

NORTH SHORE 2030

Improving and Reconnecting the North Shore's Unique and Historic Assets



December 2011



New York City Economic Development Corporation



Acknowledgements

Advisory Committee

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- Office of New York State Assembly Member Matthew Titone
- Staten Island Community Board 1
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- Community Board 1 Waterfront Greenway Committee
- Downtown Staten Island Council
- Mariners Harbor Civic Association
- Northfield Community Local Development Corporation
- Preservation League of Staten Island
- Project Hospitality
- St. George Civic Association
- Staten Island Chamber of Commerce
- Staten Island Economic Development Corporation
- Staten Island Taxpayers Association
- West Brighton Local Development Corporation

This report builds on prior research and studies, including:

- Working West Shore 2030, DCP and NYCEDC (2011)
- North Shore Alternatives Analysis, MTA (ongoing)
- Vision 2020: NYC Comprehensive Waterfront Plan, DCP (2011)
- PlaNYC: A Greener, Greater New York, City of New York (2007, 2011 Update)
- Comprehensive Citywide Ferry Study, NYCEDC (2011)
- NYC Green Infrastructure Plan, DEP (2010)
- West Shore Light Rail Study, Staten Island Economic Development Corporation (2009)
- Maritime Support Services Location Study, NYCEDC (2007)
- Recommendations of the Transfer of City-Owned Properties Containing Wetlands, Wetlands Transfer Task Force, City of New York (2007)
- Staten Island 2020, Center for an Urban Future (2007)
- Staten Island: Then and Now, Center for an Urban Future (2011)
- Staten Island: Economic Development and State of the Borough Economy, NYS Office of the Comptroller (2005)
- Feasibility Study of the North Shore Railroad Right-of-Way: Project Assessment Report, Office of the Staten Island Borough President (2004)
- Staten Island Growth Management Task Force Report, Staten Island Growth Management Task Force (2003)
- Staten Island Transit Enhancement, SIEDC (2003)

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Introductory Letter



Dear New Yorker,

The NYC Department of City Planning and the New York City Economic Development Corporation are excited to present *North Shore 2030*, the result of a two-year effort involving City and State agencies, elected officials, local stakeholders and over two hundred Staten Island residents and business owners. Initiated by Mayor Bloomberg's Staten Island Growth Management Task Force, *North Shore 2030* identifies strategies that build upon the North Shore's unique assets to help create jobs, increase waterfront access, improve mobility and strengthen neighborhoods.

This report is intended as a guiding document – a framework for future public and private investment. It aims to ensure coordination between local and regional partners, and to provide predictability for appropriate development.

Throughout this effort, North Shore stakeholders asked that the City identify near-term initiatives that could help to advance the twenty year vision. As a result, the City is proposing a number of commitments, outlined in a *North Shore 2030 Action Agenda*, which are intended to advance the recommendations articulated in this report – even in the face of one of the most challenging economic downturns in recent memory.

The City is dedicated to better utilizing its waterways, addressing climate resilience, and supporting the industrial sector while reducing its environmental impacts on surrounding businesses and residents. The North Shore will be central to all these efforts. It is our strong belief that *North Shore 2030* lays the groundwork for a diverse, thriving and connected waterfront community for all residents, business and visitors. We welcome your continued participation.

Sincerely,

Amanda M. Burden, FAICP
Director, New York City Department of City Planning
Chair, New York City Planning Commission

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Executive Summary

The North Shore's diversity—of people, land uses, and historic resources—makes it a treasure for Staten Island, the City, and the region. The area's major assets, including the Kill Van Kull waterfront, deep-rooted neighborhoods and town centers, historic streets, and the former North Shore Railroad, have helped define the area. Today, these assets are in need of targeted and coordinated improvements to help unlock the North Shore's significant potential and to provide residents, businesses, and visitors with quality jobs, improved transportation connections, and needed services.

Initiated at the request of Mayor Bloomberg's Staten Island Growth Management Task Force, *North Shore 2030* is part of a comprehensive planning effort looking at Staten Island's future. This document is intended to guide and coordinate public and private actions for the next 20 years and beyond. It aims to inform future land use decisions, ensure that public agencies and the private sector work together, and provide predictability for future development.

The *North Shore 2030* recommendations are founded in community engagement, and continued community oversight and participation will be the key to their implementation. The vision described in this report was developed through an intensive public engagement process that included significant input from over 200 inside experts—local residents and stakeholders, civic partners and elected officials—during six public open houses and workshops, and multiple focus

group meetings. The Advisory Committee consisted of local elected officials, City and State agencies, civic organizations, area businesses and other critical stakeholders.

This effort builds upon current and planned City and regional investments being made in Staten Island, including the expansion of the New York Container Terminal, the Goethals Bridge expansion, redevelopment at the Stapleton Waterfront and the former Coast Guard site, new public open space at the former Blissenbach Marina, expanded cultural uses at Snug Harbor, improvements to the St. George Ferry Terminal, and individual investments by the area's maritime businesses. This report was also conducted in conjunction with local planning efforts, including *Working West Shore 2030*, the MTA New York City Transit North Shore Alternatives Analysis, the Mayor's Industrial Policy Sector Initiatives, PlaNYC update, the Port Authority of NY and NJ Bayonne Bridge study, *Vision 2020 New York City Comprehensive Waterfront Plan*, the Special St. George District rezoning, and Community Board 1's greenway and open space efforts.

The North Shore 2030 Strategy

North Shore 2030 aims to unlock the North Shore's potential through four strategies:

1. **Promote quality jobs and workplaces** that strengthen maritime and active industrial businesses, waterfront business opportunities, and connect local residents with more diverse employment opportunities
2. **Reconnect people with the working waterfront** through increased public access, new views of the working waterfront and a continuous multipurpose pathway along Richmond Terrace
3. **Support and create neighborhood centers** through more local retail, services, and housing options in the North Shore's historic neighborhood centers
4. **Improve connections and mobility** for residents and businesses through targeted and coordinated intersection and transportation improvements to support an enhanced transit network

Applying the Strategies

North Shore 2030 focuses the application of these strategies in six neighborhood opportunity areas: St. George, New Brighton, West Brighton, Port Richmond, Mariners Harbor—Arlington, and Jersey Street. This report includes an overview of each area's existing conditions, a 2030 vision for each opportunity area, and specific strategies for realizing the vision.

Implementing the Vision

As stakeholders reminded the *North Shore 2030* team at every public meeting, a vision for the future means little without prioritized short-term actions. Throughout this report, short-term initiatives are highlighted and are intended, along with private investment, to jumpstart the vision. A separate document, *North Shore 2030 Action Agenda*, further outlines these commitments and clarifies public agency responsibilities.

1 | The North Shore Context

The North Shore study area stretches the five-mile length of the Kill Van Kull waterfront from St. George to Howland Hook and extends one mile inland to Forest Avenue. The area is unique in the diversity of its population, the history of its built environment, and the vigor of its working waterfront.

By the beginning of the 20th century, the North Shore had already become fairly densely populated. The area is twice as dense as the rest of Staten Island, and similar to densities found in some outer borough neighborhoods. The local landscape has a rich mix of natural, cultural, and industrial histories, and includes the most diverse range of development found in the borough.

The study area includes approximately 179,000 residents with a population including African-Americans, Hispanics, and whites, with each group comprising slightly more than 30 percent of the total. There is also a small but significant Asian population at 7 percent. The area has seen immigration from countries such as Mexico, Sri Lanka, Albania, Trinidad, Liberia, and the Philippines, among others. While the study area includes neighborhoods of large, single family homes and income ranges are varied, the per capita income level is 12 percent lower than the borough average and 15 percent below the City's average.

Historically, the maritime industry has played a significant role in shaping the area's character - supporting a diverse range of businesses, resi-



Working waterfront and residential neighborhood in Mariner's Harbor

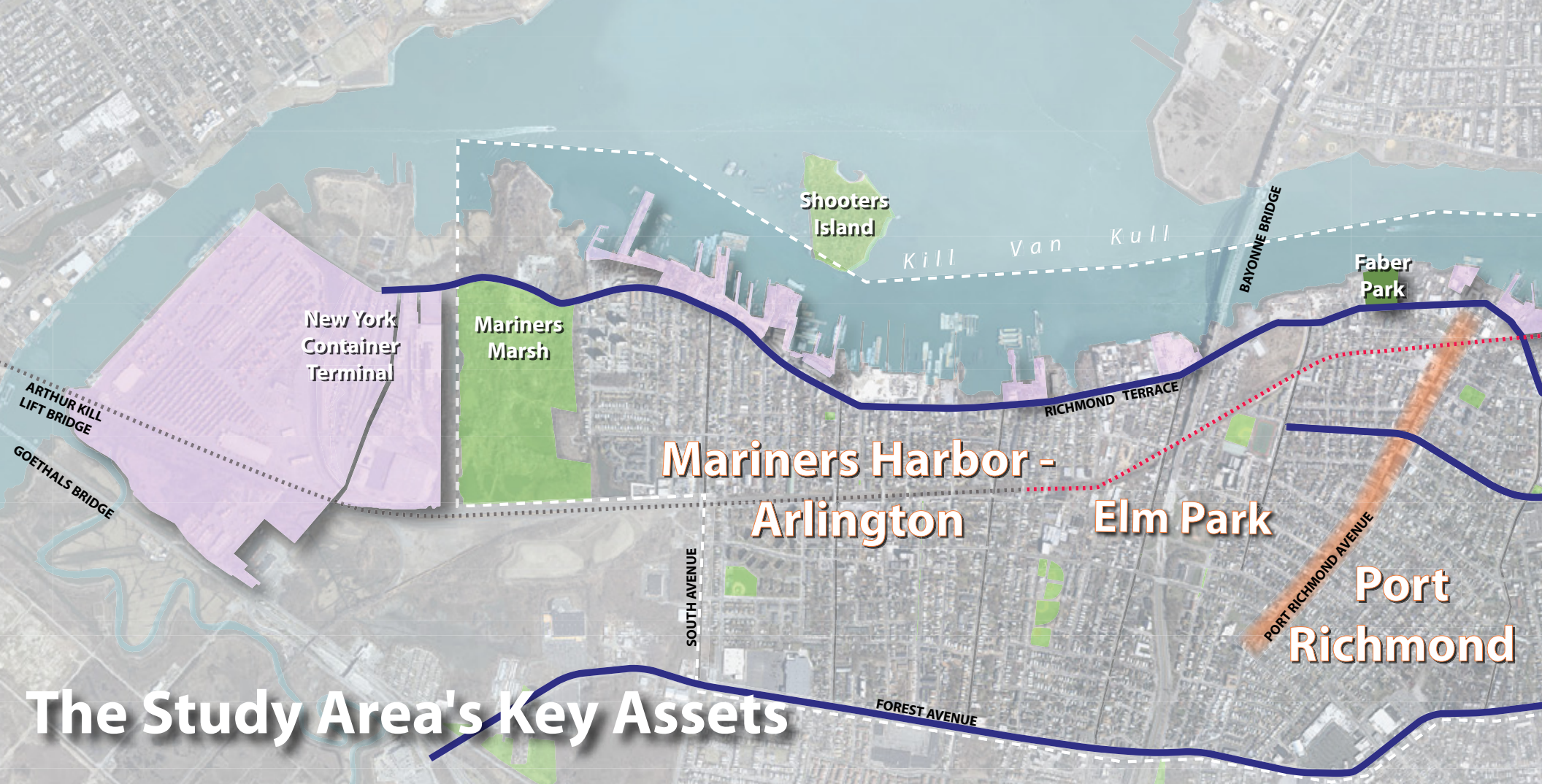
dents and building stock along the waterfront. The active waterfront and its many historic landmarks, including Sailors Snug Harbor, continue to celebrate deep-rooted and living connections between the harbor, North Shore communities, and Staten Island overall.

Through the public engagement process, community stakeholders focused on the four key assets that continue to define the study area. These assets include the Kill Van Kull waterfront, the area's distinctive neighborhoods and town centers, its historic streets, and the former North Shore Railroad right-of-way. The consensus was that building upon and leveraging these assets will help to unlock the North Shore's significant potential and will provide North Shore residents, businesses, and visitors with quality jobs,

improved transportation connections, and needed services.



Visitors enjoy the North Shore Esplanade



The Study Area's Key Assets

Kill Van Kull Waterfront

- The Kill Van Kull is a major channel for commerce in the region and a hub for the region's maritime support services (barges, tugboats, and dry-dock ship repair facilities) with 2,200 employees who have an average salary of \$51,000.
- In 2005, the Mayor's Office designated major portions of the waterfront as an Industrial Ombudsman Area, a program designed to facilitate the health and retention of industrial businesses.
- Current public waterfront access points include the North Shore Esplanade, Snug Harbor, and Faber Park.
- Maritime and public uses comprise approximately two-thirds of the waterfront, with non-water dependent uses on the remaining third.

Neighborhood Centers

- Retail streets, including portions of Port Richmond Avenue, Jersey Street, Castleton Avenue, Forest Avenue, and Victory Boulevard have long served local communities.
- Street-front businesses and historic architecture differentiate these streets as walkable hubs, with mixed use buildings and storefront retail.
- While most of the North Shore consists of one- to two-family homes, more diverse options exist on and around neighborhood centers, including multi-family buildings with apartments above ground-floor retail spaces, and public housing.



Historic Street Grid

- The street network is a product of the area’s hilly topography, retired street-car lines, and historic neighborhoods.
- Most east-west travel in the study area occurs on three streets: Richmond Terrace, Castleton Avenue, and Forest Avenue.
- Most roads are narrow, two-lane corridors with historic buildings built up to the sidewalk.
- Motorists, bicyclists, transit services, and industrial businesses share the same road network.

Former North Shore Railroad Right-of-Way

- Running from St. George to the Arthur Kill, the North Shore Railroad served passengers from Staten Island and New Jersey through the 1950s and carried freight through the 1980s.
- The City owns portions of the right-of-way with Federal Transportation Authority oversight and provides easements to private businesses.
- Some portions are elevated, some at-grade, and others below-grade (see page 9).
- The Arthur Kill Railroad Lift Bridge was rebuilt and a portion of the rail line (west of Union Avenue) was reopened in 2005 for freight service to the New York Container Terminal, industrial properties, and for municipal services.

Challenges for North Shore Residents and Businesses

While North Shore residents are proud of their communities, they also face serious socio-economic and quality of life challenges (all statistics from US Census):

- The study area contains communities with some of the borough's highest poverty and unemployment rates:
 - In 2009, North Shore median household income was 15 percent lower than Staten Island overall (although twelve percent above the City-wide level) and North Shore per capita income was 12 percent lower than Staten Island overall.
 - In 2009, the unemployment rate for North Shore residents was 7.9 percent, higher than the borough-wide unemployment rate of 7.0 percent.
- North Shore residents have slightly lower educational attainment than Staten Island residents overall (18 percent are without high school diplomas versus 13 percent overall). They are also less likely to have post-secondary degrees than City-wide residents.
- Like the rest of Staten Island, the population of the North Shore is aging. Between 2000 and 2009, a slight drop in the share of the population under 18 (27 percent to 26 percent) was accompanied by a rise in the share of the population over 55 (19 percent to 21 percent).
- North Shore residents face some of the worst commute times in the country. Forty-three percent spend over 45 minutes traveling to work,

and a lack of sufficient options contributes to a low proportion (35 percent) of commuters using public transit west of St. George.

- Open space is scarce compared to the rest of Staten Island, particularly in St. George, Mariners Harbor—Arlington, and Port Richmond. Where neighborhood parks do exist, they do not provide connections to create a larger open space network, and waterfront access points generally lack amenities.
- While the industrial sector provides valuable jobs, many inactive sites pose environmental and development challenges. Multiple sites have been identified as contaminated.
- Because the North Shore is a waterfront community, many areas remain vulnerable to erosion and storm surges, which are predicted to worsen over time with climate change. Wakes from the active shipping channel cause further erosion to the Kill Van Kull shoreline.

Community Priorities

In the context of these challenges, the extensive community engagement process included a series of conversations about tradeoffs, including a facilitated budget exercise, which proposed a series of projects and gave participants limited funds to divide among their priorities. (For more information on the results of the game, please visit the project website found on the back cover.) From this work and ongoing input from local stakeholders, elected officials, and partner City and State agencies, a series of priorities emerged, including:

- **Transportation Solutions:** The need for better transportation connections for all users



The second open house included a budget exercise seeking to draw out community members' priorities

- **High Quality Jobs:** Both new job opportunities and the opportunity for local residents to access maritime and industrial jobs
- **Waterfront Access:** Improved views, parks, and pedestrian paths along the waterfront
- **Environmental Challenges:** The need to remediate brownfields and enforce environmental standards for existing and expanded industry
- **Infrastructure:** The need for stormwater drainage, sanitary sewers, traffic/road improvements, and schools should be reviewed for existing neighborhoods and all new developments
- **Short Term Actions:** Concrete changes in the near term
- **Neighborhood Centers:** Protect and revitalize the North Shore's historic mixed-use neighborhoods

2 Capitalizing on the North Shore's Assets

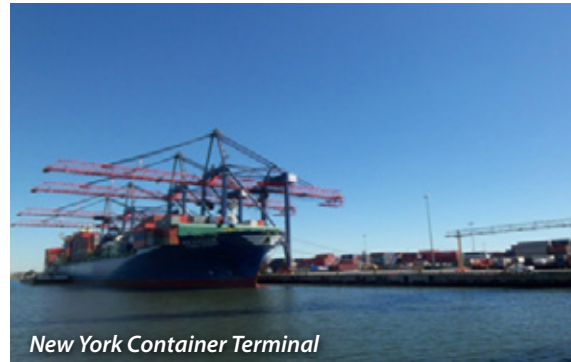
North Shore 2030 defines four strategies for revitalizing and reconnecting the North Shore's key assets so that they better serve residents, businesses, and visitors over the next 20 years.

ASSET Kill Van Kull Waterfront

The Kill Van Kull is a working waterway adjacent to residential neighborhoods that often lack access to or views of the waterfront. Balancing local needs requires a creative model for future development, one in which the waterfront industry and community amenities complement each other rather than compete.

Major maritime support businesses are looking to expand, but face two barriers: obtaining permits and attracting skilled employees. The challenging, lengthy permitting process for shoreline improvements encourages non-water dependent uses, such as auto storage. A mismatch of skills and lack of connections to the local labor force limits employment opportunities for North Shore residents. Many waterfront sites have older warehouse buildings which, if repurposed, could serve as catalysts for new industry and emerging businesses, but currently remain underutilized. In addition, the larger ships expected to use the harbor in the future will need higher clearance under the Bayonne Bridge, which has prompted plans to raise the span.

Physical access for residents and visitors to the historic waterfront is limited to only three locations. Poor sidewalk and crosswalk conditions on Richmond Terrace further hinder access, and most of the waterfront's engaging boat repair and harbor traffic are hidden from view by tall fences and overgrown vegetation along Richmond Terrace.



New York Container Terminal

STRATEGY Create Quality Jobs and Workplaces

Strengthen the maritime industry

- Target appropriate areas for expansion and identify priority shoreline infrastructure improvements
- Facilitate maritime development by continuing to work with state agencies to improve the permitting process
- Work with educational and local development partners to locate a maritime training facility

Support and grow industries and services

- Protect and support existing active industrial businesses
- Encourage reuse of underutilized historic buildings for growing industry and commercial uses
- Identify opportunities to attract and retain targeted industries that can serve regional and national markets, such as light manufacturing, health care, arts, and tourism
- Work with industrial businesses to strengthen performance standards to modernize industrial business operations



The promenade at St. George Ferry Terminal

STRATEGY Reconnect People with the Working Waterfront

Improve existing and create new public waterfront parks at the North Shore Esplanade, Snug Harbor, Faber Park, former Blissenbach Marina, Arlington and Mariners Marsh, and the Richmond Terrace Wetlands (publicly owned property at the end of Van Name/Van Pelt Avenues)

Evaluate use of street ends and transparent fencing for maritime overlooks

Coordinate with Community Board 1's efforts to designate a North Shore multi-purpose pathway, along the waterfront where feasible, from Snug Harbor to the Goethals Bridge, connecting points of historic, cultural, recreational, and maritime interest



ASSET Neighborhood Centers

Local streets, such as Jersey Street, Port Richmond Avenue, Castleton Avenue, and Forest Avenue developed as hubs for retail, services, entertainment, and transit within walking distance of densely populated residential neighborhoods. Today, the mixed-use, pedestrian-friendly fabric remains on some streets, but many residents shop instead at larger retailers with better vehicular access in other parts of the borough. As a result, North Shore businesses lose nearly \$180 million that residents spend annually outside of the study area.

Projections show that Staten Island will gain 35,000 seniors and 17,000 young adults by 2035. The North Shore's neighborhood centers, with their diverse housing types and transit access, have the potential to benefit significantly from retaining and attracting these growing populations.

In 2009, the City developed the Food Retail Expansion to Support Health (FRESH) program, which provides zoning and financial incentives for food store developers and operators. While the zoning incentives are not currently applicable in Staten Island, options that could lead to appropriate development and improvements should be explored.

STRATEGY Support and Create Neighborhood Centers

Create destinations at strategic locations, celebrating and reusing historic buildings and working with local arts and cultural organizations to activate spaces and attract visitors

Provide a more diverse mix of local retail and services with easy access to adjacent communities by recruiting and helping to site needed businesses such as grocery stores, restaurants, and clothing stores, and by improving parking options

Strengthen neighborhood character and housing options by reviewing current zoning to ensure that it reflects mixed-use, pedestrian-oriented character of historic centers and encourages appropriately scaled residential development

Protect neighborhood fabric by rezoning areas to reflect existing neighborhood character

Support remediation of brownfield sites by providing incentives for appropriate redevelopment

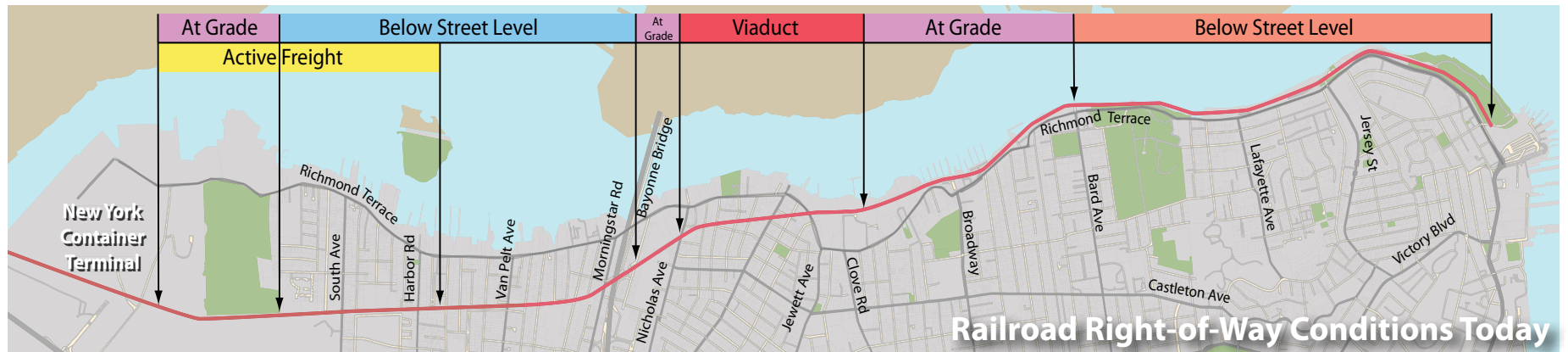
Leverage new development to improve sewer infrastructure, roads, and transit service in existing neighborhoods



A mixed-use, pedestrian friendly street in Westfield, New Jersey has ground floor retail with housing above



The need for grocery stores can be met through new retail development



Railroad right-of-way conflicts with existing businesses



Railroad right-of-way above eroded shoreline

ASSET Historic Street Grid

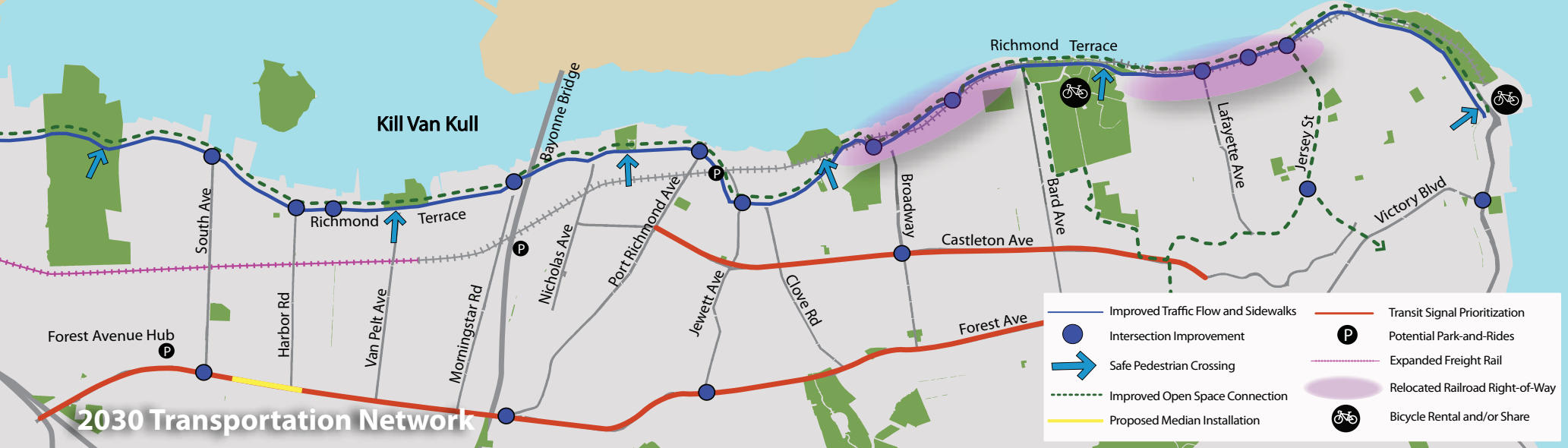
The North Shore's street network is based on its topography, former waterfront Indian trails, and streetcar lines that served historic town centers. The lack of a planned, integrated road network led to an irregular grid and a legacy of sharp curves and misaligned intersections. This makes east-west travel a particular challenge, and residents, businesses, and visitors face traffic congestion on a regular basis. The few continuous east-west roads, including major portions of Richmond Terrace, are narrow, two-lane corridors with older businesses and residences built within the bed of the mapped street, posing challenges to any future widening.

The physical limitations are compounded by the lack of transit options, especially for people who live and work farthest from the St. George Ferry Terminal. Business operations are challenged by congestion, and the use of local streets instead of designated truck routes creates quality of life and safety concerns for residents.

ASSET Former North Shore Railroad Right-of-Way

The North Shore Railroad opened in 1890 and provided both passenger and freight service for several decades until the last freight trains stopped in the late 1980s. Today, portions of the unused rail line run through private property (including several maritime businesses) and current and future public open spaces. The uncertainty of the rail line's future has delayed private investment in maritime expansion. Portions of the right-of-way are also located along an eroded shoreline, including some areas where the land has washed away and the right-of-way is under water. Former stations have fallen into disrepair.

A portion of the rail line was restored on the western end in 2005, and currently provides connections between the New York Container Terminal and freight destinations throughout the rest of the country. Any reactivated transit service would require coordination with the freight line.



STRATEGY Improve Connections and Mobility

By targeting and coordinating improvements along the North Shore railroad right-of-way and key corridors, the following recommendations are designed to improve access to jobs and retail services, shorten travel times, support transit service and create a safer pedestrian environment.

Strengthen east-west vehicular connections

- Improve flow on Richmond Terrace with strategic widenings to provide turn lanes and sidewalks where possible
- Make needed improvements such as traffic calming, bulb outs, and signal adjustments, at key intersections to accommodate traffic and increase safety
- Explore the installation of medians on Forest Avenue, where appropriate, to prevent illegal turns

Increase safe pedestrian and bicycle connections

- Upgrade sidewalks, bicycle lanes, and pedestrian crossings in coordination with road improvements

- Improve streetscape conditions along retail corridors, including sidewalks, bus shelters, lighting, and street trees, prioritizing portions of Port Richmond Avenue and Jersey Street
- Support North Shore greenway efforts with a pedestrian and bicycle loop connecting Snug Harbor and future open spaces and providing bicycle rentals for visitors

Bolster the existing transit network

- Incorporate the recommendations for improved transit options from MTA New York City Transit's North Shore Alternatives Analysis
- Use signal prioritization to improve bus traffic flow on the most heavily used routes, such as Forest Avenue
- Develop underutilized sites near future transit hubs with park-and-rides and expanded residential and commercial uses
- Coordinate improvements with *Working West Shore 2030's* transit recommendations, including the proposed Forest Avenue transit hub and West Shore Expressway bus network

Expand business opportunities along the right-of-way

- Expand freight rail service on the western end of the right-of-way to accommodate additional capacity at the New York Container Terminal
- Relocate at-grade portions of the right-of-way in coordination with MTA New York City Transit's North Shore Alternatives Analysis to remove barriers from maritime job expansion

Citywide Initiatives

North Shore 2030 was closely coordinated with multiple citywide planning efforts addressing broader environmental and policy issues which will have a significant role in achieving the 20-year vision.

PlaNYC 2.0

In 2007, Mayor Bloomberg released *PlaNYC*, a comprehensive sustainability plan for New York City, covering a wide range of issues, including transportation, open space, climate change, and many others. In 2011, the *PlaNYC* update was released, detailing the City's progress on its initiatives and laying out follow-up goals.

Vision 2020 NYC Comprehensive Waterfront Plan

The recently released *Vision 2020* provides a framework for increased access to and economic opportunity on the City's waterways and has identified critical barriers to redeveloping the shoreline for maritime uses and public space. The City will also be working to establish design guidelines for waterfront construction to address boat tie-ups, shore stabilization, shoreline ecology, floodplain mapping, and climate resilience.

Brownfield Remediation

Existing City and State programs can provide assistance to clean up and redevelop sites, including grants or tax credits for investigation, remediation, construction, and liability protections. Two areas of the North Shore are currently Brownfield Opportunity Areas (BOA) and local groups have the potential to leverage these resources.

Industrial Policy Sector Initiatives

The City recently released a series of Industrial Policy Sector to help small industrial businesses and provide mechanisms to address challenges. The initiatives also recommend strengthening performance standards to modernize industrial business operations.

North Shore Action Agenda

The City is committed to meeting the call for short-term action. In addition to the neighborhood-specific actions in Chapter 3, the following Citywide initiatives will be implemented on the North Shore.

Create Quality Jobs and Workplaces

- Establish a Staten Island Industrial Business Zone to retain and recruit industrial users by providing financial incentives and zoning assurances to expand or relocate to the West and North Shores
- Expand the Significant Maritime and Industrial Areas in the Waterfront Revitalization Program to include areas on the North Shore where expansion of the maritime industry
- Identify opportunities to attract and retain targeted industries that can serve regional and national markets
- Work with elected officials, the maritime industry, and McKee High School to develop an electrical engineering program and internship opportunities
- Establish In-Water Permitting Task Force to facilitate maritime development, by providing assistance and clarity for in-water permitting processes
- Work with industrial businesses to improve performance standards to modernize business operations

Improve Connections and Mobility

- Coordinate with MTA NYCT on the completion of the North Shore Alternatives Analysis
- Explore options for relocating the North Shore railroad right-of-way to facilitate future transit options and support maritime business expansion
- Improve key intersections with funding from the Area Wide Intermodal Analysis and Transit Access Improvement Project to enhance pedestrian access at transit stops
- Seek funding for a comprehensive Richmond Terrace Congested Corridor analysis to determine necessary road improvements and construction phasing
- Work with government partners and stakeholders to identify alternative mechanisms for financing critical infrastructure

Reconnect People to the Working Waterfront

- Create a wetlands mitigation bank and/or in-lieu fee program to promote effective mitigation projects
- Coordinate with maritime businesses to craft zoning tools that permit transparent fencing at appropriate locations while maintaining secure facilities
- Clean and prune vegetation on City-owned sites to reveal views of the Kill Van Kull

Support and Create Neighborhood Centers

- Evaluate the potential to expand FRESH zoning incentives for a Staten Island context and apply existing financial incentives to attract fresh food stores to underserved areas
- Utilize publicly owned sites for citywide and local public events
- Identify strategies to increase the North Shore's resilience to climate change impacts

3

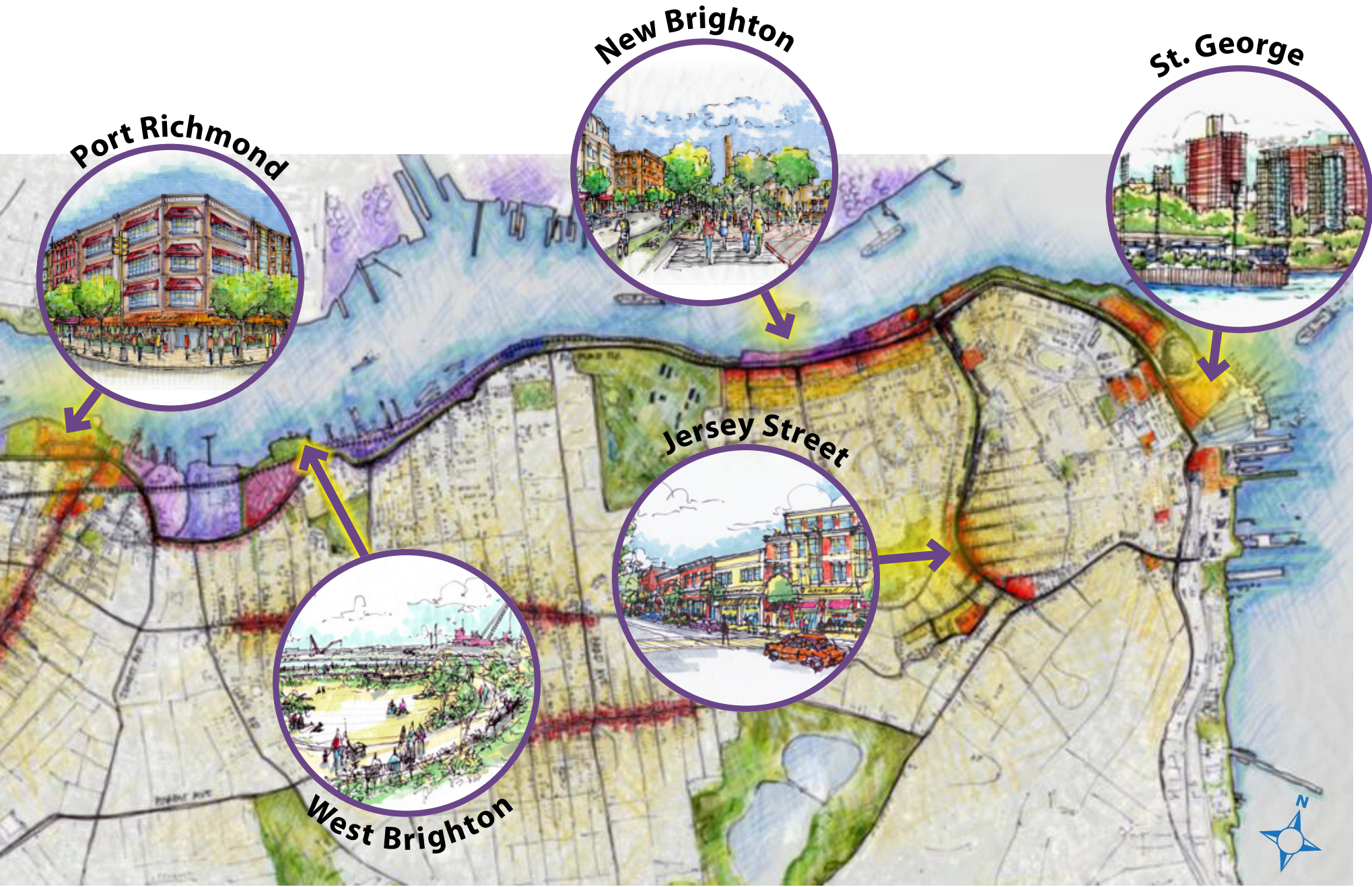
Applying the Strategies—Neighborhood Opportunity Areas

North Shore 2030 presents an ambitious vision for improving and reconnecting the North Shore’s historic assets over the next twenty years. This chapter applies the four strategies outlined in Chapter 2 to Opportunity Areas, which were identified as areas that:

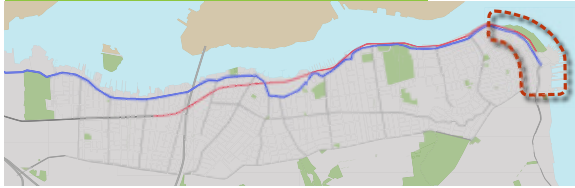
- Have significant amounts of underutilized land or vacant buildings;
- Are located adjacent to residential communities or businesses which need additional services and expansion space;
- Are located in close proximity to new or existing transit hubs; and
- Contain City-owned land that could serve as neighborhood catalyst sites.

The following section includes a brief overview of the current state of each Opportunity Area, the vision for 2030, and specific land use and infrastructure recommendations proposed for realizing that vision. Short-term commitments are highlighted for each Opportunity Area.





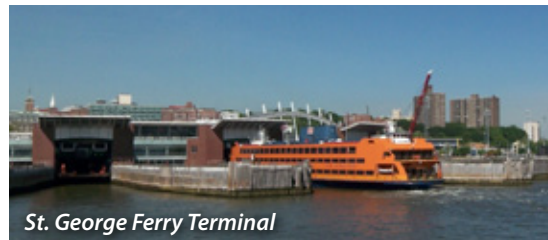
St. George Today



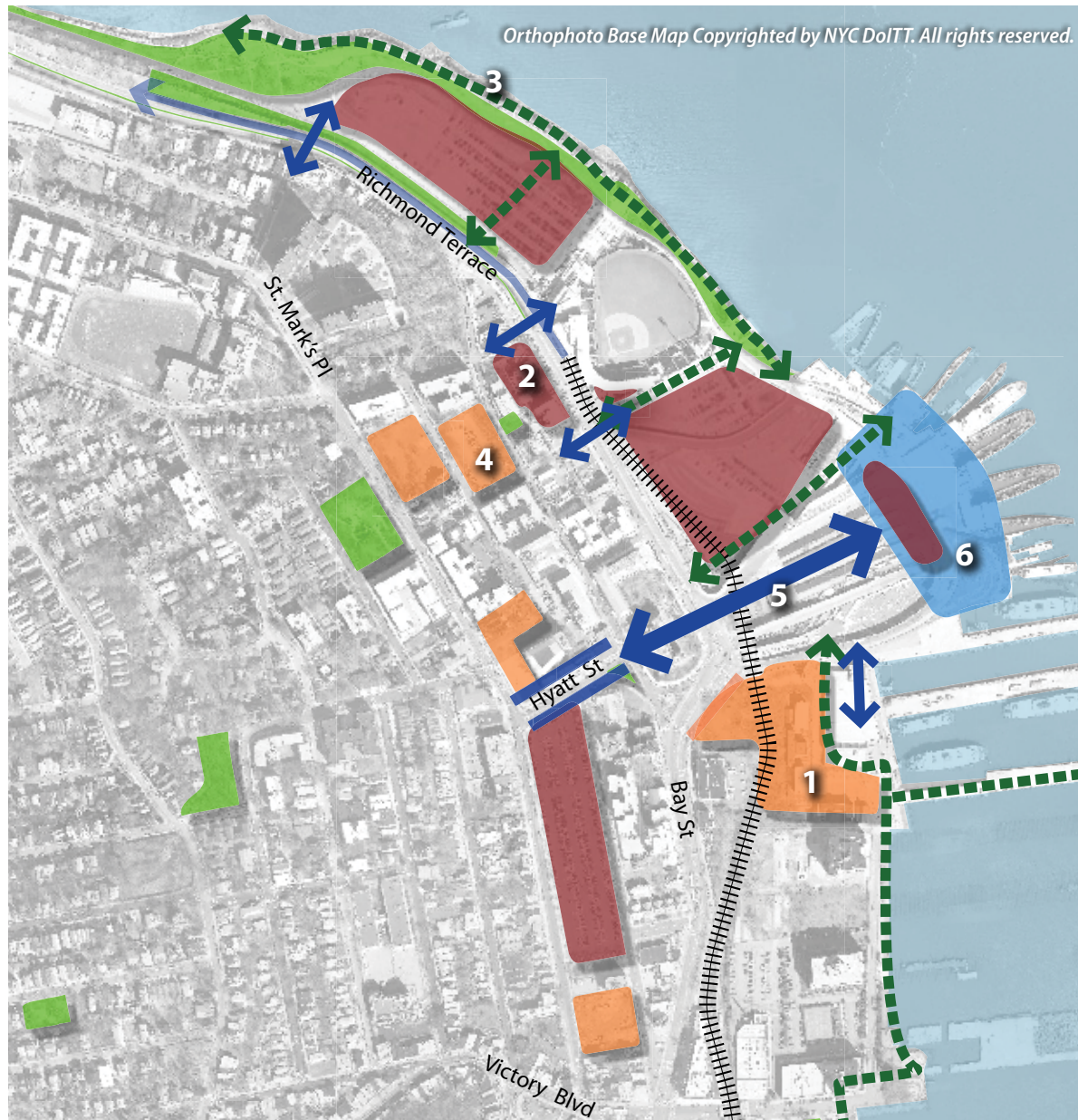
The waterfront and civic area of St. George serves as the gateway to Staten Island. Home to the Staten Island Yankees, Staten Island Museum, and growing, diverse retail and restaurant destinations, the area hosts 21 million ferry passengers each year and has the components of a real downtown destination and a truly great New York City neighborhood.

Investment is underway or planned on publicly owned sites, including improvements to the ferry terminal bus ramps, the new Staten Island Civic Center and Court Complex, and redevelopment of the former Coast Guard site. The St. George Special District was adopted in 2008 and provided new zoning regulations that set forth the framework for private investment by allowing needed housing and commercial uses in tall, slender buildings, which maintain views to and from this unique hillside neighborhood.

Hyatt Street, home to the newly renovated St. George Theatre, local dining, Borough Hall, and a future public memorial space planned at a new courthouse complex, will provide an opportunity for a gathering space for residents and visitors. However, St. George residents and workers are disconnected from the waterfront. Limited pedestrian connections, a significant grade change, and an esplanade in need of upgrades deter residents and visitors from leaving the ferry terminal to visit North Shore destinations and discourage new economic development.



Vision for 2030: A Living Downtown Connected to the Harbor



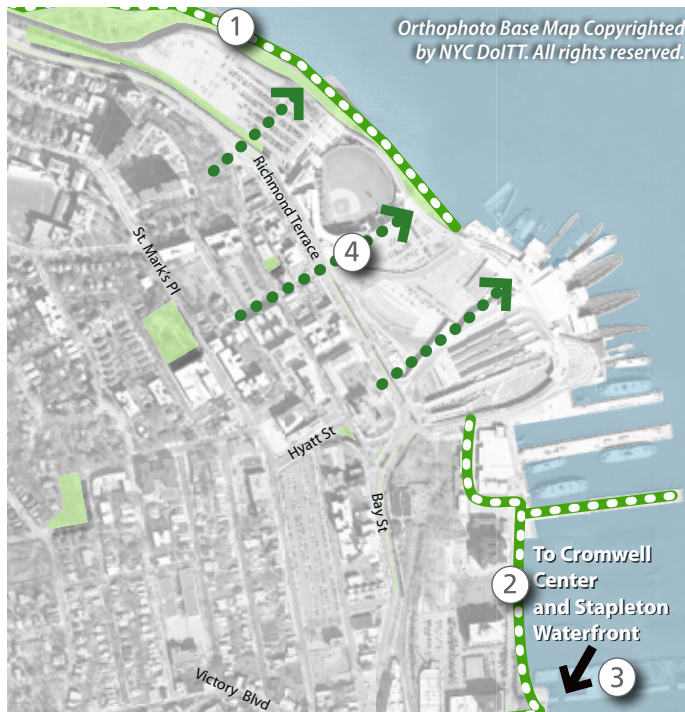
- 1 **New housing, retail and cultural uses on the former Coast Guard site**, providing an attractive gateway to destinations along the waterfront
- 2 **Activated public sites**, contributing to St. George's 24/7 lifestyle to attract jobs, residents and visitors
- 3 **Attractive and welcoming waterfront promenade** encouraging visitors and residents alike to enjoy North Shore destinations
- 4 **Expanded retail and housing options** on private sites, taking advantage of the existing St. George Special District zoning
- 5 **Inviting and safe pedestrian connections between St. George and the Ferry Terminal**, bringing visitors/commuters and dining/retail destinations closer together
- 6 **Improved transportation connections to St. George** through strengthened ferry and other transit connections

St. George

Recommendations

Reconnect People with the Waterfront

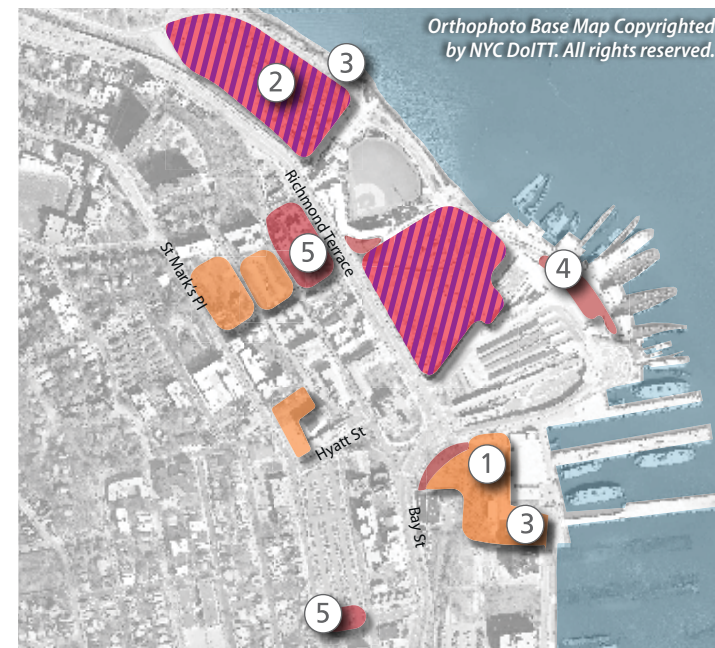
- 1 Provide a continuous North Shore multi-purpose pathway, along the waterfront where feasible, connecting points of interest from Stapleton north along the waterfront
- 2 Facilitate restoration and protection of privately owned waterfront-pathways to ensure continuous waterfront access
- 3 Complete feasibility study and secure funding for the reuse, replacement or relocation of recreational programming formerly provided at the Cromwell Center
- 4 Improve pedestrian connections and preserve visual corridors, including the Armajani public staircase, between existing neighborhoods and the waterfront through new development



Connection to Waterfront Multi-Purpose Pathway Existing Open Space

Support and Create Neighborhood Centers Create Quality Jobs

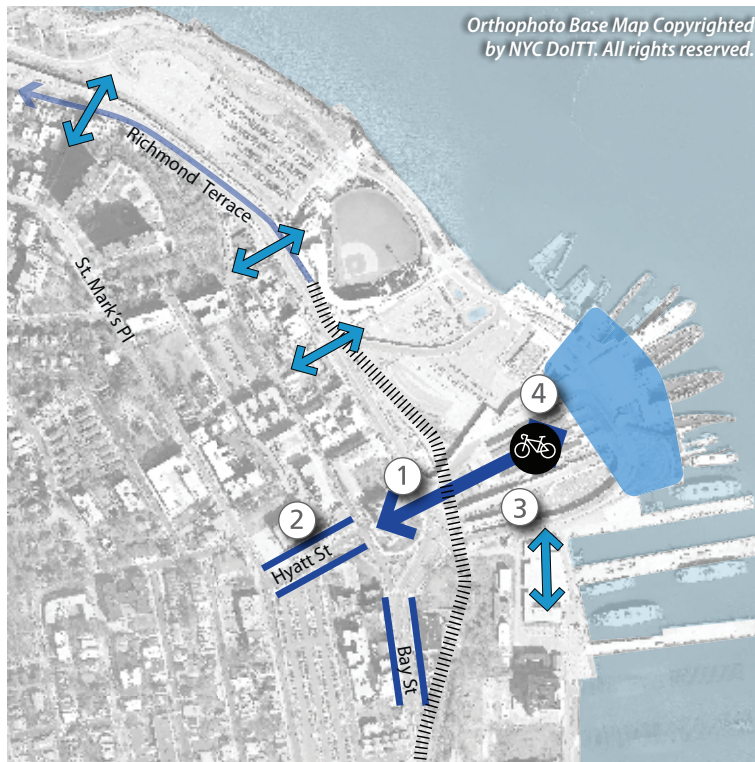
- 1 Develop the former Coast Guard site with residential, retail, hotel, open space, and cultural uses
- 2 Determine the feasibility of developing the Ferry and Ballpark parking lots to bolster economic growth and to facilitate connections to nearby attractions
- 3 Activate publicly owned spaces in the short term with city- and harbor-wide special events, including those that strengthen St. George's identity as an arts community
- 4 Continue to expand indoor and outdoor tenant opportunities at the ferry terminal
- 5 Investigate redevelopment and reuse opportunities for the Family Court and/or NYPD building when their current uses are relocated, and the publicly owned site on Central Avenue
- 6 Work to strengthen the capacity of existing St. George organizations to promote the district (not on map)



Commercial Uses Residential / Commercial Development Opportunities

Improve Connections and Mobility

- ① **Improve pedestrian connections** between St. George, the ferry terminal, and waterfront development sites to the south with safe and inviting crossings, signage, and multiple access points
- ② **Support a retail and visitor destination with streetscape improvements** along Hyatt Street and Bay Street
- ③ **Investigate expanded ferry, bus, and other transit options** to encourage visitor attendance at cultural events and provide better connections to Staten Island neighborhoods
- ④ **Provide secure bicycle parking and bicycle rental or share** at the ferry terminal, as part of a network of bicycling facilities at North Shore visitor destinations



Public spaces at St. George Ferry Terminal can host outdoor vendors and events

Vision for 2030: A Living Downtown Connected to the Harbor



By 2030, St. George has the potential to become the true 24/7 downtown for the North Shore and Staten Island. New mixed-use development on underutilized sites will provide more affordable live/work destination for artists and downtown Manhattan workers, such as the former Coast Guard site, and on private sites throughout the downtown neighborhood. Pedestrian improvements and waterfront connections will make the neighborhood inviting to new and current residents and draw visitors off the ferry to the newly available amenities.



Today: St. George from the Ferry

North Shore Action Agenda

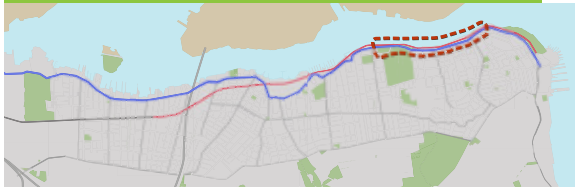
The following initiatives will be implemented in order to jumpstart the long-term strategies:

- *Work with local stakeholders and the private development community to determine the necessary infrastructure investments and feasible development plans for the Ferry and Ballpark parking lots (2012)*
- *Execute development agreement for residential, retail, and open space at the former Coast Guard site (2012)*
- *Work to strengthen the capacity of existing St. George organizations to promote the district (2012)*
- *Upon availability, investigate the feasibility of repurposing publicly owned sites, including the Family Court and NYPD buildings and the Central Avenue interim parking lot (2012)*
- *Recruit retail and / or cultural tenants for the remaining concession spaces within the St. George Ferry Terminal (2013)*
- *Seek funding to restore waterfront access at Pier 5A including a public kayak launch (2013)*
- *Complete feasibility study and secure funding for the reuse, replacement or relocation of recreational programming formerly provided at the Cromwell Center (2012)*
- *Complete St. George Ferry Terminal ramp improvements (2013)*
- *Complete Courthouse development, streetscape improvements and open new public memorial on Hyatt Street (2012)*
- *Complete Richmond Terrace Pedestrian Study (2012)*
- *Explore feasibility of bicycle rental or bicycle sharing at the St. George Ferry Terminal (2013)*



Residents and visitors enjoy a vibrant street fair on the Ferry Terminal esplanade.

New Brighton Today



New Brighton is located between the St. George ferry terminal and Snug Harbor, one of New York City's premier cultural destinations, boasting exquisite gardens, museums and art collections. However, the area's 1.5-mile-long stretch of Richmond Terrace lacks features that would provide an inviting connection between these North Shore destinations for visitors or residents.

On the waterfront, an active maritime business has made significant investments to protect the shoreline bulkhead, resulting in additional jobs and hosting seasonal public events on its newly rebuilt working waterfront. Adjacent underutilized buildings provide opportunities to expand maritime jobs and strengthen connections to the waterfront. However, the North Shore railroad right-of-way currently bisects the properties, restricting property owners and inhibiting future transit use.

While the south side of Richmond Terrace is currently zoned for industrial uses, the area also includes many residential homes and several vacant sites. The area lacks a diversity of retail and service options.



Fresh produce on Richmond Terrace



Underutilized sites and uninviting streetscape on Richmond Terrace

Vision for 2030: A New Neighborhood Destination Linking St. George and Snug Harbor

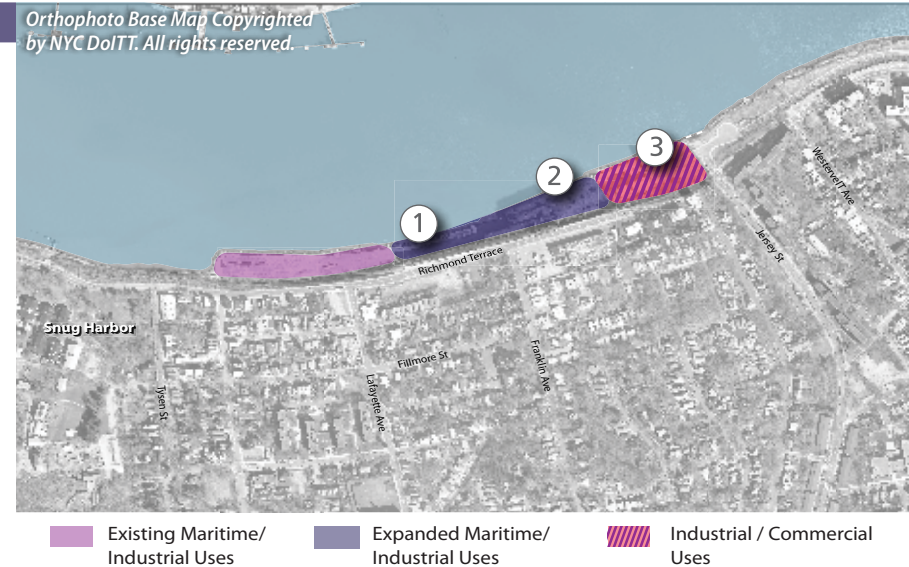


- 1 An active and inviting Richmond Terrace corridor with new appropriately scaled retail and residential uses becoming both its own destination and an inviting link between St. George and Snug Harbor
- 2 A restored bulkhead providing a new maritime hub with active industrial and commercial uses on the waterfront and public areas where maritime workers, residents and visitors can interact
- 3 A preserved and protected neighborhood character of low-density detached homes south of Richmond Terrace
- 4 An attractive streetscape on Richmond Terrace with wider sidewalks, street trees, turning lanes, parking opportunities, and new and improved transit connections
- 5 Continuous North Shore promenade to Snug Harbor along Richmond Terrace with waterfront views and a safe bicycle lane

New Brighton Recommendations

Create Quality Jobs and Workplaces

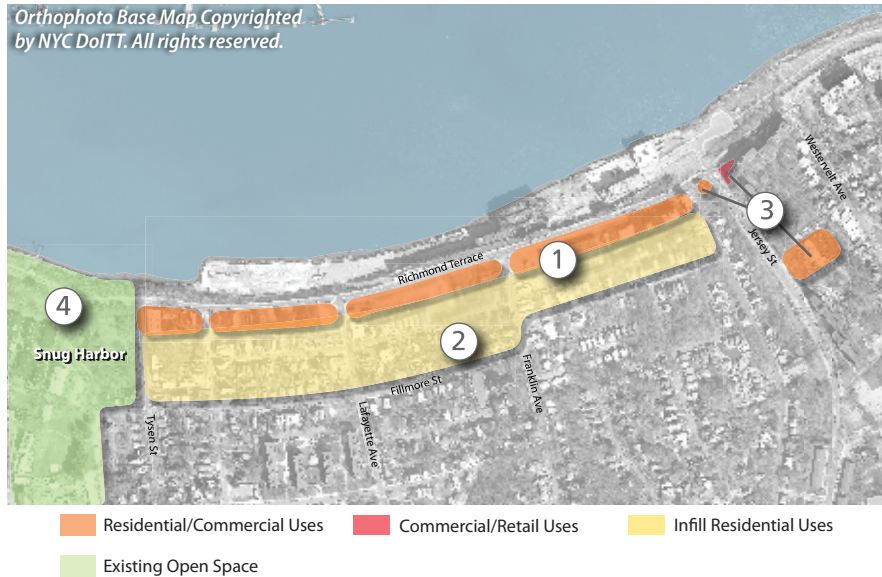
- ① **Determine need for and facilitate necessary bulkhead repair and shoreline improvements** to encourage maritime business expansion
- ② **Encourage the development of a maritime hub** with additional docking opportunities, fuel and food supplies, and commercial services for maritime users and the public
- ③ **Work with private landowners to develop space for new active industrial and commercial businesses** to expand job opportunities



Reconnect People with the Waterfront

- ① **Increase waterfront access and connections** by improving the North Shore Esplanade and expanding open space at Jersey Street
- ② **Provide a continuous North Shore multi-purpose pathway**, along the waterfront where feasible, connecting points of interest and providing harbor views
- ③ **Improve and protect public waterfront at Snug Harbor** through enhancements to existing dock and pruning of vegetation to increase waterfront views





Support and Create Neighborhood Centers

- ① **Encourage the development of a vital corridor** with appropriately scaled mixed residential and retail buildings south of Richmond Terrace
- ② **Protect existing residential areas** and permit new low-density residential uses south of Richmond Terrace
- ③ **Encourage mixed-use development to provide needed retail, services, and housing options** on Jersey Street site adjacent to NYC Housing Authority residences
- ④ **Create a Bluebelt incorporating Snug Harbor wetlands** to capture stormwater run-off and provide pedestrian connections to the waterfront in order to support preserving the natural and open spaces in the surrounding neighborhoods



Improve Connections and Mobility

- ① **Relocate former railroad right-of-way** to facilitate maritime business expansion and waterfront access
- ② **Strategically widen Richmond Terrace** to provide wider sidewalks, bike lanes, more transit options, and turn lanes in support of a new retail corridor
- ③ **Improve pedestrian crossings** across Richmond Terrace to Snug Harbor waterfront
- ④ **Reduce truck traffic on Richmond Terrace** by working with maritime property owners to accommodate truck queuing on-site
- ⑤ **Provide secure bicycle parking and bicycle rental or share facility** at Snug Harbor as part of a network of North Shore visitor destinations

Vision for 2030: A New Neighborhood Destination Linking St. George and Snug Harbor



By 2030, New Brighton's active Richmond Terrace corridor could provide visitors and new residents with a welcoming connection between two attractive Staten Island destinations. This drawing shows an active street life with ground floor retail and residential above. The waterfront would remain active, with quality jobs, services, and public overlooks of the working harbor. The red striping indicates a possible relocated transit right-of-way below grade with potential for public access or development above.



Today: Jersey Street at Richmond Terrace looking west

North Shore Action Agenda

The following initiatives will be implemented to jumpstart the long-term strategies:

- *Work with local stakeholders to develop a zoning analysis, including environmental, infrastructure and urban design review, for a revitalized Richmond Terrace corridor with protections for the adjacent lower density residential neighborhood (2013)*
- *Coordinate with MTA's North Shore Railroad ROW Alternatives Analysis to maintain public access at the Snug Harbor waterfront and determine the feasibility of re-activating the Snug Harbor pier/dock (2013)*
- *Work with property owners and MTA to explore options to relocate the North Shore railroad right-of-way to facilitate maritime expansion and support future transit options (2012)*
- *Clean and prune vegetation on city-owned sites to open up views of the Kill Van Kull (2012)*
- *Complete initial planning for a North Shore Bluebelt incorporating Snug Harbor and wetlands and existing parklands (2013)*
- *Improve key intersections with funding from the Area Wide Intermodal Analysis and Transit Access Improvement Project to enhance pedestrian access at transit stops in New Brighton (2012)*
- *Explore feasibility of bicycle rental or bicycle sharing at Snug Harbor (2013)*
- *Make repairs to the existing North Shore Esplanade along Richmond Terrace to improve the public waterfront viewing point (2013)*



The North Shore Esplanade provides active and passive recreation opportunities and views of the working harbor

West Brighton



In West Brighton, disparate uses coexist in close proximity, including active dry docks, historic homes and cemeteries, new affordable housing, the former North Shore railroad, industrial uses, and vacant sites. The residential community lacks both a physical and visual connection to the waterfront.

Richmond Terrace meanders through West Brighton, reflecting the former shoreline Indian trail, but is not conducive to today's transportation needs. The former railroad historically served many of the waterfront businesses, but today its location inhibits private investment and public access to the waterfront.

Active maritime businesses have improved portions of the shoreline bulkheads, and the opportunity remains for additional improvements to protect them from wakes, storm surges and further erosion. Views of activity on the Kill Van Kull are often blocked by opaque fencing. The proposed waterfront park at the former Blissenbach Marina faces remediation challenges and limited pedestrian access.

On the upland side, the newly built Markham Gardens housing complements the strong historic residential fabric of West Brighton, but like much of the North Shore, these neighborhoods lack retail services and community amenities.

Today



Markham Gardens provides affordable housing options



Tugboat repair at Caddell Dry Dock

Vision for 2030: A New Model of Jobs and Open Space for Staten Island



- 1 A vibrant, active working waterfront and compatible industrial uses, with additional maritime support services on an improved shoreline
- 2 A new waterfront park, overlooks, signage, and visual access along Richmond Terrace celebrating the maritime and cultural history of the North Shore
- 3 A safer and more efficient Richmond Terrace which accommodates pedestrians, local traffic, and transit with improved pedestrian crossings, intersections, and bus stops
- 4 Expanded commercial amenities and other compatible uses which support the new park, encourage the re-use of existing buildings and serve nearby residents and businesses

West Brighton

Recommendations

Create Quality Jobs and Workplaces

- 1 Recruit new and expand existing maritime businesses and other job-producing uses on waterfront
- 2 Determine and facilitate necessary bulkhead repair and shoreline improvements on maritime sites
- 3 Explore the creation of mooring space and tie-ups on City-owned waterfront to support maritime industry and fund future park amenities

Reconnect People with the Waterfront

- 4 Develop new public waterfront park at the former Blissenbach Marina
- 5 Explore additional access points to the new waterfront park
- 6 Provide a continuous North Shore multi-purpose pathway, along the waterfront where feasible, connecting points of interest and providing harbor views

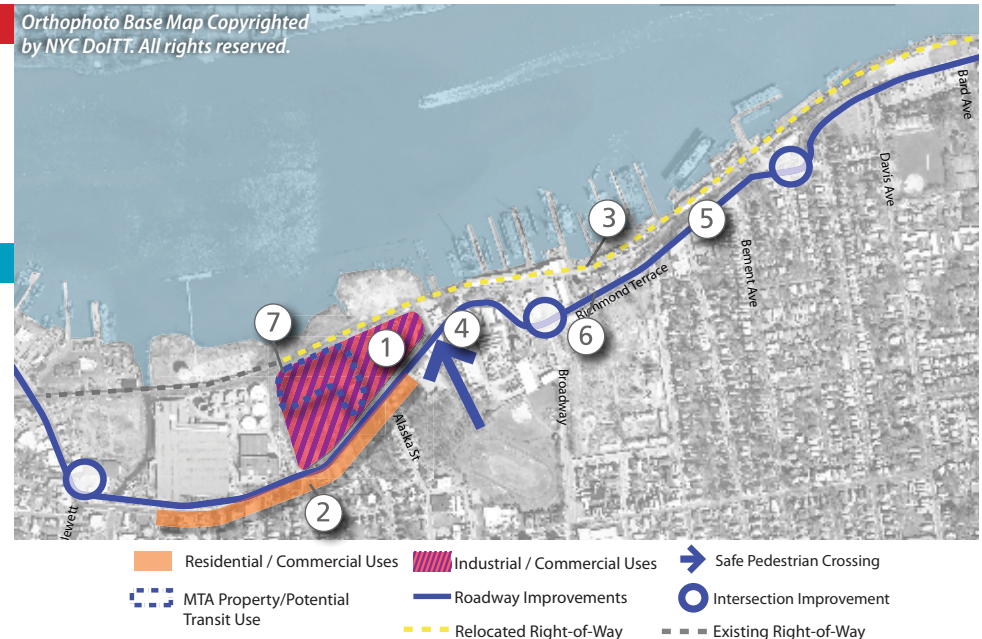


Support and Create Neighborhood Centers

- 1 Encourage industrial and commercial amenities compatible with and supportive of new, adjacent waterfront park
- 2 Encourage commercial uses on the south side of Richmond Terrace with appropriate FRESH zoning incentives to attract retail with residential above at the appropriate scale

Improve Connections and Mobility

- 3 Relocate former railroad right-of-way to facilitate maritime expansion and support future transit options
- 4 Create safe pedestrian crossings to future waterfront park across Richmond Terrace
- 5 Improve challenging curves along Richmond Terrace
- 6 Redesign existing medians and use vehicle pull-out area at Markham Gardens to make street improvements for buses, pedestrians and vehicles
- 7 Coordinate with MTA New York City Transit to allow for transit-supportive uses on the MTA-owned parcel compatible with adjacent park uses



Vision for 2030: A New Model of Jobs and Open Space for Staten Island



By 2030, West Brighton will continue its historic role as a location where active maritime businesses interact with dynamic neighborhood users. This image depicts the potential amenities at the new waterfront park, providing an opportunity for residents and visitors to reconnect with the waterfront and celebrate the maritime past and present of the Kill Van Kull.



North Shore Action Agenda

The following initiatives will be implemented to jumpstart the long-term strategies:

- *Work with property owners and MTA to explore an improved alignment for the North Shore railroad right-of-way to facilitate maritime expansion and support future transit options (2012)*
- *Complete initial phase of waterfront park development, providing interim public access at the former Blissenbach Marina (2012)*
- *Coordinate with maritime businesses to craft zoning tools that permit transparent fencing at appropriate locations while maintaining secure facilities (2012)*
- *Improve key intersections with funding from the Area Wide Intermodal Analysis and Transit Access Improvement Project to enhance pedestrian access at transit stops in West Brighton (2012)*
- *Implement key capital projects at the Port Richmond waste water treatment facility (2013)*

Port Richmond



Port Richmond is one of the oldest neighborhoods in Staten Island, historically defined by transportation routes and a connection between residents and waterfront businesses. Prior to the Bayonne Bridge, the Bergen Point Ferry served travelers to New Jersey. Maritime businesses supported the local economy and the area was known as the Fifth Avenue of Staten Island.

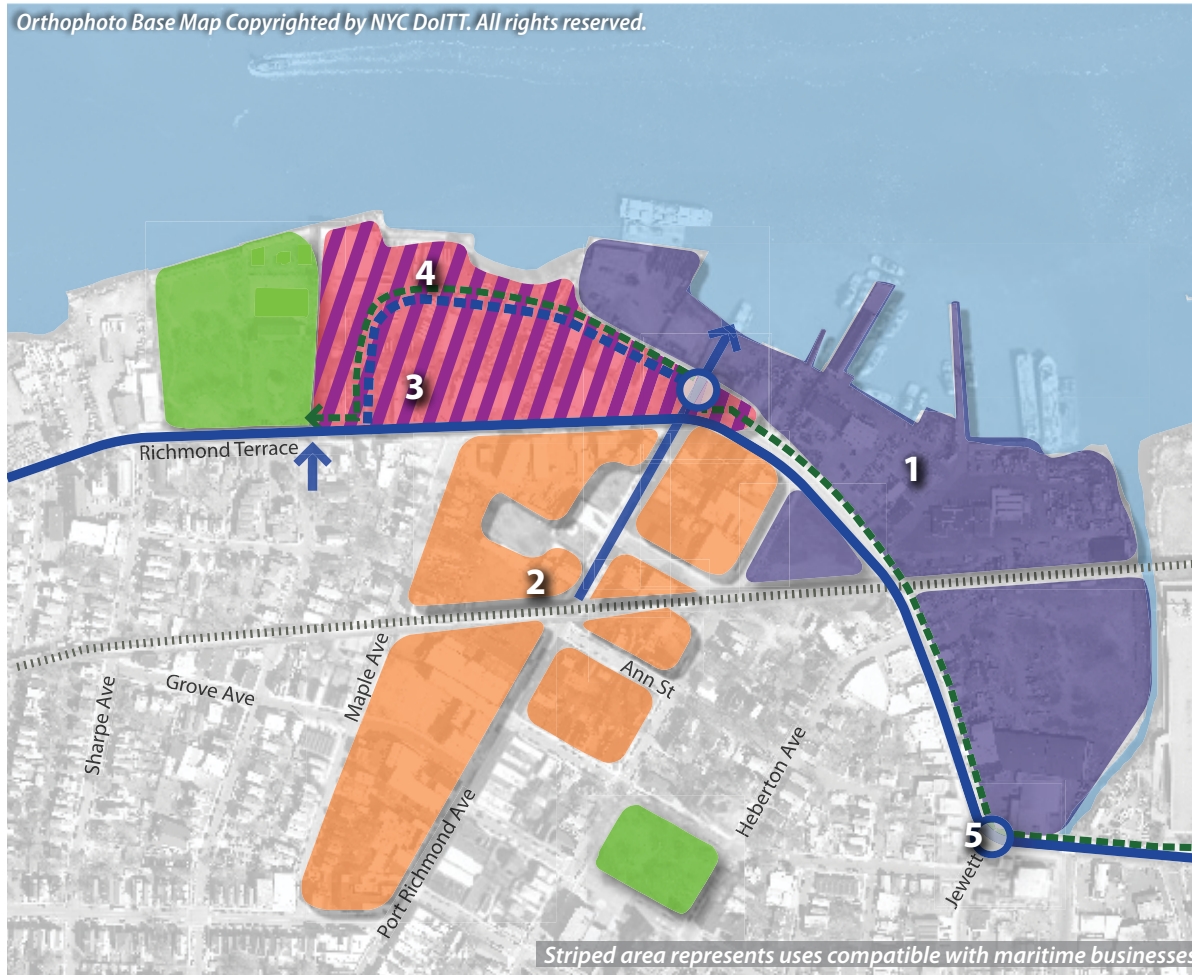
As commuting patterns changed over time, transportation options became limited to cars and buses. The local retail district has struggled since the Staten Island Mall opened, but Port Richmond Avenue retains its Main Street character with pedestrian-friendly streets, historic buildings, and immigrant entrepreneurs and businesses. It remains an active transit hub for bus service.

Maritime businesses continue to serve the Port and the area includes many active industrial businesses, such as the North Shore Industrial Park. Existing zoning regulations require opaque fencing, precluding views of the active maritime waterfront. A number of potential brownfield sites have been identified which will need some form of remediation. Limited waterfront public access is provided at Faber Park, which is actively used by the community.

Today

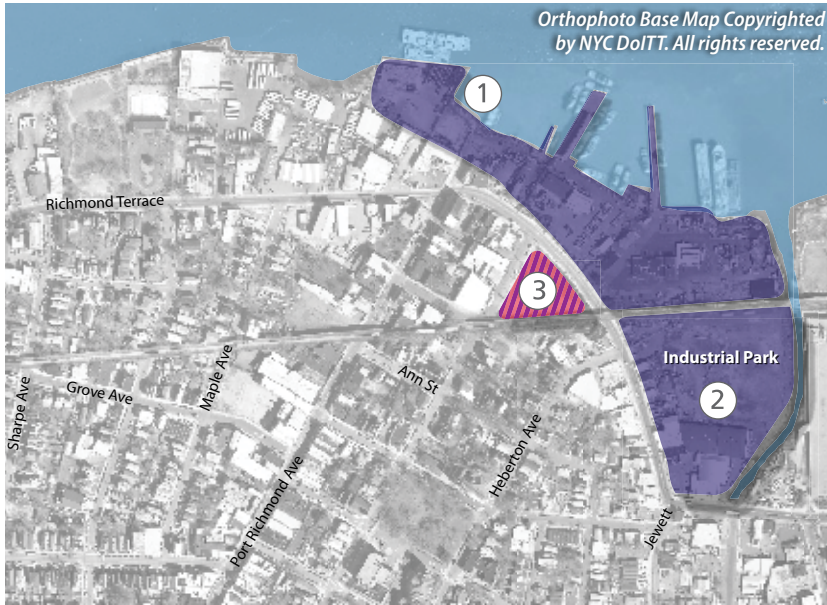


Vision for 2030: The North Shore's Revitalized Center, Reconnected to the Working Waterfront



- 1 **A vibrant, active working waterfront**, providing quality jobs and ongoing use of the bulkhead for maritime and active industrial uses
- 2 **Reactivated retail corridor on Port Richmond Avenue** that encourages the reuse of historic buildings providing housing options over businesses and retail serving neighborhood residents
- 3 **Revitalized waterfront destination with diverse uses** which serves as an anchor for Port Richmond Avenue, providing an appropriate buffer from maritime businesses, and safe access for pedestrians
- 4 **New waterfront public access point** from Port Richmond Avenue to Faber Park
- 5 **An improved Richmond Terrace**, with updated pedestrian and bicycle facilities and expanded transit options providing connections to the borough and City

Port Richmond Recommendations



■ Maritime / Industrial Uses ■ Industrial / Commercial Uses



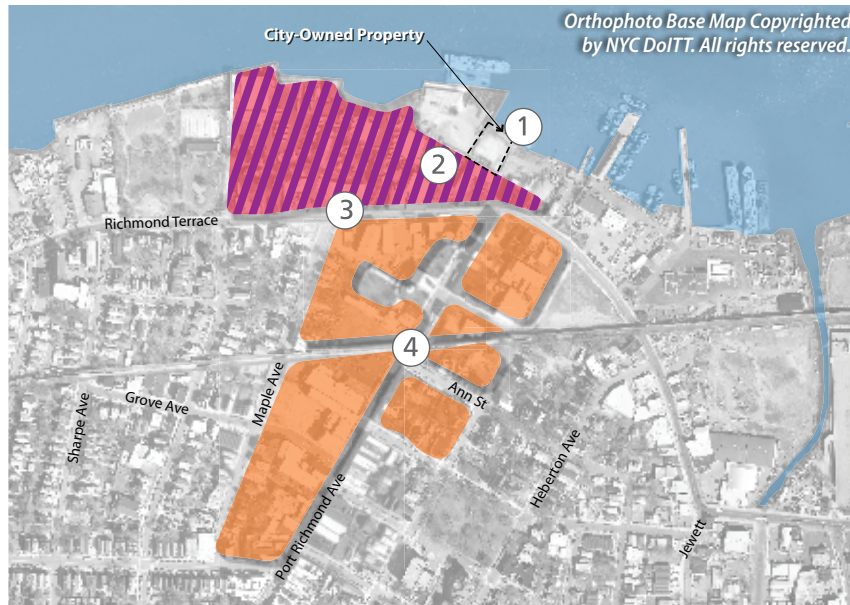
■ Existing Open Space ●●● Multi-Purpose Pathway

Create Quality Jobs

- ① Support maritime and active industrial businesses through infrastructure improvements and expanded use of bulkheads
- ② Promote job development through recruitment of new businesses in the existing industrial park and on adjacent sites
- ③ Encourage remediation and redevelopment of brownfield site with mixed commercial and light industrial uses in conjunction with transit supportive uses

Reconnect People with the Waterfront

- ① Expand recreational opportunities and programming
- ② Provide a continuous North Shore multi-purpose pathway, along the waterfront where feasible, connecting points of interest and providing harbor views
- ③ Expand future public waterfront connections to Faber Park while maintaining maritime opportunities on the shoreline



Commercial / Residential Uses
 Uses compatible with Maritime Businesses

Support and Create Neighborhood Centers

- ① **Program City-owned waterfront site in the short term** with cultural and community events
- ② **Ensure an appropriate buffer** between maritime and active industrial businesses and any potential new development to protect maritime use of the waterfront
- ③ **Explore feasibility of and interest in a waterfront commercial destination** and mixed residential and commercial buildings along Richmond Terrace
- ④ **Encourage preservation** of neighborhood character and along Port Richmond Avenue and surrounding areas through appropriate FRESH zoning incentives to attract retail with residential above at the appropriate scale



Potential Park-and-ride
 Safe Pedestrian Crossings
 Streetscaping
 Intersection Improvement
 Roadway Improvements
 Additional Access

Improve Connections and Mobility

- ① **Improve intersections where Port Richmond Avenue and Jewett Avenue meet Richmond Terrace** to accommodate traffic and increase pedestrian safety
- ② **Explore using existing brownfield site as a park-and-ride** in coordination with MTA New York City Transit recommendations while also accommodating active commercial uses
- ③ **Improve lighting, sidewalks, and signage and explore on-street parking options** to support the Port Richmond Avenue retail corridor
- ④ **Create safe pedestrian crossing** to Faber Park
- ⑤ **Evaluate need for additional access** to support waterfront development opportunities

Vision for 2030: The North Shore's Revitalized Center, Reconnected to the Working Waterfront



By 2030, Port Richmond could be filled with a wide spectrum of activity, including ongoing maritime and active industrial uses and newly vibrant commercial and residential users. This drawing depicts the opportunity for connections between the upland neighborhoods and retail corridor with public and working maritime space along the Kill Van Kull. New retail and commercial uses would serve the needs of maritime workers and surrounding residents.



Today: Intersection of Richmond Terrace and Port Richmond Avenue looking northwest

North Shore Action Agenda

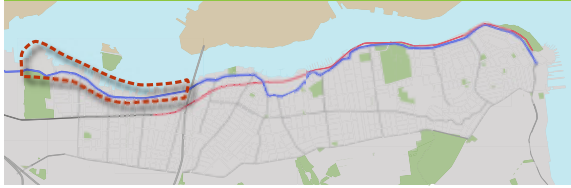
The following initiatives will be implemented to jumpstart the long-term strategies:

- *Work with local stakeholders to initiate community discussion for a zoning analysis to encourage an anchor commercial use that supports maritime businesses and encourages reinvestment along Port Richmond Avenue (2013)*
- *Work with local organizations to review options for increasing on-street parking opportunities for customers, including varied meter pricing (2013)*
- *Improve key intersections with funding from the Area Wide Intermodal Analysis and Transit Access Improvement Project to enhance pedestrian access at transit stops in Port Richmond (2012)*
- *Design and construct a skate park at Faber Park to increase recreational opportunities (2013)*



The North Shore is home to many historic neighborhoods which would benefit from walkable retail options and waterfront access. (Shown: Port Richmond)

Mariners Harbor—Arlington Today



Mariners Harbor—Arlington has historically been home to many types of industry and the workers that supported them. These industries left behind significant piers and large, sturdy warehouse buildings. Active maritime businesses continue to operate today, but many waterfront sites are occupied by open storage, or are in disrepair or vacant. Many of the underutilized sites have the potential for creative industrial development opportunities. Retail and commercial opportunities are also limited along Richmond Terrace, requiring most residents to travel a mile to Forest Avenue to meet even basic needs for groceries, banking, and pharmacies.

While public waterfront access is limited, some opportunities exist on City-owned sites, including the waterfront near Van Name and Van Pelt Avenues and Arlington Marsh. Future waterfront access points could offer views of Shooters Island, a bird sanctuary located just off shore.

Existing buildings pose challenges to widening Richmond Terrace. The railroad right-of-way in this part of the North Shore runs through a below-grade cut located approximately a quarter mile inland from the waterfront. The western portion is currently used for active freight rail operations with connections over the Arthur Kill Lift Bridge to New Jersey and points beyond.

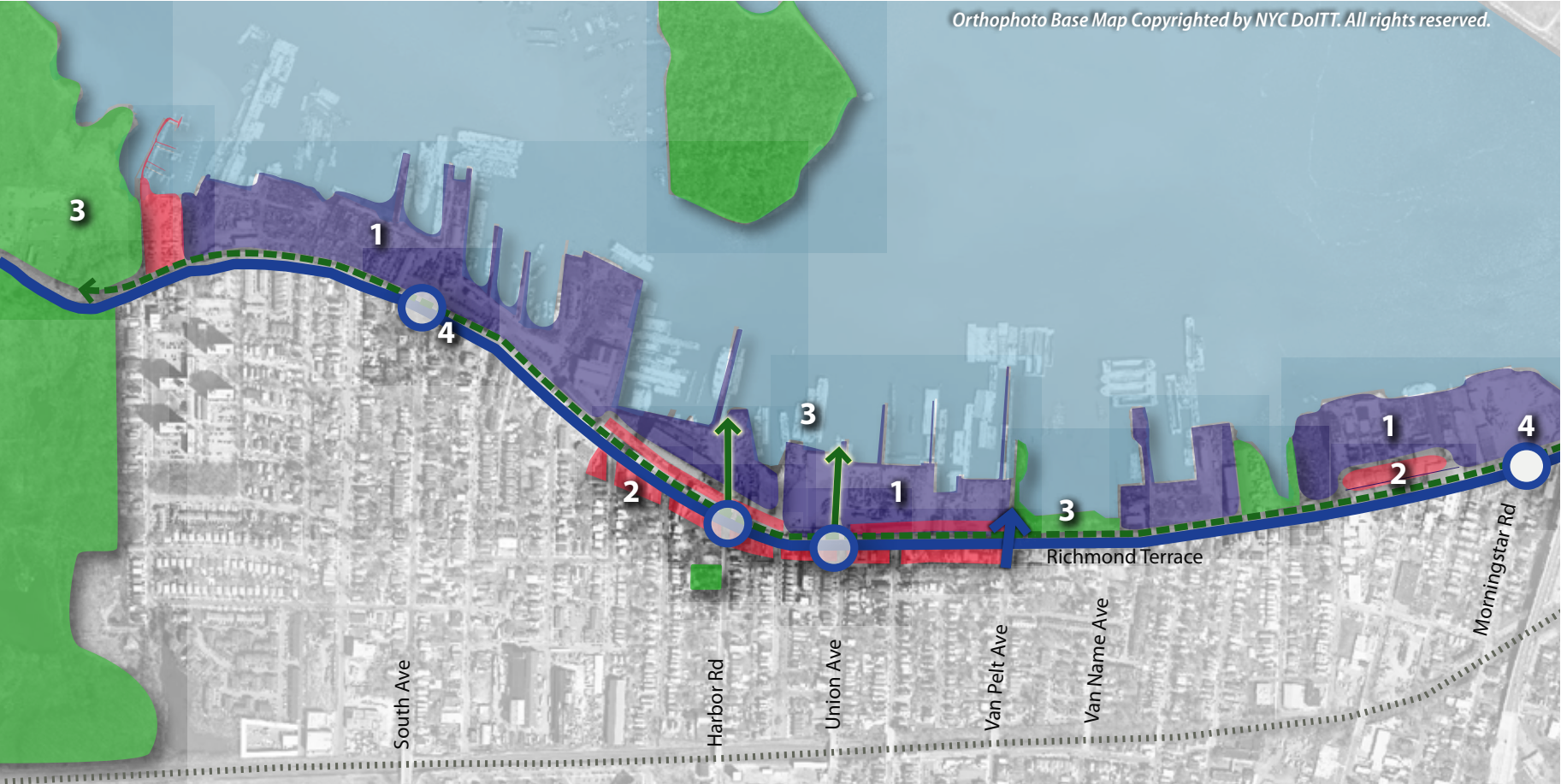


Shooters Island Bird Sanctuary



Underutilized historic buildings at former Bethlehem Steel Shipyard

Vision for 2030: A Renewed Historic Destination for Quality Jobs and Community Amenities



- 1 **Vibrant, active working waterfront**, with job-producing maritime and industrial uses in underutilized buildings and access to new maritime training opportunities
- 2 **Expanded mix of amenities and retail on Richmond Terrace** to fill a gap in services and jobs for residents and workers
- 3 **New waterfront and open space public access** at Arlington Marsh, Mariner's Marsh, city-owned sites, and public street ends providing views of the working waterfront and Shooters Island
- 4 **Improved traffic flow along Richmond Terrace**, with additional turn lanes and pedestrian crossings, serving both residents and businesses

Mariners Harbor—Arlington

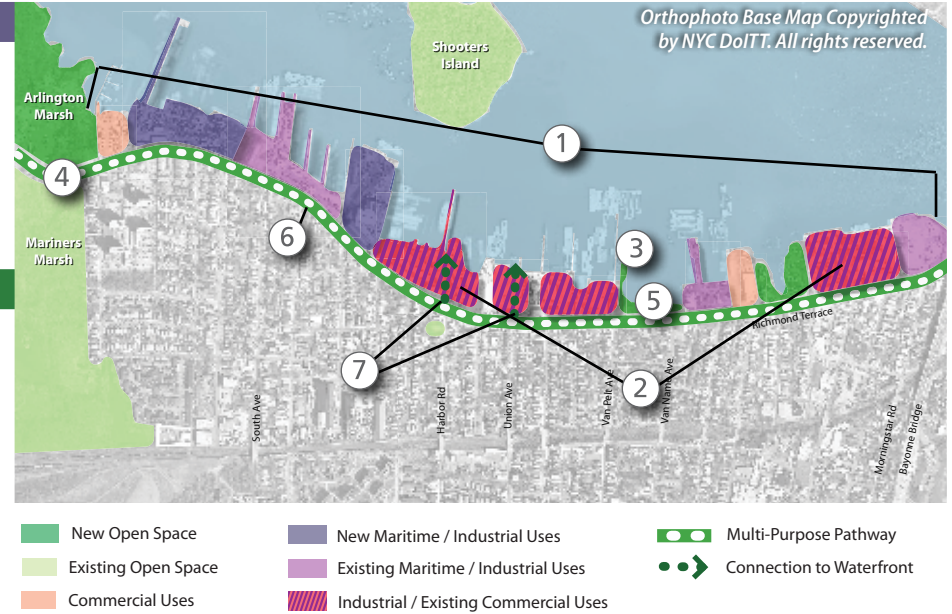
Recommendations

Create Quality Jobs and Workplaces

- 1 Determine necessary bulkhead repair and shoreline improvements to encourage maritime business expansion
- 2 Facilitate reuse of historic industrial buildings at the former Bethlehem Steel shipyard and other sites for job producing uses
- 3 Explore creation of additional mooring space and tie-ups on City-owned waterfront to support maritime expansion and help fund park operations

Reconnect People with the Waterfront

- 4 Create a mix of active and passive recreation at Arlington Marsh and Mariners Marsh
- 5 Provide waterfront access at City-owned Richmond Terrace Wetlands (aka Van Name/Van Pelt waterfront)
- 6 Provide a continuous North Shore multi-purpose pathway, along the waterfront where feasible, connecting points of interest and providing harbor views
- 7 Investigate use of public street-ends for public overlooks of maritime activity

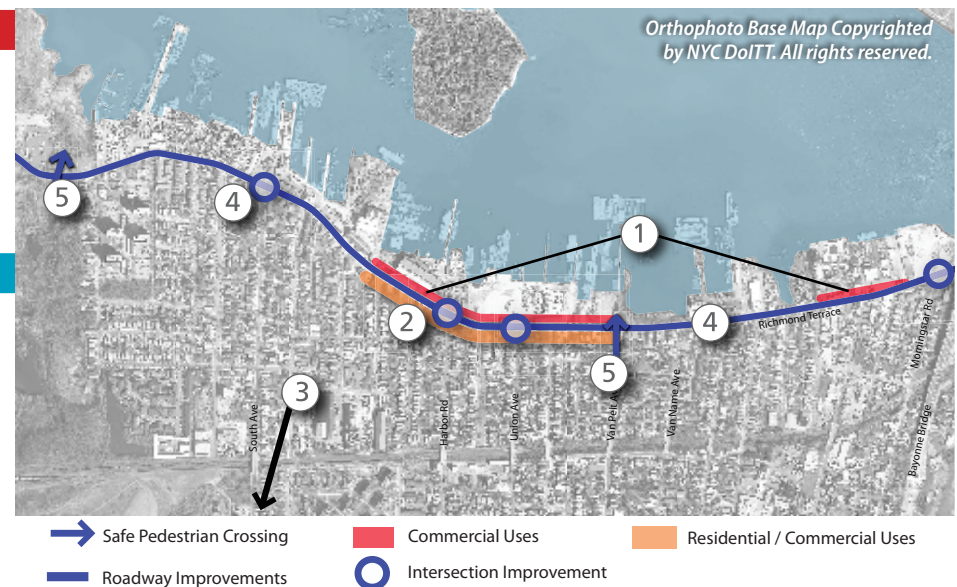


Support and Create Neighborhood Centers

- 1 Encourage additional retail, banks, health providers and other needed jobs and community services to locate on underutilized sites fronting Richmond Terrace
- 2 Encourage commercial uses on the south side of Richmond Terrace with appropriate FRESH zoning incentives to attract retail with residential above at the appropriate scale

Improve Connections and Mobility

- 3 Develop new bus transit hub at Forest Avenue and South Avenue with parking and easy connections to future North and West Shore transit options in conjunction with intersection improvements
- 4 Strategically widen Richmond Terrace at key intersections to provide wider sidewalks and turn lanes as development occurs
- 5 Provide safe pedestrian crossings to future parks at Arlington Marsh and Richmond Terrace Wetlands



Vision for 2030: Renewed Historic Destination For Quality Jobs and Amenities



Today: Former Bethlehem Shipyard from the end of Harbor Road

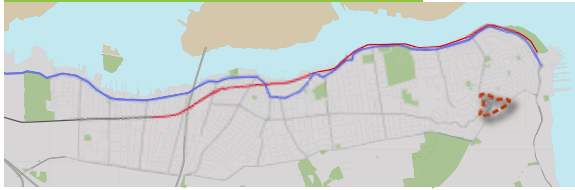
By 2030, Mariners Harbor—Arlington could be a hub for maritime services that supports both the Port's shipping needs and the retail and services needed by the surrounding community. This image depicts the waterfront at the end of Harbor Road on the former Bethlehem Steel Shipyard. It shows an active maritime destination with improved bulkheads and piers, repurposed historic buildings, and public access areas where visitors can watch nearby active maritime industry.

North Shore Action Agenda

The following initiatives will be implemented to jumpstart the long-term strategies:

- *Seek funding to develop new public access area at Richmond Terrace Wetlands (aka Van Name/Van Pelt waterfront) in Mariners Harbor (2013)*
- *Coordinate with maritime businesses to craft zoning tools that permit transparent fencing at appropriate locations while maintaining secure facilities (2012)*
- *Complete initial phase of remediation and reopen public access at portions of Mariners Marsh (2013)*
- *Coordinate EPA testing and remediation of additional areas at Mariners Marsh with the goal of phased reopening for public access (2013)*
- *Complete transfer of 70-acre Arlington Marsh property to the Department of Parks and Recreation (2013)*
- *Identify funding and mechanism for mitigation of Arlington Marsh (2013)*
- *Identify relocation site for NYCDOT facility currently located at Arlington Marsh to facilitate park development (2013)*
- *Complete intersection improvements at Forest Avenue and South Avenue (2013)*
- *Extend freight rail service along North Shore railroad right-of-way from Union Street to Van Name Avenue to provide support to the New York Container Terminal (2013)*

Jersey Street Today



Jersey Street is located in a valley between nearby hillside communities. Historic homes, existing and proposed parks at Jones Woods and Goodhue, and access to the ferry terminal make the nearby neighborhoods desirable to a diverse range of residents.

As a thoroughfare connecting local neighborhoods to the New Brighton waterfront, Jersey Street has the potential to serve as a strong link for pedestrians, bicyclists and other visitors traveling between local destinations. A growing immigrant population has created a burgeoning retail corridor on Victory Boulevard leading from St. George.

Jersey Street's commercial strip has experienced significant disinvestment and is perceived by many as unsafe. It lacks necessary retail and services such as grocery stores, banks, and pharmacies. However, given its location and advantages, opportunities to spur development exist. Two potential catalyst sites could anchor local revitalization—the Department of Sanitation Jersey Street garage, when relocated, and the former Staten Island Hospital on nearby Castleton Avenue. These two properties could jumpstart commercial development and help to provide local services desired by the community.

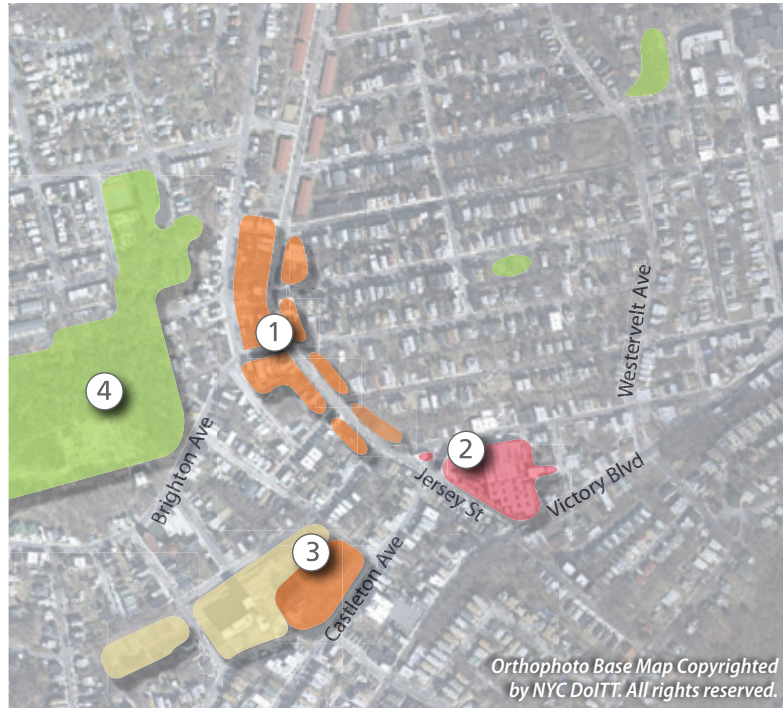


Vision for 2030: A Revitalized Retail Corridor Serving and Connecting Diverse Communities



- 1 **Revitalized corridor** bringing diverse neighborhoods together with new contextual residential uses and more retail options
- 2 **New commercial development** providing retail, community amenities, and potential open space not currently found in the neighborhood and improving the connection to Victory Boulevard
- 3 **New housing and community facilities** on the former hospital site
- 4 **Improved connectivity for pedestrians and bicyclists** expanding connections between neighborhoods and nearby open spaces

Jersey Street Recommendations



- Residential / Commercial Uses
- Open Space
- Commercial Uses
- Infill Residential Uses

Support and Create Neighborhood Centers

- ① **Encourage a vibrant commercial hub** with appropriate FRESH zoning incentives to attract retail with residential above at an appropriate scale
- ② **When the Sanitation Garage is relocated, explore reuse for commercial development** with community amenities
- ③ **Plan for the reuse of the former Staten Island Hospital site**, which could provide senior housing, medical services, and other residential uses
- ④ **Support park expansion** at Jones Wood Park and Goodhue Park



- Improved Bicycle and Pedestrian Connections
- Streetscaping Improvements
- Intersection Improvement

Improve Connections and Mobility

- ① **Determine feasibility of improved bike paths** along Jersey Street to provide connections to the waterfront, Jones Wood Park, Snug Harbor, and other destinations
- ② **Improve lighting, sidewalks, and signage and explore on-street parking options** to support Jersey Street retail corridor
- ③ **Make intersection improvements** to increase safety at Brighton Avenue and Jersey Street

Vision for 2030: A Revitalized Retail Corridor Serving and Connecting Diverse Communities



Today: Existing retail corridor on Jersey Street

By 2030, a revitalized Jersey Street could provide needed retail services, jobs and housing for the neighborhood. This image depicts the potential for a vibrant retail corridor. The neighborhood character has been improved with mature trees, lighting, and bicycle lanes. Retail storefronts would have active businesses, and new, appropriately scaled residential and commercial buildings would provide an inviting environment for residents and visitors.

North Shore Action Agenda

The following initiatives will be implemented to jumpstart the long-term strategies:

- *Resolve ownership/legal issues at the former Staten Island Hospital site and explore reuse as a catalyst redevelopment site (2013)*
- *Identify relocation site for Department of Sanitation garage to provide a catalyst redevelopment site (2013)*
- *Complete the phased acquisition of Goodhue Park to preserve open space (Phase I, 2013)*
- *Model new FRESH Zoning Incentives to meet low density/town centers needs for future retail/services (2012)*

4

Implementation and Coordination



North Shore 2030 lays out a twenty-year vision for a diverse, thriving and connected waterfront community. This report attempts to convey and to balance the priorities of North Shore residents, businesses, and stakeholders to expand job opportunities, support a thriving maritime industry, increase connections between the waterfront, strengthen neighborhood centers and improve mobility. It is a road map for improving and reconnecting what makes the North Shore unique.

This report is intended as a guiding document – a framework for future land use and investment decisions which will help achieve the 2030 vision. A significant amount of infrastructure investment will likely be made by the private sector as strategic sites are developed. This document provides clarity and guidance to residents, developers, and property owners – helping to ensure a coordinated network of improvements.

North Shore 2030's implementation is closely tied to regional and state planning efforts, and multi-agency coordination will be essential to the success of all initiatives. The Bayonne Bridge clearance improvements will not only provide increased access to the region's ports, but it will potentially impact the Elm Park neighborhood and increase maritime opportunity on the North Shore waterfront. Similarly, the MTA New York City Transit's North Shore Alternatives Analysis has the potential to provide needed transit improvements, however, implementation will need to be closely coordinated with road and open space improvements and potential waterfront development. The City is committed to continued cooperation with our regional partners to ensure the *North Shore 2030* vision is incorporated into these ambitious projects.

As seen in *Vision 2020* and *PlaNYC*, the City is also committed to better utilizing its waterways, addressing climate resilience, and expanding the industrial sector while reducing its environmental impacts. The North Shore will be central to these citywide efforts.

The matrix on the following pages provides a comprehensive list of all the neighborhood recommendations identified in Chapter 3 and organizes them by the four targeted strategies to revitalize and reconnect the North Shore. The matrix highlights those projects where progress has begun and those initiatives the city will begin in the short term.

It was critical to all North Shore stakeholders to identify those near-term projects where the city and other agencies could focus efforts to advance the community's 2030 vision. To that end, a separate document, *North Shore 2030 Action Agenda* will also be provided highlighting the city's new short-term commitments and the on-going work of the agencies in the borough's North Shore neighborhoods. This document will identify the lead agencies responsible for advancing progress and the targeted deadlines for completion. It will be used by the Mayor's Staten Island Growth Management Task Force to track the progress of *North Shore 2030*.



North Shore 2030 Recommendations

The framework outlined in this report lays the foundation for a 20-year North Shore vision. To achieve this vision, multi-year and multi-agency efforts are required. The following pages include a full list of recommendations, critical first steps, agencies involved, and a potential timeline.

Recommendation	Initial Action Item	Status of Action Item	Implementation Lead Agency	Supporting Agencies	Opportunity Area	
1. Strengthen the maritime industry						
Create Quality Jobs and Workplaces	Expand the Significant Maritime and Industrial Areas (SMIAs) in the Waterfront Revitalization program to include areas on the North Shore where new maritime industrial activity is recommended	Draft new boundaries and certify citywide 197-a plan for public review	Short-Term Commitment	DCP	NYCEDC	Areawide
	Explore creation of a maritime training facility	Work with elected officials, the maritime industry and McKee High School to develop internship opportunities and an electrical engineering program	Short-Term Commitment	DOE	SBS, NYCEDC	Areawide
	Facilitate maritime development by working with state agencies to improve the permitting process	Establish In-Water Permitting Task Force to facilitate maritime development, including the creation of permitting guidance documents, written mitigation policies and standards, a "one-stop-shop" for in-water permitting, and a training program for applicants	Ongoing	NYCEDC		Areawide
	Target areas for maritime expansion and identify priority shoreline infrastructure improvements.	Advance efforts to focus on maritime operations and construction to address mooring tie-ups, "gray-water" discharge prohibition, Marine Highways, dredge material management, vessel repair capacity, in-kind bulkhead replacement policies, and developing guidelines, design, and construction practices	Ongoing	NYCEDC		Areawide
	Partner with maritime businesses to explore feasibility of a maritime hub with a tie-up facility and upland services, to provide services to the maritime industry and residents	Convene interested parties and landowners to explore feasibility	Recommended	NYCEDC		New Brighton
	Explore utilizing city-owned lots to provide mooring space as potential revenue generator	Through DCP's Waterfront Revitalization Program, identify requirements for mooring spaces	Recommended	DCP	DCAS, DPR, NYCEDC	Areawide
	Facilitate maritime expansion	Target underutilized waterfront sites, facilitate expansion and permitting	Recommended	NYCEDC		New Brighton, West Brighton, Port Richmond, Mariners Harbor
	2. Support and grow industries and services					
Establish a Staten Island Industrial Business Zone (IBZ) to retain and recruit North Shore industrial and maritime users	Identify boundaries, convene boundary commission	Short-Term Commitment	DCP, NYCEDC		Areawide	
Attract and retain targeted industries that can serve regional and national markets	Identify key opportunities to attract targeted industries	Short-Term Commitment	NYCEDC		Areawide	
Explore expanding the capacity for local economic development activities in St. George	Work to strengthen the capacity of existing organizations in St. George to promote the district through marketing and other placemaking activities	Short-Term Commitment	SBS		St. George	
Encourage reuse of underutilized waterfront sites and historic buildings	Identify zoning tools to encourage redevelopment and reuse of waterfront industrial sites by allowing greater flexibility to achieve certain goals, such as brownfield clean-up, adaptive reuse of outmoded buildings, expansion of maritime uses, and provision of in-water infrastructure	Ongoing	DCP		Areawide	
Improve performance standards for open industrial uses	Work with industrial businesses to improve performance standards to modernize industrial business operations	Ongoing	DCP, NYCEDC		Areawide	
Encourage commercial amenities and reuse of historic buildings on Mariners Harbor waterfront	Apply potential new zoning tools to allow wider range of local businesses and services to serve the local community/workforce and encourages the reuse of under-utilized waterfront sites	Recommended	DCP, NYCEDC	SBS	Mariners Harbor - Arlington	

Recommendation	Initial Action Item	Status of Action Item	Implementation Lead Agency	Supporting Agencies	Opportunity Area
1. Improve existing and create new public waterfront parks					
Develop new public access area at Richmond Terrace wetlands in Mariners Harbor	Seek funding to utilize city-owned site	Short-Term Commitment	DPR	DOT	Mariners Harbor - Arlington
Remediate and develop Mariners Marsh	Complete initial phase of remediation and reopen public access at portions of Mariners Marsh	Short-Term Commitment	DPR	EPA, MOER	Mariners Harbor-Arlington
Remediate and develop Mariners Marsh	Coordinate EPA testing and remediation of additional areas at Mariners Marsh with the goal of phased reopening for public access	Short-Term Commitment	DPR	EPA, MOER	Mariners Harbor-Arlington
Improve amenities and programming at Faber Park	Install skate park to increase recreational opportunities	Short-Term Commitment	DPR		Port Richmond
Make repairs to the existing North Shore Esplanade along Richmond Terrace between Nicholas Street and Jersey Street to improve the public waterfront overlook	Identify repair work and improve public access area	Short-Term Commitment	DOT, DPR	NYCEDC	St. George and New Brighton
Facilitate remediation and preservation of North Shore open space	Explore creation of a wetlands mitigation bank and/or in-lieu fee program to promote more effective mitigation projects	Ongoing	Mayor's Office	DPR, NYCEDC	Areawide
Remediate and develop Arlington Marsh	Complete transfer of 70-acre Arlington Marsh property to Parks Department	Ongoing	Mayor's Office	DCAS, DPR, SBS, NYCEDC	Mariners Harbor-Arlington
Remediate and develop Arlington Marsh	Identify funding and mechanism for mitigation	Ongoing	DPR	NYCEDC	Mariners Harbor-Arlington
Remediate and develop Arlington Marsh	Identify relocation site for NYCDOT facility currently located at Arlington Marsh Park to facilitate park development	Ongoing	DCAS, DOT	Mayor's Office, WTTf, DSNY, DPR	Mariners Harbor-Arlington
Improve public waterfront access at Snug Harbor	Coordinate with MTA's North Shore Railroad ROW analysis to maintain public access and determine feasibility of reactivating the pier/dock	Ongoing	DPR	MTA	New Brighton
Restore waterfront access at Pier 5A, including a public kayak launch	Seek funding to initiate design, approvals, and construction	Ongoing	NYCEDC	DPR	St. George
Restore North Shore recreation center	Complete feasibility study and secure funding for the reuse, replacement or relocation of recreational programming formerly provided at the Cromwell Center	Ongoing	DPR		St. George
Develop new waterfront park at the former Blissenbach Marina	Complete initial phase of waterfront park development, providing interim public access	Ongoing	DPR	MOER, DCAS	West Brighton
Explore new public access point at the foot of Jersey Street to expand the North Shore Esplanade	Explore opportunities for new access point	Recommended	DPR	DCAS, NYCEDC	New Brighton
Provide waterfront overlooks between Port Richmond Avenue and Faber Park	Review waterfront access options as part of any future land use changes	Recommended	DPR	DOT	Port Richmond
Improve existing privately owned public waterfront access	Coordinate with private owners to facilitate the restoration and protection of pathways to ensure continuous waterfront access	Recommended	DCAS, Mayor's Office	DPR, NYCEDC	St. George
Improve amenities and programming at Faber Park	Install synthetic turf field to increase recreational opportunities	Recommended	DPR		Port Richmond
2. Evaluate tools to utilize street ends and transparent fencing for maritime overlooks					
Increase waterfront views and highlight active maritime industry	Coordinate with maritime businesses to craft zoning tools that permit transparent fencing at appropriate locations while maintaining secure facilities	Short-Term Commitment	DCP, NYCEDC		Areawide

Recommendation	Initial Action Item	Status of Action Item	Implementation Lead Agency	Supporting Agencies	Opportunity Area	
Reconnect People with Working Waterfront	Open up views of the Kill van Kull waterfront on city-owned sites	Clean and prune vegetation on city-owned sites on the North Shore Esplanade, Snug Harbor and Richmond Terrace wetlands	Short-Term Commitment	DPR		St. George, New Brighton and Mariners Harbor-Arlington
	Develop maritime overlooks where mapped streets meet the waterfront	In coordination with future waterfront development, investigate using city-owned street ends to provide visual access to the harbor and maritime activity	Recommended	DPR, DOT	DCAS	New Brighton, West Brighton and Mariners Harbor-Arlington
	3. Coordinate with ongoing community efforts to designate a multi-purpose pathway, along the waterfront where feasible, connecting points of interest					
	Develop safe, walkable route along Richmond Terrace throughout the North Shore	Coordinate with Community Board 1's efforts to designate a North Shore multi-purpose pathway, along the waterfront where feasible, from the Verazano Bridge to the Goethals Bridge connecting points of historic, cultural, recreational and maritime interest	Recommended	DPR/DOT	DCP, DDC	Areawide
	Ensure future waterfront development improves public access	Coordinate with city agencies and private owners as waterfront sites are developed to provide waterfront public access where required by zoning	Recommended	DCP	NYCEDC, DPR	Areawide
	4. Improve the North Shore's Climate Resilience					
Improve the North Shore's climate resilience	Apply city-wide strategies to increase the North Shore's resilience to climate change and sea-level rise by partnering with FEMA to update Flood Insurance Rate Maps, studying urban design implications of additional flood protection, exploring zoning and building code changes to promote freeboard, studying best practices to resist flooding and storm surge, and supporting communities' local resiliency planning	Ongoing	Mayor's Office	OEM, DCP	Areawide	
Support and Create Neighborhood Centers	1. Create destinations at strategic locations					
	Reuse former SI Hospital site and explore reuse as a catalyst redevelopment site	Resolve ownership/legal issues	Short-Term Commitment	HPD, Corporation Counsel	OMB, DCP, NYCEDC	Jersey Street
	Encourage a dynamic, mixed use corridor connecting St. George to New Brighton	Work with local stakeholders to develop a zoning analysis, including environmental, infrastructure and urban design review, for a revitalized Richmond Terrace corridor and protections for the adjacent lower density residential neighborhood	Short-Term Commitment	DCP	DOT, DEP, NYCHA, SCA	New Brighton
	Encourage a diverse working waterfront destination at the Port Richmond waterfront	Work with local stakeholders to initiate community discussion for a zoning analysis to encourage an anchor commercial use that supports maritime and active industrial businesses and encourages reinvestment along Port Richmond Avenue	Short-Term Commitment	DCP	NYCEDC, DOT, DEP, SBS	Port Richmond
	Determine feasibility of appropriate development on St. George baseball and ferry parking lots	Work with local stakeholders and the private development community to determine necessary infrastructure investments and feasible development plans	Short-Term Commitment	NYCEDC	DOT, DCP, MTA	St. George
	Encourage commercial development at Victory Boulevard and Jersey Street when Sanitation garage is relocated	Identify relocation site for Department of Sanitation Garage to provide future redevelopment site	Ongoing	DSNY, DCAS, OMB		Jersey Street
	Create a mixed use destination at 24-acre, former Coast Guard site	Execute development agreement for residential, retail and open space; initiate environmental review	Ongoing	NYCEDC	DCP, DEP, DOT	St. George
	2. Provide a more diverse mix of retail and services with easy access to adjacent communities					
	Promote St. George downtown development on city-owned properties	Upon availability, investigate feasibility of repurposing publicly owned sites including the Family Court and NYPD buildings and the Central Avenue interim parking lot	Short-Term Commitment	NYCEDC	NYPD, DCAS, DOT	St. George
	Attract grocery stores to underserved areas	Evaluate the potential to expand FRESH zoning incentives for a Staten Island context and apply existing financial incentives to attract fresh food stores to underserved areas	Ongoing	DCP, NYCEDC	SBS	Jersey Street, New Brighton and St. George

Recommendation	Initial Action Item	Status of Action Item	Implementation Lead Agency	Supporting Agencies	Opportunity Area
Activate public sites contributing to St. George's potential 24/7 neighborhood character	Recruit retail and/or cultural tenants for the remaining concession spaces within the St. George Ferry Terminal	Ongoing	NYCEDC	DOT	St. George
Activate publicly owned sites with temporary cultural and community uses	Utilize publicly owned sites, such as the Merchant Marine Memorial Plaza, the former Coast Guard site, ferry and stadium parking lots, 9/11 memorial/public promenade, and Port Richmond waterfront for city-wide and Staten Island-wide events	Ongoing	Mayor's Office	NYCEDC, DOT	Port Richmond and St. George
Assist existing and recruit new businesses and services on key retail streets	Connect local organizations with existing incentives and craft new incentives	Recommended	SBS, NYCEDC		Neighborhood Centers
Encourage future residential, retail and community amenities on key Jersey St. sites	Encourage development of under-utilized city-owned site adjacent to NYC Housing Authority residences to provide needed retail, services, and housing options	Recommended	NYCHA, HPD	DCP	New Brighton
Allow for transit-supportive uses on the MTA-owned parcel	Coordinate with MTA North Shore Alternatives Analysis recommendations and park planning efforts	Recommended	MTA	DPR, DEP	West Brighton
3. Strengthen the existing character and housing options of neighborhood centers					
Encourage reinvestment in services, housing and amenities on Richmond Terrace and Jersey Street to serve surrounding community	Craft potential new zoning tools/district to allow new development reflecting neighborhood character and providing mix of residential and commercial uses	Recommended	DCP	DEP, SCA	Mariners Harbor-Arlington and West Brighton, Jersey Street
Encourage reinvestment in neighborhood centers	Analyze zoning to determine barriers to reinvestment and encourage contextual development of other historic retail streets	Recommended	DCP	DEP, SCA	Castleton Avenue, Forrest Avenue, and southern Port Richmond Avenue
4. Protect neighborhood fabric					
Preserve existing open space network, including Jones Woods and the future Goodhue Park	Complete the phased acquisition of Goodhue Park to preserve open space on the North Shore	Ongoing	DPR		New Brighton and Jersey Street
Adjust zoning to reflect existing uses	Identify areas where existing zoning and current land uses are no longer in alignment and explore rezoning in order to reflect the existing context	Recommended	DCP	DEP	Areawide
5. Support remediation of brownfield sites					
Coordinate with Brownfield Opportunity Area recipients	Coordinate work plans with Local Development Corporations	Ongoing	DCP, OER, NYCEDC	New York Department of State	Areawide
Connect owners with existing brownfield programs	Work with land owners to utilize State and City assistance programs, including grants and tax credits for investigation, remediation, construction, and liability protections	Recommended	OER		Areawide
6. Leverage new development to improve infrastructure, roads and transit service in existing neighborhoods					
Create a New Brighton bluebelt	Complete initial planning incorporating Snug Harbor wetlands and existing parklands to capture storm water drainage	Ongoing	DEP, DPR		New Brighton
Implement key capital projects at Port Richmond waste water treatment facility	Implement boiler upgrades	Ongoing	DEP		West Brighton
Review need for additional schools to serve existing and new residents	Convert former St. Peter's Girls' High School to new public elementary school	Ongoing	SCA		St. George
Draft an updated North Shore drainage plan	Update drainage plan as rezonings are proposed	Recommended	DEP	DCP	Areawide

Recommendation	Initial Action Item	Status of Action Item	Implementation Lead Agency	Supporting Agencies	Opportunity Area
Review need for additional schools to serve existing and new residents	Evaluate current capacity and need for new schools as rezonings are proposed	Recommended	SCA	DCP	Areawide
1. Strengthen east-west vehicular connections					
Conduct comprehensive review of Richmond Terrace and implement improvements	Seek funding for comprehensive Richmond Terrace Congested Corridor analysis to determine necessary road improvements and phasing of construction	Short-Term Commitment	DOT	MTA, DEP, DCP, DDC	Areawide
Improve parking options in neighborhood centers	Work with local organizations to review options for increasing on-street parking opportunities for customers, including varied meter pricing	Short-Term Commitment	DOT		Port Richmond
Provide adequate infrastructure for North Shore development projects	Work with government partners and stakeholders to identify alternative mechanisms for financing critical infrastructure on the North Shore	Short-Term Commitment	NYCEDC		Areawide
Improve safety and traffic flow at key intersections	Complete intersection improvements at Forest Avenue and South Avenue	Ongoing	DOT	DDC	Mariners Harbor-Arlington
Improve safety and traffic flow at key intersections	Initiate all necessary planning and environmental review to reconfigure the following intersections: Victory Blvd./Bay Street; Forest Avenue/Kissel Avenue; Castleton Avenue/Broadway; Port Richmond Avenue/Forest Avenue; Forest Avenue/Jewett Avenue; Jersey Street/Brighton Avenue	Recommended	DOT	DDC	Areawide
Investigate installation of median on Forest Avenue in Mariners Harbor to prevent illegal turns and improve pedestrian safety	Initiate all necessary planning and environmental review	Recommended	DOT	DDC	Mariners Harbor-Arlington
Provide traffic circulation plan to accommodate any future development along the waterfront to relieve traffic on Richmond Terrace	Review traffic options as part of any future land use changes	Recommended	DOT	DCP, NYCEDC	New Brighton and Port Richmond
Reconfigure existing medians and vehicular pullout at Markham Gardens to make street improvements for buses, pedestrians and vehicles	Initiate all necessary planning and environmental review	Recommended	DOT	MTA, HPD, DDC	West Brighton
2. Increase safe pedestrian and bicycle connections					
Facilitate tourism to North Shore destinations by providing bicycle rentals or bike sharing facilities at the St. George ferry terminal and Snug Harbor	Explore feasibility of bicycle rental or bicycle sharing at key locations	Short-Term Commitment	DOT, DPR	NYCEDC, DCA	St. George and New Brighton
Develop safe pedestrian/transit connections throughout the North Shore	Improve key intersections with funding from the Area Wide Intermodal Analysis and Transit Access Improvement Project to enhance pedestrian access at transit stops	Ongoing	DOT		New Brighton, Port Richmond and West Brighton
Improve pedestrian access between the ferry terminal, North Shore waterfront and St. George destinations	Complete Richmond Terrace Pedestrian Study	Ongoing	DOT	DDC	St. George
Improve streetscape in Hyatt Street commercial corridor	Complete St. George Courthouse development, streetscape improvements and open new public memorial space	Ongoing	DASNY	DOT	St. George
Develop safe, walkable route along Richmond Terrace throughout the North Shore	Incorporate improved sidewalks into all road improvements along Richmond Terrace	Recommended	DOT	DPR	Areawide
Provide safe pedestrian crossings at existing and future waterfront access points along Richmond Terrace	Initiate planning to add pedestrian crossing signals as appropriate	Recommended	DOT	DPR, DDC	Areawide
Improve neighborhood centers with improved streetscape amenities, including street trees, lighting, bus shelters, and street furniture	Initiate all necessary planning, and implement improvements	Recommended	DOT	DDC	Port Richmond and Jersey Street
Encourage bicycle commuting by providing secure parking at the St George ferry terminal	Incorporate bike parking in ferry ramp upgrade	Recommended	DOT		St. George

Recommendation	Initial Action Item	Status of Action Item	Implementation Lead Agency	Supporting Agencies	Opportunity Area	
Improve pedestrian waterfront access from St. George ferry terminal to points south	Improve pedestrian access with connections from Ferry Terminal and Armajani Staircase to Lions Pool	Recommended	DOT, NYCEDC	DPR, DCP, DCAS, DCA	St. George	
Implement safe bicycle routes between St George Ferry Terminal and North Shore destinations	Where space is available, incorporate off-street bicycle lanes between the waterfront, open space, and Snug Harbor	Recommended	DOT	DPR	St. George, Jersey Street and New Brighton	
3. Bolster the existing transit network						
Improve Connections and Mobility	Evaluate transit improvements and the potential for reuse of North Shore Railroad Right-of-Way	Coordinate with MTA / NYCT on the completion of its North Shore Alternatives Analysis to evaluate transit improvements and the potential for reuse of the railroad right-of-way	Ongoing	MTA	NYCEDC, DOT	Areawide
	Enhance service and access at the St. George Ferry Terminal	Complete ferry ramp improvements	Ongoing	DOT		St. George
	Improve transit service by installing signal prioritization technology on key routes (Forest Ave, Castleton Ave)	Coordinate with MTA NSAA	Recommended	DOT	MTA, DDC	Areawide
	Provide park and ride options along North Shore railroad right-of-way	Evaluate sites for potential park-and-rides in coordination with the MTA NSAA recommendations	Recommended	MTA	DOT	Areawide
	Develop new transit hub at Forest Avenue and South Avenue, in coordination with West Shore Study recommendations	Coordinate with MTA NSAA, to initiate planning for park and ride opportunity and easy connections to future North and West Shore transit	Recommended	MTA	DOT, DCP, NYCEDC	Mariners Harbor-Arlington
	4. Expand business opportunities along the railroad right-of-way					
Relocate former rail right-of-way to facilitate maritime expansion and public waterfront access, in coordination with MTA NSAA	Work with property owners and MTA to explore an improved alignment North Shore Railroad Right-of-Way to facilitate maritime and active industrial expansion and support	Short-Term Commitment	NYCEDC	MTA	New Brighton and West Brighton	
Expand North Shore freight rail service	Extend freight rail service along North Shore railroad right-of-way from Union Street to Van Name Avenue to provide additional capacity for the New York Container Terminal	Ongoing	PANYNJ	NYCEDC	Mariners Harbor-Arlington	

DASNY	Dormitory Authority of the State of New York
DCAS	NYC Department of Citywide Administrative Services
DCP	NYC Department of City Planning
DDC	NYC Department of Design and Construction
DEC	New York State Department of Environmental Conservation
DEP	NYC Department of Environmental Protection
DOE	NYC Department of Education
DOT	NYC Department of Transportation
DPR	NYC Department of Parks and Recreation
DSNY	NYC Department of Sanitation
HPD	NYC Department of Housing Preservation and Development
MOER	Mayor's Office of Environmental Remediation
MTA	Metropolitan Transportation Authority
NYCEDC	NYC Economic Development Corporation
NYCHA	NYC Housing Authority
NYPD	NYC Police Department
OEM	NYC Office of Emergency Management
OMB	NYC Office of Management and Budget
PANYNJ	Port Authority of New York and New Jersey
SBS	NYC Department of Small Business Services
SCA	NYC School Construction Authority
WTTF	Wetlands Transfer Task Force



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