

“Imagine the response when you tell a constituent that the street in front of their home is not owned by the City of New York. Whether it’s streets, schools, sidewalks, or sewers, we need to sound the alarm for the greater good and for those Islanders that have elected to stay in their community or relocate their family here.”

-BP ODDO

**BOROUGH PRESIDENT’S
DIRECT CONNECT SUNDAY**

AT THE PETRIDES SCHOOL



HEALTH & WELLNESS **QUALITY OF LIFE** **DEVELOPMENT** **TRANSPORTATION** **SAFETY** **JOBS** **RECREATION** **EDUCATION** **TOURISM** **INFRASTRUCTURE**

Borough President Oddo has asked Mayor de Blasio to assemble a working group to eliminate private roads from all future Borough developments. This request followed a recent letter to Department of City Planning (DCP) Director Marisa Lago and the BP’s 2004 position against construction dependent upon private roads. His concerns were first articulated during the formulation of the Lower Density Growth Management Area (LDGMA) Text Amendment. At that time, DCP would not include the elimination of private roads into the final text.

Now, as Borough President, he has been at the “tip of the spear” in the fight to preserve Borough residents’ quality-of-life and the integrity of the City Map. The City Map is a compilation of all citywide final street maps. BP Oddo’s focus for this effort is solely on Staten Island. Private roads and many other existing streets are not included on the City Map and present a never-ending plethora of neighborhood concerns. The Borough President sees this moment in time as an opportunity to address quality-of-life concerns articulated by many communities. The large majority of complaints and concerns fielded by our office are about streets. Those inquiries come from constituents, as well as from city agencies and other groups—including Transportation, Environmental Protection, Planning, Parks, Buildings, Design & Construction, School Construction, State DOT, the Postmaster General, utility companies, cell providers, and others. The common threads are public safety, private roads and confusion—who owns them, who repairs them, who can park or walk on them, how do you get to them, who enforces various infractions, and who guarantees access to emergency responders?



Private road with no parking restrictions



BP Oddo believes now is the time to universally address all related concerns and eliminate private roads. This effort goes hand-in-hand with his crusade to highlight strict compliance with General City Law 36 (GCL 36) on all Borough proposals. BP Oddo has been a consistent objector at the NYC Board of Standards and Appeals (BSA) on residential and commercial applications seeking an exemption from the State legislation. GCL 36 requires the mapping of any street providing access to a structure prior to the issuance of a Certificate of Occupancy (CO) by the Department of Buildings (DOB). Staten Island is unique in that in the other boroughs, most of the streets are mapped and vested to the City. The private road issue is just another example of how Staten Island has been left out of the infrastructure consideration. We believe that eliminating private roads from future developments would go a long way to improving quality-of-life on Staten Island.



Inadequate and unsafe access

Private Roads

A DEVELOPER’S “END-AROUND” THAT NEGATIVELY IMPACTS OUR QUALITY OF LIFE