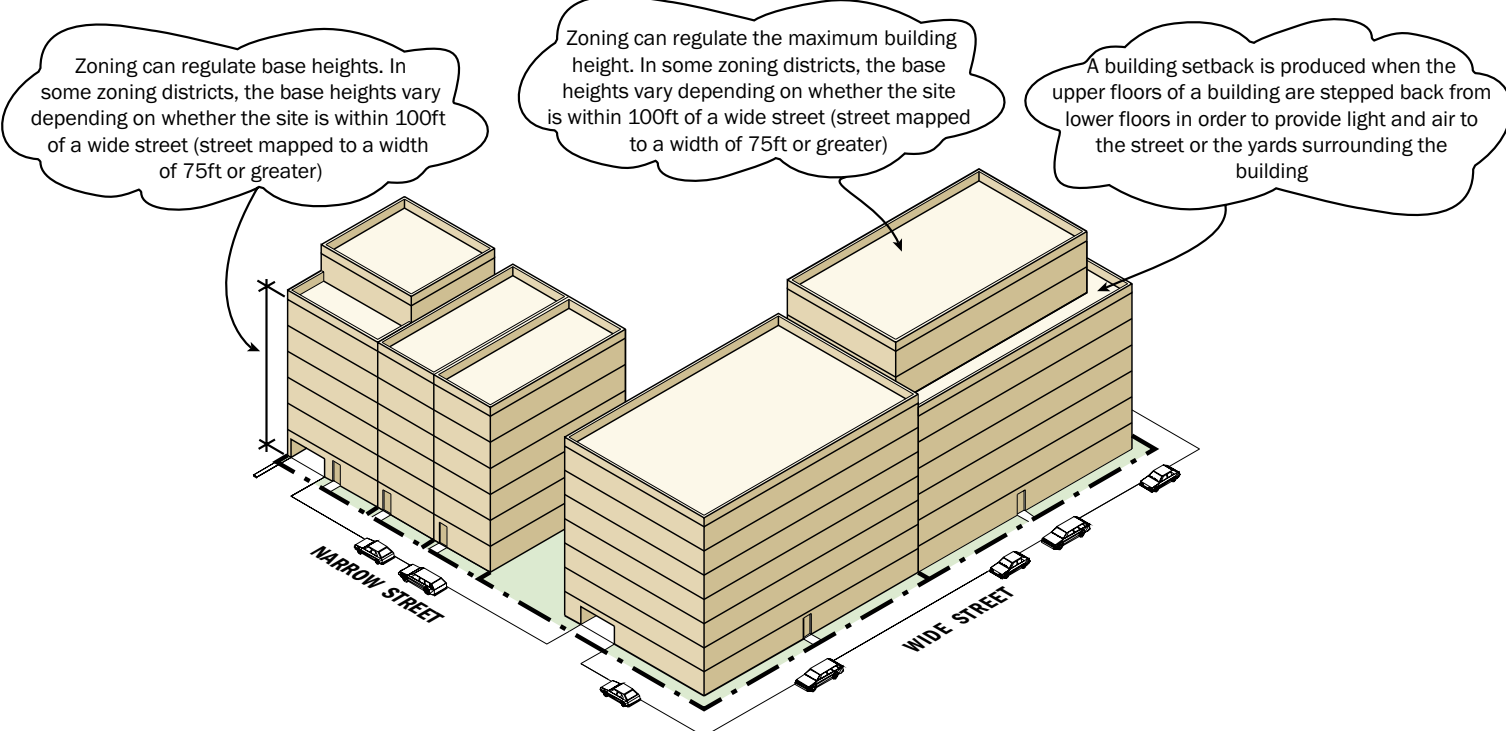
YARDS

Yards and setbacks govern the space between building walls and lot lines. Zoning regulates front, side, and rear yards, which are required open areas along lot lines which must be unobstructed from the lowest level to the sky, except for certain permitted obstructions (i.e. balconies, chimneys, etc.).



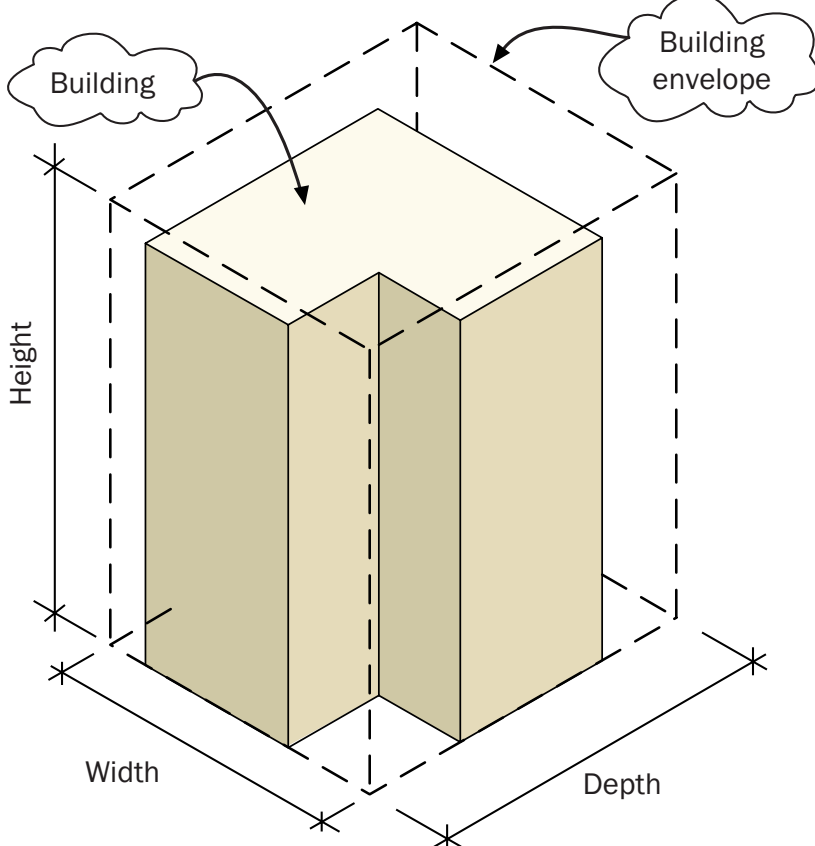
BUILDING HEIGHT

Building height refers to a building's elevation as measured from the curb level or base plane to the roof of the building (except for permitted obstructions, such as elevator bulkheads).

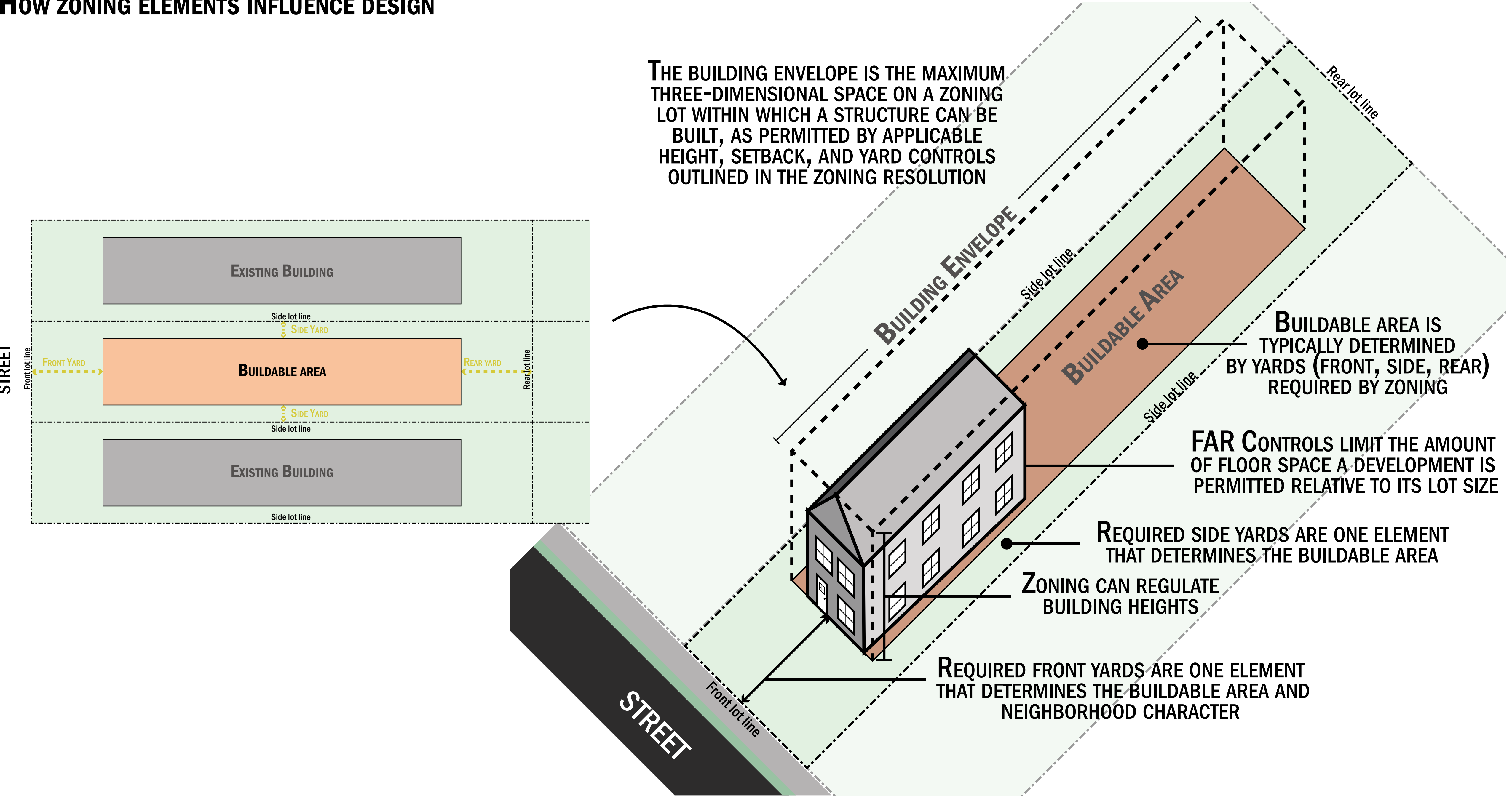


BUILDING ENVELOPE

A building envelope is the maximum three-dimensional space on a zoning lot within which a structure can be built, as permitted by applicable height, setback and yard controls.



How ZONING ELEMENTS INFLUENCE DESIGN



BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

DESIGNATED STREET WIDTHS

WHAT IS A "MAPPED STREET" ?

- A “Built Street” is a street that has been constructed and is typically available for use.
- A “Mapped Street” is a street that has been formally established on the City Map, but may not necessarily be constructed, or may be only partially constructed to its full mapped (planned) width.

WHAT IS A "BUILT STREET"?

When a built street is not constructed to its full “mapped width” as indicated on the Official City Map, adjacent sites are said to be “located within the bed of a mapped street”.

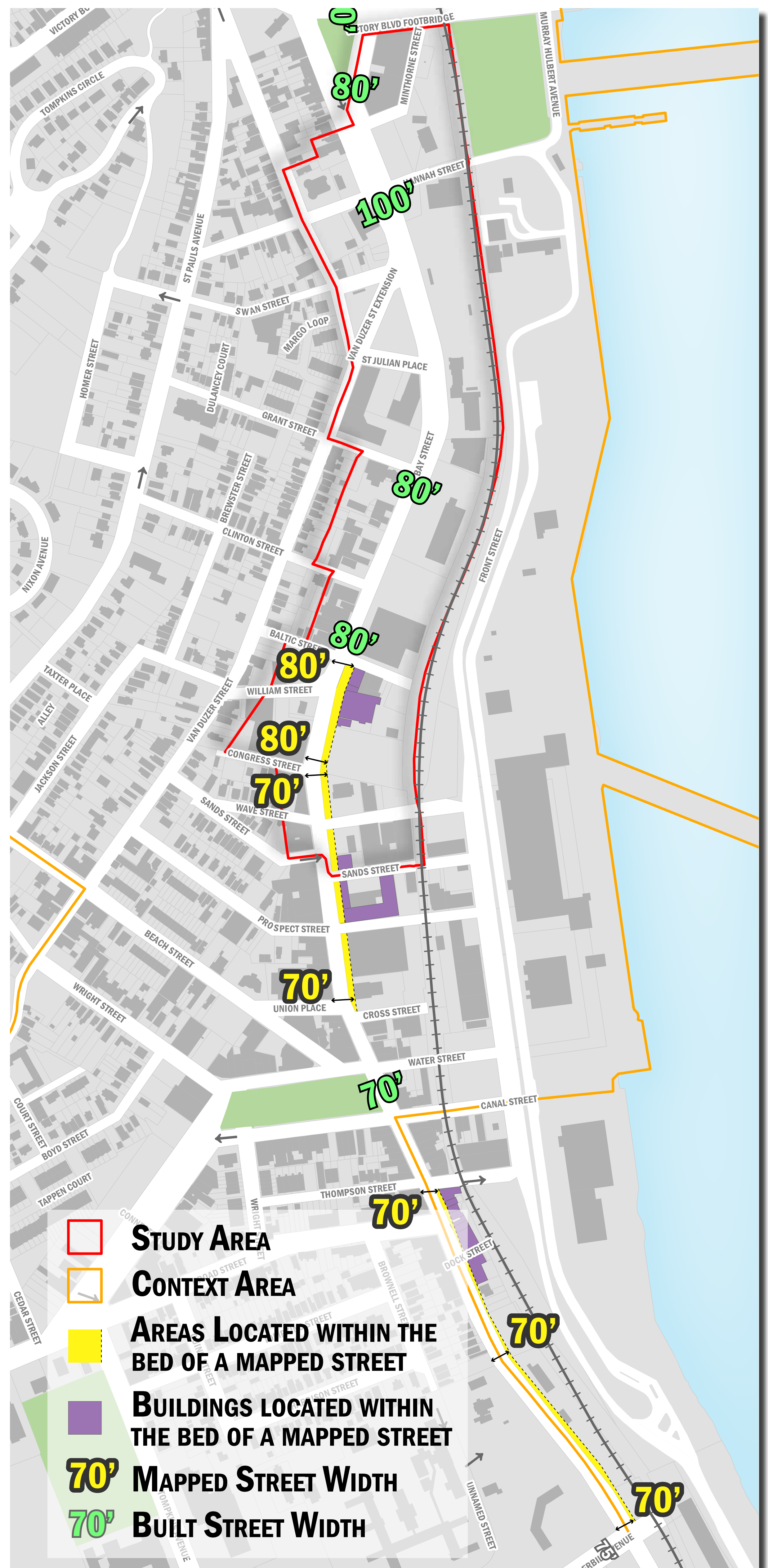
There are some sections of Bay Street within the Study Area where privately owned lots are located within the bed of the “mapped street”. Some of these lots have buildings that are also located within a mapped street. As shown on the adjacent map, street widening is already designated within the Bay Street Corridor Study Area on the eastern side of Bay Street south of Baltic Street. Three existing buildings are located within the bed of the mapped street between Baltic Street and Sands Street within the Study Area.

KEY CONSIDERATIONS:

HOW CAN A BAY STREET CORRIDOR REZONING FACILITATE A FUTURE STREET WIDENING?

–THE RECENT MIXED-USE DEVELOPMENT, **THE RAIL**, IS AN EXAMPLE OF HOW NEW DEVELOPMENT ON SITES LOCATED WITHIN THE MAPPED STREET ARE REQUIRED TO SET BUILDINGS BACK TO ALLOW ADDITIONAL STREET WIDTH AND SIDEWALKS.

–A REZONING OF THE **BAY STREET CORRIDOR** WILL INCENTIVE EXISTING PROPERTY OWNERS TO CONSIDER REDEVELOPING THEIR SITES AND ANY NEW DEVELOPMENT WOULD BE REQUIRED TO SET BACK FROM THE MAPPED STREET.



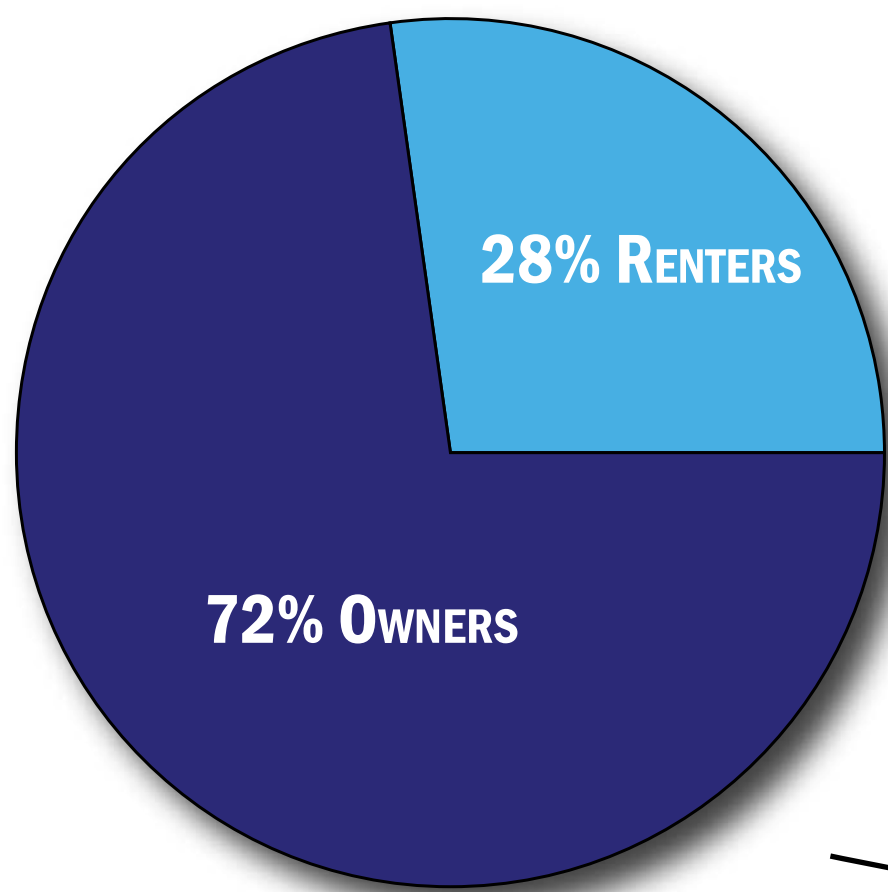
BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

N SHORE TRANSPORTATION SURVEY RESULTS

Who Responded?

407 RESPONSES WERE RECEIVED

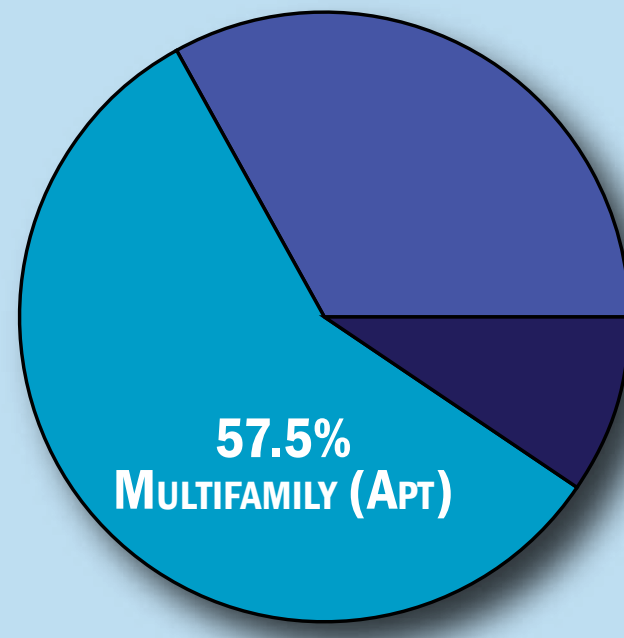
As of February 17, 2016
Survey is still open!!



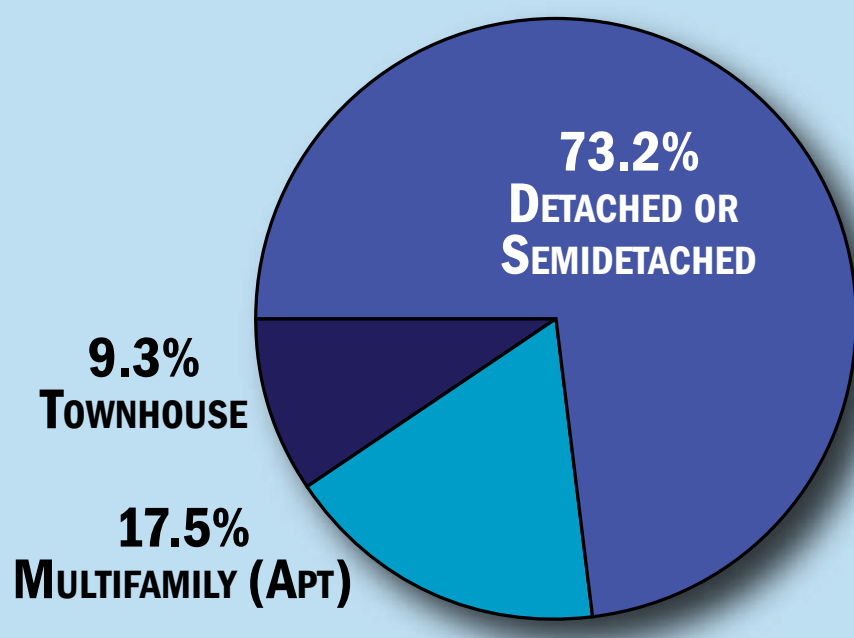
Note: 2010 US Census and 2013 American Community Survey (ACS) data indicates 66.3% of housing units the "Context Area" are renter-occupied, and 33.7% of units are owner-occupied.

HOUSING TYPES BY HOUSING TENURE:

RENTERS (28%)

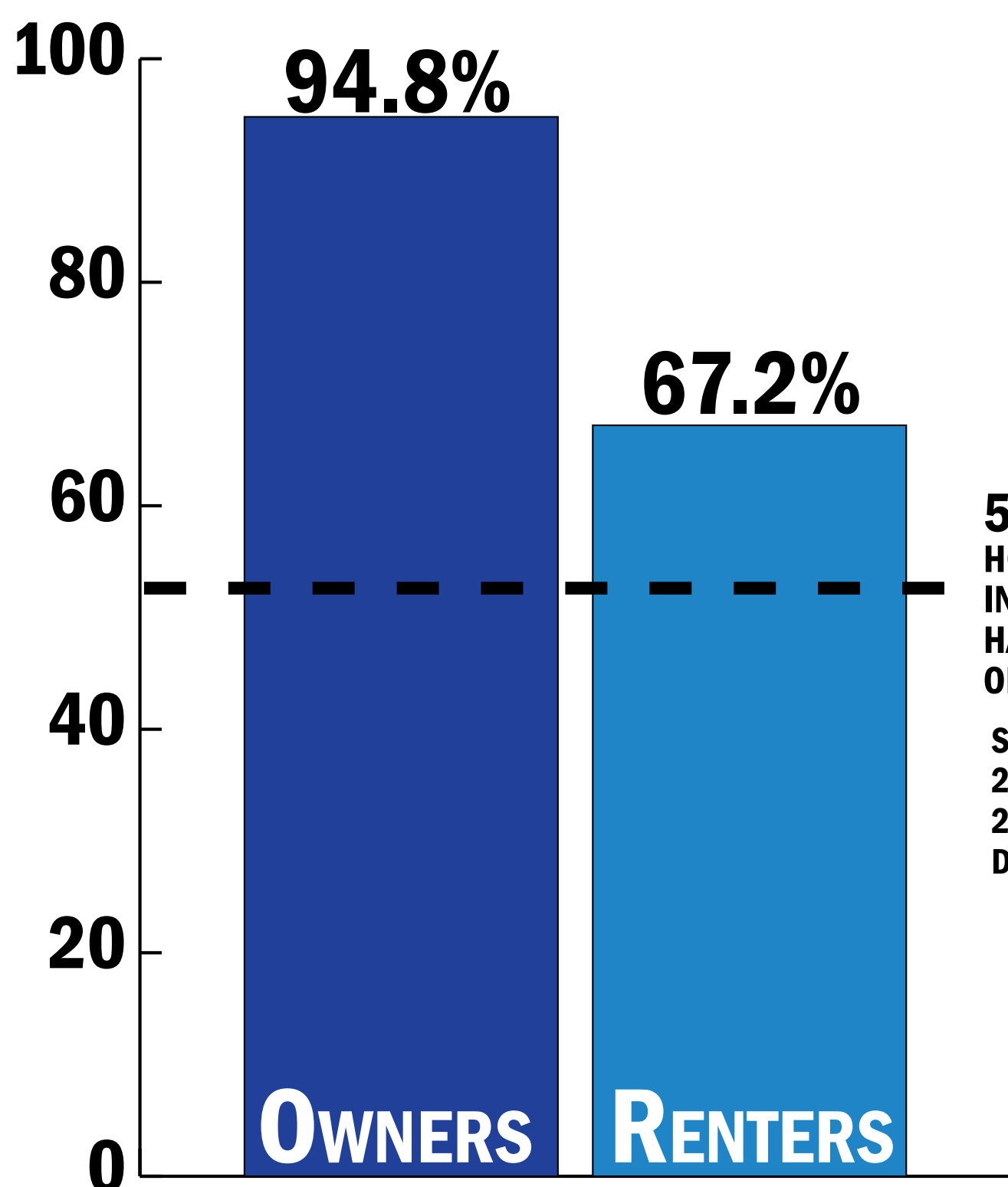


OWNERS (72%)



AUTOMOBILE USAGE

RESPONDENTS' CAR OWNERSHIP RATE:

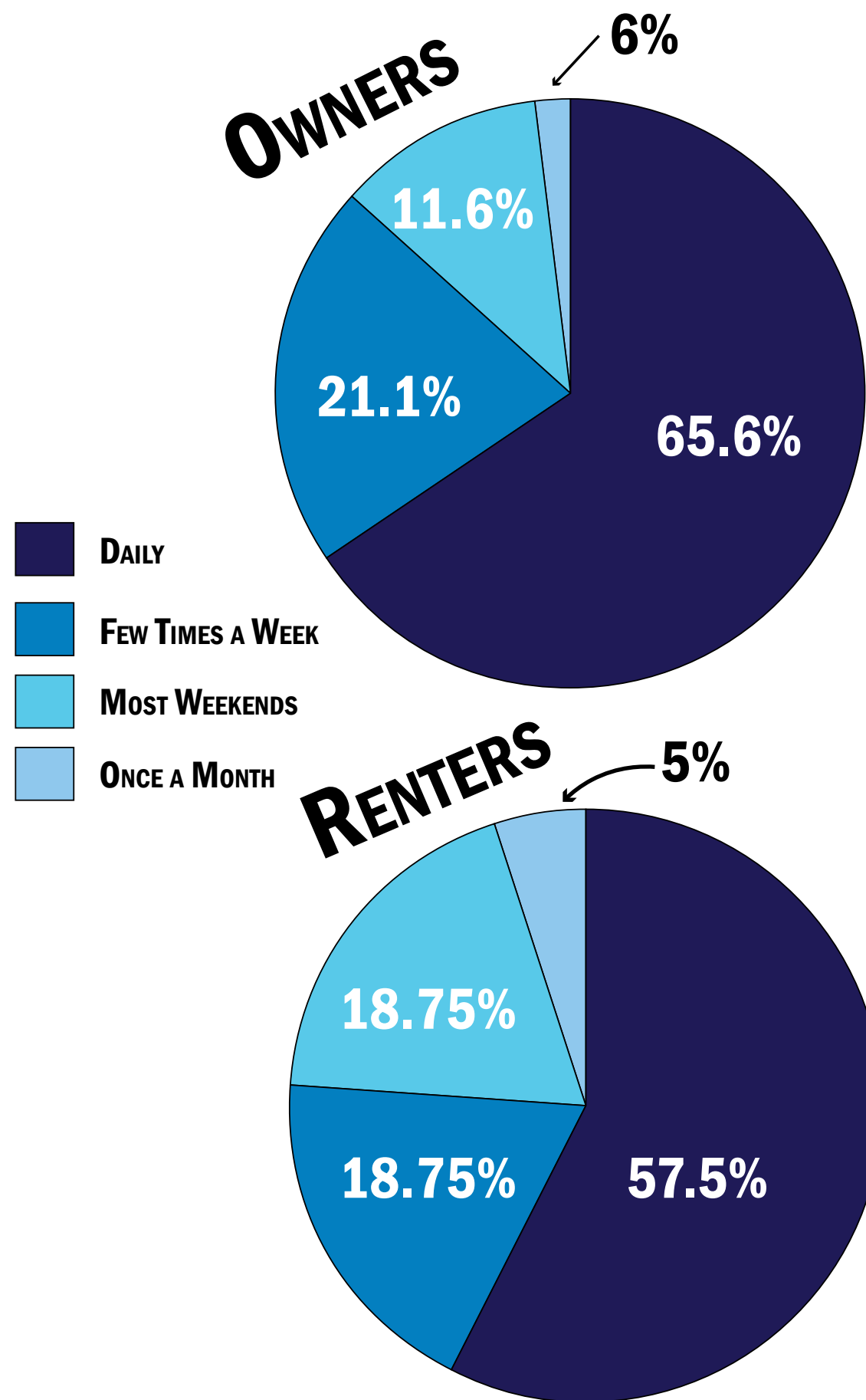


53.9% OF HOUSEHOLDS IN CONTEXT AREA HAVE AT LEAST ONE VEHICLE

SOURCES:
2010 US CENSUS
2013 ACS
DCP

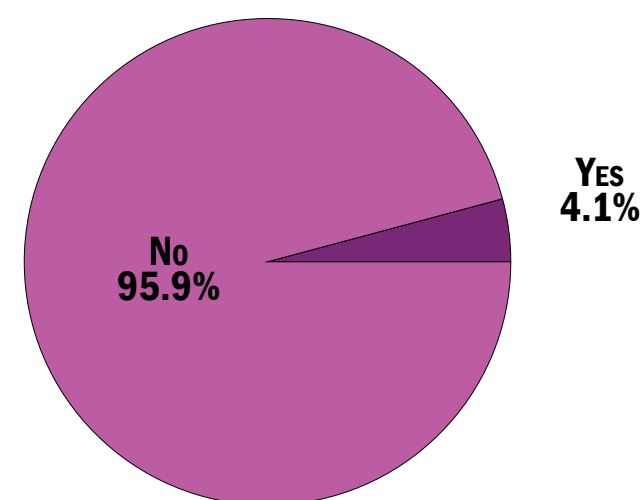
- Amongst respondents, the car ownership rate for housing renters is less than housing owners
- Respondents' ownership rates are above the car ownership rates reported by the US Census Bureau (based on 2010 US Census/2013 American Community Survey)

How OFTEN DO YOU DRIVE?

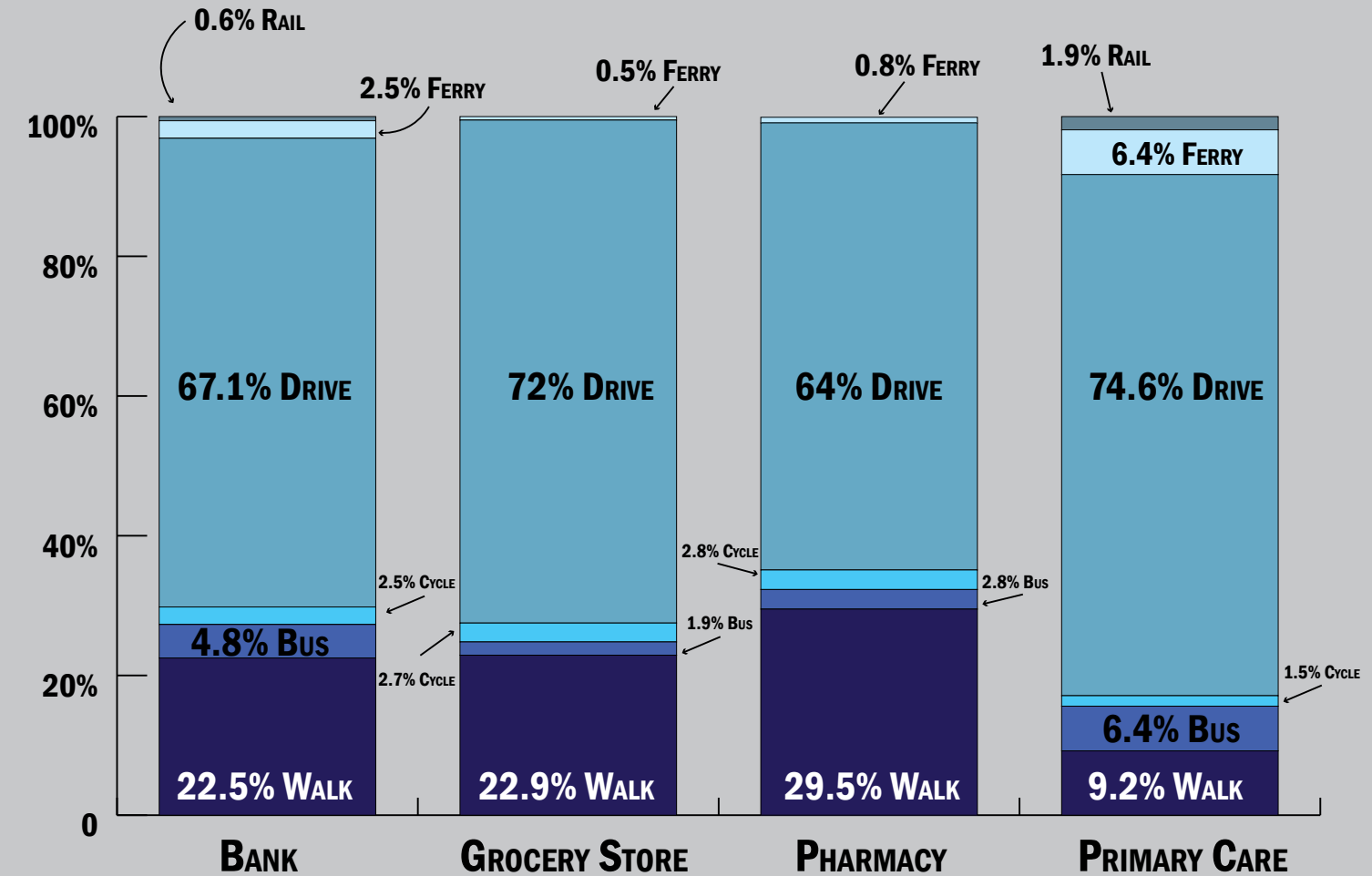


PARKING IN DOWNTOWN STATEN ISLAND

DO YOU CURRENTLY PAY FOR PARKING IN DOWNTOWN STATEN ISLAND?



TRAVEL MODE TO ESSENTIAL SERVICES

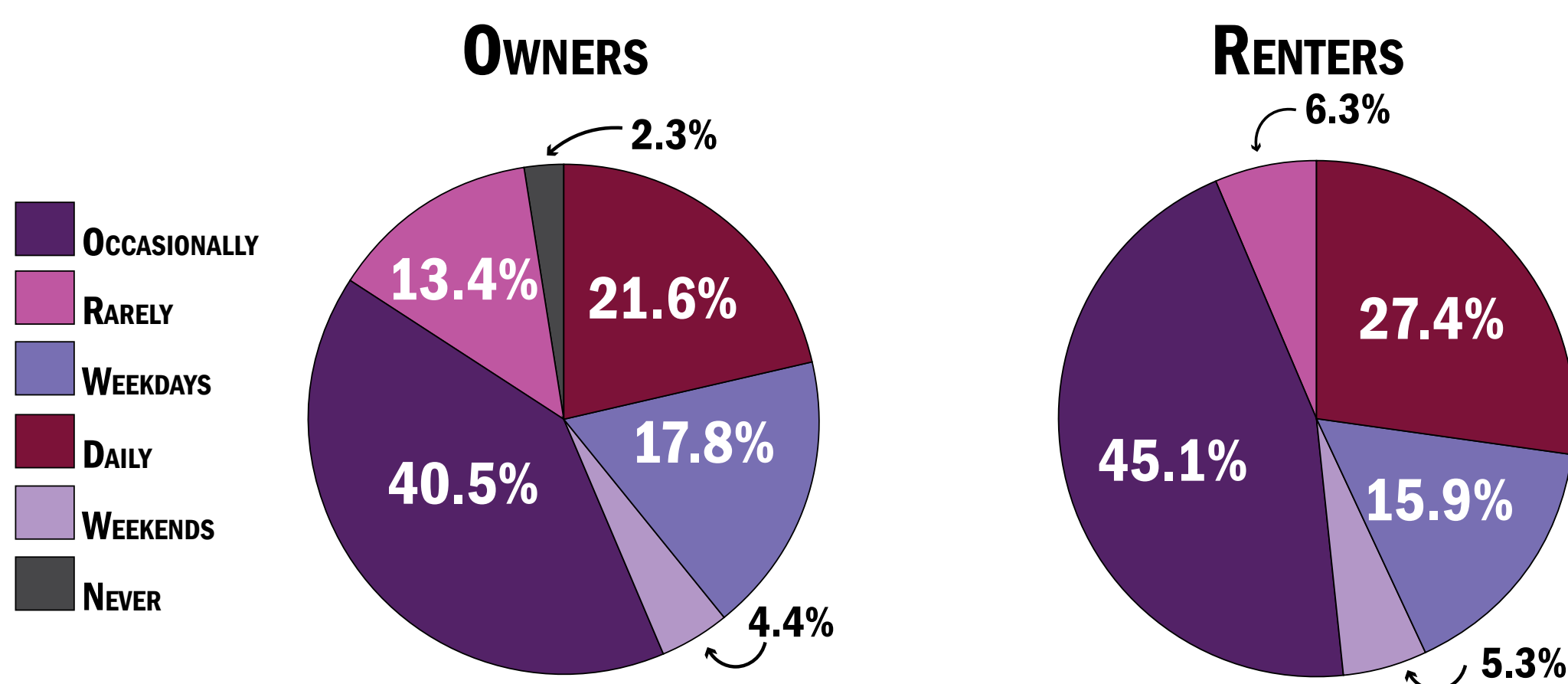


TRAVEL DISTANCE TO ESSENTIAL SERVICES

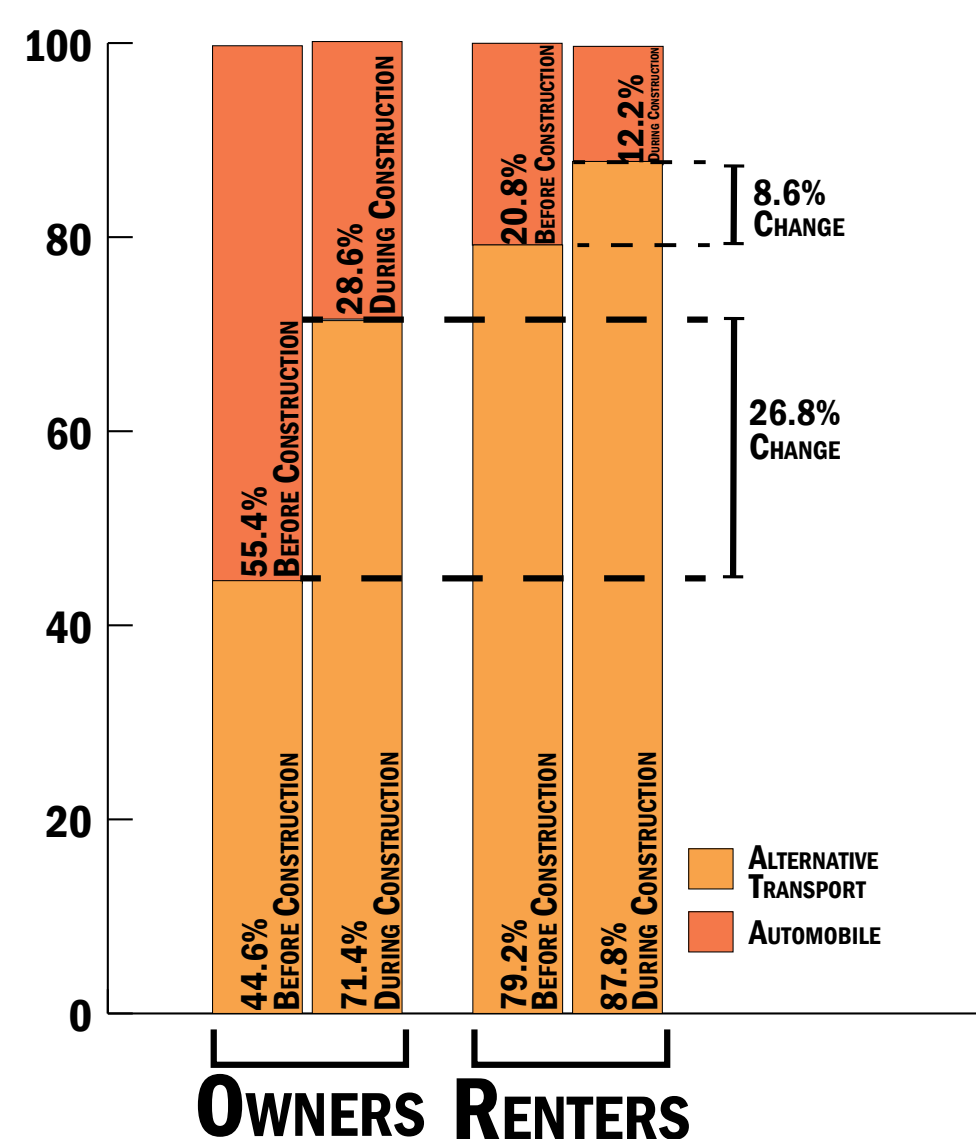
SERVICE	<.5 MI	.5-1 MI	1-2 MI	2-4 MI	4-10 MI	10+ MI
BANK	26.4%	28.2%	21.3%	15.1%	8.2%	0.8%
GROCERY STORE	27.5%	25.8%	17.7%	17.1%	11.2%	0.7%
PHARMACY	32.8%	30.1%	22.3%	10.2%	4.1%	0.5%
PRIMARY CARE	8.4%	16.9%	15.4%	28.4%	29.8%	1.1%

ALTERNATIVE TRANSPORT

How OFTEN DO YOU TAKE THE STATEN ISLAND FERRY?



How DO YOU TRAVEL TO THE FERRY? BEFORE AND AFTER FERRY LOT CLOSURES



WHAT IS YOUR PRINCIPAL MODE OF TRAVEL USED TO GET TO WORK?

