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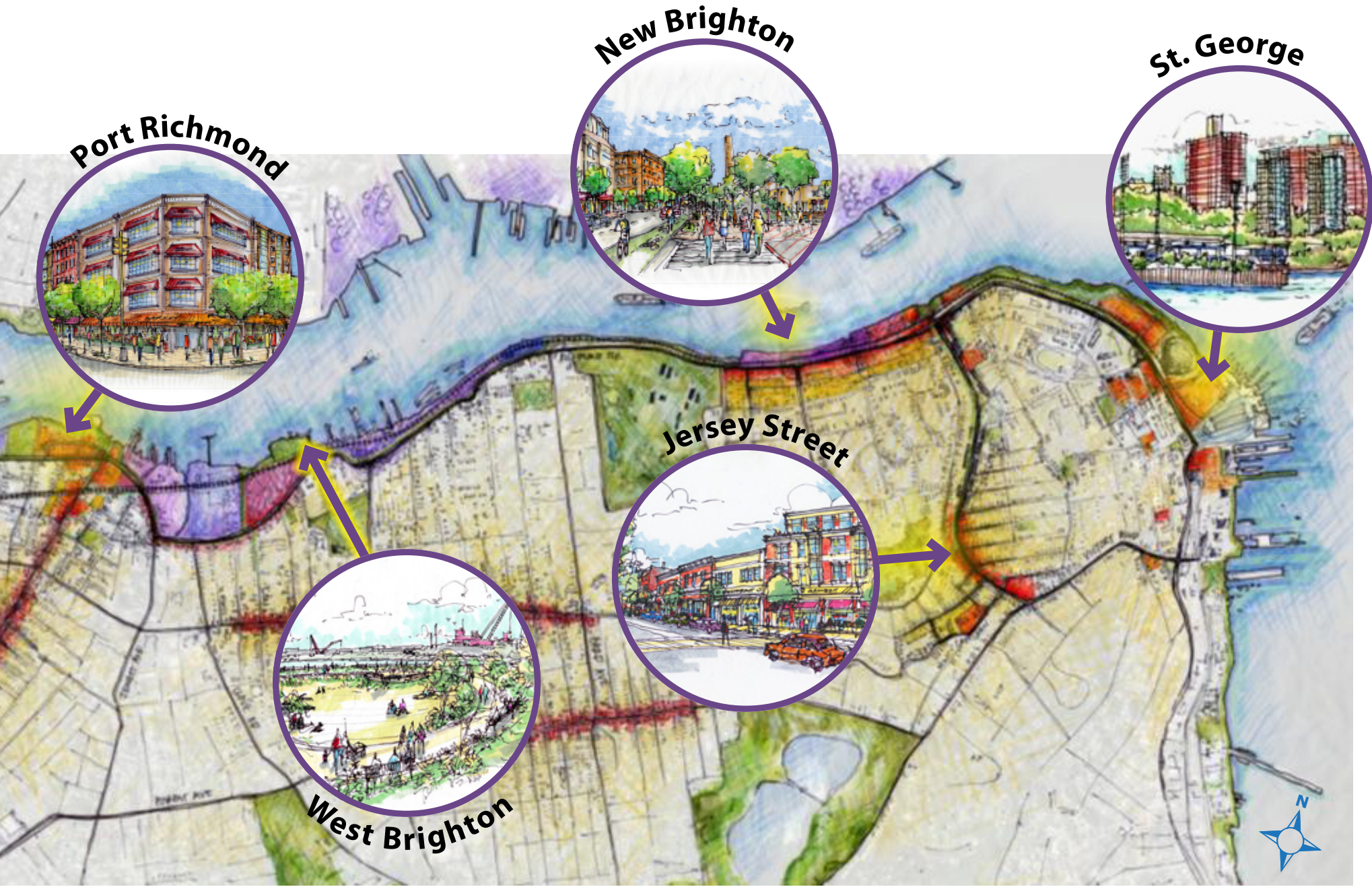
Applying the Strategies—Neighborhood Opportunity Areas

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:

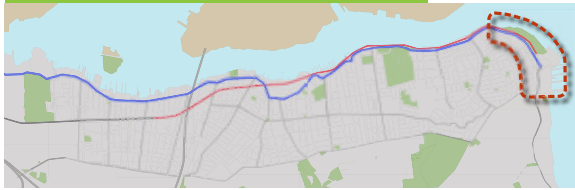
- Have significant amounts of underutilized land or vacant buildings;
- Are located adjacent to residential communities or businesses which need additional services and expansion space;
- Are located in close proximity to new or existing transit hubs; and
- Contain City-owned land that could serve as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





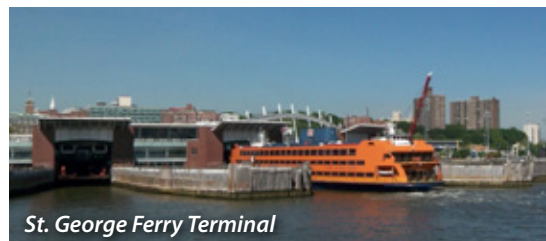
St. George Today



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.

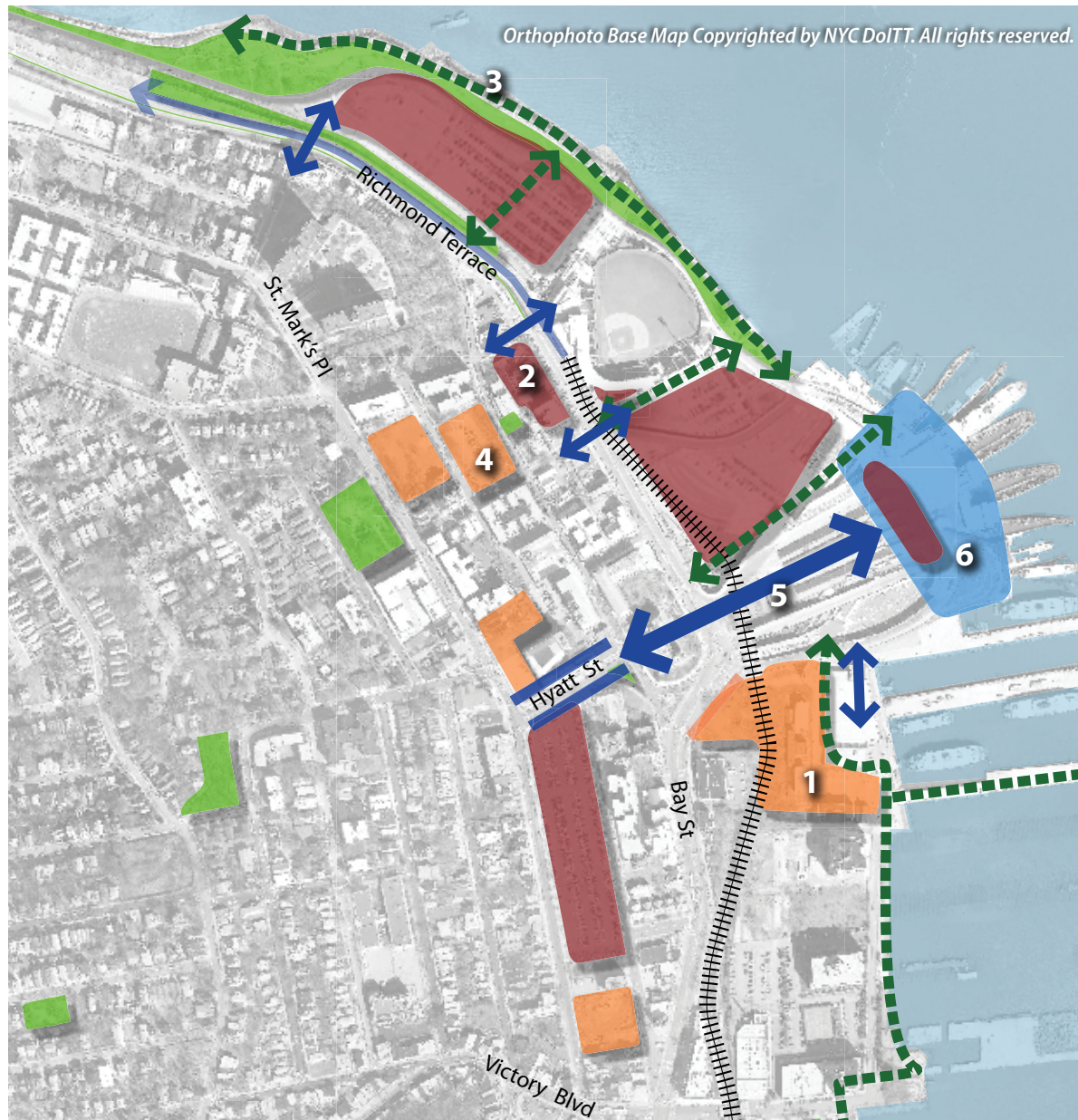


St. George Ferry Terminal



Former Coast Guard Site

Vision for 2030: A Living Downtown Connected to the Harbor



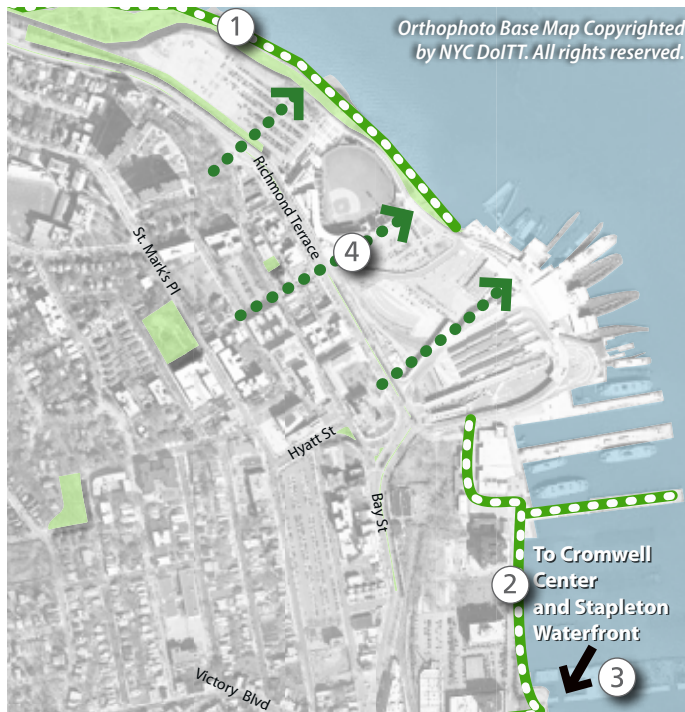
- 1 **New housing, retail and cultural uses on the former Coast Guard site**, providing an attractive gateway to destinations along the waterfront
- 2 **Activated public sites**, contributing to St. George's 24/7 lifestyle to attract jobs, residents and visitors
- 3 **Attractive and welcoming waterfront 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

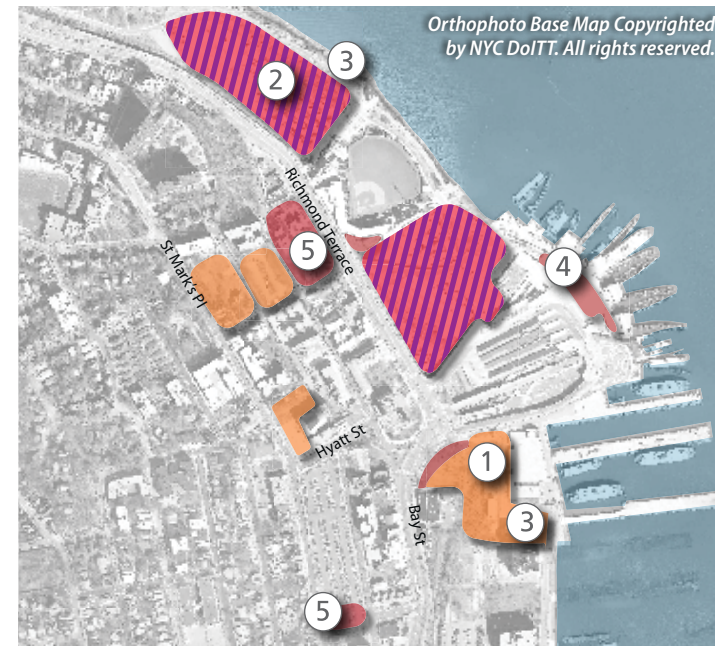


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..... Connection to Waterfront - - - Multi-Purpose Pathway Existing Open Space

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)



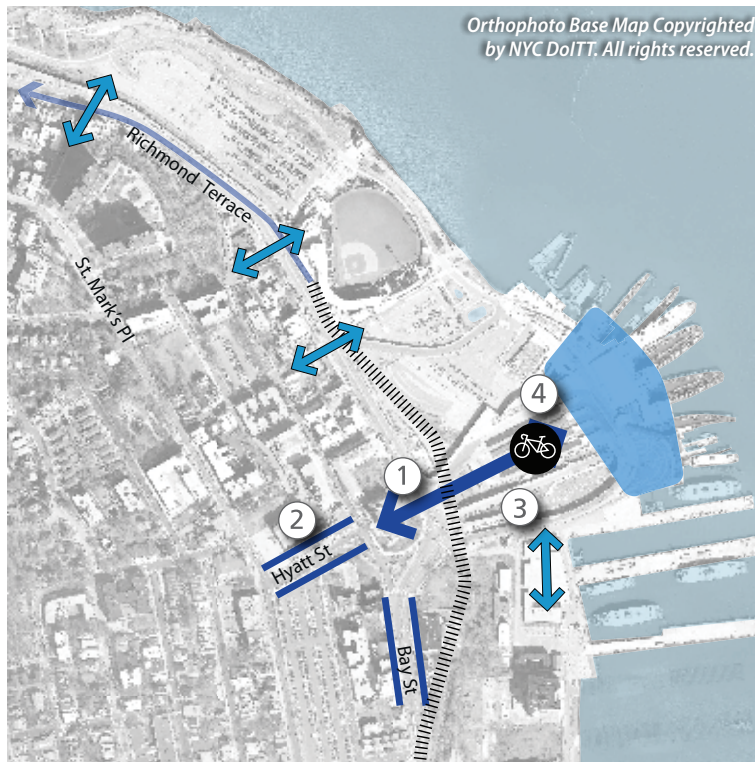
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Commercial Uses Residential / Commercial

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:

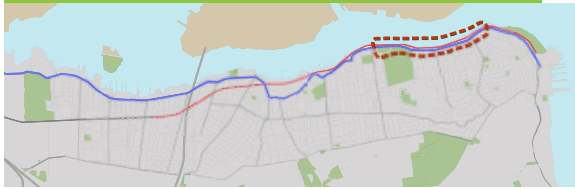
- *Work with local stakeholders and the private development community to determine the necessary infrastructure investments and feasible development plans for the Ferry and Ballpark parking lots (2012)*
- *Execute development agreement for residential, retail, and open space at the former Coast Guard 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.

Bayview
President
Special Use
Information

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

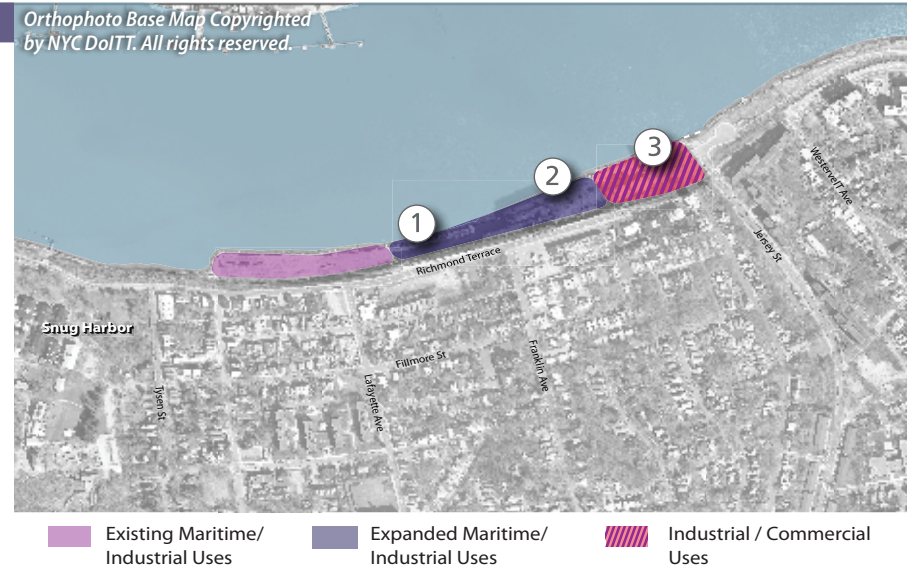


- 1 An active and inviting Richmond Terrace corridor with new appropriately scaled retail and residential uses becoming both its own destination and an inviting link between St. George and Snug Harbor
- 2 A restored bulkhead providing a new maritime hub with active industrial and commercial uses on the 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

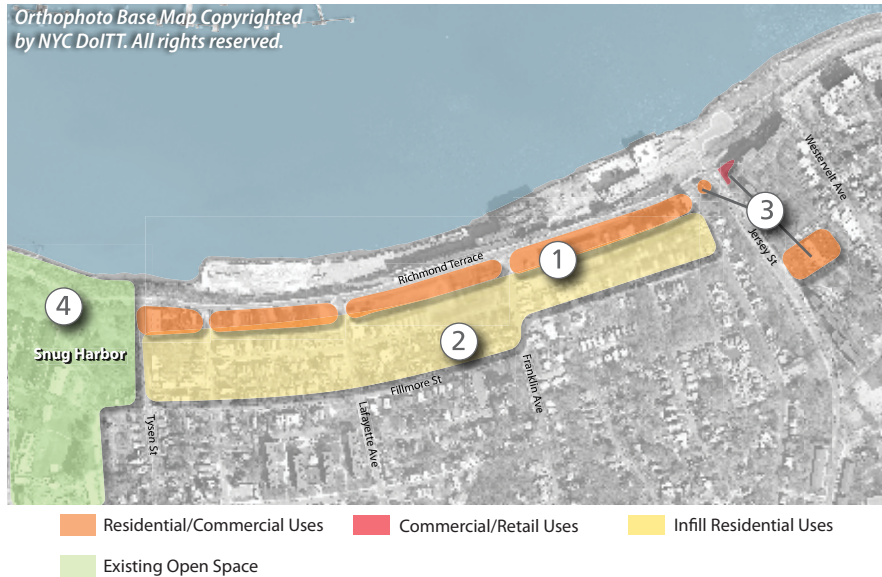
- ① **Determine need for and facilitate necessary bulkhead repair and shoreline improvements** to encourage maritime business expansion
- ② **Encourage the development of a maritime hub** with additional docking opportunities, fuel and food supplies, and commercial services for maritime users and the 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

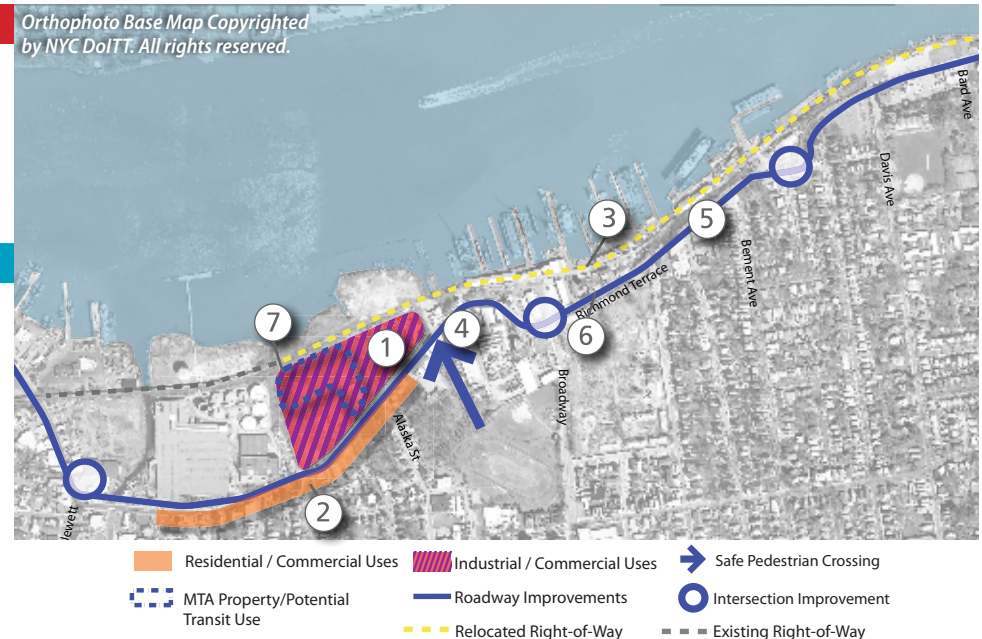


Support and Create Neighborhood Centers

- 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.

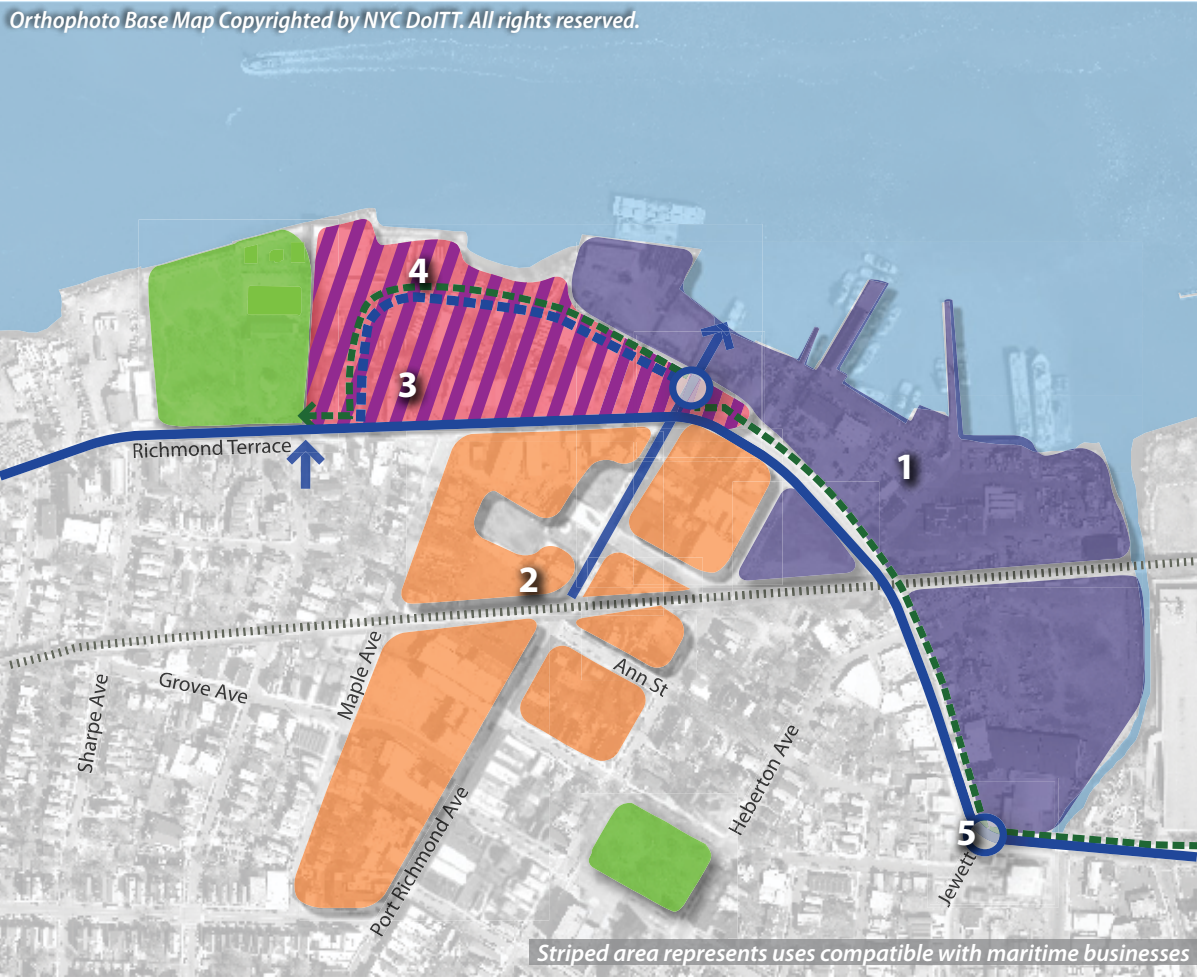
As commuting patterns changed over time, transportation options became limited to cars and buses. The local retail district has struggled since the Staten Island Mall opened, but Port Richmond Avenue retains its Main Street character with pedestrian-friendly streets, historic buildings, and immigrant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

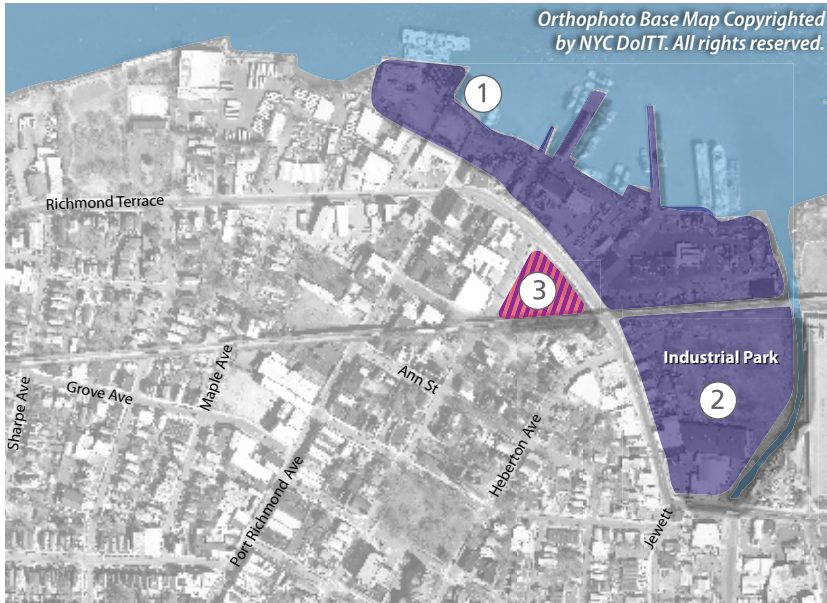


Vision for 2030: The North Shore's Revitalized Center, Reconnected to the Working Waterfront



- 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



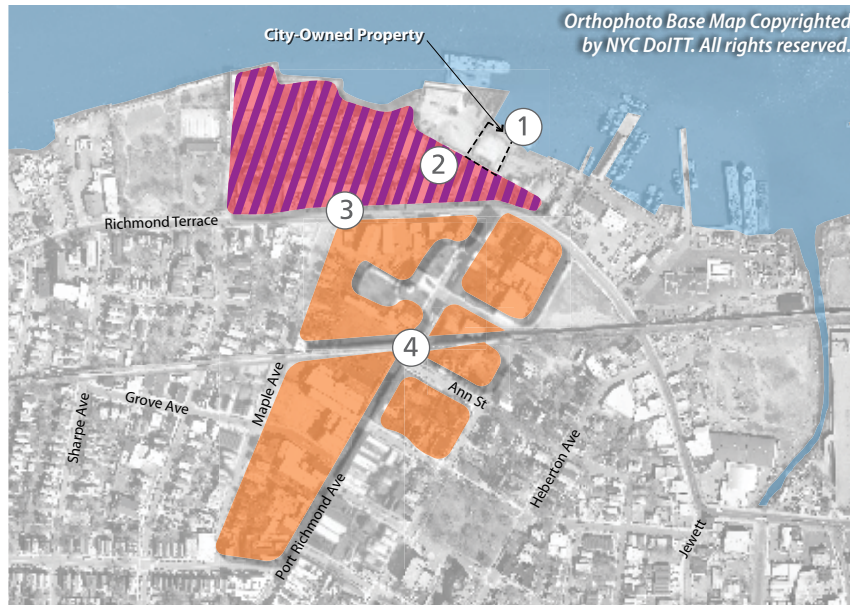
■ Existing Open Space ●●● Multi-Purpose Pathway

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

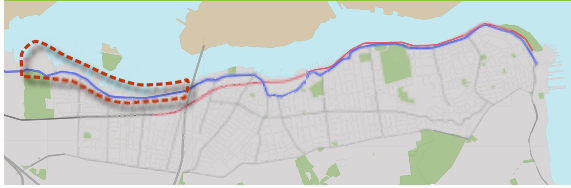
The following initiatives will be implemented to jumpstart the long-term strategies:

- *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.

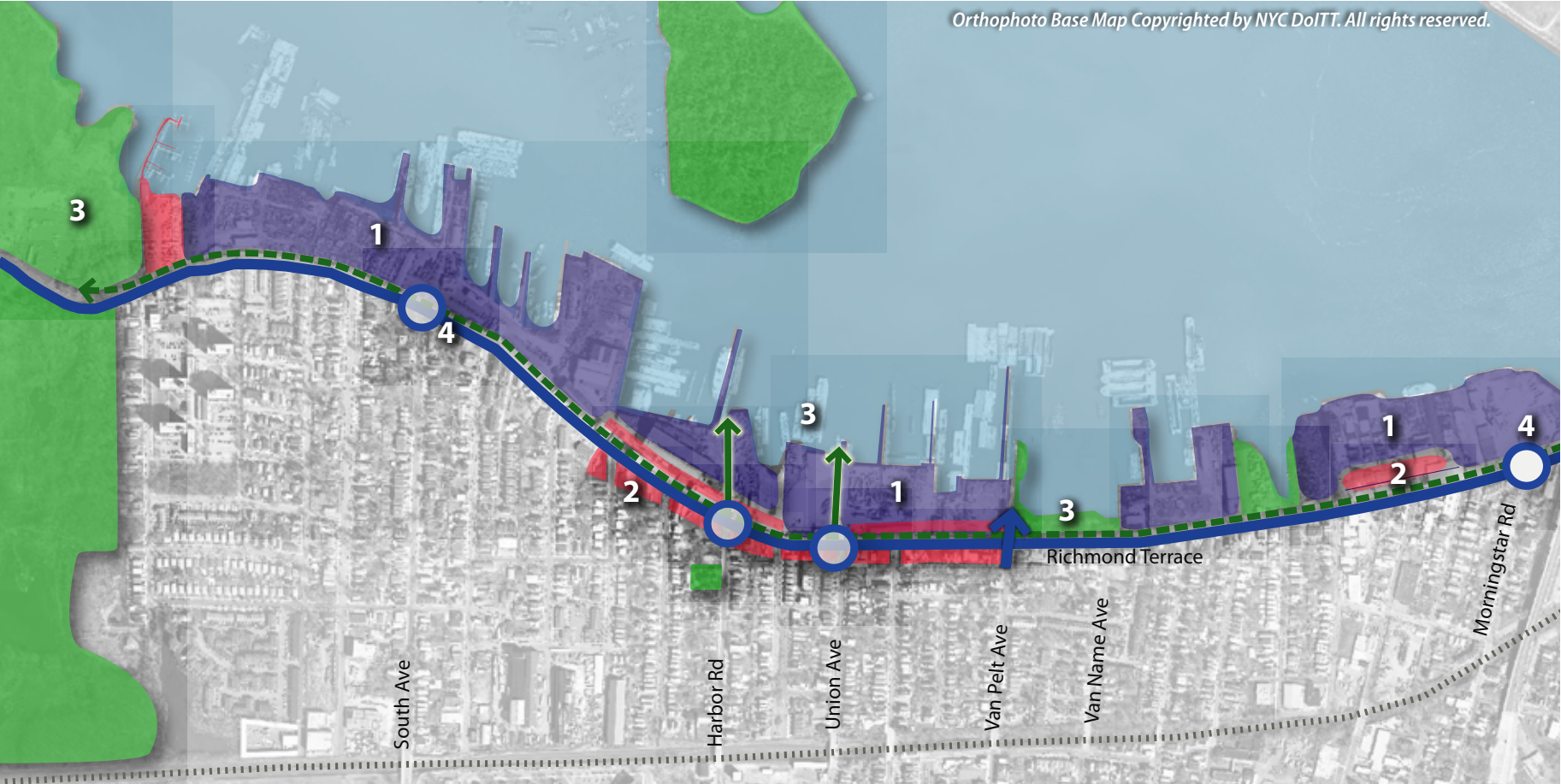


Shooters Island Bird Sanctuary



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

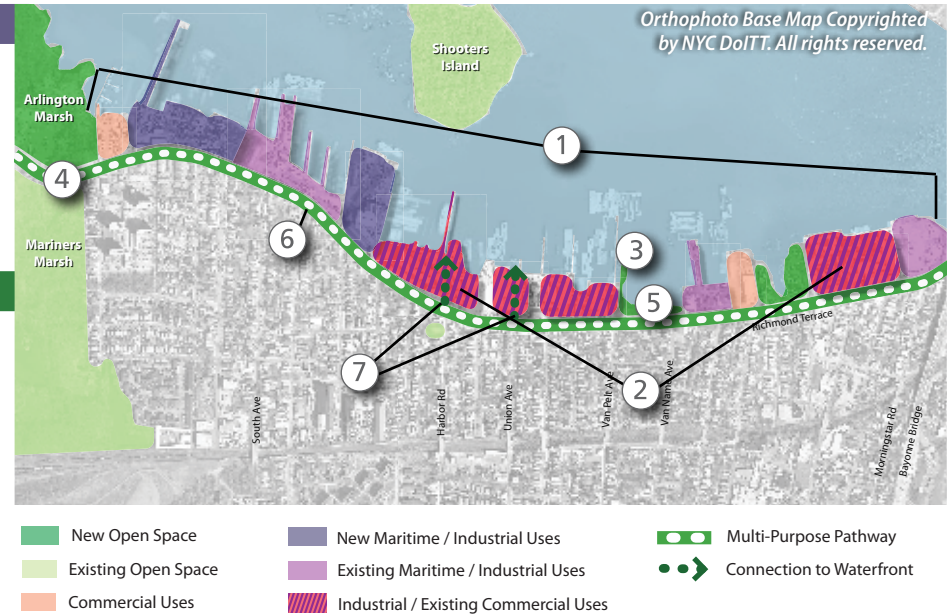
Recommendations

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

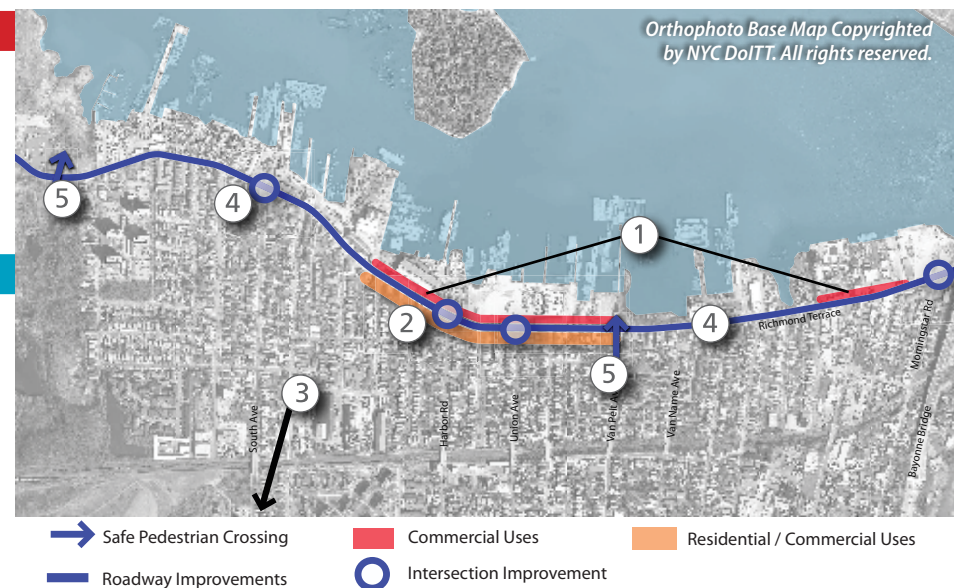


Support and Create Neighborhood Centers

- 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

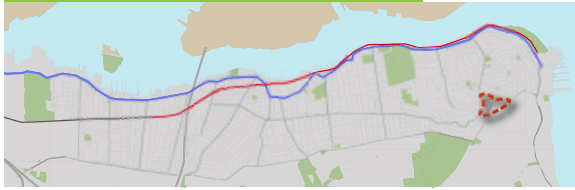
By 2030, Mariners Harbor—Arlington could be a hub for maritime services that supports both the Port's shipping needs and the retail and services needed by the surrounding community. This image depicts the waterfront at the end of Harbor Road on the former Bethlehem Steel Shipyard. It shows an active 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.

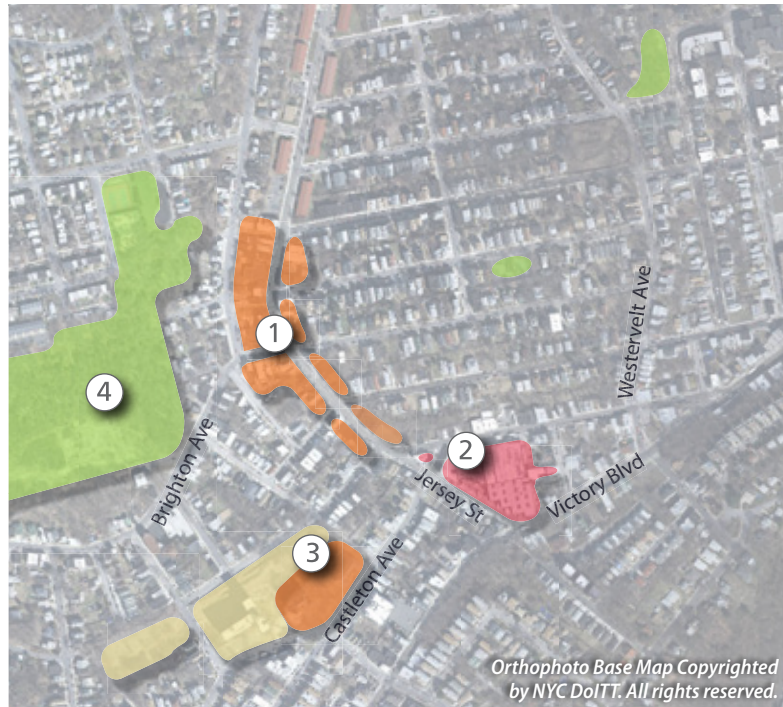


Vision for 2030: A Revitalized Retail Corridor Serving and Connecting Diverse Communities



- 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



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- 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



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- 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)*