



## Staten Island Growth Management Overview

**Overview** In July of 2003, Mayor Michael R. Bloomberg announced the formation of the [Staten Island Growth Management Task Force](#). The Task Force, co-chaired by City Planning Director Amanda M. Burden and Borough President James Molinaro, was charged with examining issues of overbuilding and development, and identifying short-term solutions, potential legislative changes, and strategic long-term planning initiatives to protect and enhance Staten Island's quality of life.



Preserve Neighborhood Character

From 1990 to 2000, Staten Island (Richmond County) was the fastest growing county in New York State. Over that decade, the borough grew by 65,000 people and added 24,000 new housing units – an increase of approximately 17 percent -- leading to concerns about overdevelopment. In many cases, the new housing was overly dense and out-of-context with the built character of surrounding homes, undermining the quality of life of residents and the integrity of their neighborhoods.

In December 2003, the Task Force released the [Staten Island Growth Management Task Force Final Report](#), with recommendations for improving residential development on Staten Island, encouraging appropriate commercial development and identifying long-term planning needs.

After an intensive four-month effort involving the Task Force and other city agencies, the Department of City Planning (DCP) proposed changes in zoning regulations for residential development and, on May 24, 2004, referred the proposal for public review. All three Staten Island community boards, the Borough Board and Borough President overwhelmingly supported the proposed changes. After City Planning Commission and City Council approval, the new regulations became effective on August 12, 2004 ([Read the CPC Report](#)).

City Planning continued to work with the Task Force and the Department of Buildings (DOB) and proposed a series of zoning text and map amendments to implement additional Task Force recommendations for commercial and residential districts. All of these proposals have been adopted by the City Council. The Task Force continues to work with DCP to clarify and strengthen regulations for residential development and to encourage appropriate development in the borough's commercial zoning districts. The on-going Work in Progress and other issues raised by the Task Force members will be addressed at the next meeting of the Task Force.

### Task Force Achievements

- On August 12, 2004 the City Council adopted the [Lower Density Growth Management Text Amendments](#), as proposed by Mayor Bloomberg's Staten Island Growth Management Task Force. The new regulations apply to any development in residential districts within a designated "Lower Density Growth Management Area". Primarily affecting R1 through R5 residential zoning districts, the new regulations maintain and enhance existing neighborhood character by reducing the density of new residential development, and by ensuring better quality site design. Requirements for yards and open spaces between homes and for off-street parking increase, and stricter guidelines are imposed for developments along private roads.

Simultaneous with adoption of the new zoning text, the entire borough of Staten Island was designated New York City's first "Lower Density Growth Management Area", a designation that could apply to other communities facing similar challenges: extensive new home construction -- often at odds with prevailing neighborhood character -- limited or distant mass transit, and high car ownership. In September, 2004, [Throgs Neck](#) in Bronx Community District 10 became the second such area.

- On October 11, 2005 the City Council adopted the [Task Force proposals to change or eliminate 21 commercial overlays](#) as approved by the City Planning Commission (CPC) on September 14, 2005. The Commission's modifications reflected testimony from commercial property owners at the CPC public hearing. By removing or

changing the commercial overlays, inappropriate residential and commercial development is precluded, and the lower density growth management regulations apply.

- On December 8, 2005 the City Council adopted [follow-up text amendments](#) to the Lower Density Growth Management (LDGMA) regulations. These amendments clarify regulations for minimum lot area, minimum lot width and open space in rear yards in residence districts.
- On December 21, 2005 the City Council also adopted text amendments proposed by DCP to establish [commercial zoning regulations](#) that prohibit residential-only development in commercial overlays and districts in the Staten Island LDGMA. Only retail or mixed-use development (residential above commercial or community facilities) is now permitted in overlays and certain commercial districts; in regional commercial districts only non-residential uses are permitted [as-of-right](#). In all commercial districts, street trees and landscaped buffers between residential and non-residential uses are required.
- On December 21, 2005 the City Council adopted zoning map amendments recommended by the task force to ensure that future development is consistent with the existing character and with the concurrently adopted commercial zoning regulations. The [zoning map changes](#) affect three commercial areas in Castleton, on New Dorp Lane and at Arthur Kill Road and Richmond Avenue.
- The [Task Force is continuing to pursue further changes](#) that will create a new commercial district to be mapped in select locations to encourage the preservation and revitalization of pedestrian-oriented mixed-use development neighborhoods – which historically are many of Staten Island’s Town Centers. The new district rules will build upon the existing built form and transit connections found in these town centers and provide appropriate building heights, envelopes and parking locations. In addition, in conjunction with recommendations of the Mayor’s Staten Island Transportation Task Force, additional rules requiring access between large commercial parking lots have been proposed. DCP is drafting recommendations for Task Force review in 2007.



Maintain Staten Island's Town Centers

## Staten Island Growth Management - **Approved (August 12th, 2004)!** Residential Regulation Changes

---

### **Background**

On August 12, 2004 the City Council adopted the Lower Density Growth Management Text Amendments (N 040414 ZRY - Read the  [CPC Report](#)), as proposed by Mayor Bloomberg's [Staten Island Growth Management Task Force](#). The new rules apply to any development in residential districts within a designated "Lower Density Growth Management Area". Primarily affecting R1 through R5 residential zoning districts, the new regulations maintain and enhance existing neighborhood character by reducing the density of new residential development, and by ensuring better quality site design. Requirements for yards and open spaces between homes and for off-street parking increase, and stricter guidelines are imposed for developments along private roads.

Simultaneous with adoption of the new zoning text, the entire borough of Staten Island was designated New York City's first "Lower Density Growth Management Area", a designation that could apply to other communities facing similar challenges: extensive new home construction -- often at odds with prevailing neighborhood character -- limited or distant mass transit, and high car ownership. In September, 2004, [Throgs Neck](#) in Bronx Community District 10 became the second such area.

### **Summary of New Regulations**

The Lower Density Growth Management regulations are intended to stop inappropriate development and manage future growth consistent with the capacity of the borough's infrastructure. The zoning changes apply to yards and open space, parking and related provisions, and to private road developments:

- **New Yard, Open Space and Landscaping Requirements:** Because Staten Island lacks the regular street grid that characterizes other parts of the city, many of the lots on Staten Island are large enough to develop with multiple buildings, but the former zoning regulations failed to ensure that these buildings were adequately spaced or had sufficient yards. New regulations for corner lots ensure that usable yards will be provided in the future. A tightening of the regulations for homes adjacent to corner buildings provides full 30-foot rear yards for these homes. New regulations limit the number of homes that can be built behind other homes and increase the open space required between new and existing neighboring homes. All homes are restricted from providing parking within the 30-foot rear yard. Additionally, landscaped buffers are required between any group parking lot and an adjacent zoning lot and street trees are required in all new developments, in accordance with Department of Parks and Recreation standards.
- **New Parking and Related Requirements:** With an increase in population of nearly 20% since 1990, Staten Islanders are coping with a volume of cars that is taxing the capacity of local streets. The borough has the highest car ownership in the city, yet the historic regulation of one parking space for each housing unit provided insufficient parking, resulting in fewer and fewer on-street parking spaces. Therefore the new regulations increase the parking requirements: a new, one-family home requires two on-site parking spaces instead of one, and a two-family home requires three parking spaces instead of two. Required parking spaces are not be permitted in the front yard, thus freeing up driveways and on-street parking for guest and visitor parking. An increased requirement for driveway widths and distances between driveways ensures that adequate space for parking is provided.
- **New Bulk (Building Size and Form) and Lot Size Regulations:** To accommodate increased parking requirements, new regulations encourage the construction of garages at street level. Increased minimum lot widths, a prohibition against steeply pitched driveways, a higher perimeter wall height and a floor area exemption for garages provide developers up to 300 square feet of "free space" for a one-car garage and up to 500 square feet for a two-car garage. In addition, a new attic design regulation encourages the traditional pitched roofline design found on many older Staten Island homes, rather than the more flat-roofed homes built in recent years. The overall height limit of 35 feet remains in place.

- **New Requirements for Private Road Developments:** All residential projects on private roads are now governed by the same yard and setback requirements as those on public streets. No longer will residential developments on private roads be built without rear yards, or with inadequate front yards. In addition to requiring more on-site parking, parking spaces on the private roads no longer count toward meeting the parking requirement, freeing up more on-street spaces for visitors. Additional planting strips in the fronts of houses, and wider buffers between the private roads and other developments contribute toward improving the quality of development. A required landscaped buffer between rear yards and public streets is required, and provides an incentive for developers to locate the front yard facing the public street. Private road developments are also required to meet NYC Department of Transportation public street standards for street lighting, signage and crosswalks.

# Staten Island Growth Management - Approved (August 12th, 2004)!

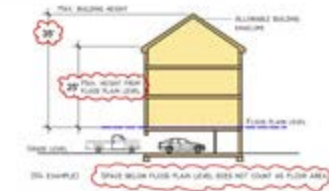
## Zoning Illustrations

The text amendment includes the following elements: requirements for increased on-site parking; new yard and open space regulations; and new regulations for private road developments. Click on thumbnails below to view the illustrations in PDF format.

 <a href="#">Parking Requirements</a>	 <a href="#">Building Envelope</a>	 <a href="#">Yard Requirements</a>
<p><b>PRICR PARKING REQUIREMENT</b> 1 PARKING SPACE REQUIRED FOR EACH FAMILY</p>  <p><b>NEW PARKING REQUIREMENT</b> 1 FAMILY RESIDENCE REQUIRES 2 PARKING SPACES 2 FAMILY RESIDENCE REQUIRES 3 PARKING SPACES ALL OTHER RESIDENCES REQUIRE SOME PARKING SPACES</p> 	<p><b>PRICR BUILDING ENVELOPE</b> 0.6 F.A.R. (Floor Area Ratio)</p>  <p><b>NEW BUILDING ENVELOPE</b> 0.6 F.A.R. (Floor Area Ratio)</p>  <p>* A CELLAR IS A SPACE WITH MORE THAN HALF ITS HEIGHT BELOW STREET LEVEL. A BASEMENT IS A SPACE WITH AT LEAST HALF ITS HEIGHT BELOW STREET LEVEL.</p>	<p><b>PRICR YARD REQUIREMENTS</b></p>  <p><b>NEW YARD REQUIREMENTS</b></p>  <p>* CORNER LOTS AND LOTS THAT FACE 2 SIDEWAYS THAT HAVE 2 FRONT YARDS AND 2 SIDE YARDS</p>
<p> <a href="#">Building without Street Frontage</a></p>	<p> <a href="#">Private Road Regulations</a></p>	<p> <a href="#">Private Road Regulations R3-2</a></p>
<p><b>PRICR BUILDINGS WITHOUT STREET FRONTAGE</b></p>  <p><b>NEW BUILDINGS WITHOUT STREET FRONTAGE</b></p> 	<p><b>PRICR PRIVATE ROAD REGULATIONS (R3-2)</b></p>  <p><b>NEW PRIVATE ROAD REGULATIONS (R3-2)</b></p> 	<p><b>NEW PRIVATE ROAD REGULATIONS (R3-2) ALTERNATE PARKING LAYOUT</b></p>  <p><b>PRICR PRIVATE ROAD REGULATIONS</b></p> <ul style="list-style-type: none"> <li>30' PARK YARDS</li> <li>30' BACK YARDS</li> <li>MINIMUM LENGTH OF ROWS</li> <li>PLANTING STRIP BETWEEN PRIVATE ROAD AND ADJACENT PROPERTIES</li> <li>THREE YEAR OPENING AND PARKING REGULATIONS PERIOD IS Non-Residential Development</li> <li>30' PARKING SPACES ARE REQUIRED</li> </ul> <p><b>NEW PRIVATE ROAD REGULATIONS</b></p> <ul style="list-style-type: none"> <li>30' PARK YARDS</li> <li>30' BACK YARDS</li> <li>MINIMUM LENGTH OF ROWS</li> <li>PLANTING STRIP BETWEEN PRIVATE ROAD AND ADJACENT PROPERTIES</li> <li>THREE YEAR OPENING AND PARKING REGULATIONS PERIOD IS Non-Residential Development</li> <li>30' PARKING SPACES ARE REQUIRED</li> </ul>

**Building Heights in Flood Plain**

**EXIST BUILDING ENVELOPE IN FLOOD PLAIN**



**NEW BUILDING ENVELOPE IN FLOOD PLAIN**



**Driveway, Curb, and Tandem Parking Rules**

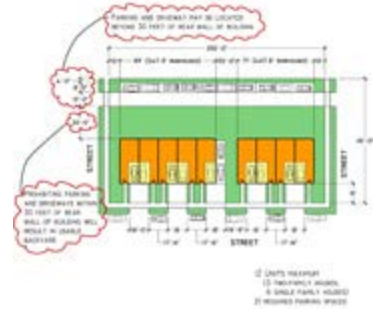
**NEW DRIVEWAY, CURB AND TANDEM PARKING REGULATIONS**



- FOR DRIVEWAYS LESS THAN 22 FEET WIDE:
  - 1. DRIVEWAY WIDTH MUST BE AT LEAST 12 FEET
  - 2. THE END CURB OF DRIVEWAY MUST BE AT LEAST 12 FEET
  - 3. NO MORE THAN 2 UNOCCUPIED SPACES MAY BE IN tandem (SEE BEHIND THE DRIVEWAY)
- FOR DRIVEWAYS AT LEAST 22 FEET WIDE:
  - 1. FLOOD PLAIN LEVEL MUST BE AT LEAST 2 FEET ABOVE OR EQUIVALENT TO DRIVEWAY END OF DRIVEWAY
  - 2. MINIMUM DRIVEWAY WIDTH MUST BE AT LEAST 12 FEET
  - 3. MAXIMUM WIDTH OF CURB MUST BE AT LEAST 12 FEET
  - 4. MAXIMUM WIDTH OF CURB MUST BE AT LEAST 12 FEET
  - 5. MAXIMUM WIDTH OF CURB MUST BE AT LEAST 12 FEET
  - 6. MAXIMUM WIDTH OF CURB MUST BE AT LEAST 12 FEET
  - 7. MAXIMUM WIDTH OF CURB MUST BE AT LEAST 12 FEET
- FOR ALL DRIVEWAYS:
  - 1. DRIVEWAY OF CURB MUST BE AT LEAST 12 FEET WIDE
  - 2. ALL DRIVEWAYS MUST BE AT LEAST 12 FEET FROM THE SIDE OF ANY EXISTING DRIVEWAY
  - 3. DRIVEWAYS MAY BE PARALLEL TO ALL DRIVEWAYS THAT ARE AT LEAST 12 FEET
  - 4. ALL DRIVEWAYS MUST BE AT LEAST 12 FEET FROM THE SIDE OF ANY EXISTING DRIVEWAY
  - 5. TANDER PARKING MAY BE INCLUDED ON THE SIDE OF A SPACE ACCESSED FROM SAME LOT

**Regulation for Rowhouse Development**

**NEW REGULATIONS FOR ROWHOUSE DEVELOPMENT**



**Public Street Frontage / Buffers**

**NEW PUBLIC STREET FRONTAGE / BUFFERS**





- REQUIRES TWO FRONT YARDS:
  - 1. ONE FRONT YARD BASED ON DEPTH RELATIVE TO THE DISTRICT
  - 2. ONE FRONT YARD MUST BE 30' DEEP, IF 30' DEEP FRONT YARD FRONTS ON PUBLIC STREET, IT MUST INCLUDE AN 8' LANDSCAPED BUFFER

## Staten Island Growth Management - **Approved (October 11th, 2005)!** Commercial Overlay Boundary Changes/Eliminations

---

### **Background**

On October 11, 2005 the City Council adopted three applications (C 050453 ZMR, C 050454 ZMR, C 050455 ZMR) to modify or eliminate 21 commercial overlays throughout the borough, as recommended by the City Planning Commission (  [Read the CPC Reports](#)). By removing or modifying the selected commercial overlays, inappropriate residential and commercial development is precluded, and the lower density growth management regulations apply. In adopting these proposals, the City Council modified the area proposed to be eliminated from the commercial overlay located in Pleasant Plains. View a  [map of the final adopted rezoning in Pleasant Plains](#).

### **Summary of New Zoning Boundaries**

In the 21 areas where commercial overlays were eliminated or modified, future development must comply with the underlying residential regulations and the new Lower Density Growth Management requirements adopted in August 2004. These overlays were located in residential districts that limit development to one- and two-family detached and semi-detached housing. However, because the regulations in commercial overlays do not require side yards and front yards, townhouses were often built, rather than mixed-use or retail development. The 21 areas were recommended by the Growth Management Task Force.

All 21 rezoned areas are shown on the map below. Click on a location to view maps of each of the boundary changes. For each location, an illustrative map and a zoning sketch map are provided. For a precise depiction of the zoning changes (with dimensions), view the sketch map. Maps are in [Adobe Acrobat PDF format](#). The files range in size from 500k to 2mb.

## Commercial Overlay Eliminations within R3-1, R3A, R3X, R1, R2



 <a href="#">Clove</a>	 <a href="#">Dongan Hills</a>	 <a href="#">Dongan Hills - Colfax</a>
 <a href="#">Fillmore</a>	 <a href="#">Forest</a>	 <a href="#">Holden Boulevard</a>
 <a href="#">Jewett North</a>	 <a href="#">Manor North</a>	 <a href="#">New Dorp</a>
 <a href="#">Nicholas</a>	 <a href="#">North West Brighton</a>	 <a href="#">Pleasant Plains</a>
 <a href="#">Port Richmond</a>	 <a href="#">Port Richmond: Castleton and Grove</a>	 <a href="#">Port Richmond North</a>
 <a href="#">Rosebank: Virginia</a>	 <a href="#">Southern Great Kills</a>	 <a href="#">Tottenville</a>
 <a href="#">Victory</a>	 <a href="#">Watchogue</a>	 <a href="#">Watchogue East</a>



## Staten Island Growth Management - **Approved (December 8th, 2005)!** Follow-Up Text Amendments to Residential Rules

---

### **Background**

On December 8, 2005 the City Council adopted text amendments (N 060022 ZRR - [Read the CPC report](#)) to clarify the intent and provisions of certain Lower Density Growth Management Area (LDGMA) zoning requirements for residential development in Staten Island. The amendments clarify regulations for Minimum Lot Area, Minimum Lot Width and Open Space in Rear Yards in residence districts.

### **Summary of New Rules**

Following adoption of the new Lower Density Growth Management residential zoning regulations in August 2004, the Task Force identified additional ways in which new developments could circumvent the intent and spirit of the Task Force's recommendations. To address these concerns, the following regulations were adopted and apply only to the Staten Island LDGMA.

#### **Minimum Lot Area (ZR 23-32 and ZR 107-42)**

The new regulations require that the minimum lot area be applied to each building on a zoning lot. For example, to construct two buildings on the same lot in an R3X district, which has a minimum lot size of 3,325 square feet, the zoning lot must be at least 6,650 square feet (in the Special South Richmond Development District the minimum lot size for an R3X district is 3,800 square feet, so in order to construct two buildings on the same lot in that district, the zoning lot must be at least 6,800 square feet). This regulation applies to all residential districts in a Lower Density Growth Management Area of Staten Island.

Until the adoption of this regulation, the zoning regulations had been written and interpreted so that each zoning lot – not each building – had to meet certain minimum requirements. With the adoption of this change, the number of buildings will determine the minimum lot size.

A text amendment was also approved (ZR 107-42) to make the South Richmond Special District consistent with the rest of the city and allow a two-family residence on small lots in those zoning districts that permit it. Elsewhere in the city, at least one building (a single-family or, where permitted, a two-family house) is permitted on small lots that existed in 1961 under separate ownership (ZR 23-33). This regulation applied citywide except for the South Richmond Special District, which limited development of pre-existing small lots to one-family residences, even if the underlying zoning allowed two-family residences.

#### **Minimum Lot Width (ZR 23-32 and ZR 107-42)**

The Zoning Resolution mandates a minimum zoning lot width for each residential district (e.g., 40 feet in an R2 district, 30 feet in an R4A district). Where streets follow a grid pattern it is easy to determine the width of a zoning lot. On Staten Island, where there is no regular pattern to the street network, most streets follow the natural topography of the island or have been defined by private road development. In many instances, zoning lots are irregular or uniquely shaped. In these circumstances, the prior zoning regulations allowed a property owner to calculate the mean lot width, an averaging, to determine the lot width. The Task Force identified several instances where property owners have used this averaging to subdivide zoning lots to build more houses than is normally anticipated.

The new regulations require that any new building meet all three of the following minimum lot width requirements. A zoning lot has to:

1. Meet the existing minimum mean lot width (averaging) requirement;
2. Meet the minimum lot width requirement at the street line, and
3. A residence can be located only on a portion of the zoning lot where the minimum lot width requirement is met.

In addition, on a corner lot, the minimum lot width requirement has to be met on both of the streets that the lot fronts on.

On an L-shaped lot, the minimum lot width requirement can be met at only one of the two street lines; however, a building can be located only on that portion of the zoning lot where the minimum lot width is met.

#### **Open Area Requirement (ZR 23-89)**

To ensure that developments with multiple buildings on a zoning lot have adequate open space, the LDGMA text amendments adopted in August 2004 required buildings to have a 30-foot-deep open area behind the rear wall of the house to serve as a rear yard.

The new regulation clarifies the language so that each building must have its own 30-foot deep open area which can not be shared with other buildings.

## Staten Island Growth Management - **Approved (December 21st, 2005)!** Commercial Regulation Changes

### **Background**

On December 21, 2005 the City Council adopted the text amendments (N 060066 ZRR - [Read the CPC report](#)) proposed by DCP to establish commercial zoning regulations that prohibit residential-only development in commercial overlays and districts. Only retail or mixed-use development (residential above commercial or community facilities) is now permitted in overlays and certain commercial districts; in regional commercial districts only non-residential uses are permitted *as-of-right*. In all commercial districts, street trees and landscaped buffers between residential and non-residential uses are required. The new regulations are applicable only in the Staten Island LDGMA.

In New York City, residential development is permitted as-of-right in both commercial overlay districts and all other commercial zoning districts, except C7 and C8.

Commercial overlays are mapped in residential neighborhoods to serve local retail needs. They are generally mapped in narrow bands along a neighborhood's main thoroughfares and intersections. Residential development is governed by the regulations of the underlying residence district, with certain modifications. Since the overlays are intended for traditional sidewalk storefronts with on-street parking, no side yards or front yards are required. On Staten Island, one of the results had been a proliferation of attached houses with inadequate parking in commercial overlay districts.

Commercial districts not mapped as overlays provide for the full range of local and regional shopping and office needs. These districts are generally mapped in larger areas than the overlays, including full city blocks, and allow residential development subject to the regulations of an "equivalent" residential district. For instance, a C4-1 district has a residential equivalent of an R5 district.

Because of the demand for residential units, housing was being developed in areas zoned for commercial uses. Opportunities for future commercial development were lost and the new housing in these commercial zoning districts did not have to meet the new Lower Density Growth Management residential regulations.

Based on the recommendations of the Staten Island Growth Management Task Force, new regulations were enacted that are applicable throughout the Staten Island Lower Density Growth Management Area.

### **Summary of New Regulations**

#### COMMERCIAL OVERLAYS – LOCAL SHOPPING AREAS (C1 and C2 Districts)

##### **Prior Regulations**

- Residential uses, including townhouses, permitted
- No front yards or side yards required
- No buffers required between residential and commercial developments
- loss of retail opportunities

##### **New Regulations**

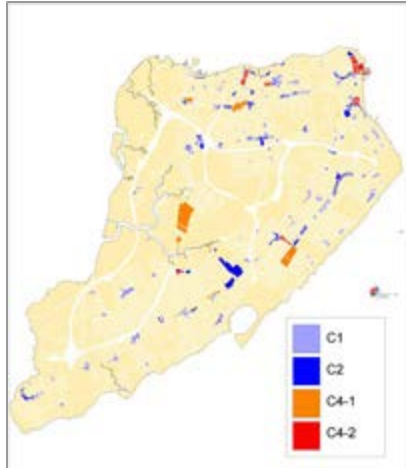
- **Residential-Only Development is prohibited in C1 and C2 Districts (ZR 32-11).** To encourage appropriate commercial and mixed-use development in commercial overlay districts, ground floor residential uses and solely residential developments are not allowed. Any new development is limited to retail, community facility or mixed-use development with residences above the ground floor. To ensure that ground floor space is not used for residential purposes, the ground floor must be no lower than two feet below curb level, ground floor uses must be at least 30 feet deep, and no more than 25% of the street frontage can be used for lobby or garage entrances for residential uses above.



Issue: Townhouse development was permitted in commercial areas



Examples of neighborhood retail and local shopping areas



New regulations to apply to all C1, C2, C4-1 and C4-2 commercial districts and overlays

[View a larger image.](#)



Encourage mixed-use development in commercial areas

- **A Landscaped Buffer is required between Residential and Non-Residential Buildings/Uses (ZR 37-21).**

To prevent retail uses from being built up against existing homes, a five-foot landscaped buffer is required along the side lot line and rear lot line between residential uses and commercial or manufacturing uses. Previously, outside of the Special South Richmond District, buffers were required only along zoning boundary lines of commercial districts.



Issue: Commercial buildings were permitted to build to the zoning lot line in commercial areas, right up against neighboring residential buildings



Solution: A 5-foot landscaped buffer is required between commercial and non-commercial buildings

- **Street Trees are required (ZR 37-22).** Prior zoning did not require street trees in C1, C2 or C4 districts. Under the new regulations, the LDGMA street tree planting requirements are applicable in those districts (one tree for every 25 feet along the street line). The exact number of trees and their placement is

determined by the Department of Parks and Recreation to ensure adequate spacing for maintenance, public safety and viability of survival.



Street trees required in commercial areas

## COMMERCIAL DISTRICTS – REGIONAL SHOPPING AREAS (C4-1 Districts)

Staten Island's C4-1 regional shopping areas are characterized by two types of development: (1) shopping malls and big box stores with large parking areas, e.g., Staten Island Mall; and (2) mixed-use development along commercial corridors, e.g., Great Kills town center on Amboy Road. Under the old regulations, as-of-right residential construction often trumped commercial development because of the high demand for housing on Staten Island. The loss of commercial areas limits the choices of the borough's shoppers, increases auto trips and reduces the economic viability of the remaining businesses. The new regulations reflect and support both types of development by preventing residential development from replacing successful commercial enterprises.

### Prior Regulations

- Residential uses permitted as-of-right with an R5 residential equivalency
- No buffers required between residential and commercial developments

### New Regulations -

#### Regional Shopping Areas Located on Large City Blocks

Staten Island Mall, New Dorp Lane @ Hylan Boulevard, Forest Avenue (Mariners Harbor) and Forest Avenue (Barrett Avenue to Decker Avenue)

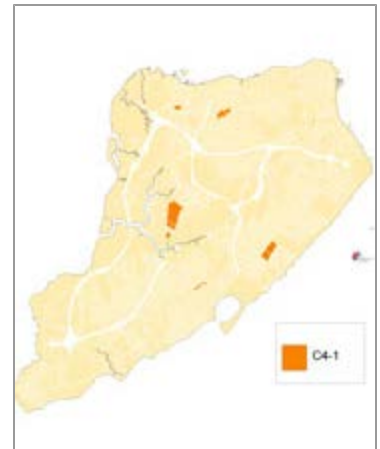
- **A City Planning Commission Special Permit is required for any project that includes Residential Uses (ZR 74-49).** The new regulation requires developments that contain residential uses and that are located on lots of any size within blocks greater than four acres in C4-1 districts to obtain a special permit, requiring review of site plans by the CPC. This protects the character of major commercial centers, which usually consist of large stores and malls surrounded by parking lots, where it could be inappropriate to insert residential buildings without site review. To approve a development with residential uses, the Commission has to make a finding that there is a "superior" site plan that relates to the existing character of the neighborhood and responds to transportation concerns. An approved special permit can also be reviewed by the City Council.

### New Regulations -

#### Regional Shopping Streets Lined with Retail/Mixed-Use Buildings

Forest Avenue (Hamlin Place to North Avenue), Great Kills

- **Mixed-Use/Residential Development on Zoning Lots of 20,000 Square Feet or Less is permitted As-of-Right (ZR 74-49).** As in the C1 and C2 districts, no residential uses are permitted on the ground floor on lots of less than 20,000 square feet in C4-1 districts. On these relatively small lots that have traditionally accommodated ground floor retail with residential uses above, it is appropriate to allow this type of mixed use development to continue.



C4-1 Districts reflect Staten Island's regional commercial areas  
[View a larger image.](#)



Staten Island Mall



C4-1: Mixed-use corridor along Forest Avenue

- **A City Planning Commission (CPC) Special Permit is required for any Residential Uses on Zoning Lots Larger than 20,000 Square Feet (ZR 74-49).** Only commercial or community facility uses are allowed as-of-right on these large lots. Any proposed development with a residential component requires CPC review of site plans to ensure compatibility with surrounding commercial uses.
- **New Regulations apply as of the Date of Adoption (ZR 74-49).** The special permit requirement for residential development applies to all zoning lots greater than 20,000 square feet that exist as of the date the application was adopted by City Council, December 21, 2005; after that date any future subdivision does not preclude the special permit requirement.
- **Street Trees are required for All Developments and a Landscaped Buffer is required between Residential and Non-Residential Buildings/Uses (ZR 37-21 and 37-22).** Street tree planting and landscaped buffer requirements for projects in C4-1 districts are the same as those proposed for C1 and C2 districts.

## COMMERCIAL DISTRICTS – HISTORIC COMMERCIAL AREAS (C4-2 Districts)

### Prior Regulations

- Residential uses permitted with an R6 residential equivalency
- No required buffers between residential and commercial developments
- Townhouse-style development and towers permitted

Staten Island's historic commercial areas of Port Richmond, St. George and Stapleton make up the bulk of the C4-2 districts within the borough. Under the prior zoning regulations, new developments could be built that did not reflect the prevailing character of these areas where commercial buildings line pedestrian-friendly sidewalks uninterrupted by curb cuts.

### New Regulations

Stapleton, St. George and Port Richmond

- **Residential-Only Development is prohibited in C4-2 Districts (ZR 32-11).** To support the existing character of ground floor commercial uses, no residential uses are allowed on the ground floor. As in C1 and C2 districts, any residential development has to be above either commercial or community facility use on the ground floor.
- **The Quality Housing Program for Residential Development is mandated in C4-2 Districts (ZR 35-**



Infill parking can disrupt the retail neighborhood character.



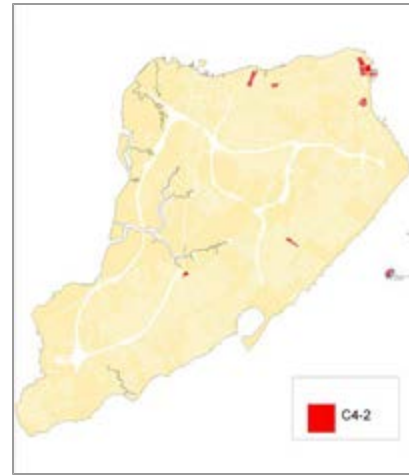
C4-2 Districts include Staten Island's historic commercial areas

23)

- Requires Continuous [Street Walls](#)
- Prohibits Parking between Sidewalk and Building
- Limits Building Height

Any development that proposes to incorporate residential uses is required to meet the Quality Housing Program regulations which limit the height of residential and mixed-use developments within 100 feet of a wide street (at least 75 feet wide) to 70 feet. Projects located beyond 100 feet of a wide street are limited to a building height of 55 feet. At least 70 percent of the aggregate length of the building's street wall has to be within eight feet of the street line, up to a height of 40 feet.

- **Street Trees are required for All Developments and a Landscaped Buffer is required between Residential and Non-Residential Buildings/Uses (ZR 37-21 and 37-22).** Street tree planting and landscaped buffer requirements for projects in C4-2 districts are the same as those in C1, C2 and C4-1 districts.



C4-2 Districts are mapped predominantly in Port Richmond, St. George and Stapleton  
[View a larger image.](#)

## Staten Island Growth Management - **Approved (December 21st, 2005)!** Commercial Rezoning

### Background

On December 21, 2005, the City Council adopted zoning map amendments (C 060061 ZMR, C 060062 ZMR, C 060063 ZMR) recommended by the task force to ensure that future development will be consistent with the new commercial regulations, also adopted on this date ([Read the CPC Reports.](#)). The zoning map changes affect three commercial areas in Castleton, New Dorp Lane and at Arthur Kill Road and Richmond Avenue.

### Summary of New Zoning Districts

The following areas were rezoned:

Commercial Areas	Community District	Existing Neighborhood Character	Prior Zoning	New Zoning	New Regulations
Castleton C 060061 ZMR	CD1	Neighborhood Retail (Historic Commercial)	C4-2	C2-2/R3-2 R3A	Commercial and Mixed-Use Allowed As-of-Right
New Dorp Lane C 060062 ZMR	CD2	Neighborhood Retail (Historic Commercial)	C4-2	C2-2/R3-2 R3X	Commercial and Mixed-Use Allowed As-of-Right
Arthur Kill & Richmond Avenue C 060063 ZMR	CD3	Regional Commercial Area (Historic and Neighborhood Commercial)	C4-2 C2-2/R3-2 C2-1/R3-2	C4-1	Special Permit Required for Residential Uses on Large Lots/4-Acre Blocks



Castleton Avenue between Dongan and Alaska Streets



New Dorp Lane

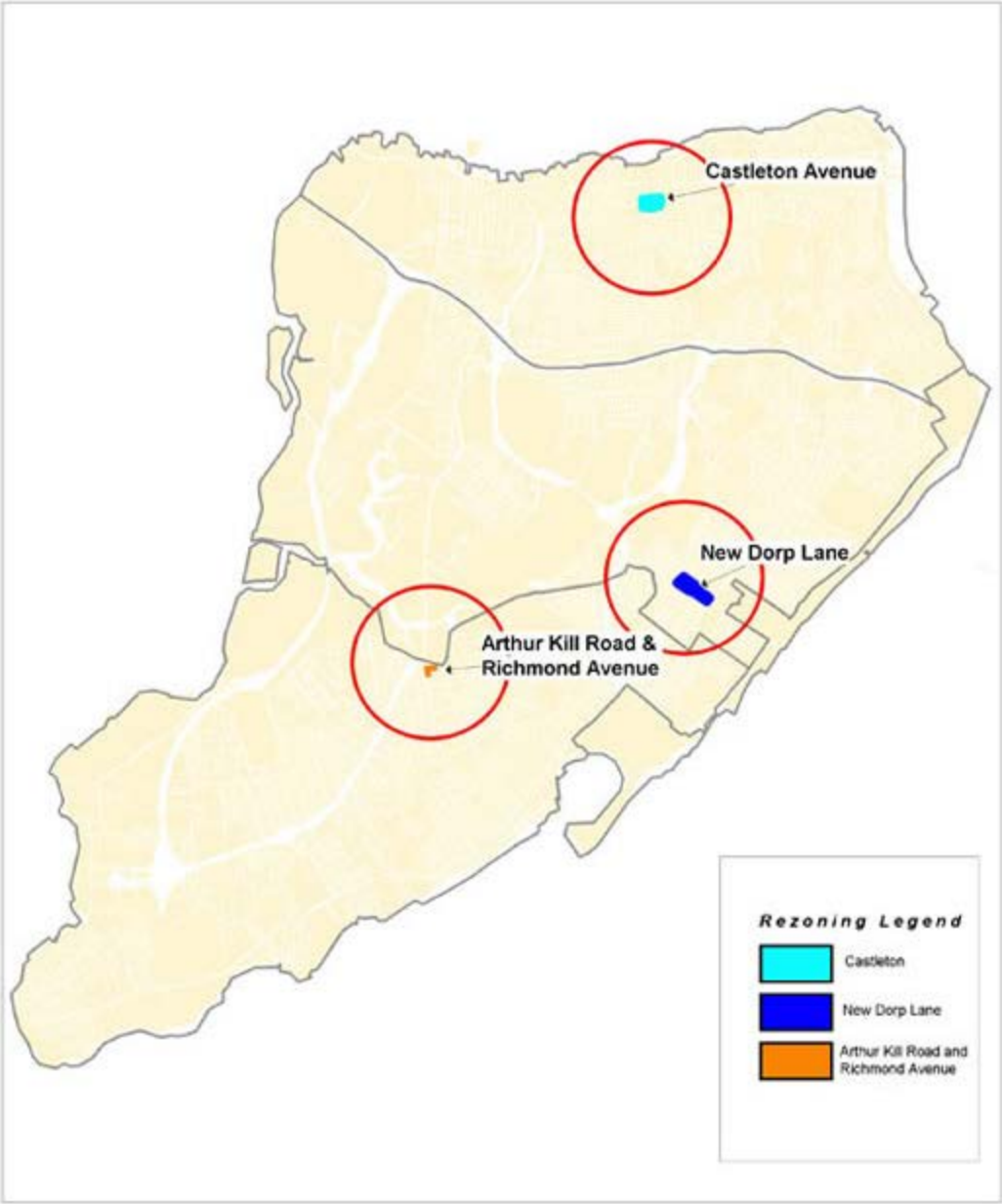


Arthur Kill Road at Richmond Avenue

The rezoned areas are shown on the map below. Click on a location to view maps of each of the boundary changes. For each location, an illustrative map and a zoning sketch map are provided. For a precise depiction of the zoning changes (with dimensions), view the sketch map. [View the sketch map.](#)



# Staten Island Commercial Rezoning



 [Castleton Land Use](#)

 [New Dorp Land Use](#)

 [Arthur Kill Land Use](#)

## Staten Island Growth Management Work in Progress

---

The Task Force is continuing to pursue further changes that will create a new commercial district to be mapped in select locations to encourage the preservation and revitalization of pedestrian-oriented mixed-use development neighborhoods – which historically are many of Staten Island's Town Centers. The new district rules will build upon the existing built form and transit connections found in these town centers and provide appropriate building heights, envelopes and parking locations.

In addition, in conjunction with recommendations of the Mayor's Staten Island Transportation Task Force, additional rules requiring access between large commercial parking lots have been proposed.

DCP is drafting recommendations for Task Force review in 2007. The on-going Work in Progress and other issues raised by the Task Force members will be addressed at the next meeting of the Task Force.

### **Task Force Recommendations**

#### **Create a New Town Center Zoning District and Map it in Appropriate Locations**

- Street-level retail or community facilities only
- Incentives for mixed use development
- Continuous retail street wall
- Glazing/Transparency for retail uses

The Task Force proposes new regulations to encourage pedestrian-friendly retail environments in the existing historic town centers and areas where parking in front of commercial establishments would be out of character with the neighborhood (e.g., New Dorp Lane and Amboy Road at Pleasant Plains). A pedestrian shopping experience should be encouraged by requiring transparent retail windows along the sidewalk frontage and parking would not be permitted between the sidewalk and retail buildings. Incentives should be provided to encourage mixed-use developments consistent with existing land use patterns in these areas.


#### **Require Pedestrian/Vehicle Access Between Adjacent Parking Lots**

Many of the Task Force's recommendations regarding parking lot design have been incorporated into the proposed city-wide text amendment for Parking Lot Design Guidelines which was certified by the City Planning Commission on June 18, 2007. These new rules establish increased landscaping requirements, prohibit dumpsters from being located adjacent to public streets, set limits on curb cuts and require that all parking lot designs filed with the Department of Buildings meet maneuverability standards.

The Task Force also recommended that adjacent commercial parking lots accommodate shared parking opportunities by requiring both off-street pedestrian and vehicular access between properties. Requiring access between retail establishments will reduce vehicular traffic on streets and/or encourage shoppers to park in one location and shop at several establishments without moving their vehicles. DCP is crafting a proposed text amendment to reflect this recommendation for Staten Island and will present it at the next Task Force meeting. This recommendation is also supported by the Mayor's Staten Island Transportation Task Force.

## Related Notes

---

-  Items accompanied by this symbol require the [free Adobe Acrobat Reader](#).
- Brief explanations of terms in *green italics* can be viewed by [visiting glossary page](#). Words and phrases followed by an asterisk (\*) are defined terms in the Zoning Resolution, primarily in Section 12-10. Consult the Zoning Resolution for the official and legally binding definitions of these words and phrases.