Project Description (LR Item 3)
Project ID: 2024R0300

198, 204 & 208 Richmond Terrace

October 2025

1. Introduction

Economic Development Opportunity Zone Fund 1, LLC (the "Applicant") seeks a series of actions to facilitate a new mixed-use development in the St. George neighborhood of Staten Island Community District #1. The Applicant seeks a zoning map amendment and zoning text amendment that would facilitate a new mixed-use development at 198, 204 & 208 Richmond Terrace (Block 13, Lots 68, 71, 73) located along the south side of Richmond Terrace between Nicholas Street and Stuyvesant Place (the "Development Site").

The Applicant seeks discretionary actions including (1) a zoning map amendment from R6 and R6/C2-2 to R7-3/C2-4 for Block 13, Lots 60, 68, 71, 73 and portions of Lot 8 (the "Project Area"); (2) a zoning text amendment to the Appendix of Article XII, Chapter 7, to add the Project Area to the Special St. George District; and (3) another zoning text amendment Appendix F of the Zoning Resolution ("ZR") to make the Project Area applicable as a Mandatory Inclusionary Housing (MIH) area under Options 1 or 2 (the "Proposed Actions").

The proposal includes a new 14-story mixed-use building with 118 dwelling units in 97,201 zoning square feet (6.28 FAR). This would include approximately 10,677 square feet of community facility space on floors 1-3 with the remaining area devoted to residential use. The building would rise to a height of 145 feet (162 feet at the bulkhead) and provide 4 off-street accessory parking spaces, where none are required in the Outer Transit Zone (the "Proposed Development".

The Development Site is Applicant-controlled, while the remaining Project Area is not under Applicant control and is not anticipated to be materially affected by the Proposed Actions.

2. Background

The Project Area was part of a large R6 zoning district that extended between Westervelt Avenue and Stuyvesant Place in 1961 with the inception of the current Zoning Resolution. That designation largely remained until 1985 when the St. George-New Brighton North Shore Rezoning was

approved (C 850530). The rezoning aimed to preserve the low-density residential character of these communities by aligning zoning regulations with existing built conditions, which predominantly consisted of one- and two-family homes. Specifically, the proposal included changes from R6 and R5 to R5 and R4 in areas such as Richmond Terrace, Nicholas Street, and Victory Boulevard; from R4 to R3-2 around Pine Street and Randall Avenue; and from R5 to R4 and R3-2 in areas like York Avenue and Cassidy Place. The plan excluded select areas based on pre-existing conditions and ongoing developments, including a large vacant site where construction had already commenced on a 10-story, 122-unit building. The rezoning stemmed from the 1983 North Shore Study, which recommended downzoning to reflect the existing scale of development and to curb future high-density construction incompatible with neighborhood character.

Subsequently in 1987, The Project Area and surrounding area were added to a new Special Hillside Preservation District (N 870002 ZRR / C 870003 ZMR), which was part of a larger zoning map change. This effort was a result of the recommendations of DCP's study Staten Island: North Shore Study (released in January 1984) which recommended the creation of a new Special Hillside Preservation District to address developments emerging on steep slope. The Special Hillside Preservation District encompasses the communities of Ward Hill, Grymes Hill, Stapleton Heights, Fort Hill Circle, Sunset Hill, West Brighton and Silver Lake and predominantly follows the base of the serpentine ridge.

The subject block, including the Project Area was again amended in 1999 (C 000017 ZMR) as part of an application on behalf the NYC Economic Development Corporation (EDC), which aimed to support the development of a new minor league baseball stadium and public parking lot on a 26-acre site near the Staten Island Ferry Terminal in St. George, directly to the northeast of the Project Area along the waterfront. Accessory to this effort, the CPC approved an elimination of a C2-1 overlay from an R6 district and establishing new C2-2 commercial overlays within existing R5 and R6 residential districts. These updates were intended to better supported retail and commercial activities related to the stadium project, which would ultimately be built in 2001 as Richmond County Bank Ballpark (now SIUH Community Park), to serve as the home of the Staten Island Yankees. The stadium project itself was subject to seven additional land use actions, which included special permits for the stadium (over 2,500 seats), a public parking facility, development over a railroad right-of-way, and modifications to waterfront bulk and visual corridor requirements. Additional actions included a Chairperson's certification for waterfront site plan compliance, the site selection for a public facility, and the disposition of property to EDC. The R6/C2-2 district remains to this day in the Project Area.

The area immediately to the west and south of the Project Area was again amended in 2003 as part of the Northeast North Shore Rezoning (C 030001 ZMR),which consisted of a major rezoning of Staten Island's northeast North Shore—covering about 186 blocks in St. George, Stapleton, New Brighton, Sunnyside, and Mud Lane—to downzone from R5, R4, R3-2, and R3-1 districts to

lower-density R3A and R3X districts. The change was initiated by the Staten Island Borough President in response to community concerns over out-of-character attached and semi-detached housing replacing detached homes, increasing density and straining infrastructure. The rezoning sought to preserve the area's prevailing low-density, detached housing character, A related zoning text amendment expanded the Special Hillside Preservation District lot coverage controls to include the newly mapped R3A, R3X, and all R1 districts, reinforcing protections for steep slopes in Staten Island's serpentine ridge. Despite concerns about limiting housing variety, the Commission found sufficient capacity for diverse housing types in adjacent zones, including the Project Area. Specifically, this rezoning amended the adjacent R5 and R5/C2-2 district to the immediate west of the Project Area, to R3A and R3A/C2-2.

The St. George Rezoning (C 080426 ZMR) affected the area immediately to the east of the Project Area in 2008. The rezoning was approved by the CPC on September 10, 2008, and was initiated by DCP to support context-sensitive growth around Staten Island's civic and transit hub. The proposal rezoned approximately 14 blocks from R3-2 with a C1-2 overlay to a C4-2 District, allowing medium-density residential and commercial development more in line with the area's character and transit access. It also established the Special St. George District (N 080425 ZRR), a tailored zoning framework with subareas that included specific bulk, height, ground-floor use, and streetscape regulations to promote walkability, preserve views, and protect neighborhood context. The plan reinforced public investments in the area, including the Staten Island Ferry Terminal and the (then) Richmond County Ballpark, and sought to strengthen pedestrian connections to the waterfront and civic institutions.

In 2013, the Special St. George District was expanded through a series of zoning actions intended to catalyze redevelopment of the upland waterfront near the Staten Island Ferry Terminal. The proposal, spearheaded by EDC, supported construction of a large-scale entertainment and retail complex, including the New York Wheel (later withdrawn), Empire Outlets, a hotel, and structured parking. This expansion built upon the Special District established in 2008 through zoning map and text amendments. The zoning map amendment (C 130315 ZMR) extended the boundaries of the Special St. George District to include three upland parcels (Blocks 2, 6, and 9) between Richmond Terrace and the Staten Island Railway. The existing M1-1 and R6/C2-2 zoning districts were replaced with a unified C4-2A zoning designation within the special district to support a broader range of commercial and retail uses. Simultaneously, zoning text amendments (C 130315 ZMR / N 130136 ZRR) modified Article XII, Chapter 8 of the Zoning Resolution to establish new bulk, design, and public realm regulations applicable to the new subareas. These included tailored height and setback rules, floor area exemptions for mechanical and transit spaces, and requirements for widened sidewalks, open spaces, and direct connections to ferry and rail infrastructure. Additionally, the CPC granted a special permit (C 130137 ZSR) to facilitate development over the Staten Island Railway right-of-way under ZR 74-681, modify bulk and yard regulations (ZR 74-743), and allow the site to be treated as a Large-Scale General Development (LSGD). A related waterfront certification under ZR 62-811 ensured compliance with design requirements for the

publicly accessible waterfront esplanade. The CPC also approved the disposition of city-owned property (C 130319 PPR / C 130320 PPR) to enable public-private redevelopment of the site. Together, these zoning actions established the regulatory framework needed to transform this portion of the Staten Island waterfront into a high-density, mixed-use civic and commercial hub. The expansion of the Special St. George District reinforced the neighborhood's role as Staten Island's downtown and enhanced its integration with transit, tourism, and public space networks.

Subsequently, the River North Rezoning (C 210289 ZMR / N 210290) was approved by the CPC in November 2021, and was a private application submitted by Liberty Towers Realty, LLC to facilitate a new mixed-use development immediately to the east of the Project Area. The rezoning area primarily included Block 13 (bounded by Hamilton Avenue, Stuyvesant Place, and Richmond Terrace), which was rezoned from an R6/C2-2 district to an R7-3/C2-4 district. This change allowed for higher residential density and commercial ground-floor uses consistent with the applicant's proposal to construct a 23-story mixed-use building with approximately 750 residential units (including affordable housing), 37,000 square feet of commercial use, and approximately 300 parking spaces. In conjunction with the zoning map amendment, the applicant proposed a zoning text amendment to Article XII, Chapter 8 of the Zoning Resolution, which governs the Special St. George District. The amendment expanded the boundaries of the special district westward to include a majority of Block 13 fronting Richmond Terrace, including the Project Area, as well as Block 12 (Lots 1 and 15) to the east. The project also established a Large-Scale General Development (LSGD), enabling bulk modifications under ZR Sections 128-21 and 128-31, including changes to base heights, setbacks, tower location, lot coverage, height limits, and transparency rules. In support of this, another text amendment was adopted to allow future CPC actions under ZR Section 128-61 to further modify bulk regulations within the Special St. George District through authorizations or special permits. Notably, the Project Area was subsequently removed from the application during public review by the City Council and remains as R6/C2-2 in the Special Hillside Preservation District.

Most recently, the City of Yes for Housing Opportunity (CHO*)* text amendments were approved in December of 2024 (N 240290 ZRY). The text changes aim to facilitate the development of more housing across the city by creating floor area incentives and removing development barriers. As a result of this text amendment transit geographies were refined, with the creation of a new Outer Transit Zone (OTZ) in this area, which is part of a larger Greater Transit Zone. The OTZ reduces parking requirements in proximity to transit and waives qualifying affordable units. In addition, certain mid-rise districts were enhanced to permit additional floor area and height with the inclusion of qualifying affordable units, either under the Universal Affordable Program (UAP) or under MIH. The R7-3 zoning district within the Special St. George District underwent an amendment under CHO, allowing for an increase in the maximum FAR from 6.0 to 6.5 when community facility use is included. This amendment also changed the regulations governing building bulk within the district. Previously, bulk was regulated by special provisions unique to the Special St. George District. With the amendment, waterfront zoning regulations now apply to

govern bulk for the R7-3 district, replacing the earlier, district-specific bulk controls. This change was intended to provide a more standardized approach to regulating development bulk in areas adjacent to the waterfront, while also incentivizing the inclusion of community facility uses in new developments.

No further land use approvals have occurred in the surrounding area since the inception of the 1961 ZR.

3. Description of the Surrounding Area

The Project Area is located in the western end of the St. George area of Staten Island Community District 1. The surrounding area is generally bound by Hamilton Avenue to the south and east, Nicholas Street to the west and Upper New York Bay to the north. The Project Area is oriented along Richmond Terrace, which is a mixed-use arterial for the North Shore of Staten Island and contains between 100 and 150 feet in mapped width along the segments in this area. Local streets generally extend south from Richmond Terrace and are narrower with Nicholas Street containing 50 feet in width, Stuyvesant Avenue having 45 feet in width and Hamilton Avenue having 50 feet in width. The topography of this area is varied, with the area along Richmond Terrace generally flat, approaching the waterfront. Further south from Richmond Terrace, the grade increases moving into the serpentine ridge of Staten Island.

In terms of uses, the surrounding area is mixed in use. To the south of Richmond Terrace, the area is predominantly residential, with some mixed-use (residential-commercial) buildings present, as well as commercial buildings and community facility uses. To the north of Richmond Terrace, the area contains a large parking facility as part of the Special St. George District expansion from 2013, as well as parkland that lines the waterfront, associated with the North Shore Waterfront Esplanade, which is a Department of Parks and Recreation (DPR) resource that extends from Stuyvesant Place to St Peter's Place.

In terms of built-form, the residential buildings in this area comprise a mix of older detached homes to the west of Nicholas Street and to the south of St. Marks Place, which are in an R3A zoning districts. To the south, are some older pre-war apartment buildings in 4- and 6-stories, as well as a series of 20-story towers immediately to the south of the Development Site, fronting St Mark's Place (165 St. Marks Place or Block 13, Lot 8, of which a sliver is included in the Project Area). A series of additional 6-story apartment buildings line Hamilton Avenue to the southeast. These latter higher-density residential buildings are in an R6 and adjacent C4-2 district. Mixed-use buildings in the surrounding area include 232 Richmond Terrace, to the immediate west of the Project Area, which is a 3-story mixed-use building with ground-floor retail. Further east is a recently constructed 7-story mixed-use development at 5 Stuyvesant Place, at the intersection of Richmond Terrace. To the southeast of this area, are some commercial buildings that primary

include office space in 2- to 5-story buildings. Community facility uses include Department of Education (DOE) schools such as Curtis High School at 105 St. Marks Place and Harbor View School at 300 Richmond Terrace. There is also a cluster of office buildings that represent the civic center of Staten Island between Richmond Terrace and Stuyvesant Place, below Hamilton Avenue, which include Small Business Services (SBS), Staten Island Family Court, NYPD and other civic uses. In addition, the residential towers at 165 St. Marks Place contain space for a small house of worship (Assembly of Believers Church) and some community facility office space (United Cerebral Palsy).

In terms of zoning districts in the surrounding area, two special districts are present in area, with the area generally fronting Richmond Terrace in the Special St. George District (SG). South of Richmond Terrace, and upland along the serpentine ridge of Staten Island, the area is generally located in the Special Hillside Preservation District (HS). The subject block that includes the Project Area is zoned R6 (HS), R6/C2-2 (HS) and R7-3/C2-4 (SG). The block to the east (Block 12) is zoned R6/C2-4 (SG). The block to the west of the Project Area is zoned R3A, with a small area zoned R3/C2-2 at the intersection of St. Nicholas and Richmond Terrace. To the south of St Marks Place, is an R4 (HS) zoning district. To the north of Richmond Terrace, is a large M1-1 (SG) zoning district that extends east and encompasses the St. George ferry terminal. It should be noted; the Project Area is only portion of the Special Hillside Preservation District that fronts Richmond Terrace, with the remaining area in the Special St. George District.

As noted above, properties in the Special Hillside Preservation District places additional restrictions based on the slope of the site and face additional controls on lot coverage, building height, grading, private roads, and construction practices; and properties with steep slopes require approval from the CPC. Additional requirements in the Special Hillside Preservation District regulate community facility uses and off-street parking facilities above 30 spaces.

Also noted above, the Special St George District includes tailored regulations to encourage residential and commercial development while enhancing the pedestrian experience, reflecting a location within and adjacent to transit oriented business district. Key features of the district include requirements for active ground-floor uses, sidewalk widenings (typically 12 feet), and design controls to support a lively streetscape and improve walkability, with some bulk flexibility provided through zoning authorizations or certifications from the CPC.

Given the presence of the Staten Island Railway (SIR), this area is located in the Outer Transit Zone, part of the larger Greater Transit Zone, which lowers residential parking requirements, given proximity to transit, and permits greater density for certain lower-rise zoning districts under Qualifying Residential Site criteria, as outlined below.

The existing M1-1 (SG) zoning district permits light industrial uses, such as woodworking shops, repair shops, wholesale service, storage facilities, limited community facility uses, and commercial uses. New residential use is not permitted within the M1-1 district. The FAR for permitted manufacturing and commercial uses within the M1-1 district is 1.0 and 2.4 for permitted community facility uses. Off-street parking differs by use.

In the Special SG District, a zoning special permit under ZR 128-61. The provision allows flexibility to modify use, bulk, and design standards to facilitate cohesive redevelopment over complex sites, including those built on or above former railroad rights-of-way. Specifically, the CPC may permit larger commercial or amusement uses, authorize public parking facilities over 150 spaces (including temporary ones tied to construction phases), and approve alternative height, setback, signage, and streetscape regulations tailored to waterfront design objectives. Approval depends on demonstrating that the plans produce a superior site layout, preserve waterfront views, enhance public access and open space, maintain adequate parking for ferry commuters, and remain compatible with the area's scenic and historic harbor character.

The R3A (HS) district is a lower-rise residence district that permits residential buildings at a maximum FAR of 0.75 and 1.0 FAR for Qualifying Residential Sites. Front yards of 10 feet and rear yards of 30 feet are required, with side yards between 5-8 feet, depending on the building configuration. The maximum building height is 36 feet in the Special Hillside District. Inside the Greater Transit Zone, parking is required for 50% of dwelling units and is generally waived for Qualifying Residential Sites. Community facility uses are permitted up to 1.0 FAR. R3A/C2-2 districts permit 1.0 FAR for commercial use or a mix of commercial and community facility use. Mixed-use buildings containing residential use under Qualifying Residential Site criteria, permits up to 2.5 FAR or a maximum height of 55 feet.

The R4 (HS) district is a general residence district that permits residential buildings at a maximum FAR of 1.0 and 1.5 FAR for Qualifying Residential Sites. Front yards of 10 feet and rear yards of 30 feet are required, with side yards between 5-8 feet, depending on the building configuration The maximum building height is 35 feet and 45 feet for Qualifying Residential Sites. Inside the Greater Transit Zone, parking is required for 35% of dwelling units and is generally waived for Qualifying Residential Sites. Community facility uses are permitted up to 2.0 FAR.

The R6 (HS) district permits 3.0 FAR for residential use, which can be increased to 3.9 FAR with the inclusion of qualifying affordable units. For buildings within 100 feet of wide roadways, a minimum base height of 40 feet is required, with a maximum base height of 65 feet and maximum height of 70 feet in Special Hillside District. For buildings beyond 100 feet of a wide roadway, a minimum base height of 30 feet is required, with a max base height of 45 feet and a max height of 55 feet. That can be increased to a max base height of 65 feet and max height of 70 feet with qualifying affordable units in the Special Hillside District. Optional sky exposure plane permits a maximum residential FAR of 2.43, in relation to a required open space ratio and a max height

determined by the sky exposure plane, or 70 feet. Community facility uses are permitted up to 4.8 FAR. R6/C2-2 (HS) and R6/C2-4 (SG) uses permit 2.0 FAR for commercial uses, under the same bulk regulations. Parking requirements vary by use for commercial and community facility uses. However, parking is generally waived in R6/C2-4 districts under a requirement of 40 spaces, whereas R6/C2-2 districts have a waiver of only 5 spaces, reflecting proximity to transit.

R7-3/C2-4 (SG) permits up to 6.0 FAR for residential use with qualifying affordable units and 6.5 FAR with the inclusion of community facility uses and 2.0 FAR for commercial uses. Height regulations along Richmond Terrace are governed by waterfront regulations, which permit a maximum base height of 95 feet and a maximum height of 375 feet, after two additional tiered required setback areas at 145 feet and 185 feet. Parking is required for 15% of dwelling units and is waived below a requirement of 30 spaces in the Outer Transit Zone. In addition, a special permit is available under ZR 128-62, which enables the CPC to permit modifications to bulk in the R7-3 district, where consistent with the intent of the Special SG District.

The surrounding area is located in the Coastal Zone Boundary, with the area to the north of Richmond Terrace within the Coastal Zone, and the area to the south outside this area. The Project Area is also located inside a FRESH area and qualifies commercial developments for tax and zoning incentives for the provision of a FRESH use.

The surrounding area is highly accessible by public transit. Multiple local bus routes run directly along Richmond Terrace, including the S40, S44, S90, S94, as well as the S44 and S52 which run immediately to the south of the Project Area. The Project Area is also located within a 10-minute walk (under 0.5 miles) of the St. George Terminal, offering access to the Staten Island Ferry for service into Lower Manhattan and transfers to the Staten Island Railway (SIR), which serves the entire island. St. George Terminal is also a major bus hub—including connections to the S40, S42, S44, S46, S48, S51, S52, S61, S62, S66, S74, S76, and S78—providing access across Staten Island, to commercial corridors like Victory Boulevard, Bay Street, and Hylan Boulevard. The terminal also connects to multiple express bus routes, such as the SIM1, SIM1C, SIM3, SIM3C, SIM4, SIM4C, SIM5, SIM6, SIM7, SIM10, SIM15, and SIM35, offering direct service to Midtown and Lower Manhattan.

4. Description of the Proposed Project Area

The Project Area consists of Block 13, Lots 60, 68, 71, 73, as well as a small portion of Lot 8. The Development Site is limited to Lots 68, 71, 73 and is discussed in greater detail below.

Lot 60 (224 Richmond Terrace) is non-applicant owned and is developed with an 11-story mixed-use building containing 58,792 square feet with 40 dwelling units and ground-floor residential space (currently vacant). Lot 60 contains approximately 16,983 square feet of lot area with

approximately 136 feet of frontage along Richmond Terrace and a depth of approximately 132 feet. This property is zoned R6/C2-2 and is located in the Special Hillside District.

Lot 8 (165 St Marks Place) is also non-applicant owned and only small portions of the northern portion of the lot are included in the Project Area. Lot 8 contains two residential buildings (with small areas of supporting community facility space), each rising to 20-stories with a total of approximately 524,513 gsf and 454 dwelling units. The parcel contains a lot area of approximately 203,953. This property is zoned R6 and is located in the Special Hillside District.

5. Description of the Proposed Development Site

The Development Site consists of three interior lots (Block 13, Lots 68, 71, and 73) with a total lot area of 15,488 square feet that front Richmond Terrace. Together the three lots have 125.63 feet of frontage along Richmond Terrace. The Development Site is currently improved with two-family detached homes that are in the process of demolition.

The Development Site is currently zoned R6/C2-2 and a small sliver of lot 73 is in the R7-3/C2-4 zoning district, that was created under the River North Rezoning (mentioned above), which originally included the Project Area.

6. Description of the Proposed Development

The Proposed Actions would facilitate a new 14-story mixed-use building with 118 dwelling units in 97,201 zoning square feet (124,770 gross square feet) or 6.28 FAR. This would include 10,645 zoning square feet (10,677 gross square feet) community facility space on floors 1-3 with the remaining floors devoted to residential use. The ground floor would provide required accessory space for residences, in approximately 3,500 square feet (the "Proposed Development").

The building would rise to a maximum base height of 91 feet or the 10th floor, where 95 feet is the maximum permitted. After the 10th floor, the building sets back over 12 feet and rises to 145 feet (162 feet at the bulkhead). Dormers would be employed along the façade beginning at the 11th floor and rising to the 14th floor, which each floor containing reduced dormer areas.

A single curb cut along the eastern frontage of the property, relocated at away from the lobby spaces on the western frontage of the property. The single curb cut would provide 4 off-street accessory parking spaces, where none are required in the Outer Transit Zone below a requirement of 25 spaces. These spaces would be reserved for building maintenance workers and handicap access.

118 dwelling units are proposed and under MIH, at least 30 to 35 units would be permanently affordable under MIH, depending on the MIH Option (1 or 2), which requires 25% or 30% residential floor area for incomes averaging 60% (Option 1) or 30% (Option 2).

While the R7-3 district (SG) under MIH permits a maximum height of up to 375 feet due to special waterfront regulations, the Proposed Development fully utilizes its allowable floor area within 14 stories, reaching 145 feet (162 feet at the bulkhead). Constructing additional height is economically infeasible for several reasons. First, as building height increases, stronger foundations, thicker structural elements, and higher-quality materials are required to withstand greater loads and wind forces. These costs escalate significantly, particularly on a site with slopes and a rocky topography, where excavation and reinforcement are especially expensive. Additionally, taller buildings necessitate more elevator cores, stairwells, and mechanical systems, consuming valuable floor area and reducing rentable or sellable space on upper floors. Further, additional height beyond 185 feet requires additional setbacks under height regulations, reducing efficiency on additional floors. Given that the full floor area potential is achieved at 145 feet, this height represents the most practical and economically viable maximum under the Proposed Actions.

7. Actions Necessary to Facilitate the Project

The Proposed Actions include a zoning map amendment that would extend the R7-3/C2-4 (SG) zoning district along Richmond Terrace (Block 13) to include lots 60, 68, 71, and 73, as well as small portions of Lot 8. In addition, two text amendments would be sought, as described below.

Proposed Zoning Map Amendment

The proposal includes a zoning map amendment that would amend map 21c by extending the R7-3/C2-4 district created under the River North Rezoning to complete the block frontage along Richmond Terrace. This would entail extending the district by 260 feet west to the intersection of Nicholas Street. This would replace an existing R6/C2-2 (HS) district that is currently mapped at a depth of 100 feet and replace it with a R7-3/C2-4 district at a depth of 125 feet, better reflecting the depth of the properties along Richmond Terrace in the Project Area.

In addition, the Project Area would be removed from the Special Hillside District on map 21c, which is a zoning map amendment.

Proposed Zoning Text Amendments

Two zoning text amendments are proposed:

1. A text amendment to Appendix F of the Zoning Resolution to include the Project Area under Options 1 and 2 which would require 25% or 30% of residential floor area to be made affordable to incomes averaging 60% and 80% AMI, respectively. 118 dwelling units are proposed and under MIH, at least 30 to 35 units would be permanently affordable under MIH, depending on the MIH Option (1 or 2).

2. A zoning text amendment to the Appendix of Article XII, Chapter 7, to add the Project Area to the Special St. George District.

The Proposed Actions would enable the highest and best use of the Development Site, which is currently constrained by outdated zoning. Located adjacent to Staten Island's primary civic and transit hub, the site remains significantly underutilized due to its inclusion in the Special Hillsides Preservation District and the R6/C2-2 zoning district. While that special district's stringent controls are appropriate in the parts of Staten Island along the elevated serpentine ridge, they are not well-suited to an urban, transit-rich area like St. George, a high-density, mixed-use civic and commercial hub. Notably, the Project Area is the only portion of the Special Hillsides Preservation District that fronts Richmond Terrace, a major corridor that supports St. George in this area, rather than preserve upland development, with the location below the serpentine ridge.

By removing the Special Hillsides Preservation District designation and incorporating the Project Area into the Special St. George District, consistent with surrounding parcels, the Proposed Actions would better align zoning with the area's evolving character and the City's policy goals for growth around transit nodes. The proposed R7-3/C2-4 zoning district, together with a MIH designation, would facilitate the development of a 14-story mixed-use building. The project would deliver 118 new homes—30 to 35 of which would be permanently affordable—alongside active ground-floor commercial space and widened sidewalks that enhance the public realm.

These improvements would support the City's broader objectives of promoting housing and economic development near transit, particularly in proximity to the Staten Island Ferry Terminal, Staten Island Railway, and several local and express bus routes. By transitioning the Project Area from the Special Hillsides Preservation District into the Special St. George District, the proposal would create a more vibrant and walkable streetscape along Richmond Terrace, including required 12-foot sidewalks and active ground-floor uses that mirror the scale and design of nearby developments, in tandem with the North Shore Esplanade, on the opposite side of Richmond Terrace.

The Proposed Actions also complement the goals of the 2021 River North Rezoning, which rezoned nearby properties from R6/C2-2 to R7-3/C2-4 and introduced MIH requirements to support affordable housing. Although the Project Area was initially part of that private rezoning application, it was ultimately excluded from the final application, as the owner of properties was

not the main applicant of that application. This proposal would complete that zoning by extending the R7-3/C2-4 (SG) along Richmond Terrace to Nicholas Street, avoiding a disjointed mid-block transition and reinforcing a cohesive planning framework. In addition to updating the residential zoning from R6 and R7-3 to allow greater housing density, the commercial overlay would be modified from C2-2 to C2-4 and expanded in depth by 25 feet (from 100 to 125 feet) - reducing parking requirements in recognition of the site's transit access.

Overall, the Proposed Actions would transform a vacant site into a dynamic, transit-oriented development that strengthens the North Shore and St George. The project would contribute critically needed housing, activate the ground floor to support local businesses, and enhance pedestrian connectivity—delivering long-term benefits to St. George and advancing citywide housing goals.

8. Conclusion

The Proposed Actions would rezone a portion of Block 13 along Richmond Terrace to extend the R7-3/C2-4 (SG) zoning district westward to Nicholas Street, replacing an outdated R6/C2-2 (HS) designation with an updated R7-3/C2-4 zoning district better suited to the area's transit-rich and mixed-use character. The Proposed Actions also include the removal the Project Area from the Special Hillsides Preservation District and adding it to the Special St. George District, aligning it with surrounding parcels. Two zoning text amendments would support this: one to apply Mandatory Inclusionary Housing (MIH) Options 1 and 2—requiring 25–30% of residential floor area to be affordable—and another to formally incorporate the Project Area into the Special St. George District.

These changes would enable the development of a 14-story mixed-use building with 118 homes, including 30 to 35 permanently affordable units, plus active ground-floor space and public realm improvements such as widened sidewalks. The proposal builds on the 2021 River North Rezoning and completes the intended zoning framework along Richmond Terrace. Situated near major transit—including the Staten Island Ferry, Staten Island Railway, and several bus routes—the site is ideal for transit-oriented growth and will help advance citywide housing and economic development goals while enhancing the vitality of the St. George waterfront corridor.