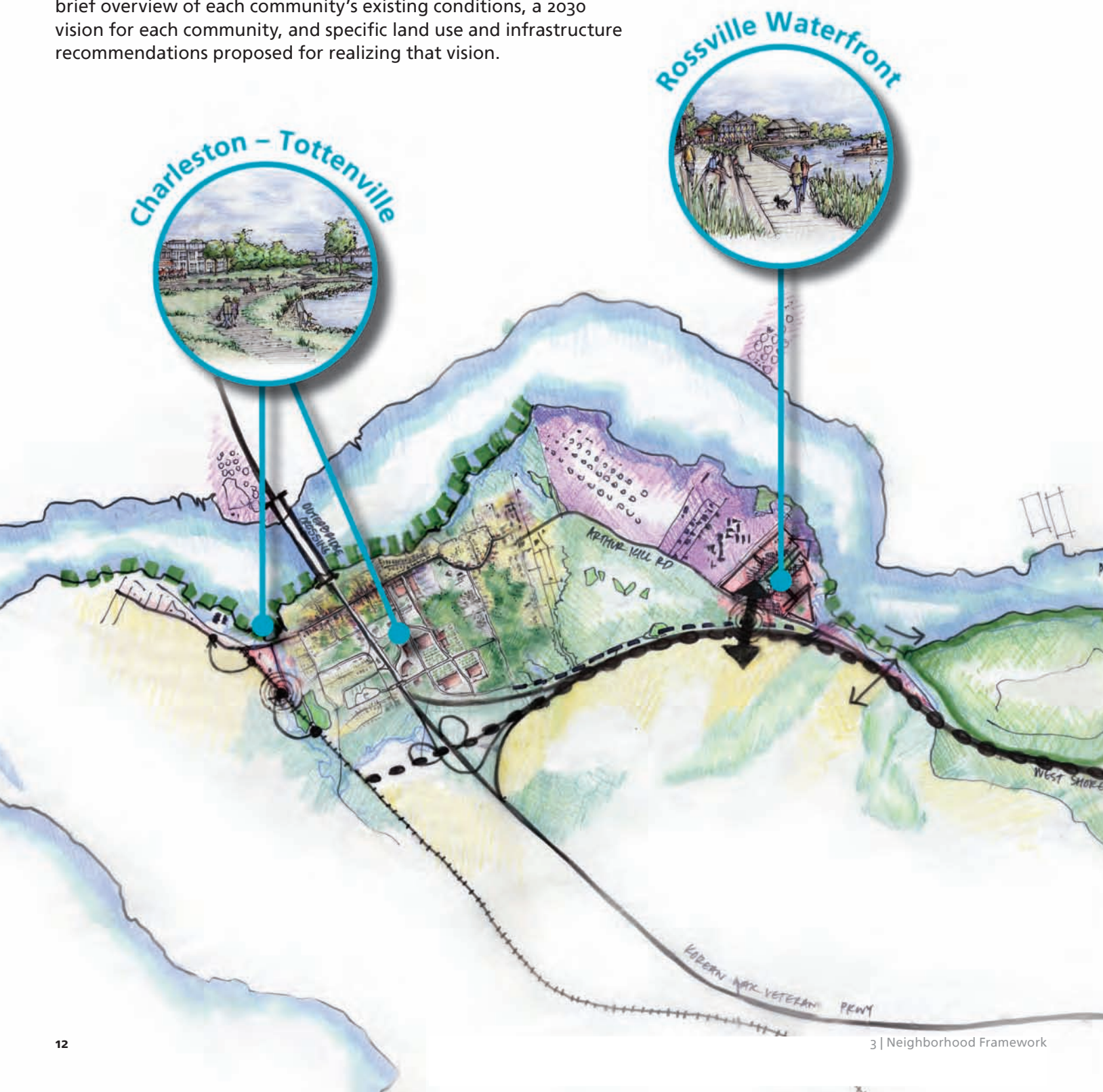
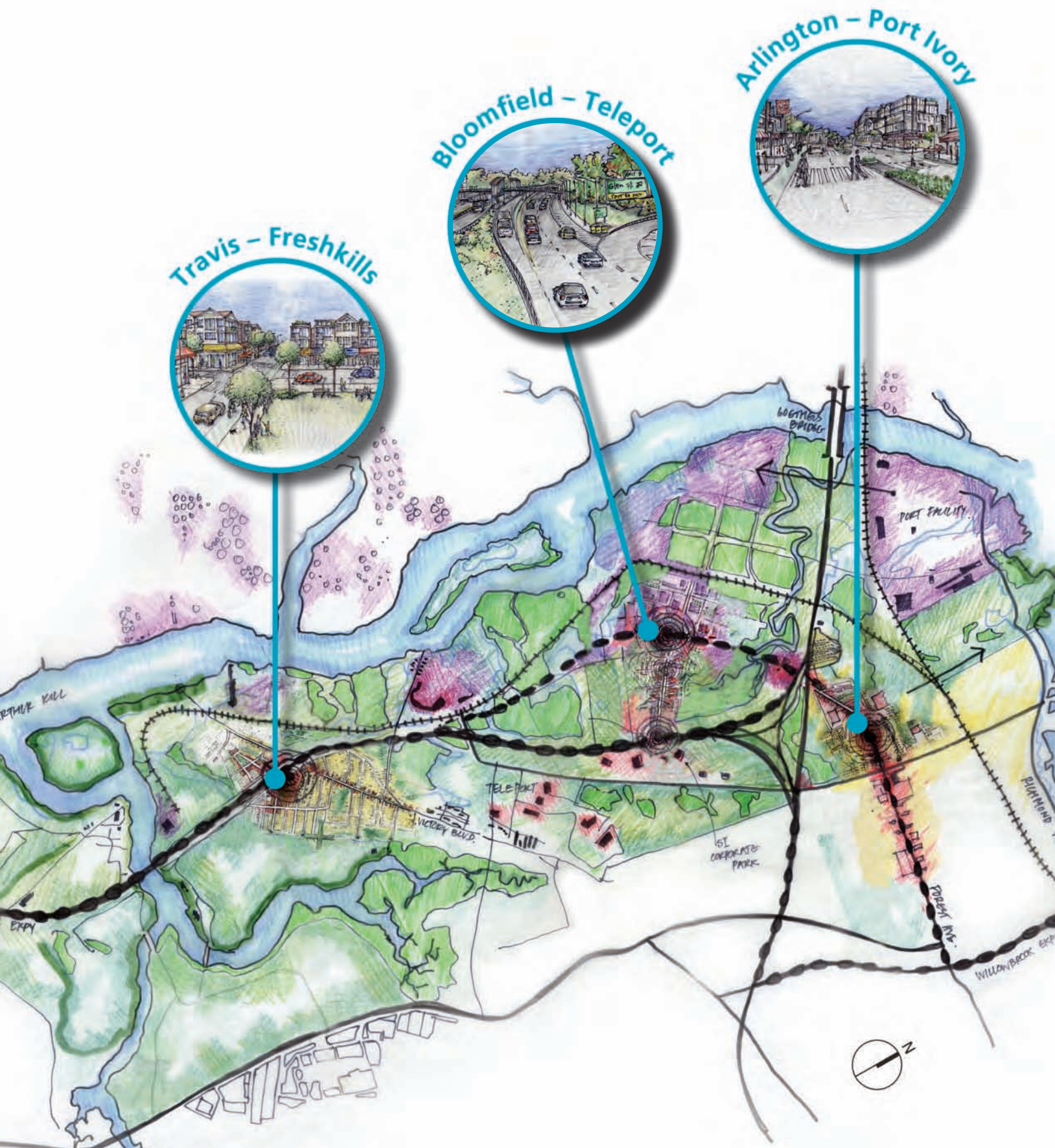


3 | Neighborhood Framework

This section demonstrates how the balanced and focused application of the four *Working West Shore 2030* strategies over the next two decades can benefit the communities of Arlington-Port Ivory, Bloomfield-Teleport, Travis-Freshkills, the Rossville Waterfront and Charleston-Tottenville. The section includes a brief overview of each community's existing conditions, a 2030 vision for each community, and specific land use and infrastructure recommendations proposed for realizing that vision.



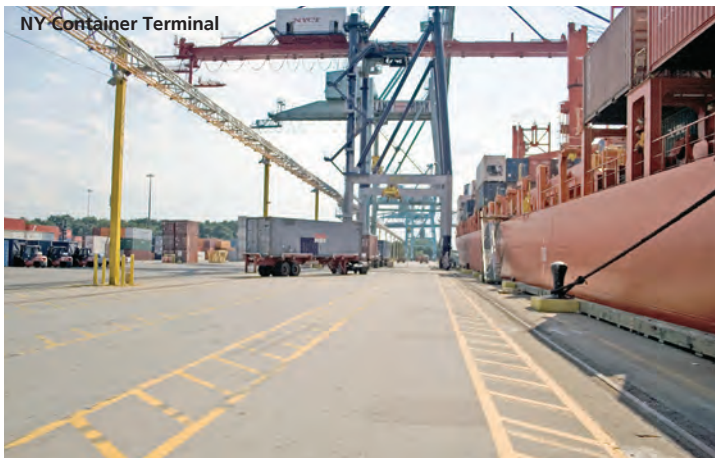


Arlington–Port Ivory

Existing Conditions

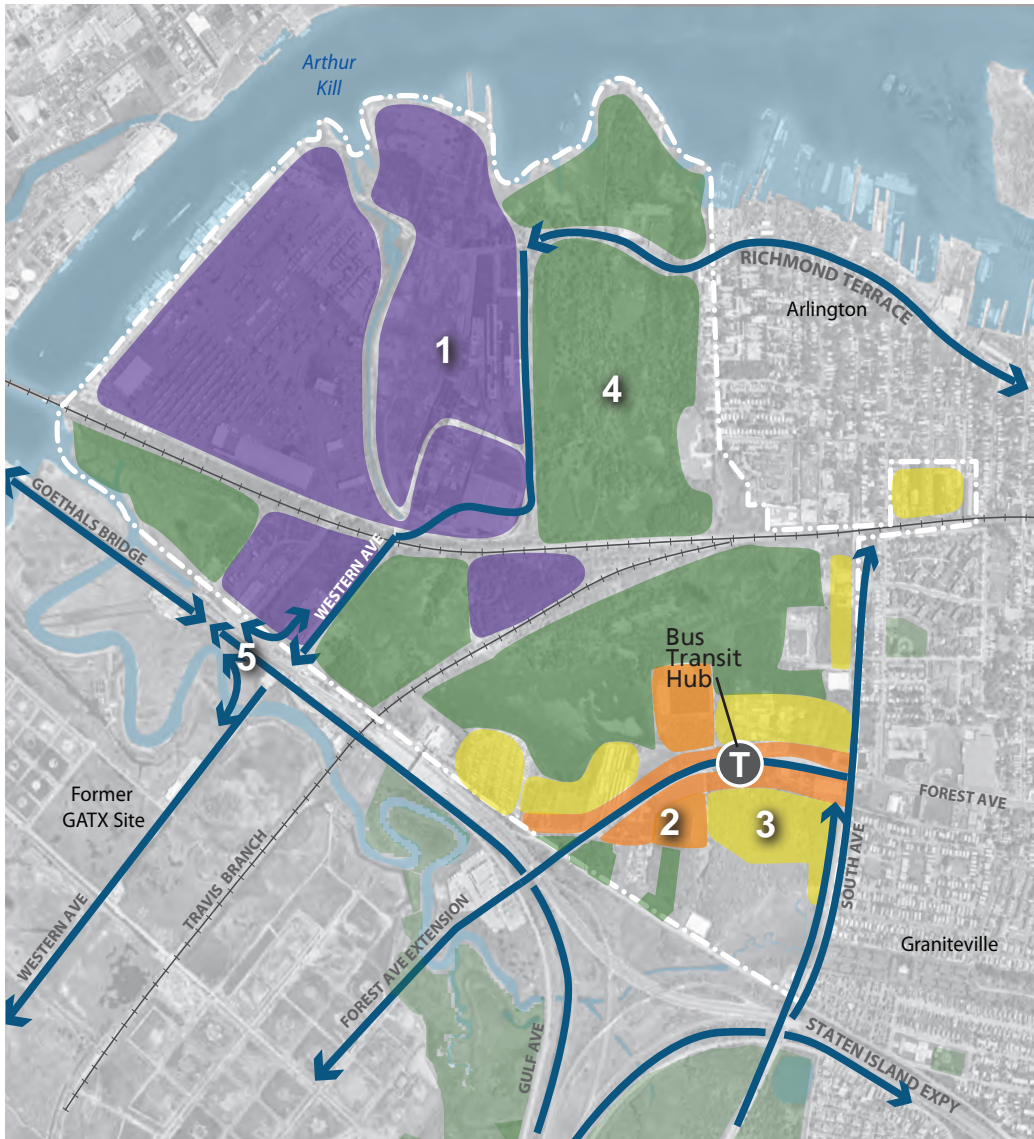


- **New York Container Terminal is Seeking to Expand.** The major deep-water container port is the largest in the City and essential to port commerce in the region and employs hundreds of Staten Island residents. The existing limited road network creates conflicts between port-related truck traffic and nearby residential communities.
- **Potential Open Space is in Need of Remediation.** The Mariners and Arlington Marshes provide opportunities for future public waterfront access and parks, however they require costly remediation.
- **Freight Rail is Reconnected to New Jersey.** The city completed a major renovation of the Arlington Yards, re-opened the Arthur Kill Lift Bridge and upgraded the freight rail line known as the Travis Branch, providing connections between West Shore industrial properties and freight destinations throughout the country.
- **The Goethals Bridge is To Be Replaced.** The borough's main traffic connection to New Jersey and the nation is scheduled for replacement to meet modern standards, address the traffic operations and safety deficiencies of the existing bridge, and accommodate future transit and bicycle links to New Jersey.





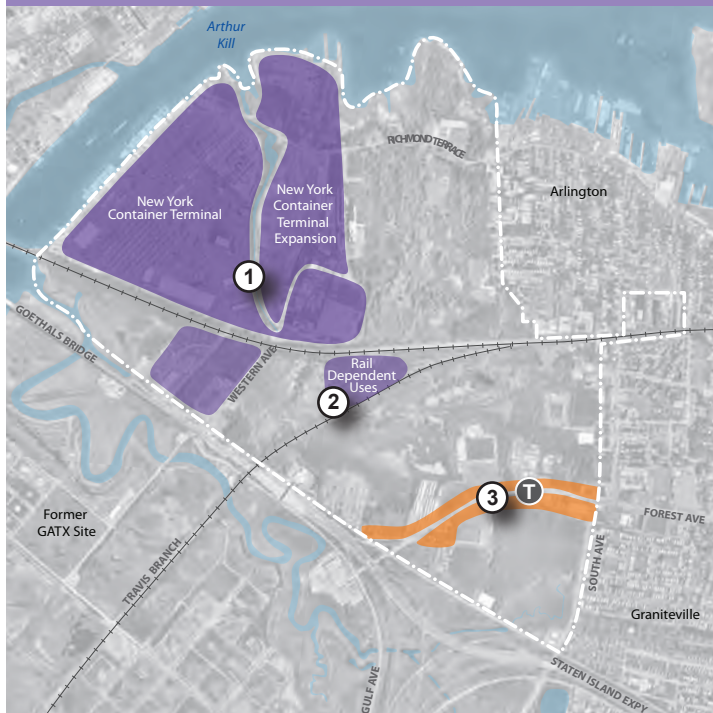
2030 Vision: An Economic Hub for Staten Island and the Region



- 1 Major maritime center** with an expanded port and spin-off businesses providing quality jobs
- 2 Mixed commercial center** on an improved Forest Avenue with retail and entertainment for surrounding neighborhoods
- 3 Diverse housing options for young adults and seniors**, and an enhanced streetscape and upgraded transit access to foster a walkable, sustainable destination
- 4 Remediated Arlington and Mariners Marshes and preserved wetland areas**, with active and passive uses, waterfront access, and connections to surrounding neighborhoods
- 5 Comprehensive transportation network**, with new traffic connections to remove conflicts between local and port-related traffic and to provide new road and transit connections between North Shore neighborhoods and West Shore jobs, including a park and ride facility to serve a new hub for buses

Arlington–Port Ivory

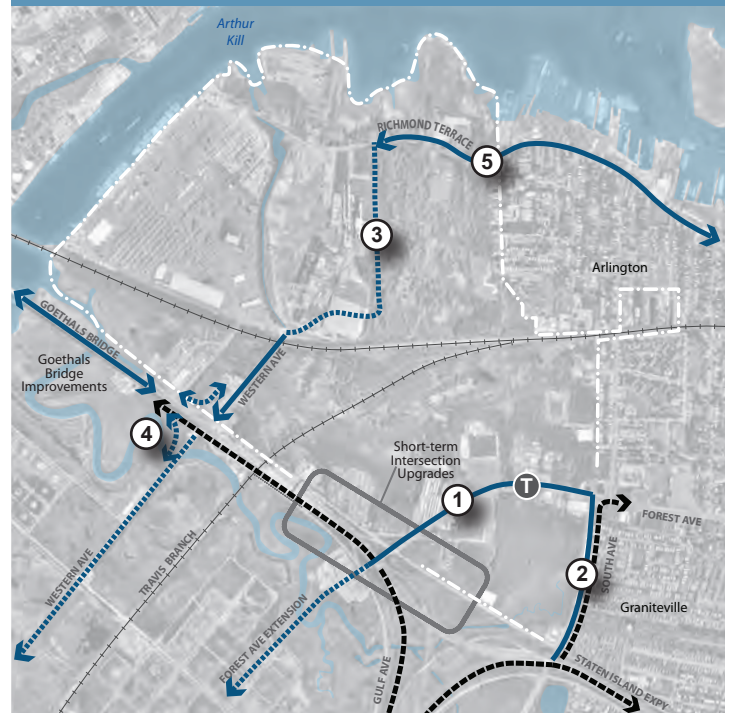
Create Quality Jobs



- Industrial Uses
- Commercial/Residential Uses
- T Bus Transit Hub

- ① **Support the expansion of the New York Container Terminal** to create hundreds of new jobs and support the Port of New York and New Jersey.
- ② **Recruit rail-dependent businesses in Arlington Yards** to capitalize on the site's exceptional access to multimodal transport opportunities and to maximize employment growth.
- ③ **Expand commercial uses along Forest Avenue** to provide jobs and needed services to surrounding neighborhoods.

Connect the West Shore



- Regional Transit Connection
- New Road
- Improved Road
- T Bus Transit Hub

- ① **Extend and upgrade Forest Avenue** to create an attractive boulevard setting with bike/pedestrian and bus improvements providing new connections between North Shore neighborhoods and West Shore jobs.
- ② **Upgrade South Avenue** from Forest Avenue to the Staten Island Expressway, with increased bus access and bike/pedestrian improvements to support redevelopment opportunities and surrounding neighborhoods.
- ③ **Relocate Western Avenue** to support expansion of maritime jobs and to provide better connections between Richmond Terrace and West Shore jobs.
- ④ **Make short-term intersection improvements and develop port-related bridge and highway ramp connections** to facilitate the expansion of maritime jobs and separate truck traffic from nearby residential areas.
- ⑤ **Upgrade Richmond Terrace** to provide improved access to Arlington and Mariners Marsh and West Shore destinations.



Preserve and Link Open Space



- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space & Recreation
- Preserved Wetlands & Water Features
- Storm Water Mgmt. Guidelines for Development Areas
- Open Space Connection
- Active Recreation
- Waterfront Access Point

- ① **Remediate and develop Arlington and Mariners Marsh** to create a mix of natural and active recreation parkland with access to the waterfront.
- ② **Develop and implement storm water management guidelines** to facilitate future development while preserving and improving natural areas.
- ③ **Utilize Staten Island Bluebelt concepts** to design future storm water drainage and protect streams and wetlands.
- ④ **Connect West Shore parks and natural areas** to surrounding neighborhoods with a network of potential bike and pedestrian links.

Improve Community Services and Choices



- Commercial/Residential Uses
- Residential Uses
- Bus Transit Hub

- ① **Create a more diverse mix of housing types** with 3-4 story mixed commercial and residential buildings on a transit- and pedestrian-friendly corridor, as well as appropriate infill housing surrounding open spaces and natural areas.
- ② **Preserve the Goethals Mobile Home Park** and support residents with more retail and services on Forest Avenue.
- ③ **Provide road, storm water and sewage infrastructure improvements** to support new and existing residents.

Arlington–Port Ivory

2030 Vision: An activated Forest Avenue with retail, entertainment and housing



This view of Forest Avenue depicts a widened street with transit, pedestrian and bicycle improvements that would connect North Shore neighborhoods to the West Shore. The boulevard-type corridor would provide additional retail, services and entertainment uses on the ground floor of buildings with residential above. Parking for the new uses and transit users would be accommodated behind the buildings in surface lots and garages.





2030 Vision: Expanded housing options which respect and celebrate natural resources



This view depicts side streets off of Forest Avenue developed with village-style apartments and attached homes which could meet the diverse housing needs of seniors and young adults. The adjacent wetlands would be preserved and serve as centerpieces for a green, sustainable community.



Bloomfield–Teleport

Existing Conditions



- **Significant Vacant and Underutilized Industrial Areas**, dominated by the 440-acre former GATX petroleum storage facility, which is the largest private and vacant industrial parcel in New York City. Re-use proposals for this and other industrial properties face extensive remediation, wetland and infrastructure constraints.
- **Extensive Highway, Bridge and Rail Freight Infrastructure** provide major job-creation opportunities.
- **Underutilized Office Facilities**, including the Staten Island Corporate Park and Teleport Campus which together represent the borough's largest concentration of commercial office space. These attractive facilities have not reached their potential due to limited transit access and market challenges that have put them at a competitive disadvantage.
- **Large but Secluded Natural Areas** that require mitigation and protection. Existing protected natural areas lack easy access or public viewing areas (e.g., Prall's Island Harbor Herons Preserve).



SI Corporate Park and Teleport Campus

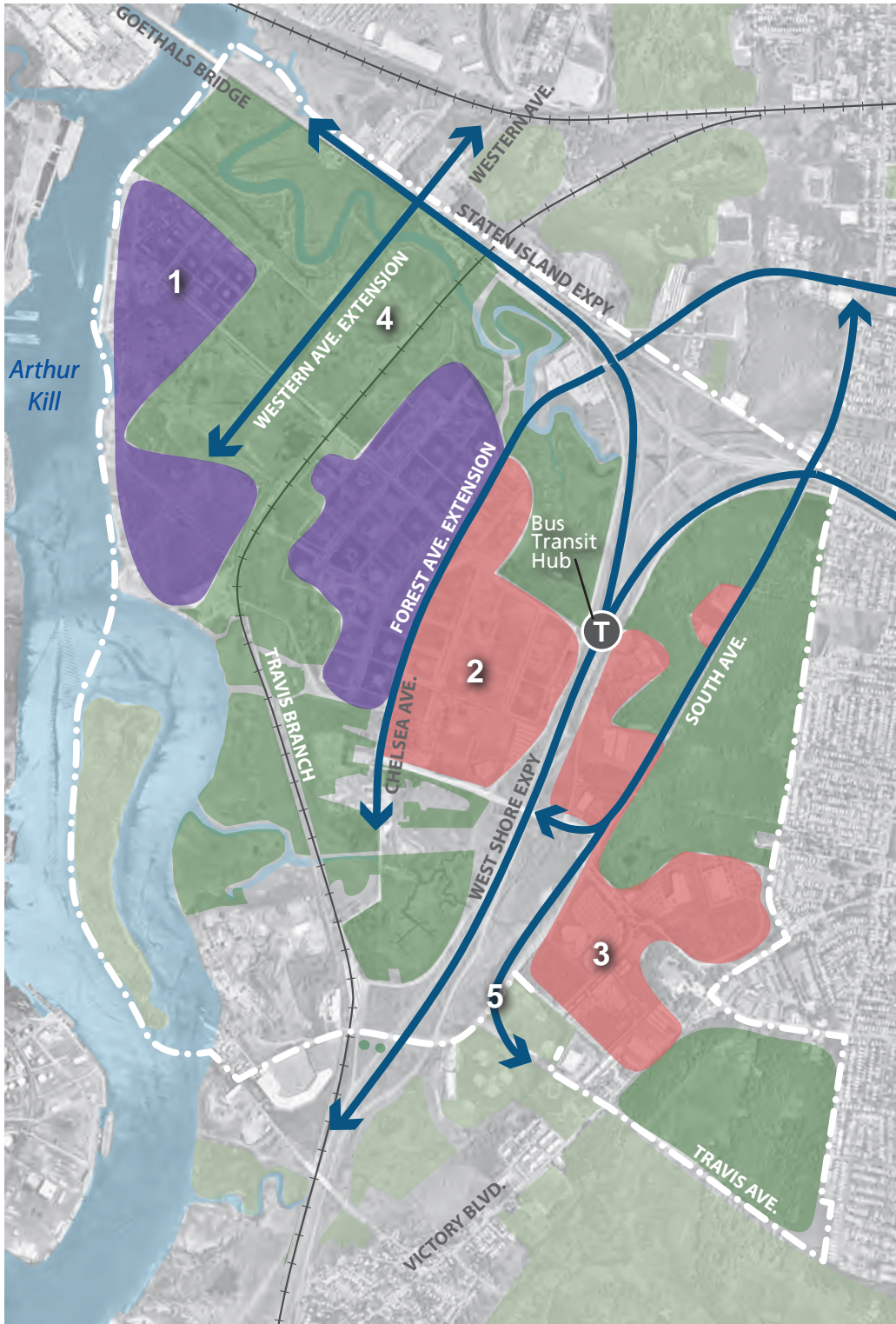


Former GATX Site





2030 Vision: A Model, Regional Employment Center



1 Major maritime and industrial uses, building upon the success of the NY Container Terminal, the city's investment in freight rail infrastructure and available waterfront properties.

2 Mixed industrial and commercial center, providing quality jobs along with new roads/transit access and a more intensive commercial center adjacent to the West Shore Expressway.

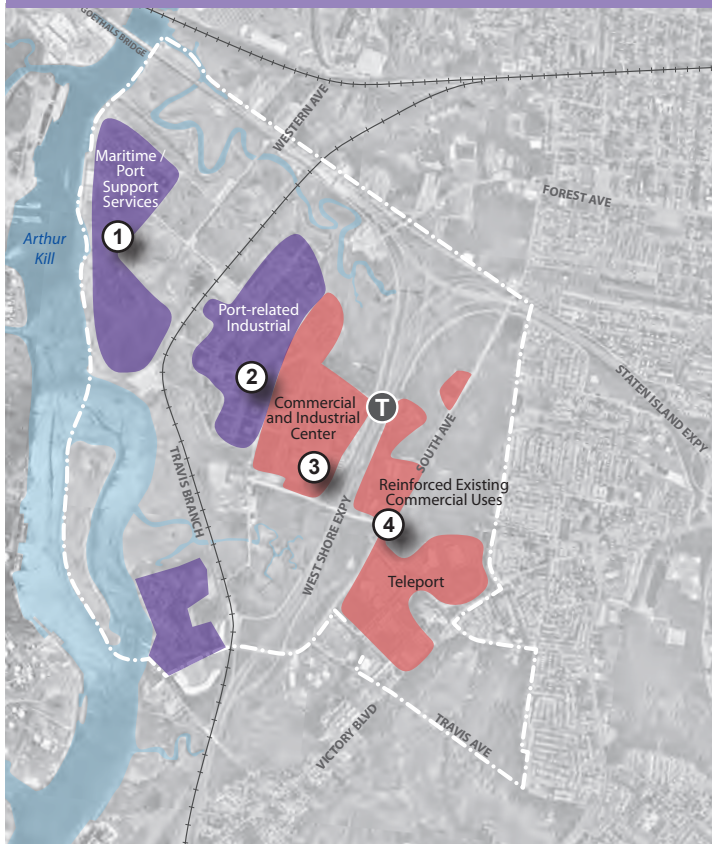
3 A more vibrant and diverse Corporate Park and Teleport campus, with expanded commercial users, improved transit access and quality jobs.

4 Expanded and improved natural areas with public open space connections.

5 Comprehensive transportation network with a mix of highway, bus transit, rail and waterborne freight connecting local and regional riders to quality jobs and goods to the rest of the nation; new road connections will link West Shore jobs to surrounding neighborhoods.

Bloomfield–Teleport

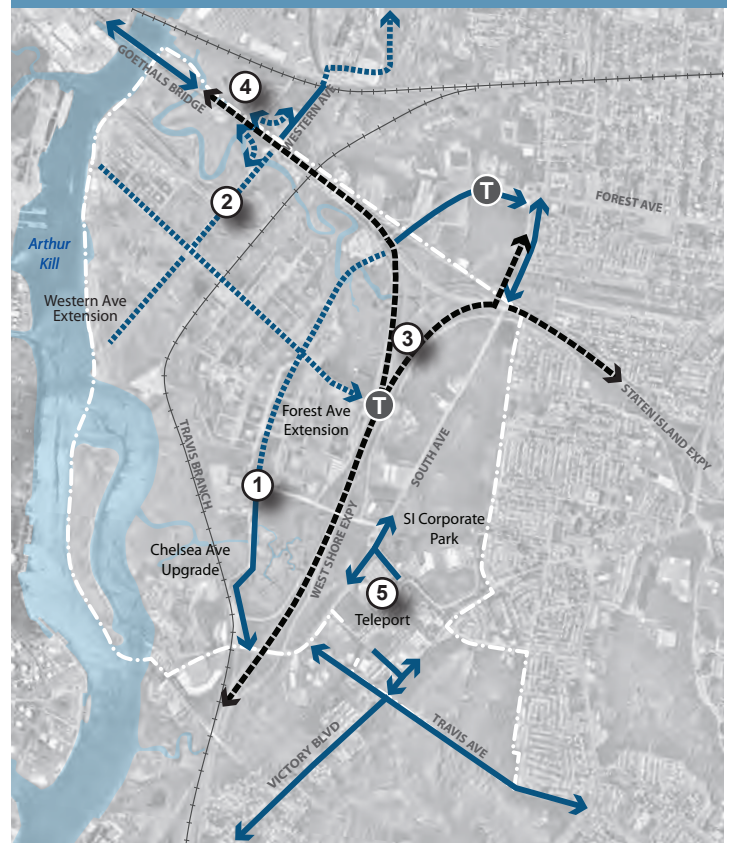
Create Quality Jobs



- Commercial/Industrial Uses
- Industrial Uses
- T Bus Transit Hub

- ① Support maritime and port-related uses along the waterfront.
- ② Attract modern industrial and distribution operations along the rail line to capitalize on the City's investment in freight rail infrastructure, utilizing port, highway and bridge connections.
- ③ Support the development of diverse office and commercial uses adjacent to the West Shore Expressway and proposed Bus Transit Hub.
- ④ Diversify and increase jobs at the Staten Island Corporate Park and Teleport by expanding allowable uses, providing direct transit access and improving mobility.

Connect the West Shore

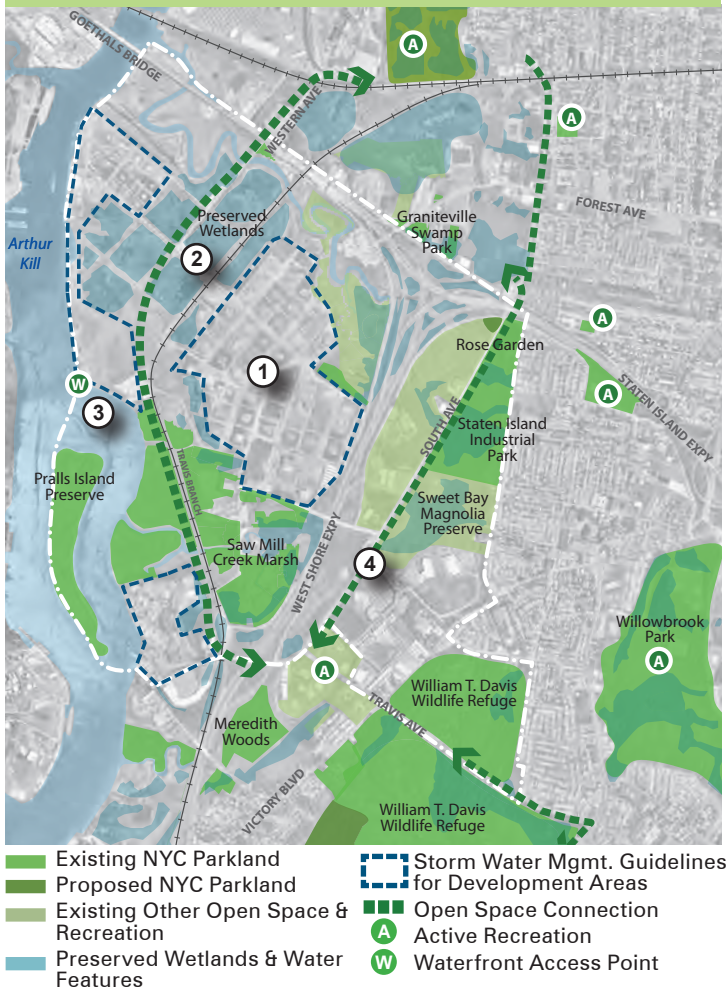


- Regional Transit Connection
- New Road
- Improved Road
- T Bus Transit Hub

- ① Extend Forest Avenue and improve Chelsea Avenue to foster a better connection to future, quality jobs and surrounding neighborhoods.
- ② Extend Western Avenue to improve access to future port activities and the new Goethals Bridge.
- ③ Create an enhanced bus transit hub with park and ride facilities to improve access to an expanding employment center.
- ④ Develop direct truck ramps connecting the Goethals Bridge to the New York Container Terminal and future port activities, increasing access to industrial properties while reducing conflicts between marine/industrial truck activity and local roads.
- ⑤ Improve access to Teleport and the Staten Island Corporate Park with extended and improved bus service and a widened Travis Avenue.



Preserve and Link Open Space



- Develop and implement storm water management guidelines** to facilitate future industrial and commercial development while preserving and improving extensive natural areas.
- Utilize Staten Island Bluebelt concepts** to design future storm water drainage and protect streams and wetlands.
- Provide waterfront access and shoreline amenities** with views of Prall's Island and Saw Mill Creek Marsh.
- Connect West Shore parks and natural areas** to surrounding neighborhoods with a network of potential bicycle and pedestrian links.

An express bus transit system will improve access to Teleport and the SI Corporate Park



A bluebelt program will preserve natural drainage corridors, including streams, ponds, and other wetland areas

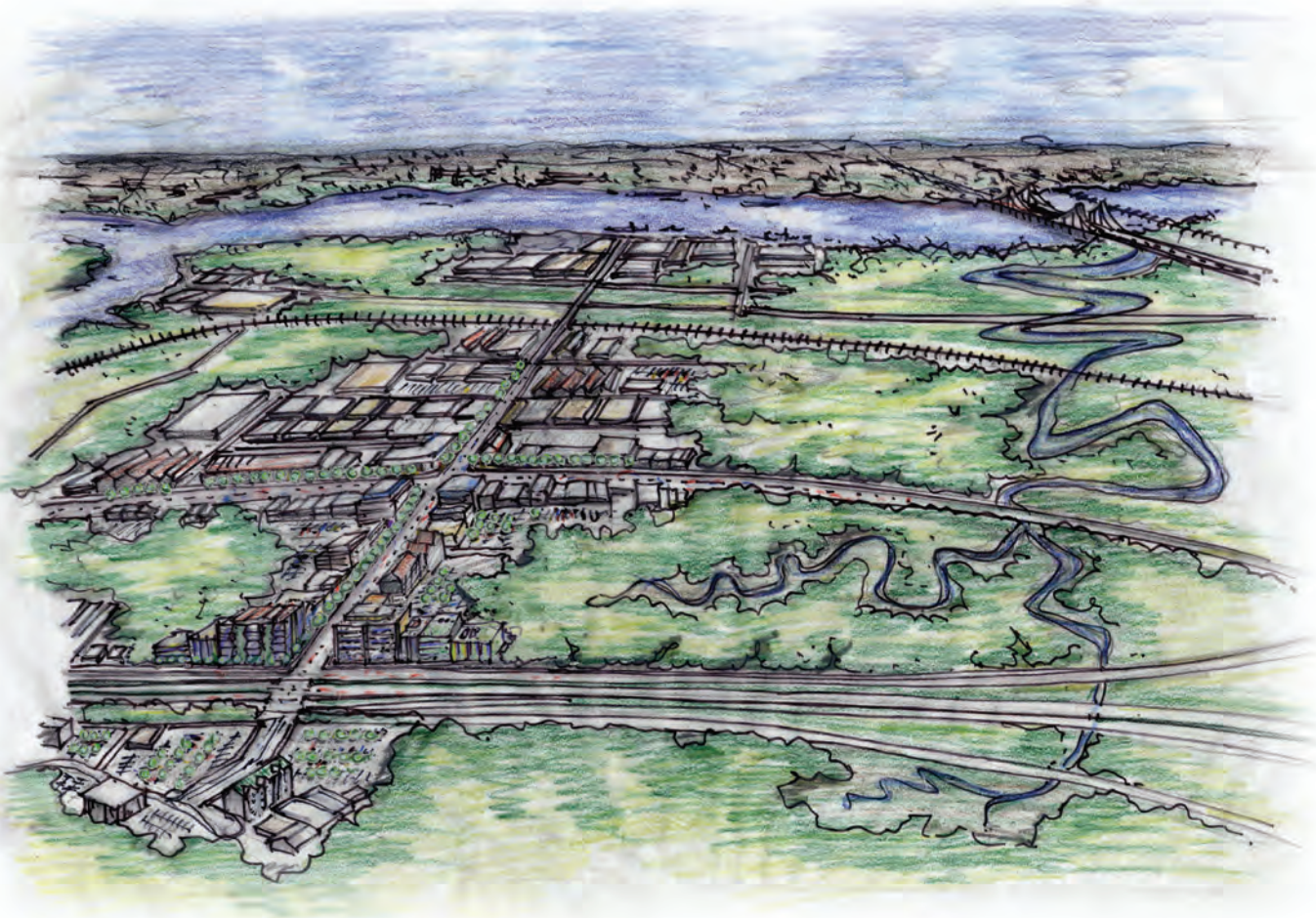


Improve access to Teleport and other office centers to strengthen their competitive position in the region



Bloomfield–Teleport

2030 Vision: Reutilized industrial sites with modern distribution, maritime and commercial facilities



Looking West, with the West Shore Expressway (WSE) in the foreground and the Travis Branch, Arthur Kill and New Jersey in the distance, this image shows a vision of public/private coordination for potential development of the largest vacant private parcel in the City. This vision includes port-related and industrial uses closer to the Arthur Kill and expanded light industrial, commercial and office uses closer to the West Shore Expressway. The Forest Avenue Extension and WSE Bus Transit station would connect this new job center to existing Staten Island neighborhoods as well as support the existing Staten Island Corporate Park and Teleport.





2030 Vision: West Shore Expressway Bus Transit Station at Bloomfield - Teleport



Looking North on the WSE, this image depicts a proposed WSE Bus Transit station in the highway median, connected by a vehicular and/or pedestrian bridge to local bus and park and ride facilities and office and commercial uses east and west of the highway.



Travis–Freshkills

Existing Conditions



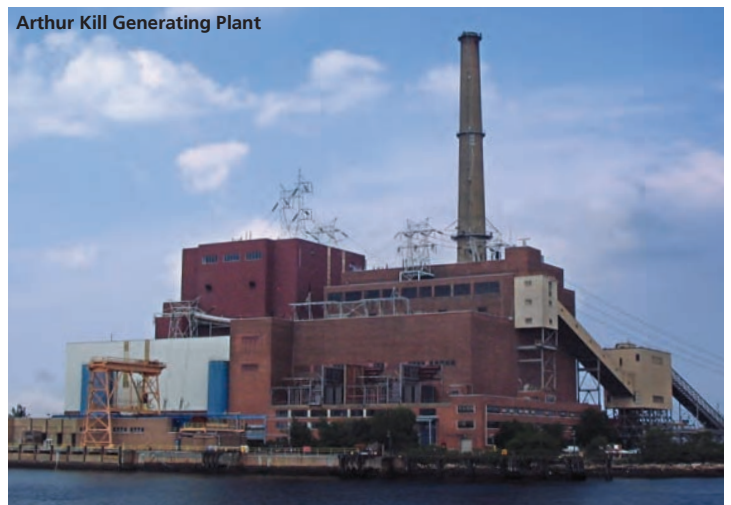
- **The Historic Travis Neighborhood** extends back to the 1600s and was long known as Linoleumville after the area's former major employer. The community has a celebrated, small-town feel but has limited local shopping, transit options, sidewalks and biking areas and is in need of infrastructure improvements.
- **Freshkills Park Master Plan** provides a 30-year framework to create the borough's largest park (almost three times the size of Central Park) on the former landfill site that will become a regional destination. Additional park planning efforts include improvements to Schmul Park, new soccer fields at Owl Hollow, the new Independence Park in Travis and early public access areas and a greenway at Freshkills Park.
- **Important Industrial Areas and the Travis Branch** serving the City's truck-to-rail waste plant, Visy Paper (the study area's current largest employer), and the Arthur Kill Generating Plant, a major utility site. Additional freight rail access would support industrial expansion.



Travis 4th of July parade

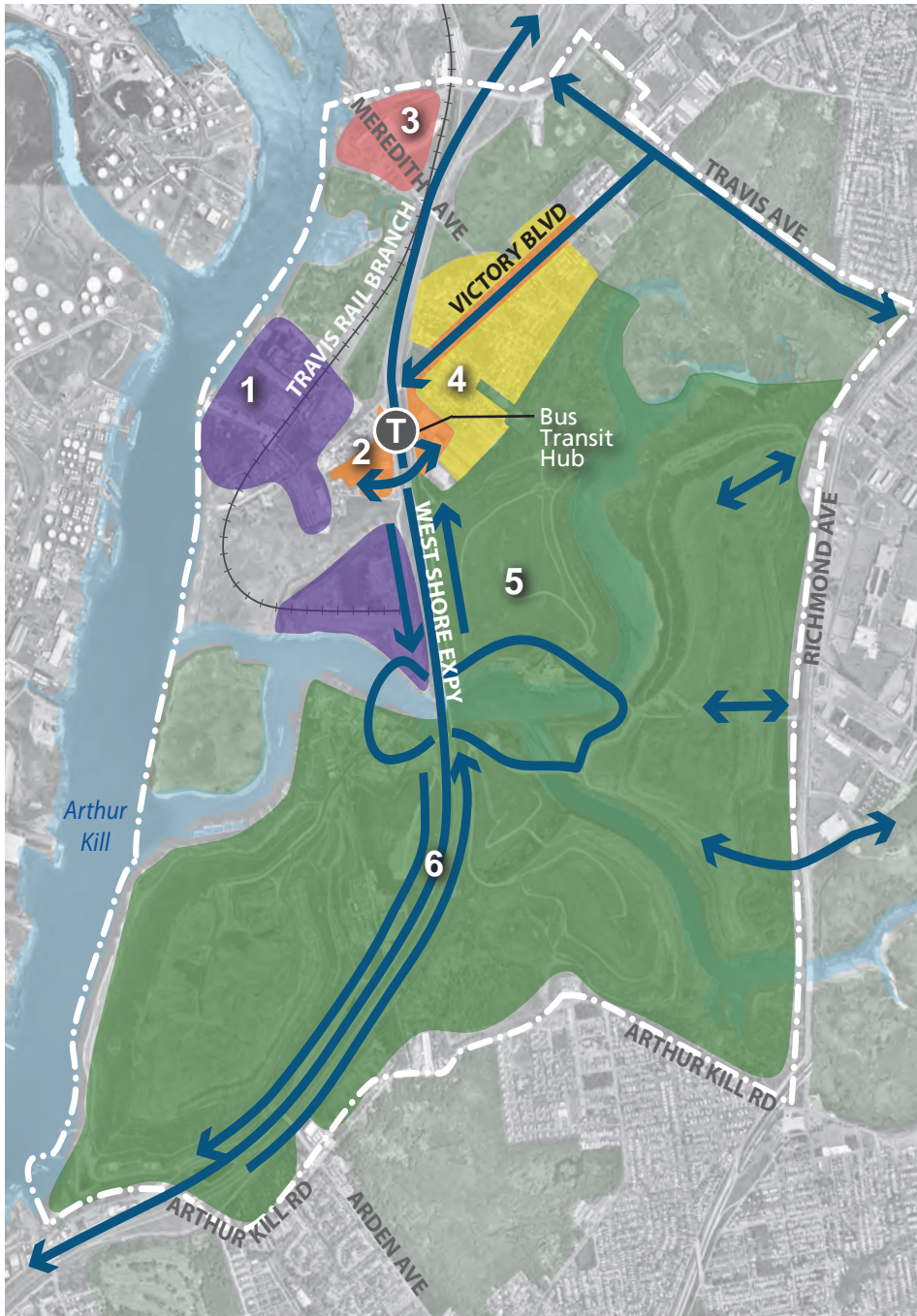


Arthur Kill Generating Plant





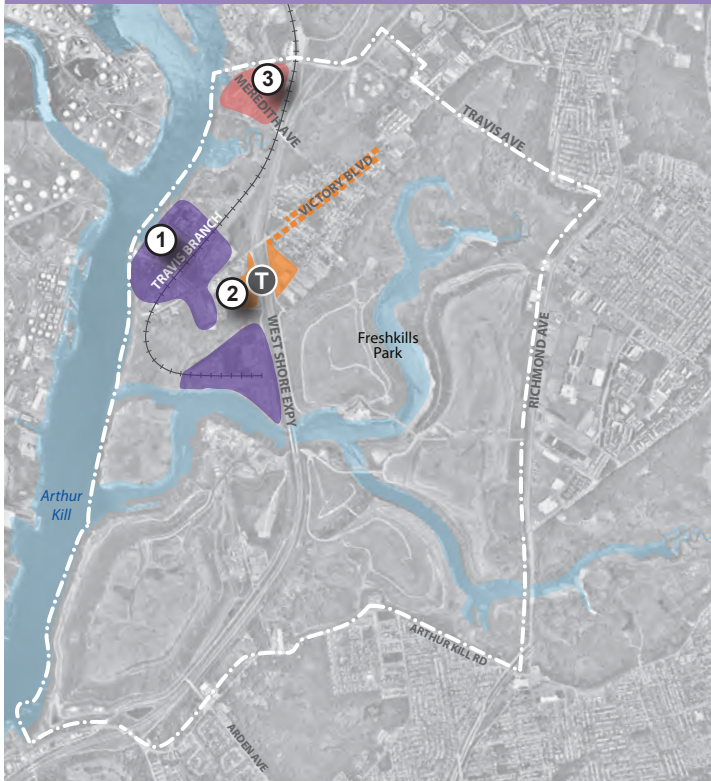
2030 Vision: A Healthy, Historic Community with Main Street Appeal



- 1 Major industrial areas** at the western end of Victory Boulevard providing quality jobs and utilizing available freight and maritime infrastructure.
- 2 A bus transit hub and park and ride** surrounded by mixed commercial and residential uses serving as an anchor for the community.
- 3 Improved retail and community services** for the Travis Community.
- 4 Preserved neighborhood character** with an additional mix of detached homes and village-style apartments near the WSE providing options for young adults and seniors.
- 5 Expansive open space opportunities** with active recreation within Travis and links to the regional 2,200-acre Freshkills Park and waterfront access opportunities.
- 6 Extensive transportation network**, with regional and local bus transit access, improved east-west road connections, and an improved Arthur Kill Road.

Travis–Freshkills

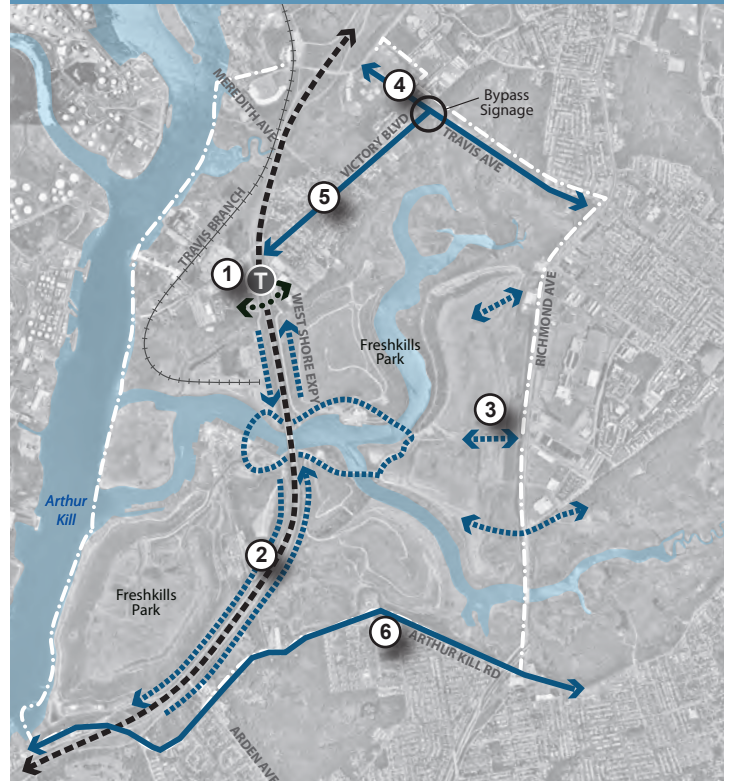
Create Quality Jobs



- Commercial/Industrial Uses
- Industrial Uses
- Commercial/Residential Uses
- T Bus Transit Hub

- ① Preserve waterfront industrial uses at western end of Victory Boulevard.
- ② Develop local office, retail, service mix in mixed-use commercial/residential areas near the West Shore Expressway and proposed bus transit hub.
- ③ Expand existing commercial uses on South Avenue and adjacent industrial areas.

Connect the West Shore



- Regional Transit Connection
- ... New Road
- Improved Road
- T Bus Transit Hub

- ① Create an enhanced bus transit hub with park and ride to provide improved access to and from the area.
- ② Expand West Shore Expressway service roads to provide better connections to neighborhoods, employment centers and recreation areas.
- ③ Create east-west connector roads across Freshkills Park to the West Shore Expressway.
- ④ Widen Travis Avenue to support Teleport and to reduce traffic on Victory Boulevard by providing easier access to the highway.
- ⑤ Institute traffic calming and bike/pedestrian network on Victory Boulevard to enhance main street atmosphere, redirect thru-traffic to highway and expand travel options.
- ⑥ Improve Arthur Kill Road to provide better connections between mid-Island neighborhoods and West Shore destinations.



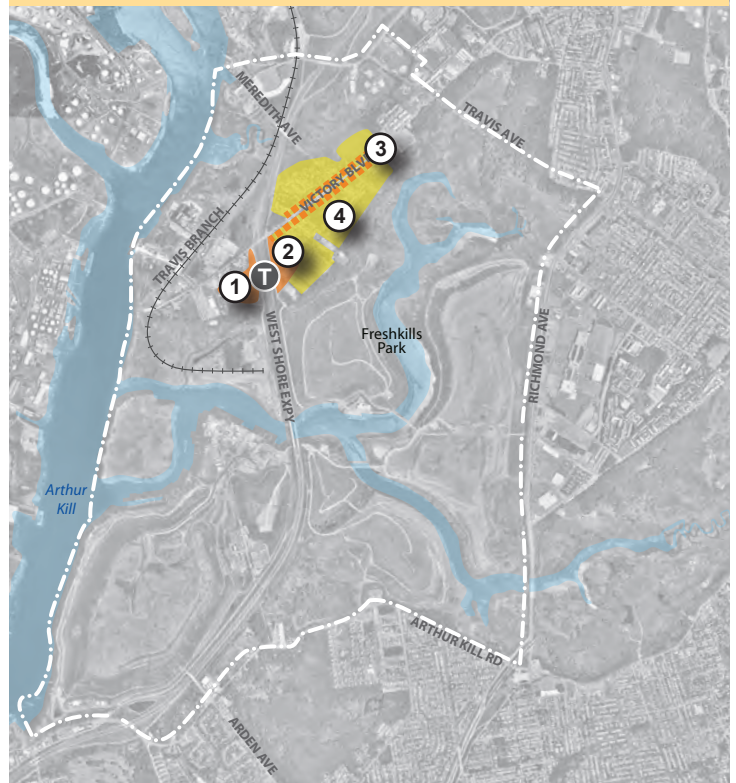
Preserve and Link Open Space



- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space & Recreation
- Preserved Wetlands & Water Features
- Storm Water Mgmt. Guidelines for Development Areas
- Open Space Connection
- Active Recreation
- Waterfront Access Point

- ① **Map and continue to develop Freshkills Park** to provide a mix of active and passive recreational opportunities and waterfront access points.
- ② **Improve amenities at Schmul Park and Independence Park.**
- ③ **Develop waterfront access points near Travis** utilizing available and upgraded access roads (e.g., Meredith Ave., South Ave., Victory Blvd.).
- ④ **Develop and implement storm water management guidelines** to facilitate mixed-use development while preserving and improving natural areas; utilize Staten Island Bluebelt concepts to meet drainage needs and protect streams and wetlands.
- ⑤ **Connect West Shore parks and natural areas** by linking Freshkills Park bicycle and pedestrian network to surrounding neighborhoods.

Improve Community Services and Choices



- Commercial/Residential Uses
- Residential Uses
- Local Retail Uses
- Bus Transit Hub

- ① **Provide more retail, entertainment, and community facilities** within walking/parking distance of a future bus transit hub.
- ② **Create a more diverse mix of housing types** with 3- to 4-story mixed commercial and residential buildings and appropriate infill housing near transit.
- ③ **Support “Main Street” atmosphere along Victory Boulevard** with low-density residential and retail infill and a pedestrian-friendly streetscape.
- ④ **Provide road, storm water and sewage infrastructure improvements** to support new and existing residents.

2030 Vision: Preserving and anchoring the Victory Boulevard Corridor



Looking north along Victory Boulevard from the bridge over the West Shore Expressway (WSE), this image depicts mixed-use residential redevelopment near the WSE with ground-floor retail, restaurant and services creating walkable shopping options and an active street life. Parking for the new uses and transit users would be accommodated behind the buildings in surface lots and garages. This new anchor would provide connections to transit, the regional destination of Freshkills Park and to the existing Travis community.





2030 Vision: New housing options and commercial opportunities at the WSE transit hub



This image depicts a vision for a new mixed-use area on the west side of the West Shore Expressway, with an improved local road network, central public open spaces and easy access to the new bus transit hub. The area would incorporate additional commercial and community uses with residential above. Together with the redevelopment on the east side of the WSE, this would create housing options for seniors and young adults, job growth potential and local shopping and service options.



Rossville Waterfront

Existing Conditions



- **Industrial Land with a mix of institutional uses, construction services, maritime uses and recent retail development**, has a potential for both additional waterfront and highway access. Abandoned liquid natural gas (LNG) tanks are a dominant visual presence and pose a challenge to the redevelopment of vacant land. Proposed maritime expansion faces regulatory challenges, while the proximity of the Arthur Kill State Correctional facility limits uses on adjacent parcels.
- **Publicly Owned Waterfront Property** with existing bulkhead and maritime pier is in a state of disrepair. The extensive ship “graveyards” and historic cemeteries along the shoreline provide an interesting historic and visual presence and potential connections to the future Freshkills Park to the north.
- **Lack of Road Connections** limits potential development and increases congestion. Developable sites are close to the West Shore Expressway and existing neighborhoods, but the lack of service roads and freeway ramps limit access and opportunities for jobs and transit.

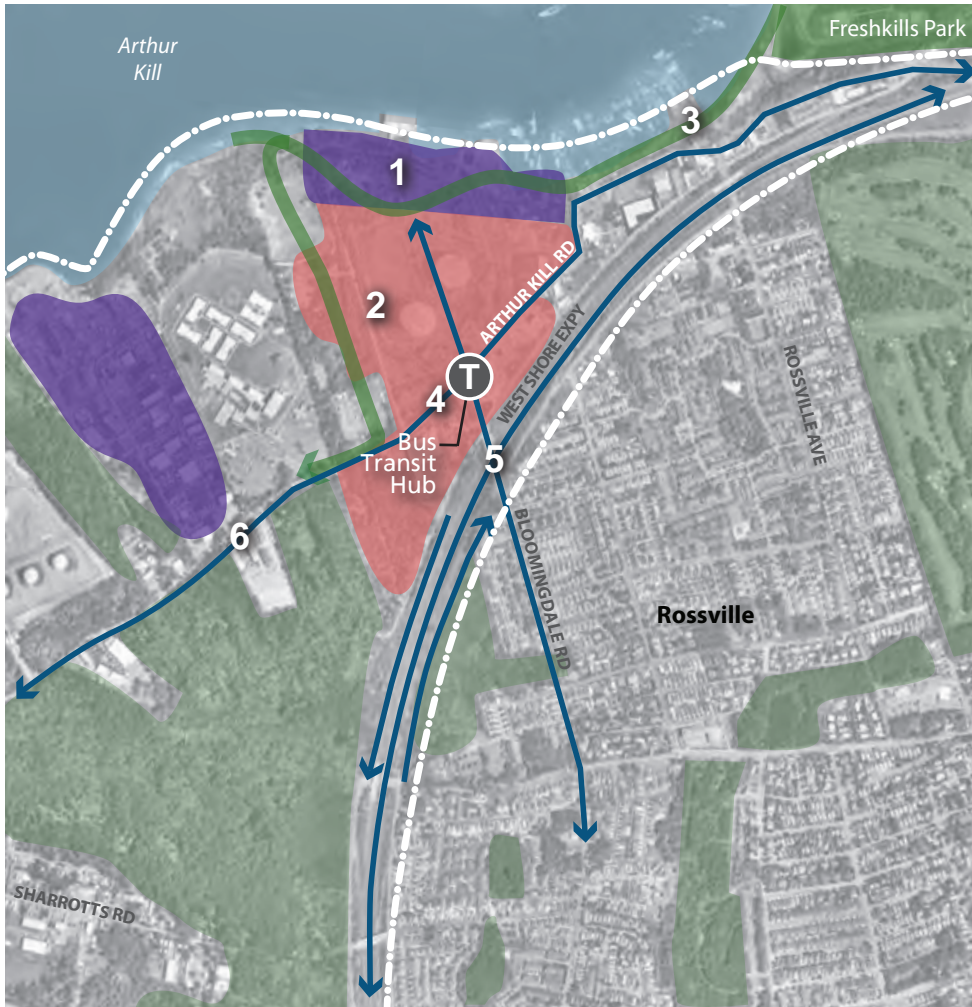


Liquid Natural Gas tanks, which were never utilized, remain on the waterfront.





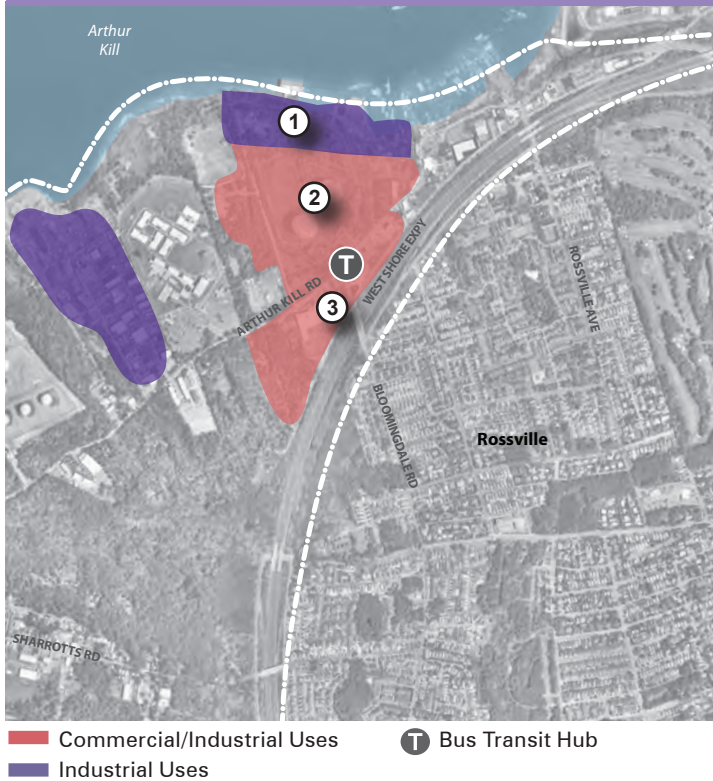
2030 Vision: An Innovative, Productive and Accessible Waterfront



- 1 Innovative maritime and light industrial mix**, creating a job center based upon existing maritime infrastructure and access to the Arthur Kill.
- 2 Destination commercial and retail uses** drawing shoppers and visitors into a pedestrian-friendly area with connections to waterfront areas.
- 3 Public spaces and historic outlooks**, with inviting waterfront promenades accessed from nearby communities, linking Freshkills Park with adjacent historic, commercial and open space areas.
- 4 Enhanced bus transit access**, connecting to expanded local service with regional bus access via WSE bus network.
- 5 Easy access to South Shore and West Shore Expressway** with new WSE service roads and ramps.
- 6 Enhanced Arthur Kill Road**, widened where possible, providing upgraded roadway with off-street bike/pedestrian connections.

Rossville Waterfront

Create Quality Jobs



- ① **Support maritime and light industrial development**, with potential mix of maritime support functions along with commercial/light-industrial uses tied to waterfront location and maritime infrastructure. Other light industrial areas to the south, such as Industrial Loop, should be protected and supported.
- ② **Create a destination retail center** supported by improved highway, transit and pedestrian/bicycle links with convenient access to nearby residential areas and connections to adjacent waterfront areas for recreation and other activities.
- ③ **Support commercial development along Arthur Kill Road**, interacting with destination center and nearby waterfront access amenities with access to improved transit connections.

Connect the West Shore



- ① **Widen Arthur Kill Road**, complete NYC DOT improvements including off-street bike/pedestrian connections and incorporate storm water and sanitary infrastructure improvements to support future development.
- ② **Extend Bloomingdale Road to the waterfront**, providing connections between new jobs and existing neighborhoods.
- ③ **Complete WSE service roads and interchange**, extend/upgrade northbound and southbound service roads and on- and off-ramps to minimize impacts on local roadways.
- ④ **Develop local and express bus hub** with connections to proposed WSE transit corridor.



Preserve and Link Open Space



- ① **Create continuous waterfront pathways** including public seating and meeting areas, connections with Freshkills Park, access to historic cemeteries, and overlooks to adjacent maritime uses.
- ② **Develop and implement storm water management guidelines** to facilitate industrial and commercial development while preserving and improving extensive natural areas.
- ③ **Connect West Shore parks and natural areas** to surrounding neighborhoods with a network of potential bike and pedestrian links.

A circulation system of pedestrian paths will provide links to waterfront and open space areas



A network of recreational paths to and from the WSE will help to create an animated, inter-connected park (shown: Riverside Park)



Rossville Waterfront

2030 Vision: Public access on the working waterfront



Looking along the Arthur Kill in Rossville, this image depicts a waterfront opportunity to bring people to the shoreline, allowing views of maritime activity, evoking reminders of past activities, improving access at historic cemeteries, and taking advantage of retail and other uses.





2030 Vision: A waterfront destination with maritime, light industrial and destination retail activity



Looking toward the waterfront along a Bloomingdale Road extension, this image depicts a mix of one- to three-story retail, commercial and industrial buildings with pedestrian-friendly streets and easy parking behind buildings. This area would serve as a neighborhood connection to the waterfront as well as a maritime job center and retail destination.



Charleston–Tottenville

Existing Conditions



- **Historic Community of Charleston/ Kreischerville**, with an often conflicting mix of historic residential areas adjacent to industrial uses, major parks and open space areas, and limited roadways, transit access, and infrastructure.
- **Regional Retail Centers with Access to Highway and Bridges**; in addition, the Staten Island Railway (SIR) has multiple stations within the area, but poor pedestrian connections and limited parking hamper transit use.
- **Available Vacant Land for Re-Use and Community Amenities**, the city has proposed to use the 60 acres of city-owned land in Charleston to provide a mix of retail, community facilities, diverse housing options and significant open space. Vacant sites within ¼-mile walking distance of the SIR hold potential for transit-supportive development.





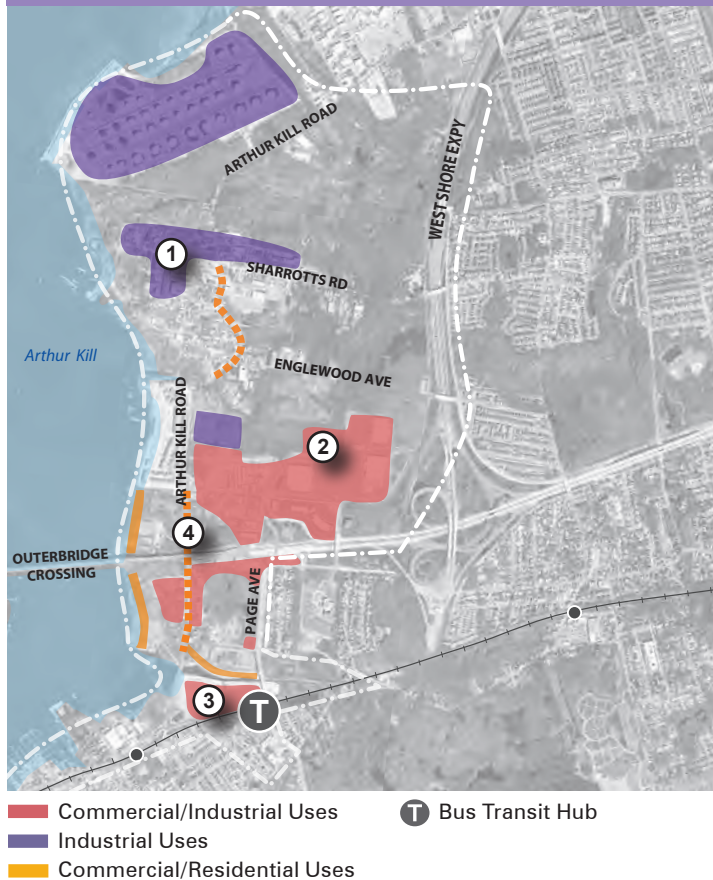
2030 Vision: The South Shore's Regional Destination



- 1 New educational and community institutions at the municipal site** with an economically viable mix of open space, senior housing, school facilities and expanded retail opportunities.
- 2 Transit-supported commercial office and retail** at proposed new transit hub with pedestrian connections to the waterfront.
- 3 Expanded mix of local retail, restaurants and housing** on pedestrian- and transit-friendly corridors.
- 4 A diversity of housing options** to bring people and activity to the waterfront while preserving the character of existing neighborhoods.
- 5 New parks and continuous waterfront access** with active recreation and connections to adjacent neighborhoods.
- 6 Better connected neighborhoods** with upgraded roadways, expanded access to the West Shore Expressway, new SIR stations, and a regional bus transit network supporting sustainable new job centers and residential communities.

Charleston–Tottenville

Create Quality Jobs



- 1 **Preserve and expand light industrial uses** near Sharrotts Road in Charleston, allowing these important sources of local employment to continue while protecting nearby residential areas.
- 2 **Expedite mixed-use development at city-owned sites**, including expanded retail and educational/community facilities, strengthening the Charleston community and providing employment.
- 3 **Create Transit-Supported Commercial Center** with retail and office uses at proposed Page Avenue SIR station and park and ride.
- 4 **Develop local retail and neighborhood services** along Arthur Kill Road.

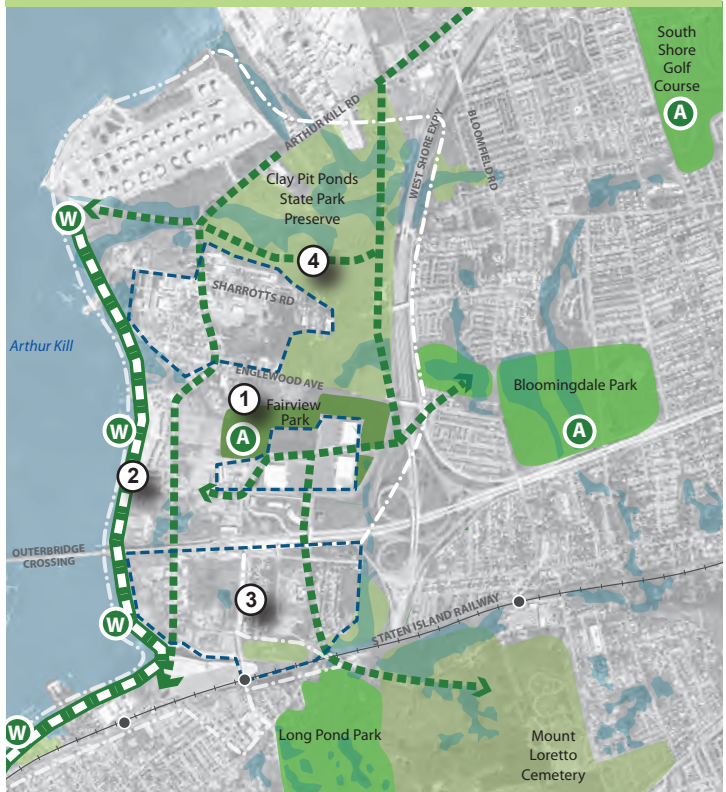
Connect the West Shore



- 1 **Widen Arthur Kill Road** in Charleston, where possible, and south to SIR, with improved roadway, sidewalks and storm water/sanitary infrastructure to support existing and future development.
- 2 **Extend Englewood Avenue** to provide needed east-west roadway to serve future educational/community facilities and mixed-use development. Improve WSE access and service roads to reduce impacts on the local roadway network.
- 3 **Expedite new Arthur Kill SIR station** with needed park and ride.
- 4 **Relocate Richmond Valley SIR station to Page Avenue** with a park and ride and connection to WSE bus transit network to support transit-oriented commercial development.



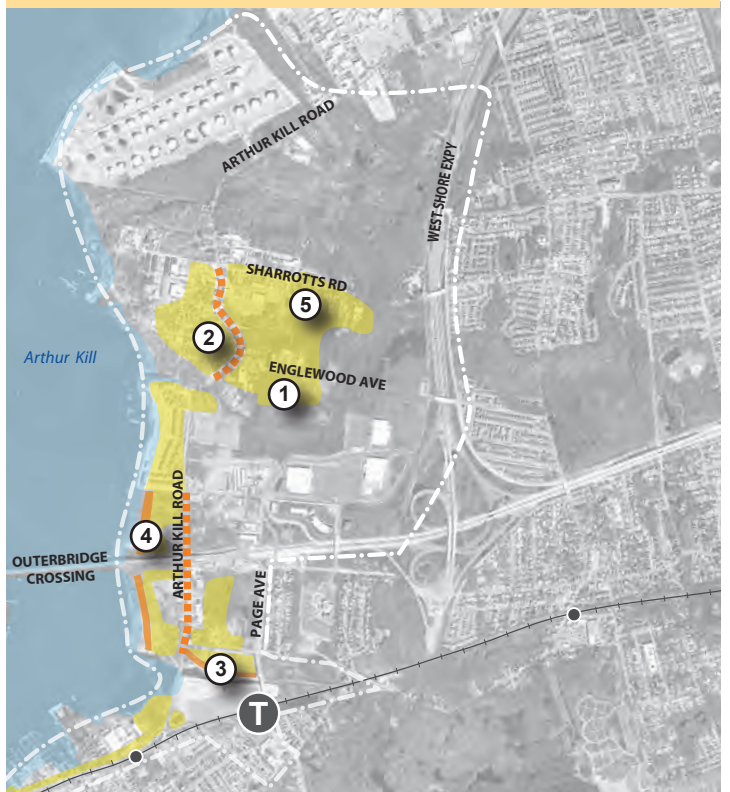
Preserve and Link Open Space



- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space & Recreation
- Preserved Wetlands & Water Features
- Storm Water Mgmt. Guidelines for Development Areas
- Open Space Connection
- Active Recreation
- Waterfront Access Point

- ① **Develop Fairview Park** with active and passive recreational uses to support existing communities and educational/community facility developments.
- ② **Create continuous waterfront pathways** including public seating and meeting areas and connections to adjacent communities.
- ③ **Develop and implement storm water management guidelines** to facilitate future industrial and mixed-use development while preserving and improving natural areas; use Staten Island Bluebelt concepts to design future storm water drainage and to protect streams and wetlands.
- ④ **Connect West Shore parks and natural areas** to surrounding neighborhoods with a network of potential bike and pedestrian links.

Improve Community Services and Choices

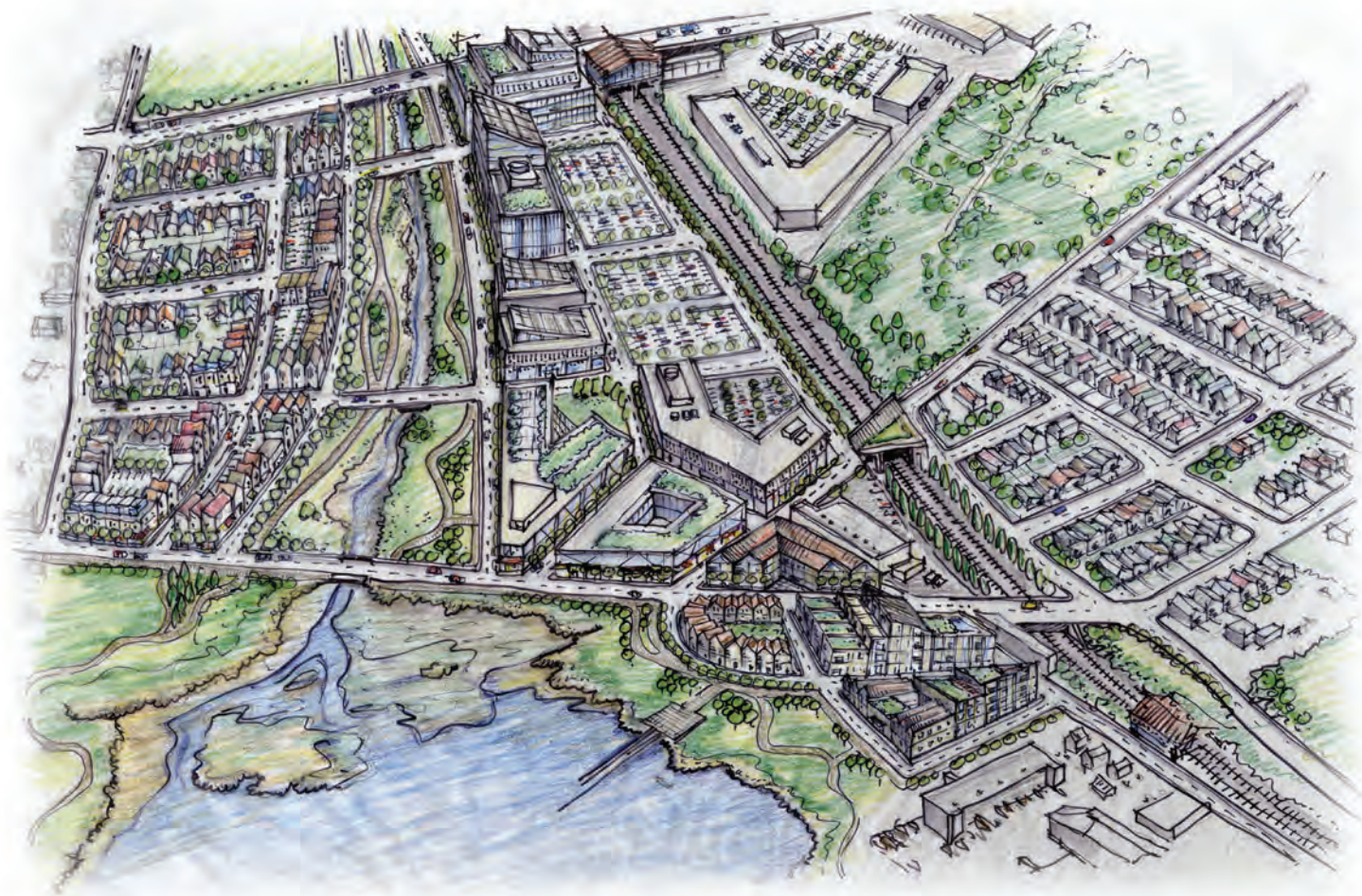


- Commercial/Residential Uses
- Residential Uses
- Bus Transit Hub

- ① **Provide recreation, education, community facilities, and senior housing** along Englewood Avenue, supporting both new and existing community needs.
- ② **Preserve the neighborhood character of Kreischerville** by rezoning to distinguish between industrial and residential areas.
- ③ **Create a more diverse mix of housing types** with 2-3 story commercial and residential buildings near transit and appropriate infill housing surrounding open spaces and natural areas.
- ④ **Encourage village-style waterfront apartments** with limited ancillary retail and public waterfront access.
- ⑤ **Provide road, storm water and sewage infrastructure improvements** to support new and existing residents.

Charleston–Tottenville

2030 Vision: Transit-supported job center and housing options



Looking east from the Arthur Kill just south of Richmond Valley Road, this image depicts a relocated SIR station at Page Avenue with a park and ride and adjacent office and retail opportunities. Village-style apartments along the waterfront and within walking distance of the new station would also provide new housing opportunities for seniors and young adults. The image depicts expanded public access along the waterfront and Mill Creek Bluebelt, an improved Arthur Kill Road, and parking opportunities within new developments.





2030 Vision: Waterfront esplanade with village-style apartments and small-scale retail



Looking south along the Arthur Kill toward Outerbridge Crossing, this image depicts village-style residential apartments, local retail and restaurants on an attractive public esplanade that connects South Shore communities to the water.

