



Working West Shore 2030

Creating Economic Opportunity, Improving Infrastructure and Managing Growth
A Framework for Discussion

Open Houses May 2010



The Goal: An Action Plan

Inform future land use decisions and infrastructure investments that will:

- Create quality local jobs
- Connect the West Shore
- Improve community services and choices
- Preserve and link open space

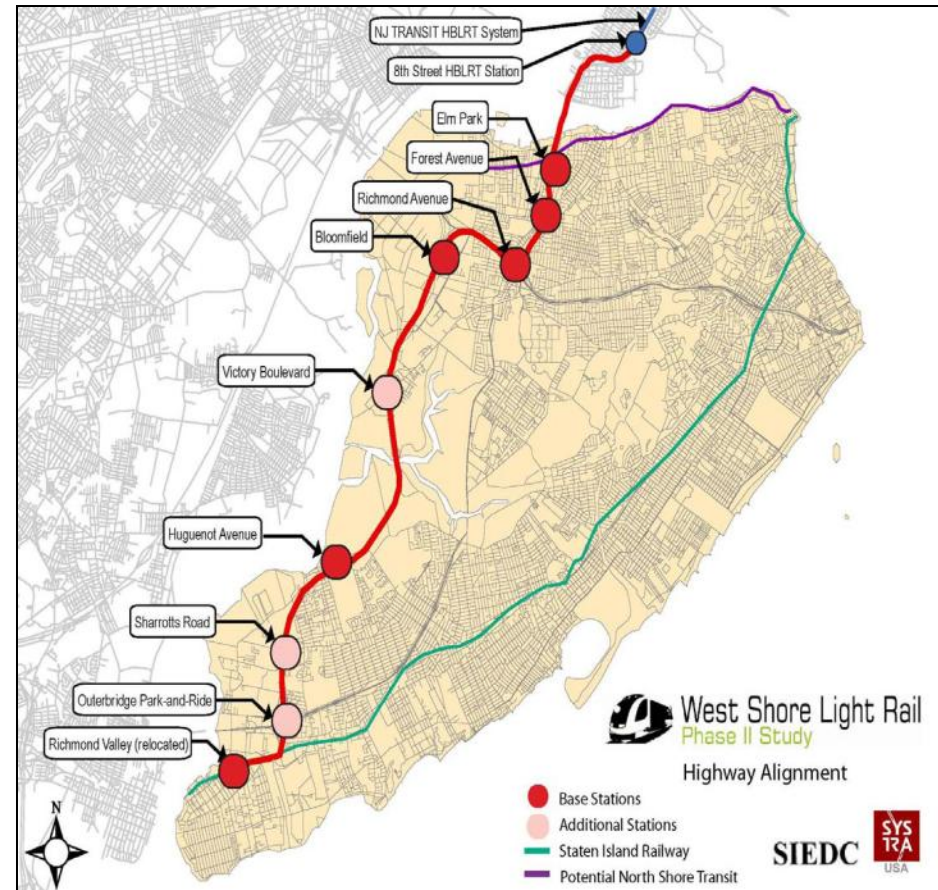


The Effort

Several studies and public investments have already begun:

- SI EDC West Shore Light Rail Study
- Goethals and Bayonne Bridge Replacement
- NY Container Terminal Expansion
- Arthur Kill Lift Bridge
- Freshkills Park Master Plan
- Bricktown master planning
- Arthur Kill Road widening
- Charleston Roads study
- West Shore Greenways study
- Sewer and Bluebelt Expansion

This proposal moves them forward to craft an overall action plan for the West Shore.



West Shore Light Rail Phase II Study 2009

The Effort

Technical Studies:

- Land Use
- Transportation
- Market Analyses

Local and Inclusive Community Engagement:

- Advisory committee – 35 local representatives and agencies
- 8 public meetings
 - 200 – 300 attendees
 - Interactive visioning workshops held in three neighborhoods

Agency Review

City and State Agencies have provided suggestions and reviewed the proposed vision:

- NYC Department of Transportation
- NYC Department of Parks and Recreation
- NYC Department of Environmental Protection
- NYC School Construction Authority
- MTA
- NY State Department of Transportation
- Port Authority of NY & NJ

Potential approvals required by other agencies:

- NY State DEC
- NYC Office of Management and Budget

Capital budgets for public infrastructure must be based upon a plan for future land uses. The proposed vision incorporates current infrastructure projects.

Agenda

1. Context
 - Borough's Jobs and Growth
 - West Shore Needs
2. Proposed Strategy: Creating Economic Opportunity, Improving Infrastructure and Managing Growth
3. Proposed Neighborhood Framework
4. Summary and Next Steps



Borough's Jobs and Growth

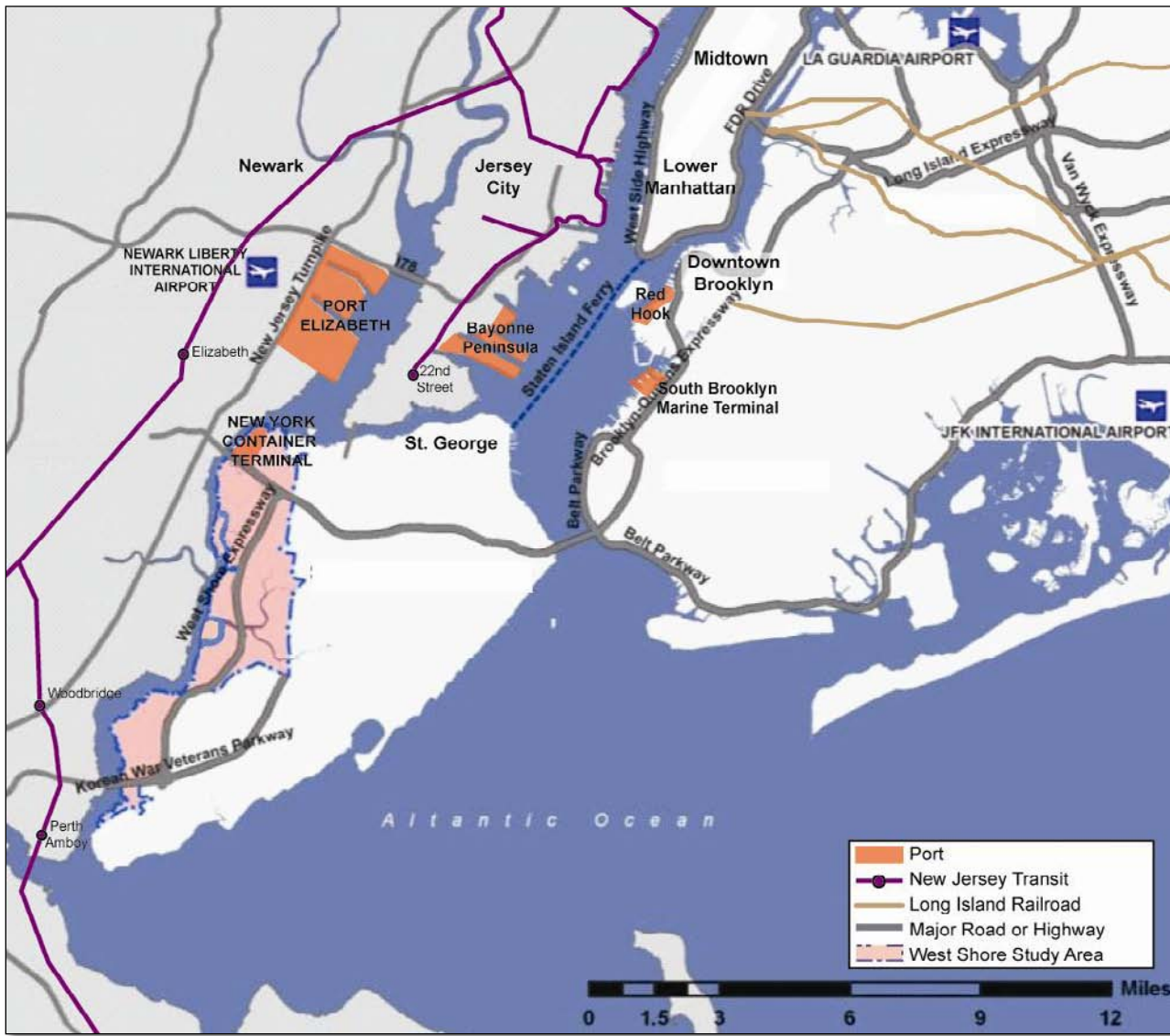


Staten Island: Central to the Region

A Working West Shore

Good Connections

- Highways
- Bridges
- Travis Rail Branch
- Newark Airport
- Ports
- Waterfront



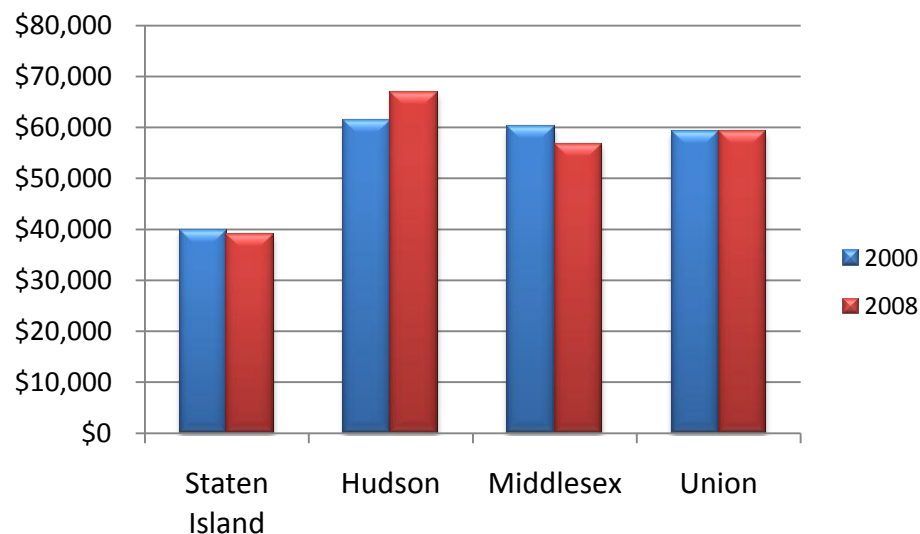
1. CONTEXT

Staten Island Jobs: Growth In Question



- Despite overall high education levels, SI jobs are predominantly medium-skilled and low wage
- 50% SI private jobs in low wage Health Care and Retail industries
 - Retail avg. wage: \$24K vs \$30K in adjacent NJ counties
 - Health Care avg. wage: \$41K vs. \$47K in adjacent NJ counties
- 8.9% Unemployment in March 2010 (up 3.8% percent since March 2006)
- Limited to local customer base for retail and services

**Private Sector Wages by Location
2000-2008**



Source: Bureau of Labor Statistics, QCEW Data

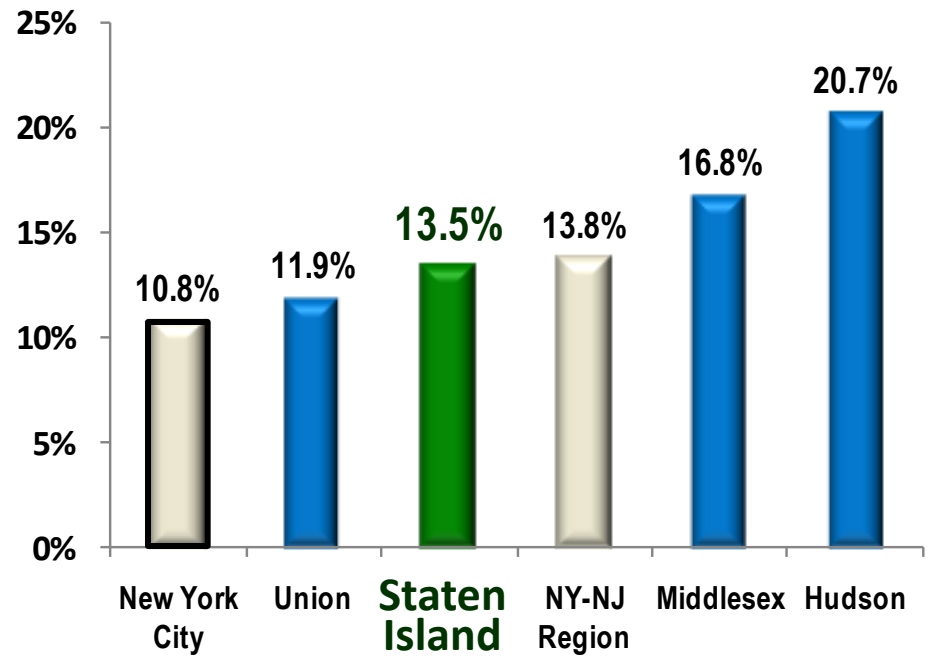
1. CONTEXT

Staten Island: Projected Population Growth

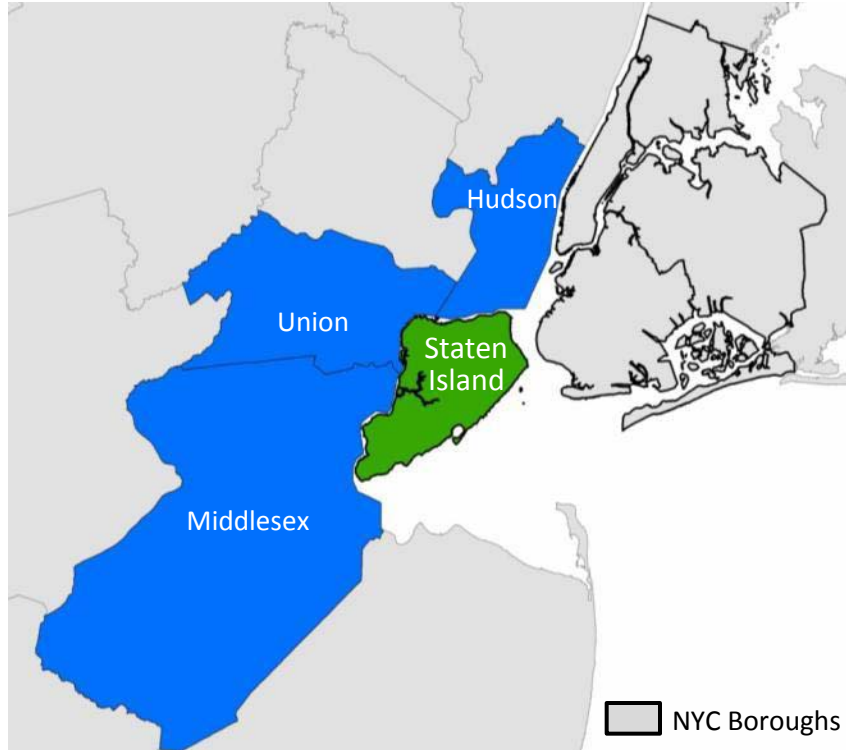
Staten Island is projected to grow along with the region in 2010-2030

- 64,800 more residents/25,000 households (natural growth and migration)
- +13.5% increase – above NYC average:
 - Roughly equal to regional average
 - Less than some nearby NJ counties

Projected Population Growth Rates 2010 - 2030



Source: MTRC, 2009.

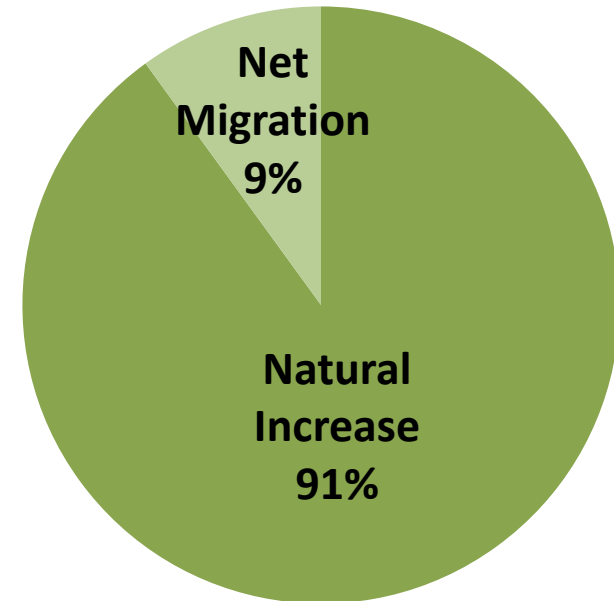


1. CONTEXT

Staten Island: Changing Demographics

- Staten Island 2010-2030 population growth will mostly come from Natural Increase
 - Existing population living longer
 - New births
 - Expanding families

Source of SI Growth: Projected 2010-2030



Source: Demographic and Socioeconomic Forecasting (2008)

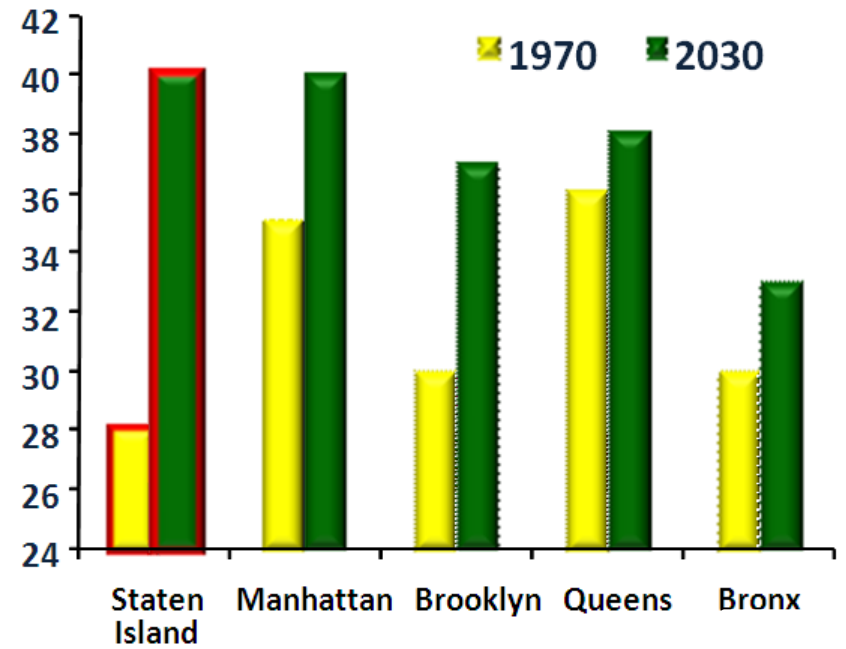
1. CONTEXT

Staten Island: Need for Diversity of Housing Choices

- Senior population growing the fastest
 - 35,000 more seniors (age 65+) by 2030
- Young adult population continues to grow
 - 17,000 more 20 - 34 year-olds by 2030
- Only approximately 25% of Staten Island's housing stock is anything but 1- and 2-family homes



Median Age in NYC: 1970 & Projected 2030



Borough and West Shore Needs



1. CONTEXT

West Shore

A Working West Shore

Study Area:

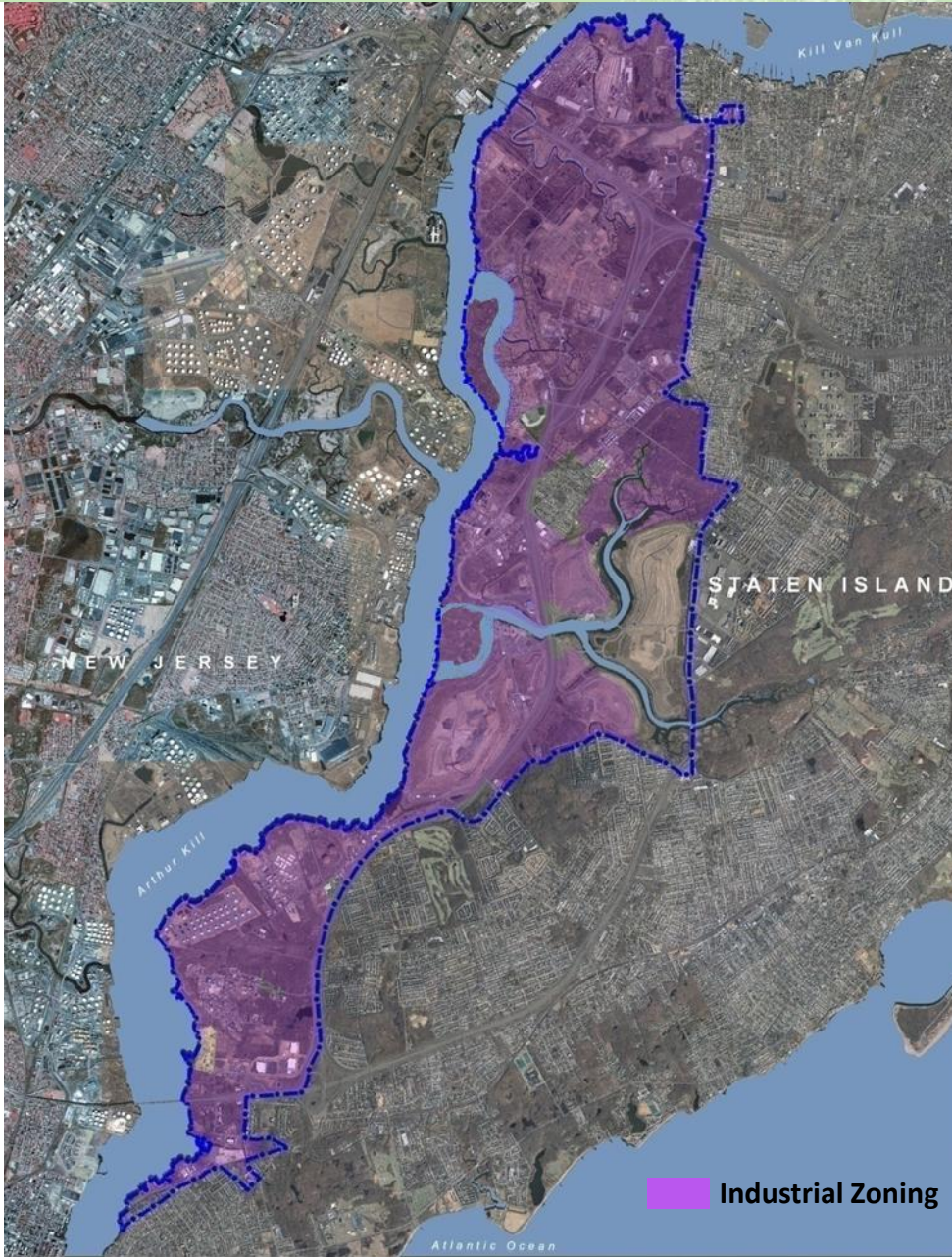
- 11.5 square miles
- 6,300 acres
- 20% of Staten Island
- Over 50% the size of Manhattan
- Existing communities of Travis and Charleston
- Adjacent to established, growing communities



1. CONTEXT

Need to provide more local employment choices

- 84% of the study area zoned for manufacturing and industry

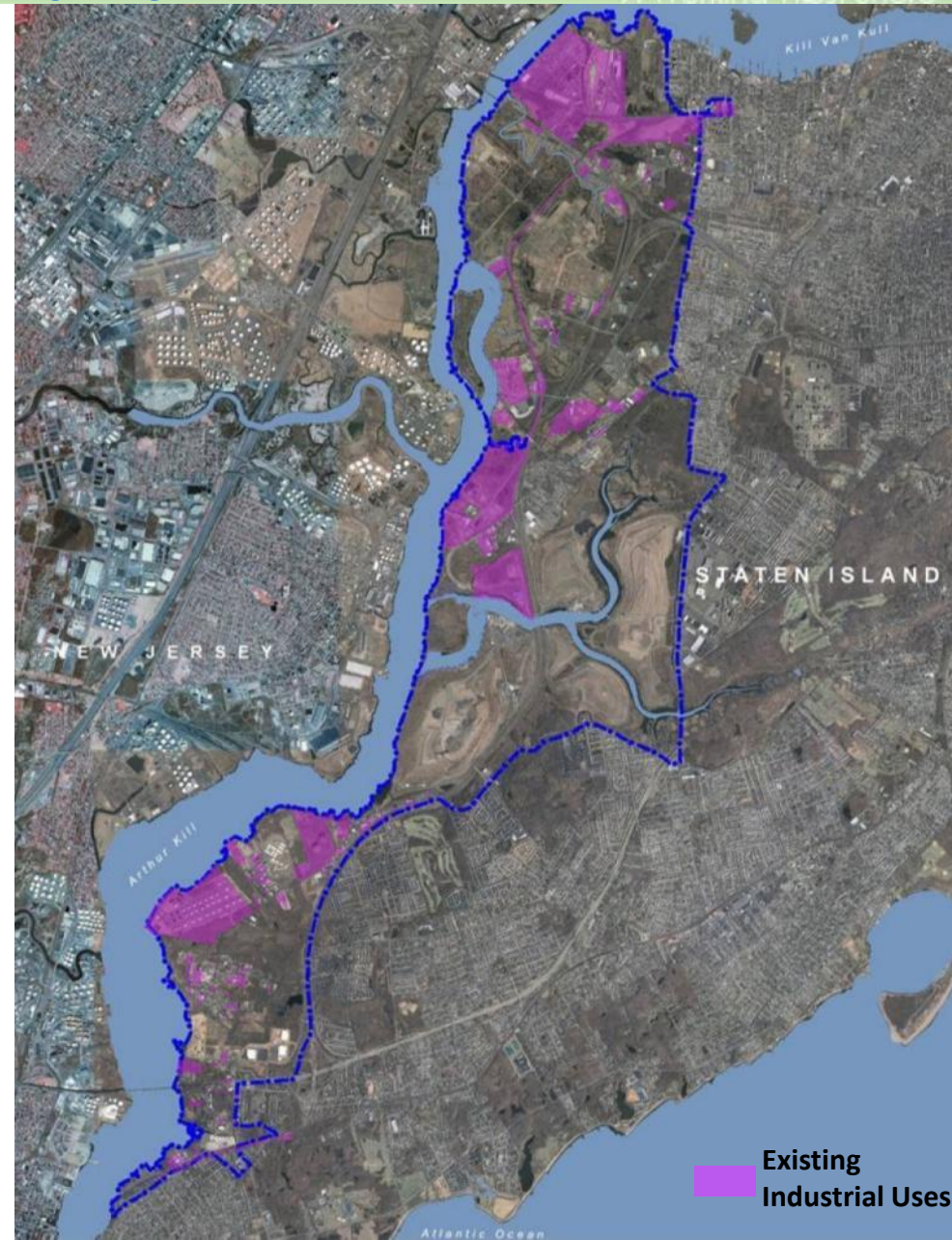


1. CONTEXT

Need to provide more local employment choices

...But not fulfilling job potential

- Only approximately 20% of area is industrial use



1. CONTEXT

Need to provide more local employment choices

- Industrial property challenges:
 - Lack of roads and access
 - Lack of connections to active freight
 - Need for remediation
- Significant costs for industrial infrastructure:
 - Access from Goethals
 - Travis Rail Branch spurs
 - Road extensions
 - Remediation / sewer
- Industrial zoning limits commercial employment opportunities

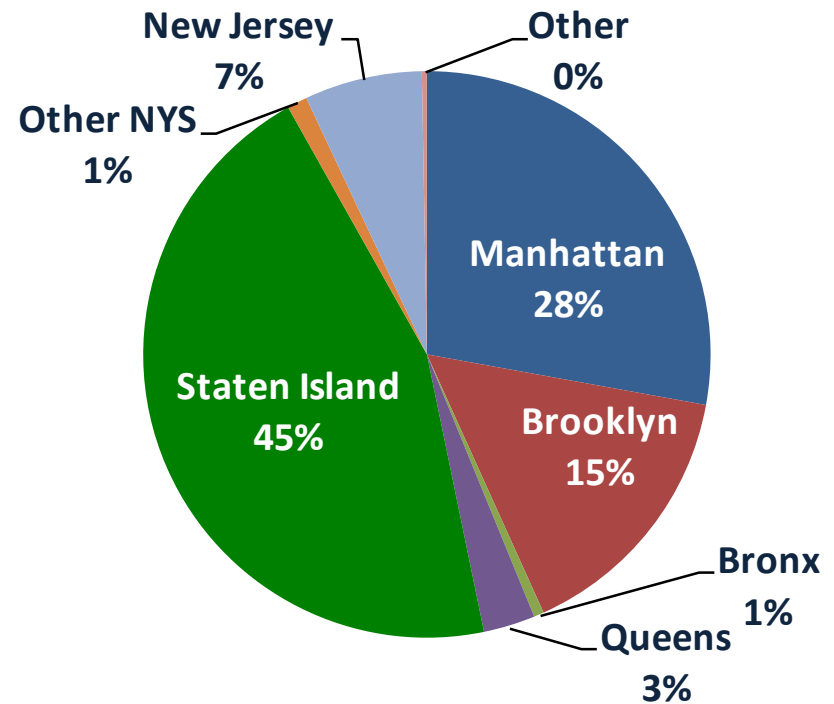


1. CONTEXT

Need for Shorter Commutes and More Options

- 44 minute average commute
 - 2nd longest in country (up 70% since 1980)
 - Off-Island commute -- approx 1 hour
 - On-Island commute -- 24 minutes
- SI Commuters: still auto-dependent but using more transit
 - 64% drive (2008)
 - Well above 29% NYC average, but
 - Down from 72% auto use in 2000
 - 30% use transit (2008)
 - Well below 56% in rest of NYC, but
 - Up from 20% in 2000

Where SI Residents Work (2000)



1. CONTEXT

West Shore: Need for Improved Roads & Transit

West Shore Expressway and SIR are assets

And improvements are underway:

- Phase I Freshkills Park roads (WSE service roads and first east-west connection to Richmond Ave.)
- Arthur Kill Road Widening
- SIR Station and Park & Rides
- WSE Ramp Improvements



SIR Station

1. CONTEXT

West Shore: Need for Improved Roads & Transit

...But limited transit and road networks remain to be resolved:

- Local Roads (GATX, Charleston, Travis Ave)
- Phase II Freshkills Park roads (Additional east-west roads to Richmond Ave)
- WSE Service Roads south of Bloomingdale Rd
- Transit service and facilities



End of Englewood Ave. West of WSE Service Rd.

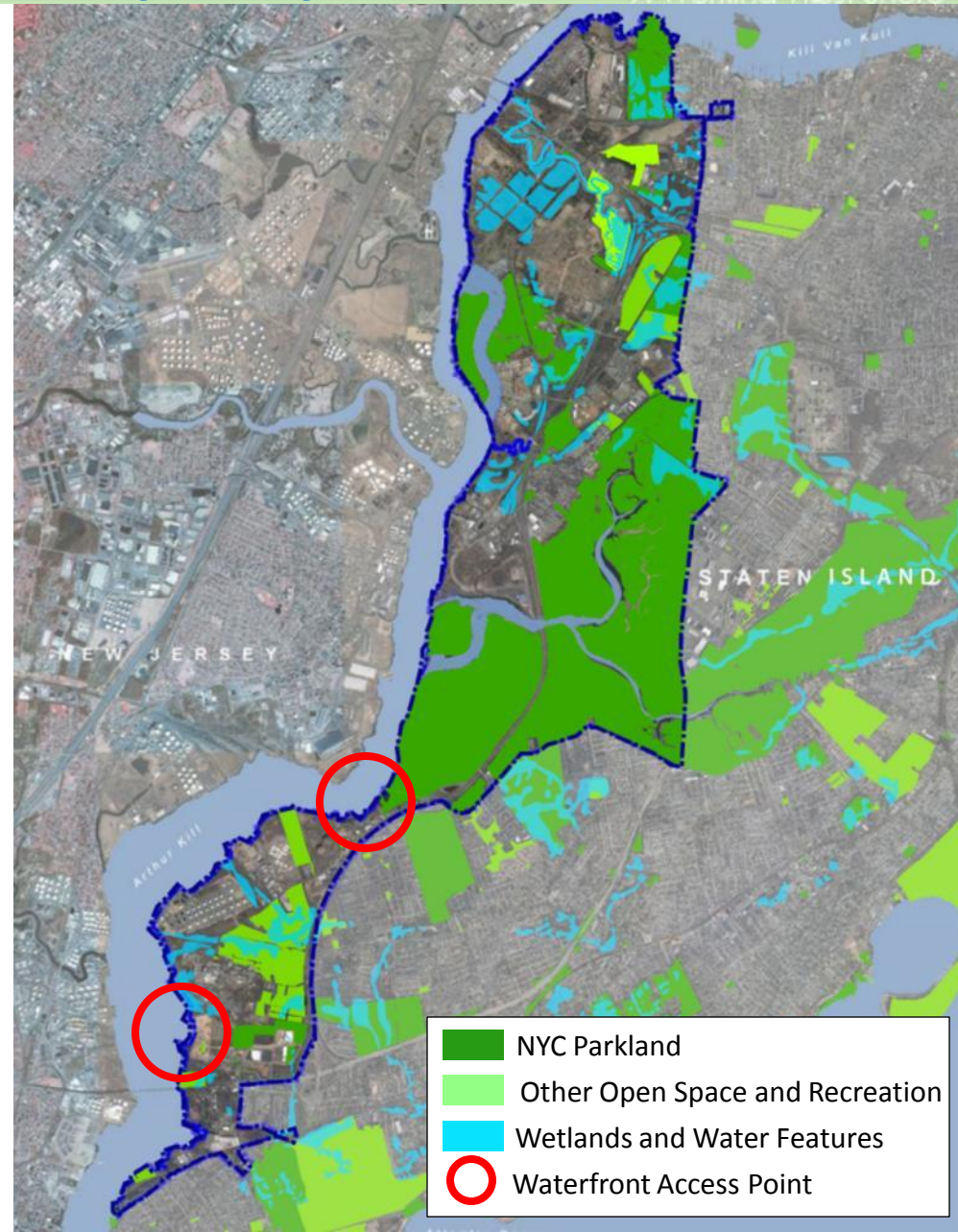


Arthur Kill Road Bus Stop

1. CONTEXT

Need for Usable and Accessible Open Space

- After Freshkills Park is developed, more than 50% of the study area will be park or open space
- Existing open space and waterfront is disconnected and inaccessible
 - Only two public overlooks on the waterfront (Tides, Rossville cemetery)
 - Lack of active recreation options



1. CONTEXT

Community Needs

- Needs local retail and community services (e.g. health care and schools)
- Needs access to quality jobs
- Needs sewer and drainage to support neighborhoods
- Needs housing diversity for young people and seniors
- Desire to preserve neighborhood character of Travis and Charleston area
- Conflict between manufacturing zoning and existing residential neighborhoods



**Working West Shore 2030:
Creating Economic Opportunity,
Improving Infrastructure and
Managing Growth**



2. PROPOSED STRATEGY

SI Rezoning : Preserve Neighborhoods, Focus Growth

Rezoning Actions since 2002 sponsored by:

- Borough President
- SI Neighborhood Civics
- Growth Management Task Force

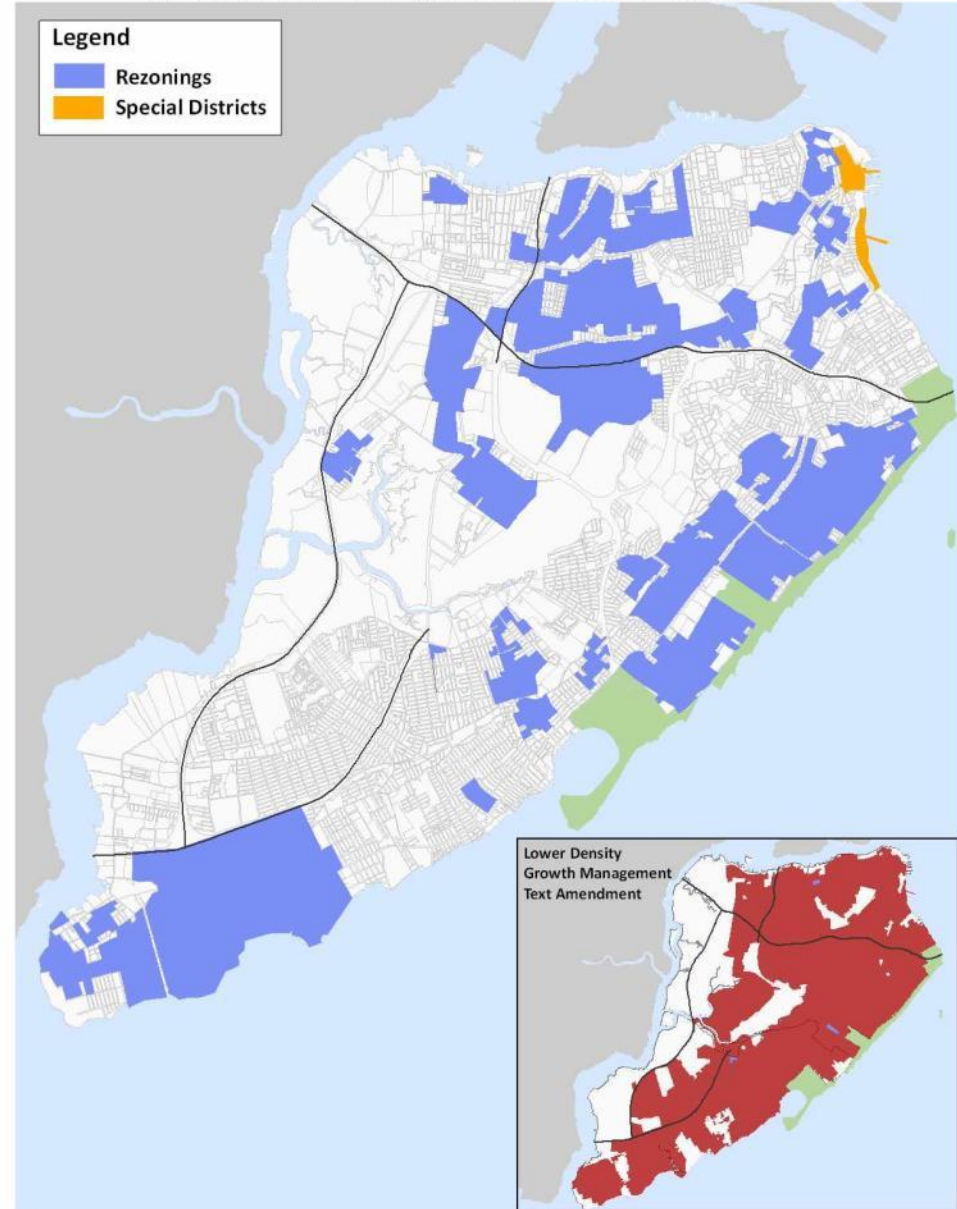
Special Zoning Districts created in:

- Stapleton Waterfront (2006)
- St. George (2008)

Change in housing permits 2001-2007:

- New York City: +107%
- Staten Island: -45%

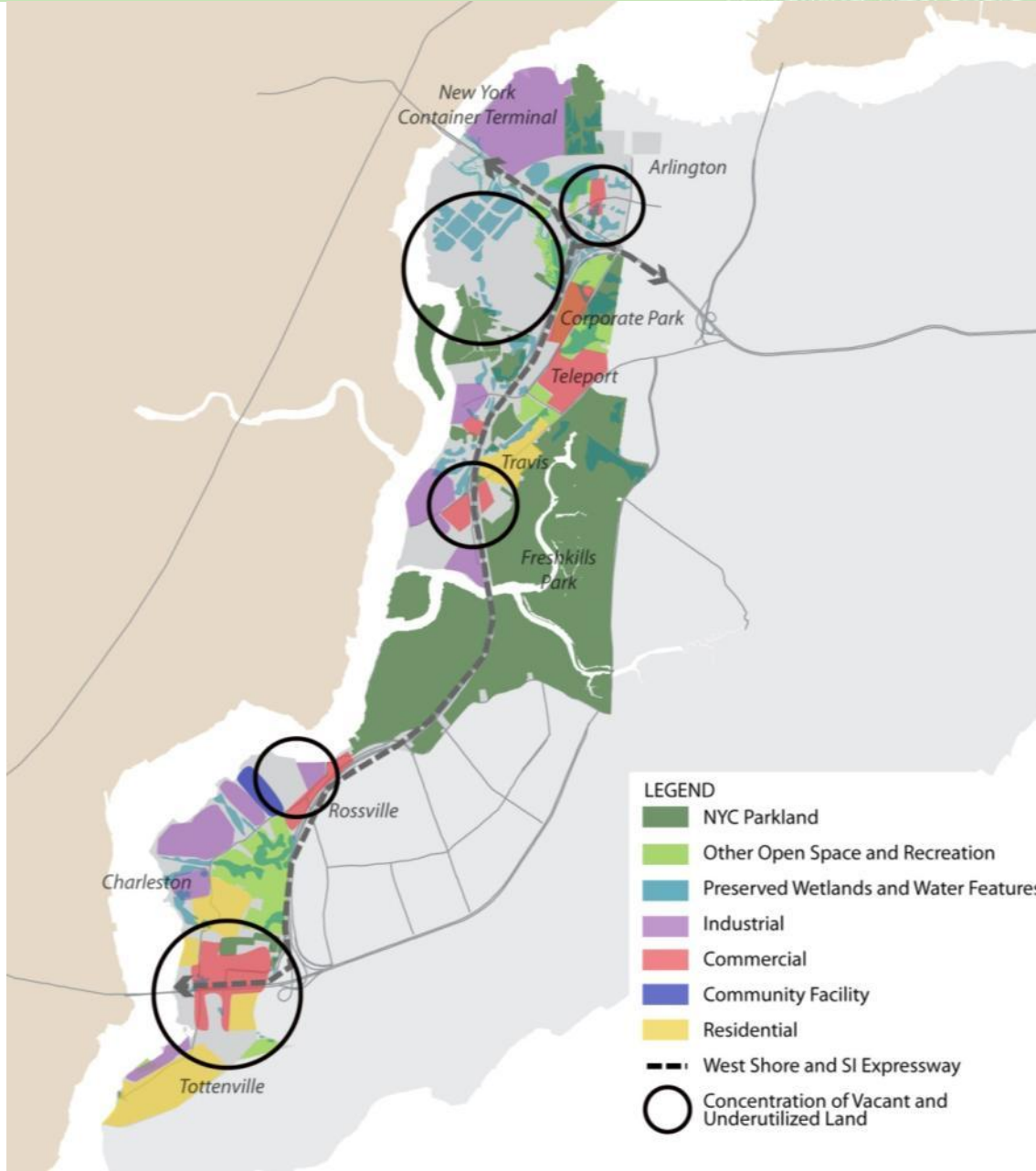
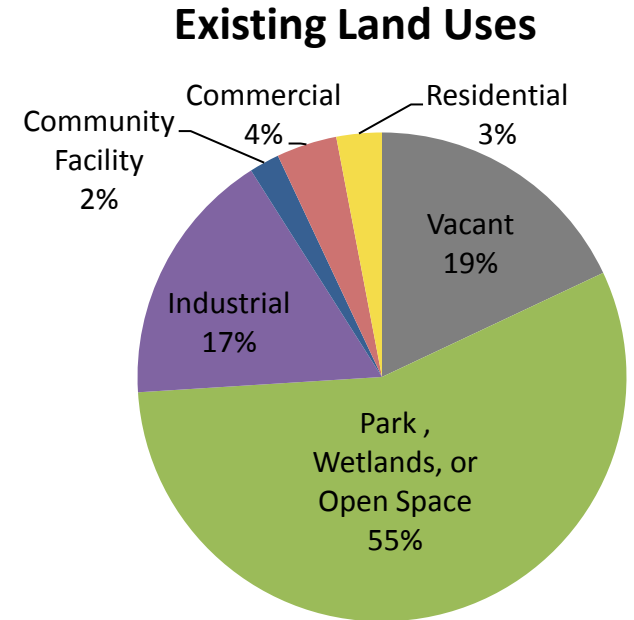
Staten Island Planning Initiatives Adopted Since 2002



2. PROPOSED STRATEGY

West Shore: Limited opportunity for managed growth

- 1/3 of the study area is vacant land, but 45% is wetlands
- Many properties located in the 100-year floodplain
- Existing industrial and commercial areas to be preserved
- Existing neighborhoods to be protected



2. PROPOSED STRATEGY

How are other communities managing growth?

NJ Portfields Initiative

- Growing jobs around water, rail, and highway access
- Warehousing, distribution, and light industrial complex

I-Port 440 Business Park – Perth Amboy, NJ



Site Plan

Source: NJ Portfields



2. PROPOSED STRATEGY

How are other communities managing growth?

Many suburban communities in the region are directing projected growth to support future infrastructure and community needs.

Examples:



Source: New Jersey DOT



Source: Sustainable Long Island



BEFORE



AFTER

Residential/Retail Development
Morristown Station (NJ)

Source: Highlands at Morristown Station

2. PROPOSED STRATEGY

How are other communities managing growth?

Focusing growth at transit stops

Downtown Wyandanch – Babylon, NY



Existing Conditions Near LIRR Station

Proposed Transit-Oriented Development Plan

Source: BING Maps, 2009

Source: Jeff Speck, 2010 Presentation to NYC City Planning Commission

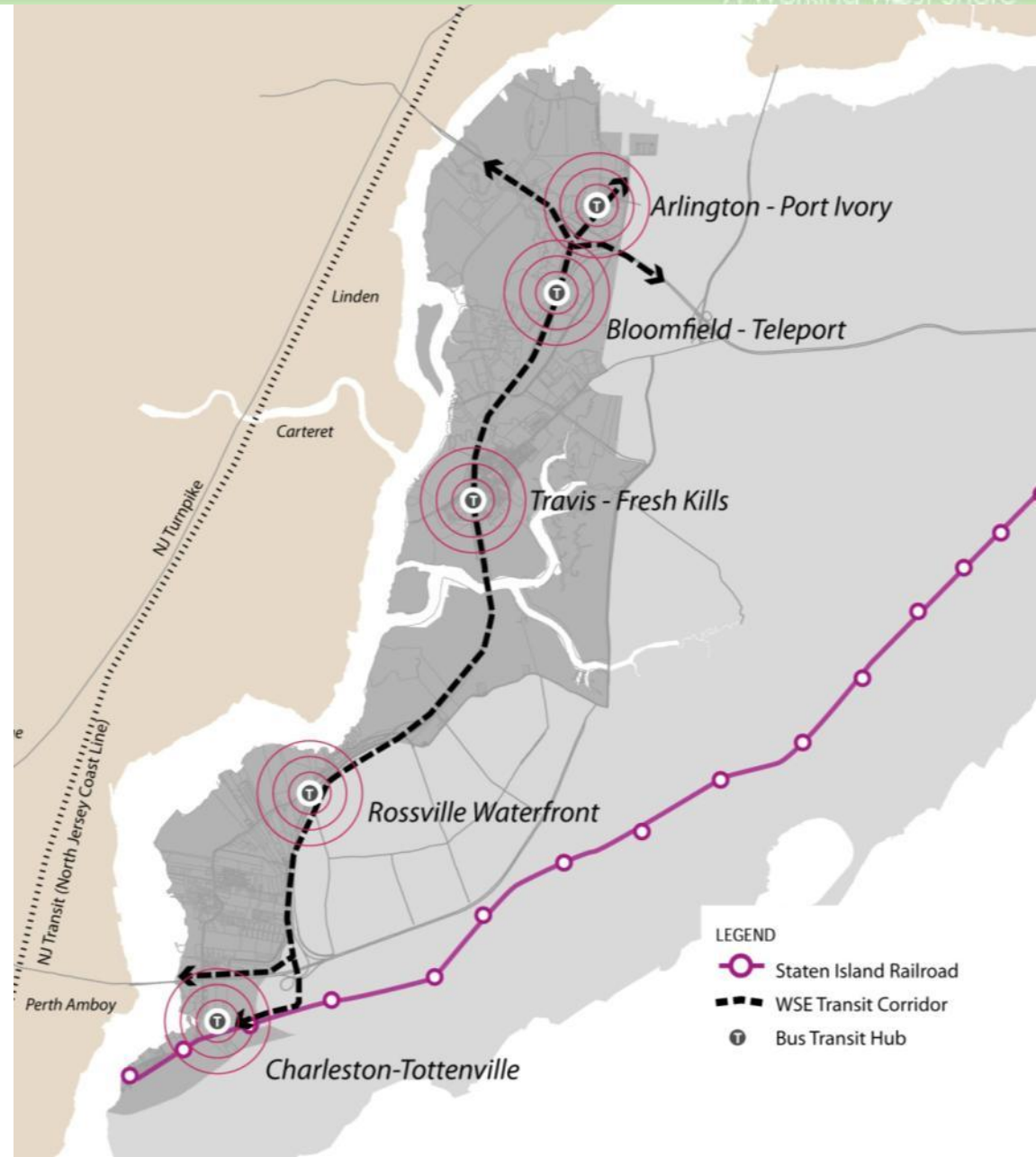
2. PROPOSED STRATEGY

West Shore: Directing future growth and infrastructure

A Working West Shore

Concentrate growth in five areas which:

- Have concentrated and significant amounts of developable and vacant/underutilized land
- Are in easy access of current and future bus and rail stops
- Are near WSE exits
- Are near existing and future employment and commercial centers
- Support existing communities



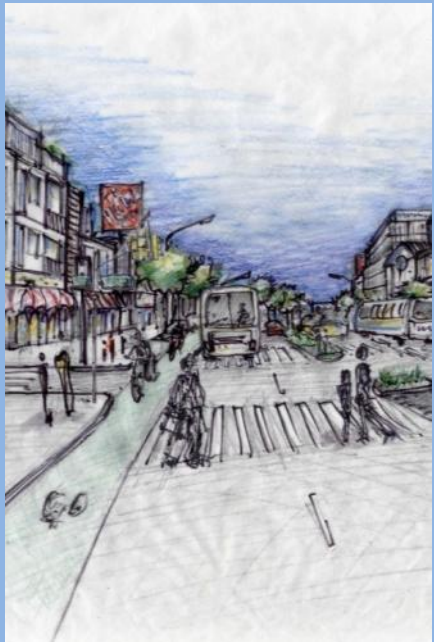
2. PROPOSED STRATEGY

Manage Growth and Improve Infrastructure To:

Create Quality Local Jobs



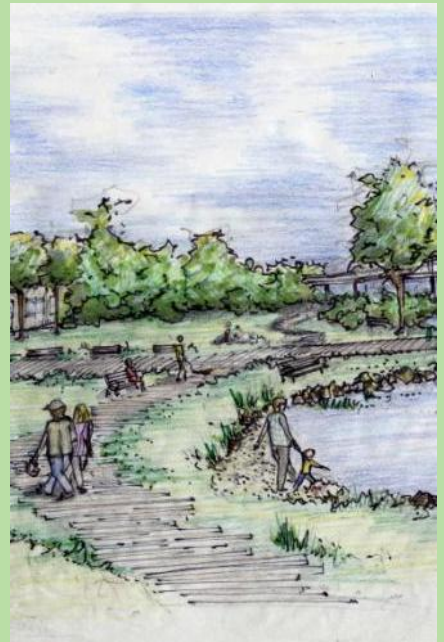
Connect the West Shore



Improve Community Services and Choices



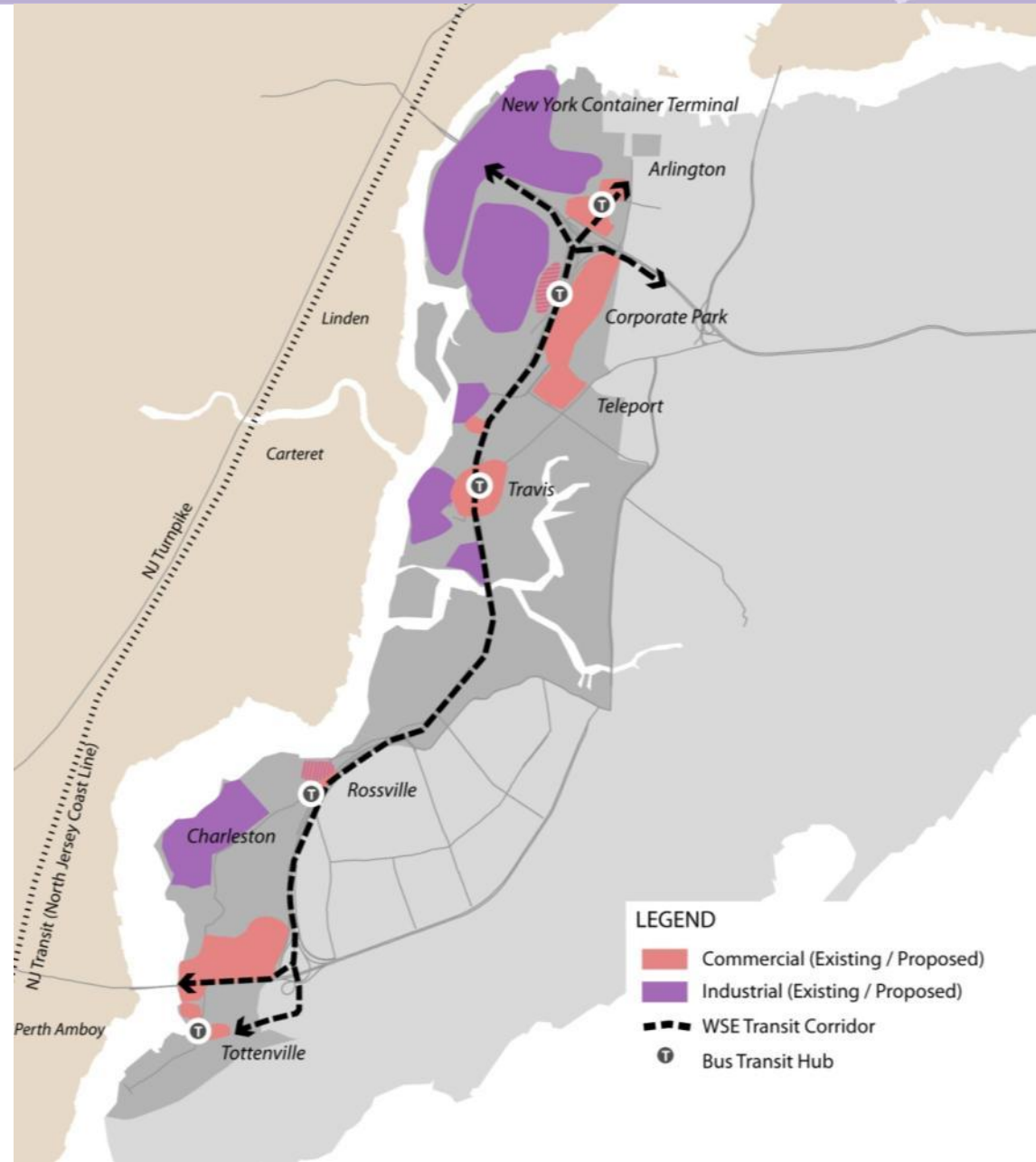
Preserve and Link Open Space



2. PROPOSED STRATEGY

Create Quality Local Jobs

- Protect and preserve manufacturing areas for diverse industrial uses
- Build on existing centers:
 - New York Container Terminal
 - SI Corporate Park
 - Teleport
 - Bricktown
- Support job creation near:
 - Existing SI rail stations
 - Existing neighborhoods
 - Future express bus stops and park and ride locations



2. PROPOSED STRATEGY

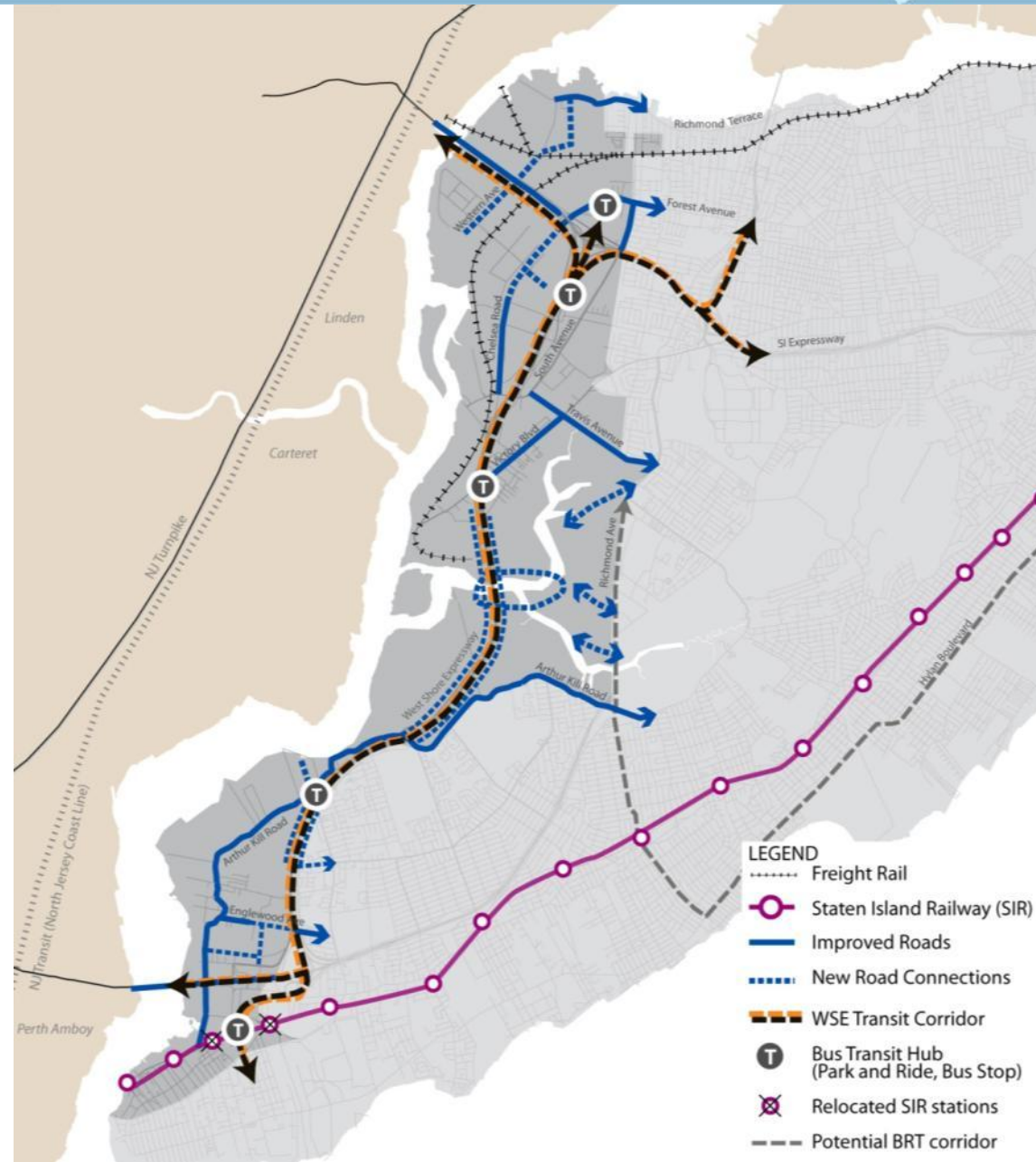
Connect West Shore

Improve local road network:

- Widen/upgrade existing roads
- Build new roads
- Separate trucks from residential communities
- Improve cross-island connections

Create sustainable transit network:

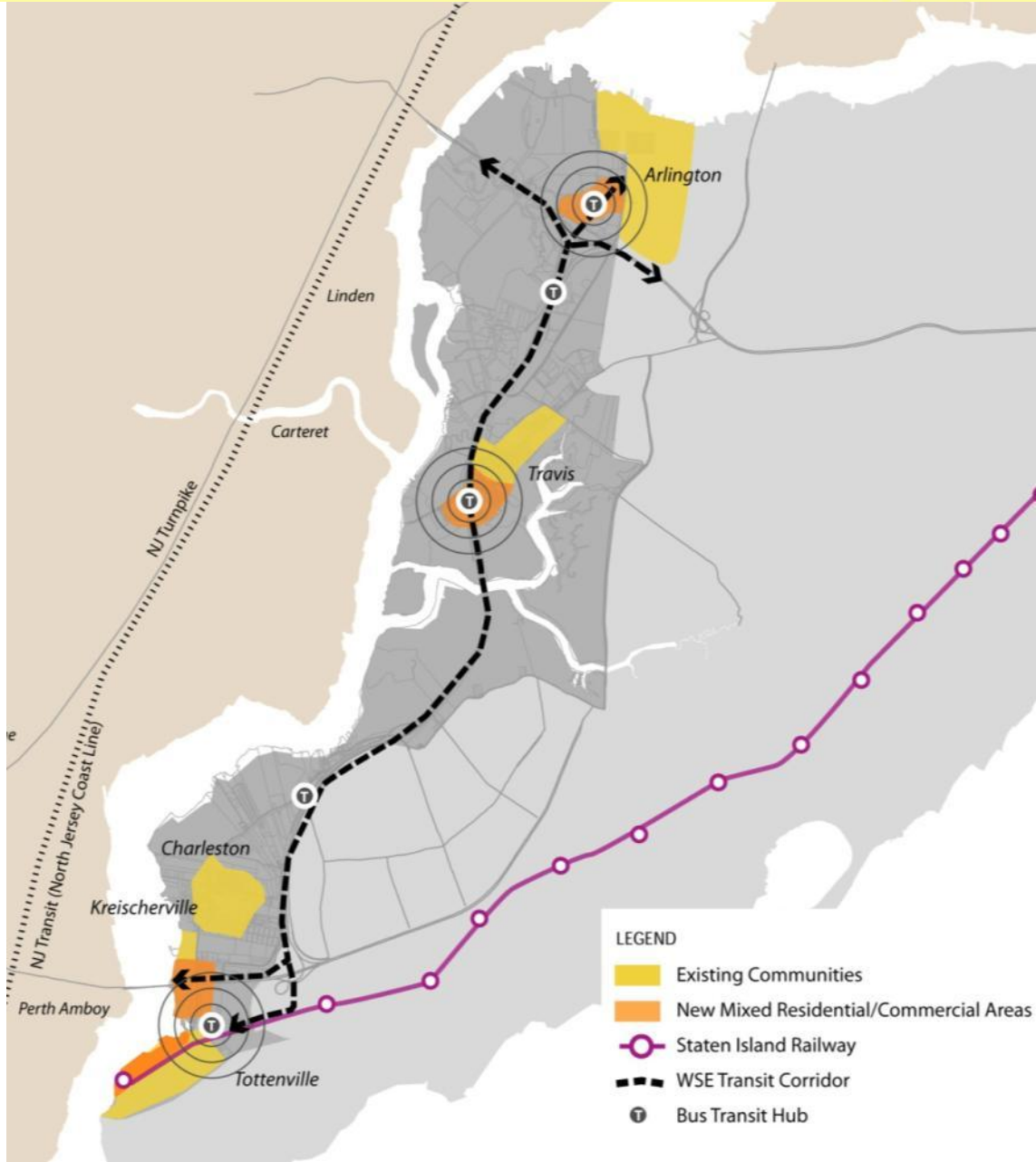
- Expand local bus routes
- Create WSE bus transit corridor
 - Build upon SIEDC's West Shore LRT recommendations
 - Improve transit connections to NJ and other boroughs
- Create new park and ride facilities
- Relocate SI Railway stations
- Pave the way for future transit solutions



2. PROPOSED STRATEGY

Improve Community Services and Choices

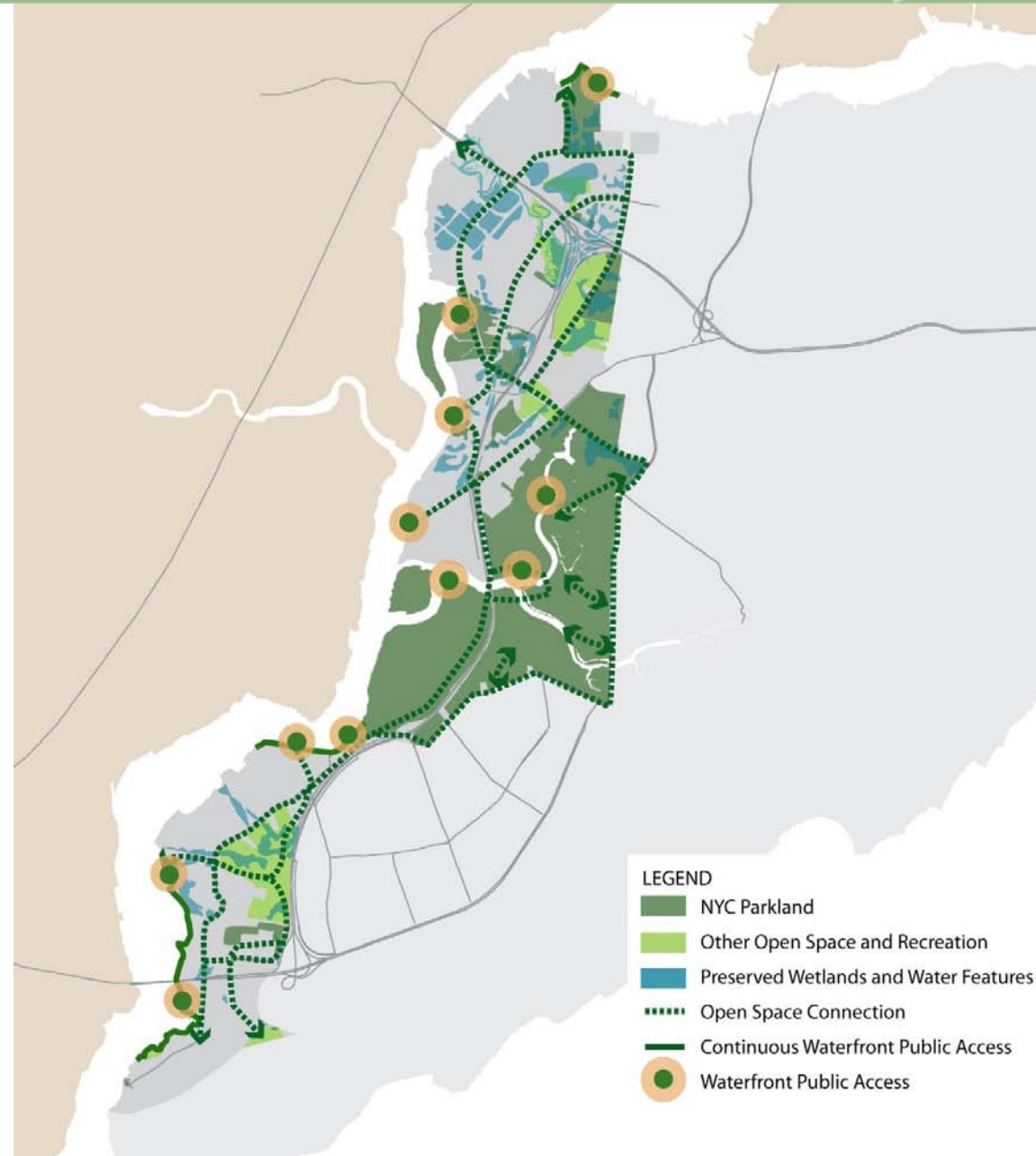
- Support existing neighborhoods with local retail and jobs
- Provide more housing options for younger and older Staten Islanders
- Utilize growth to expand sewer and road improvements in existing neighborhoods
- Relieve development pressure in rest of the borough
- Focus growth to support more transit options



2. PROPOSED STRATEGY

Preserve and Link Open Space

- Preserve natural lands
- Recover and reutilize brownfield areas
- Create open space connections
- Incorporate active recreation
- Create West Shore Bluebelt
- Bring the West Shore to its shoreline
- Celebrate historic places
- Encourage managed growth that provides open space and remediation



How does managed growth and improved infrastructure play out at the neighborhood level?

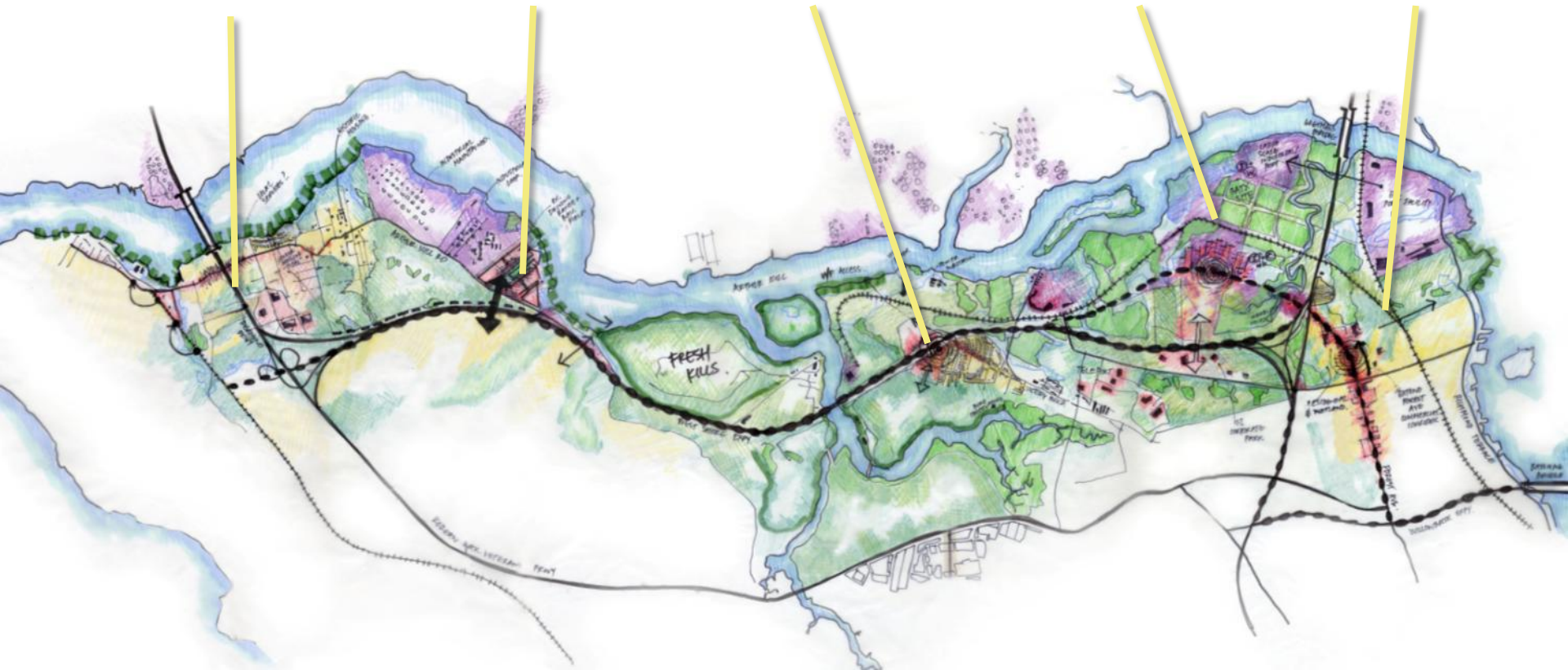
Charleston –
Tottenville

Rossville
Waterfront

Travis –
Freshkills

Bloomfield –
Teleport

Arlington –
Port Ivory



3. PROPOSED NEIGHBORHOOD FRAMEWORK

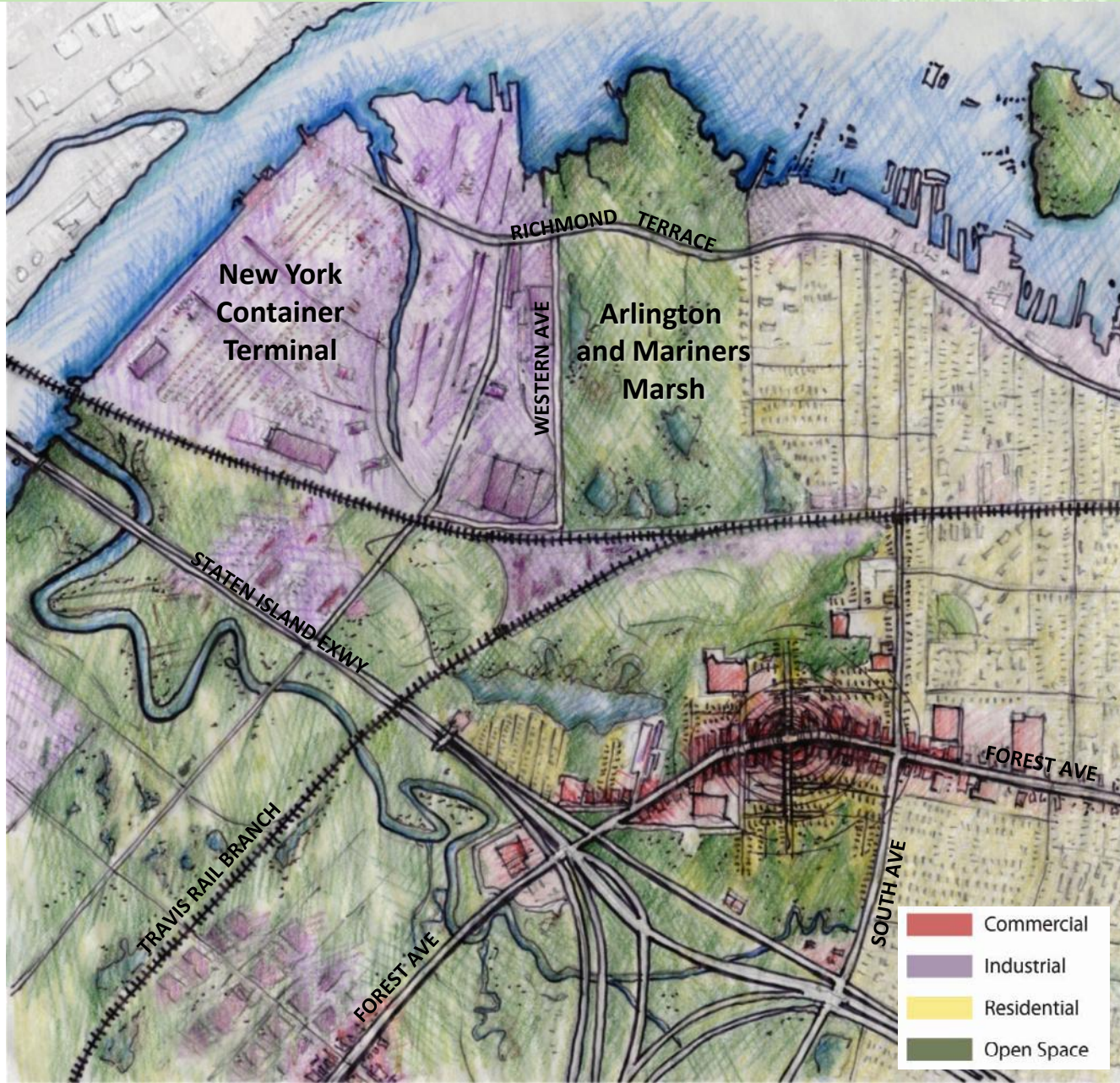
Arlington – Port Ivory: Today



3. PROPOSED NEIGHBORHOOD FRAMEWORK Arlington – Port Ivory: Proposed 2030

An economic hub for the West & North Shores and New Jersey:

- A local bus transit hub and park and ride with improved connections to the South and East
- An expanded port with spin-off businesses providing quality jobs
- An activated Forest Avenue with retail and entertainment for surrounding neighborhoods
- Diverse housing options for young adults and seniors
- Waterfront and recreational space



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Arlington – Port Ivory

- Extend Forest Avenue
- Local bus hub with park and ride and connections to New Jersey, North Shore, and West Shore
- Relocate Western Avenue
- Port-related roadways
 - Short-term intersection improvements
 - Exclusive truck ramps
- Improve South Avenue
- Bike-pedestrian connections

LEGEND

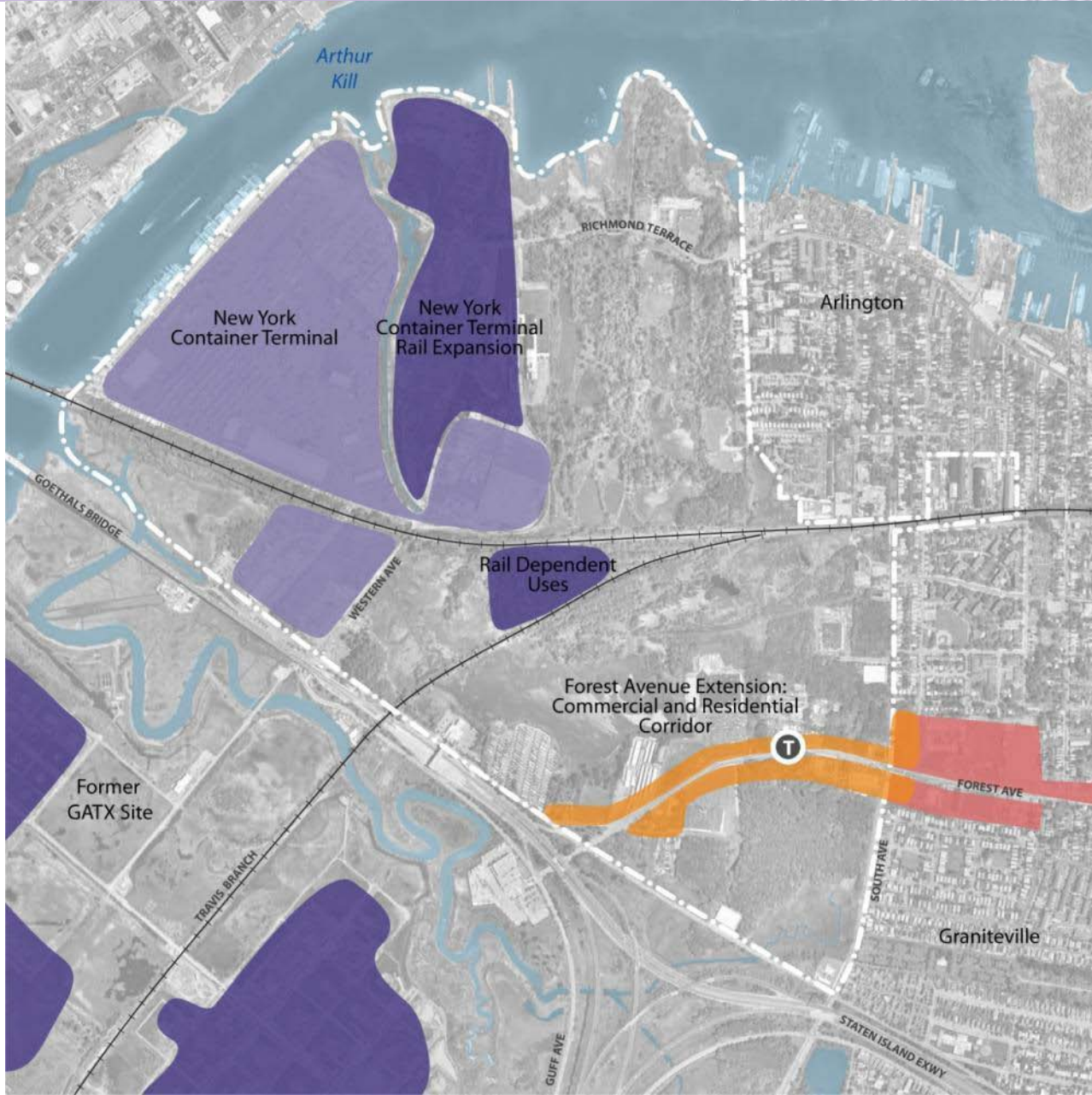
- Local Transit Connection
- Regional Transit Connection
- New Road
- Improved Road
- Bicycle Connection
- Bus Transit Hub
- Railroad
- Port Road Upgrades



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Arlington – Port Ivory

- New York Container Terminal Expansion
- Rail-dependent uses in Arlington Yards
- Expand commercial and residential uses along Forest Avenue



LEGEND

- Existing Commercial
- Proposed Commercial / Residential Uses
- Proposed Industrial
- Existing Industrial
- T Bus Transit Hub
- Railroad

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Arlington – Port Ivory

Preserved and Linked Open Space

- Arlington and Mariners Marsh
 - Waterfront access
 - Active/passive recreation
 - Need remediation funding
- Identify sites to be included in Staten Island Bluebelts
- Storm water management guidelines
- West Shore open space connections



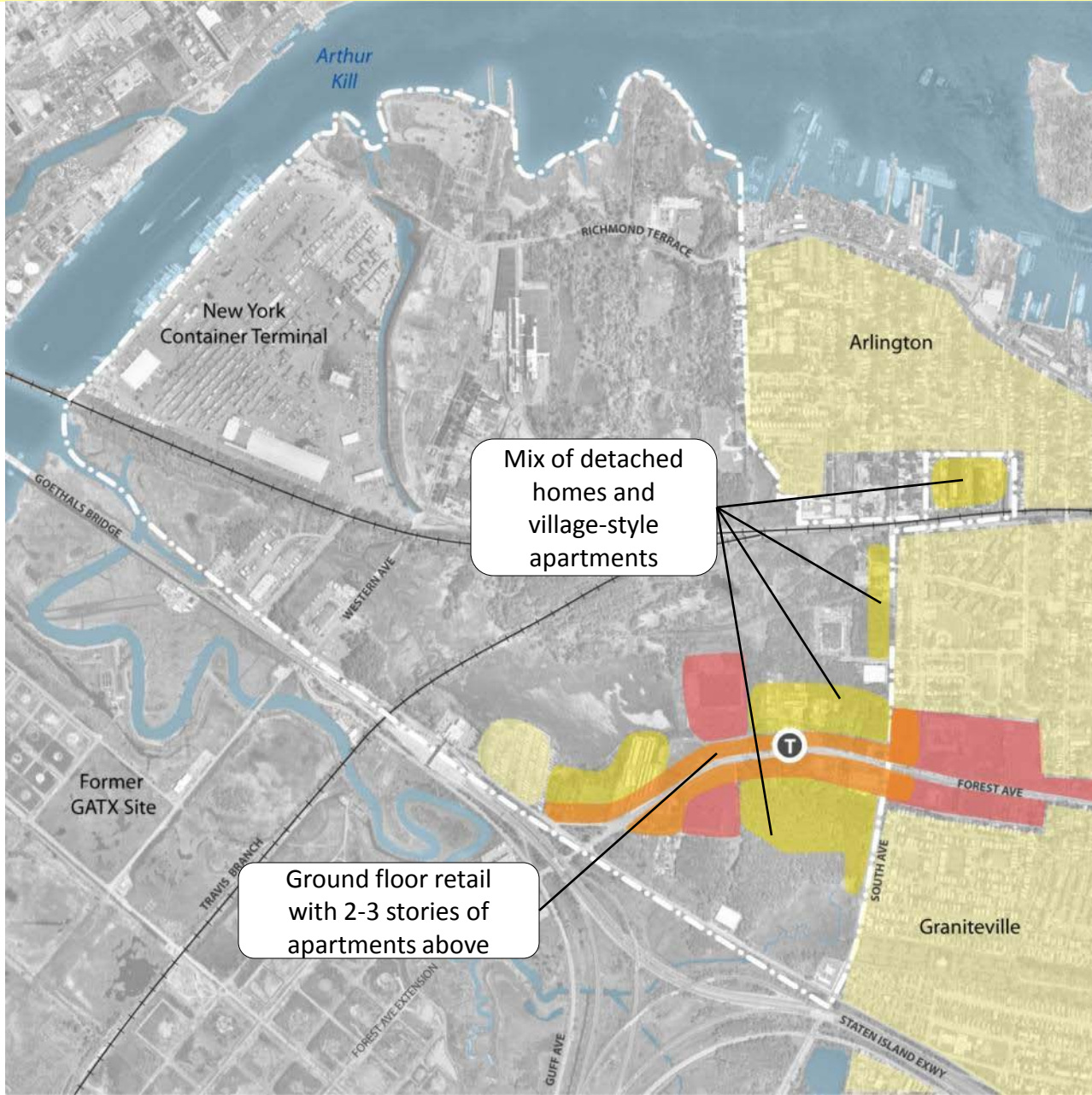
LEGEND

- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space and Recreation
- Preserved Wetlands and Water Features
- Open Space Connection
- Active Recreation (A)
- Waterfront Access Point (W)
- Railroad

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Arlington – Port Ivory

- Mix of housing types surrounding public spaces, retail, entertainment, and local bus service
- South Avenue contextual residential infill
- Preserve Goethels Mobile Home Park
- Storm water and sewer improvements

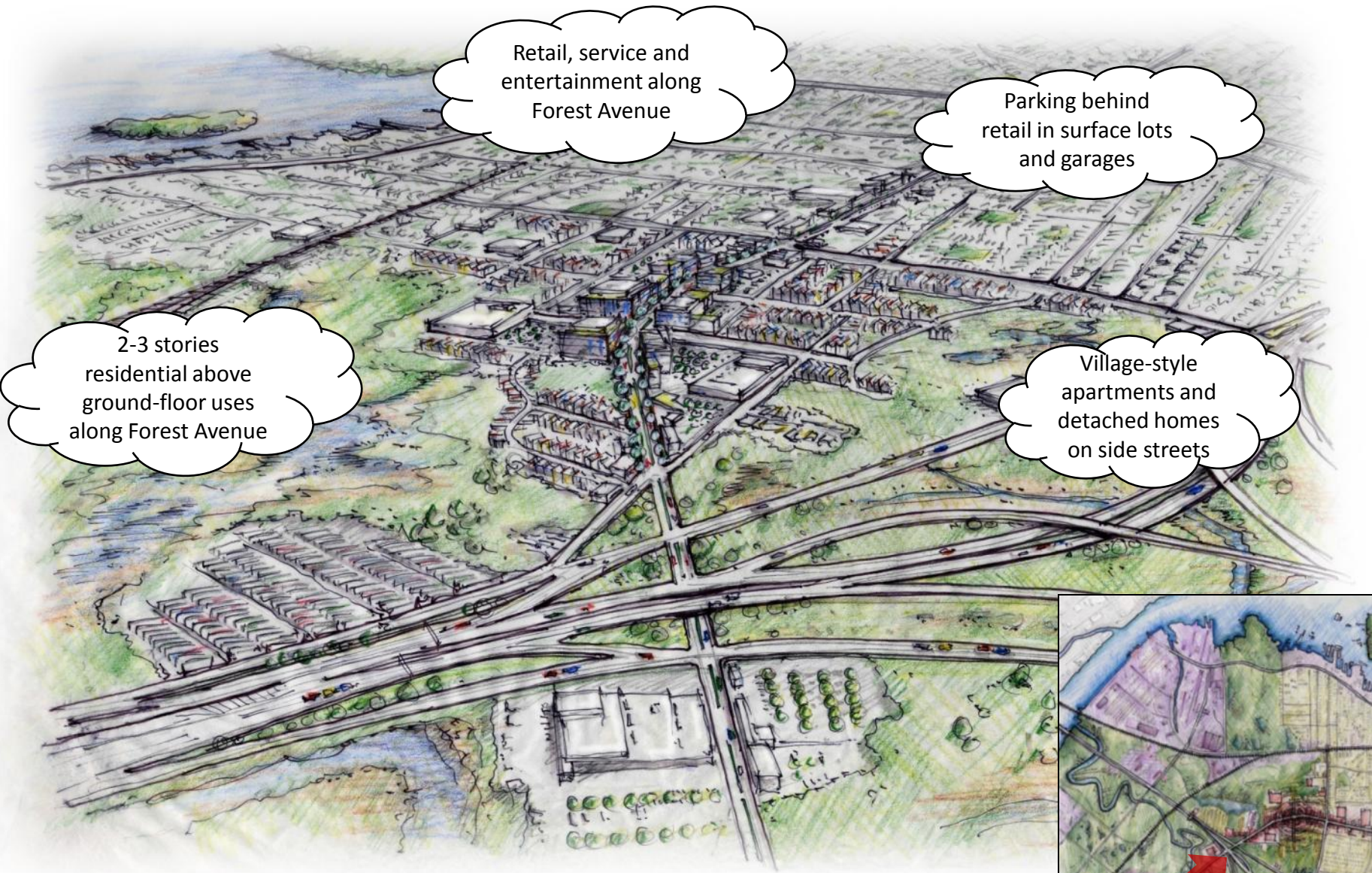


LEGEND

- Existing Commercial
- Proposed Commercial / Residential Uses
- Existing Residential
- Proposed Residential
- Bus Transit Hub
- Railroad

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Arlington – Port Ivory: Proposed 2030



Retail, service and entertainment along Forest Avenue

Parking behind retail in surface lots and garages

2-3 stories residential above ground-floor uses along Forest Avenue

Village-style apartments and detached homes on side streets



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Arlington – Port Ivory: Proposed 2030



Residential above retail

Parking behind retail in surface lots and garages

Transit, bike, and pedestrian improvements



3. PROPOSED NEIGHBORHOOD FRAMEWORK Arlington – Port Ivory: Proposed 2030

Village-style apartments
which respect and
celebrate wetlands



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Bloomfield – Teleport: Today

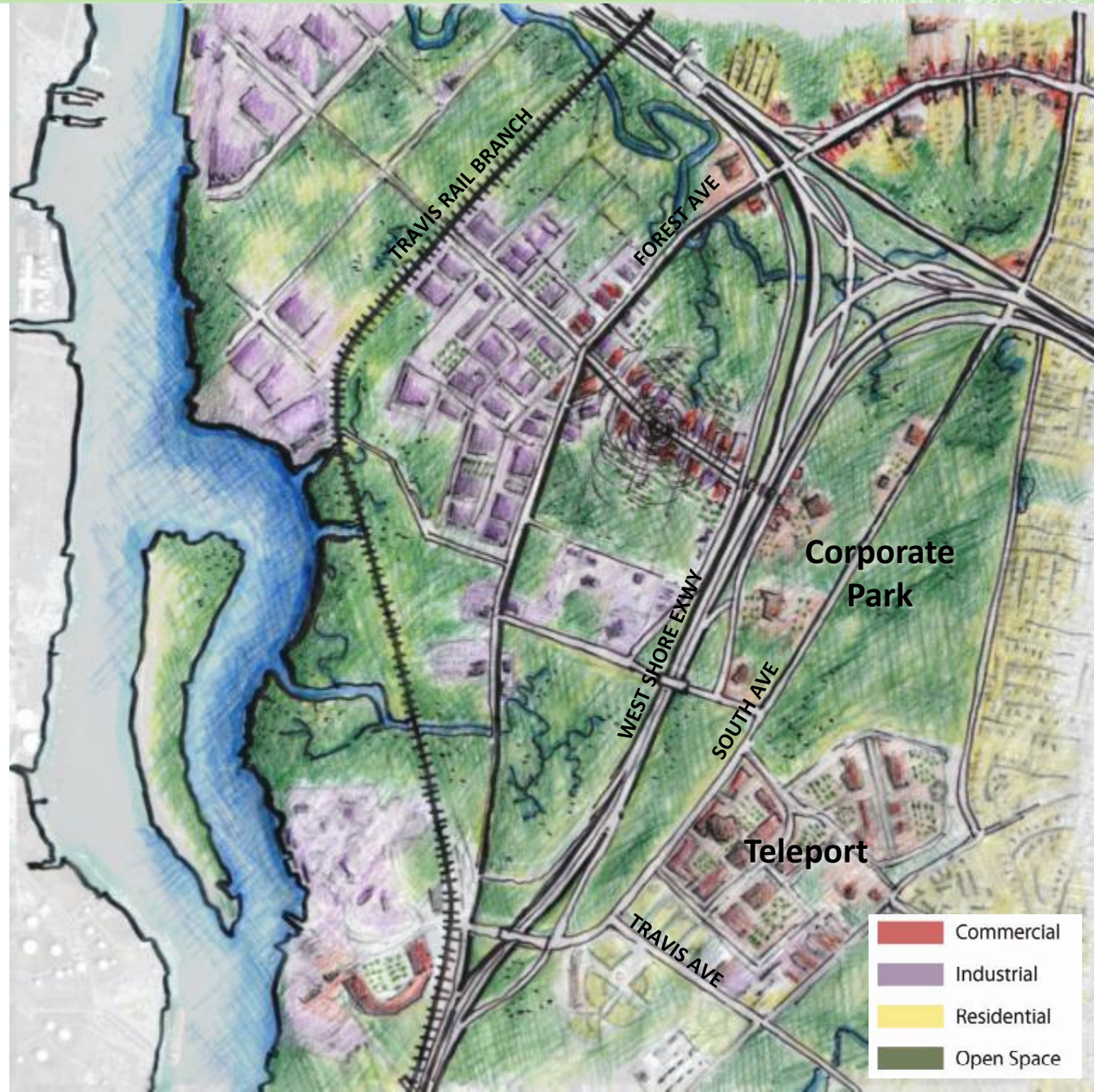


3. PROPOSED NEIGHBORHOOD FRAMEWORK

Bloomfield – Teleport: Proposed 2030

A Model, Regional Employment Center:

- Reutilized industrial sites with modern distribution, maritime and commercial facilities
- Strengthened and expanded office and commercial uses at the Corporate Park and Teleport
- Expanded, quality job opportunities
- A bus transit hub and park and ride connecting local and regional riders
- Integrated public access to the waterfront and natural areas



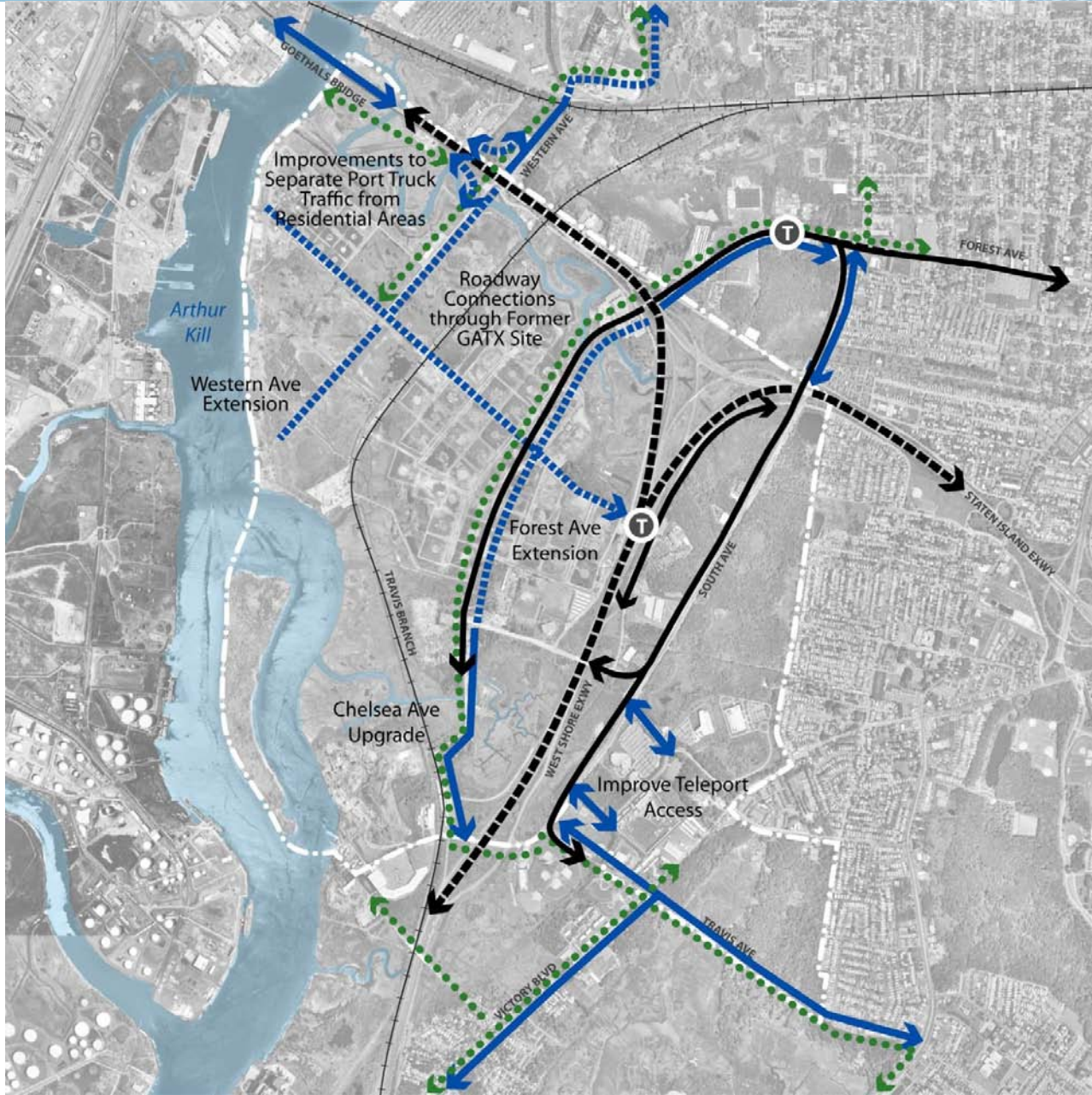
3. PROPOSED NEIGHBORHOOD FRAMEWORK

Bloomfield – Teleport

- Extend Forest Avenue to Chelsea Road
- Extend Western Avenue
- Express and local bus hub with Park and Ride
- Provide shuttle service from transit stops to job centers
- Provide direct access from Goethals to port uses
- Increased vehicular and transit access to Teleport

LEGEND

- Local Transit Connection
- Regional Transit Connection
- New Road
- Improved Road
- Bicycle Connection
- Bus Transit Hub
- Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Bloomfield – Teleport








Make GATX an economic driver:

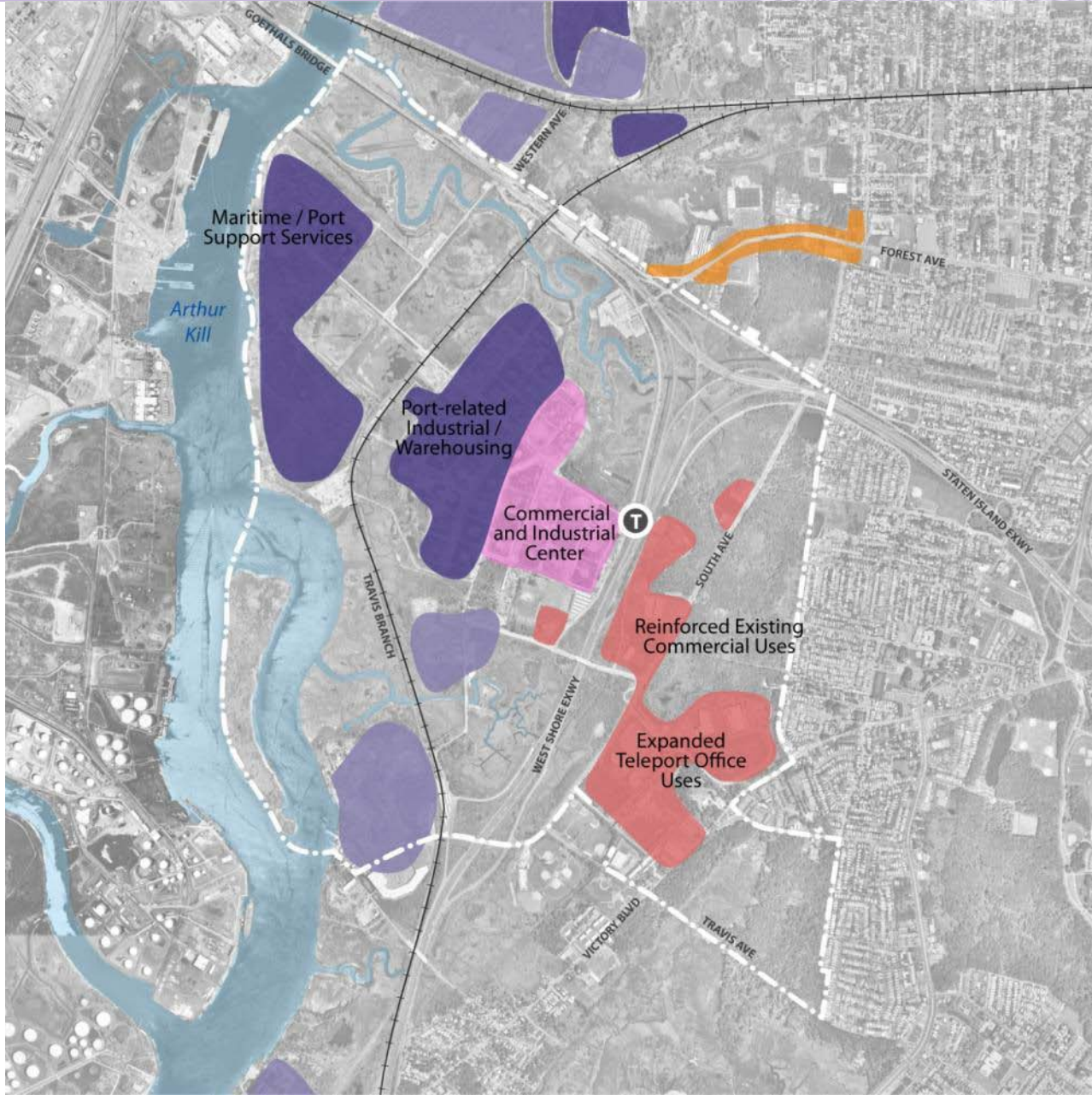
- Maritime / port support
- Modern distribution and warehousing
- Diverse office, commercial, industrial uses near the WSE and WSE bus transit hub

Create jobs at Teleport and Corporate Park:

- Expanded uses
- Improved transit & mobility
- Job-producing development

LEGEND

-  Existing Commercial
-  Proposed Commercial / Residential Uses
-  Proposed Commercial/ Industrial Uses
-  Existing Industrial
-  Proposed Industrial
-  Bus Transit Hub
-  Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

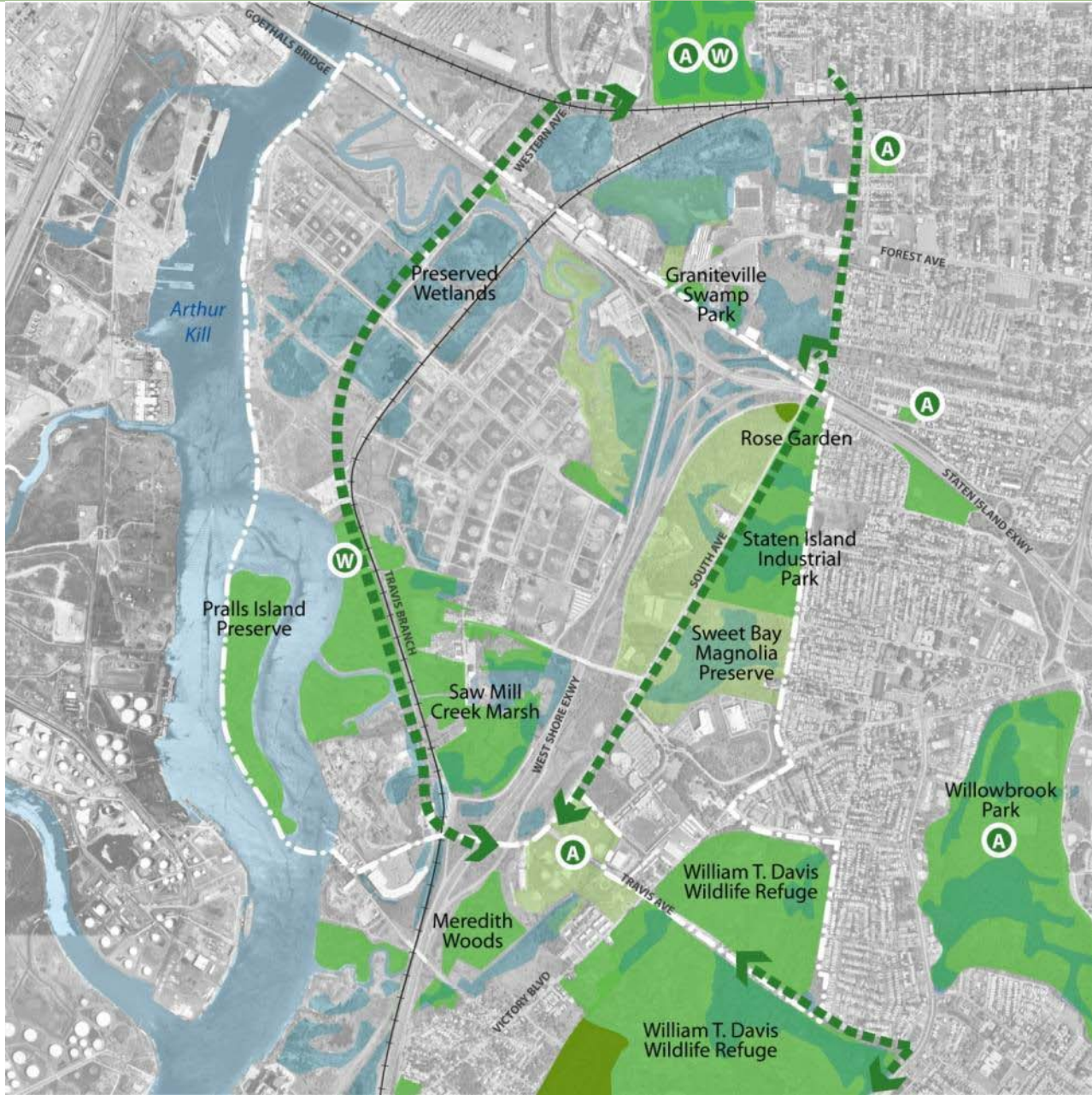
Bloomfield – Teleport

Preserved and Linked Open Space

- West Shore Bluebelts
- Storm water management guidelines
- Waterfront access and shoreline amenities
- West Shore open space connections

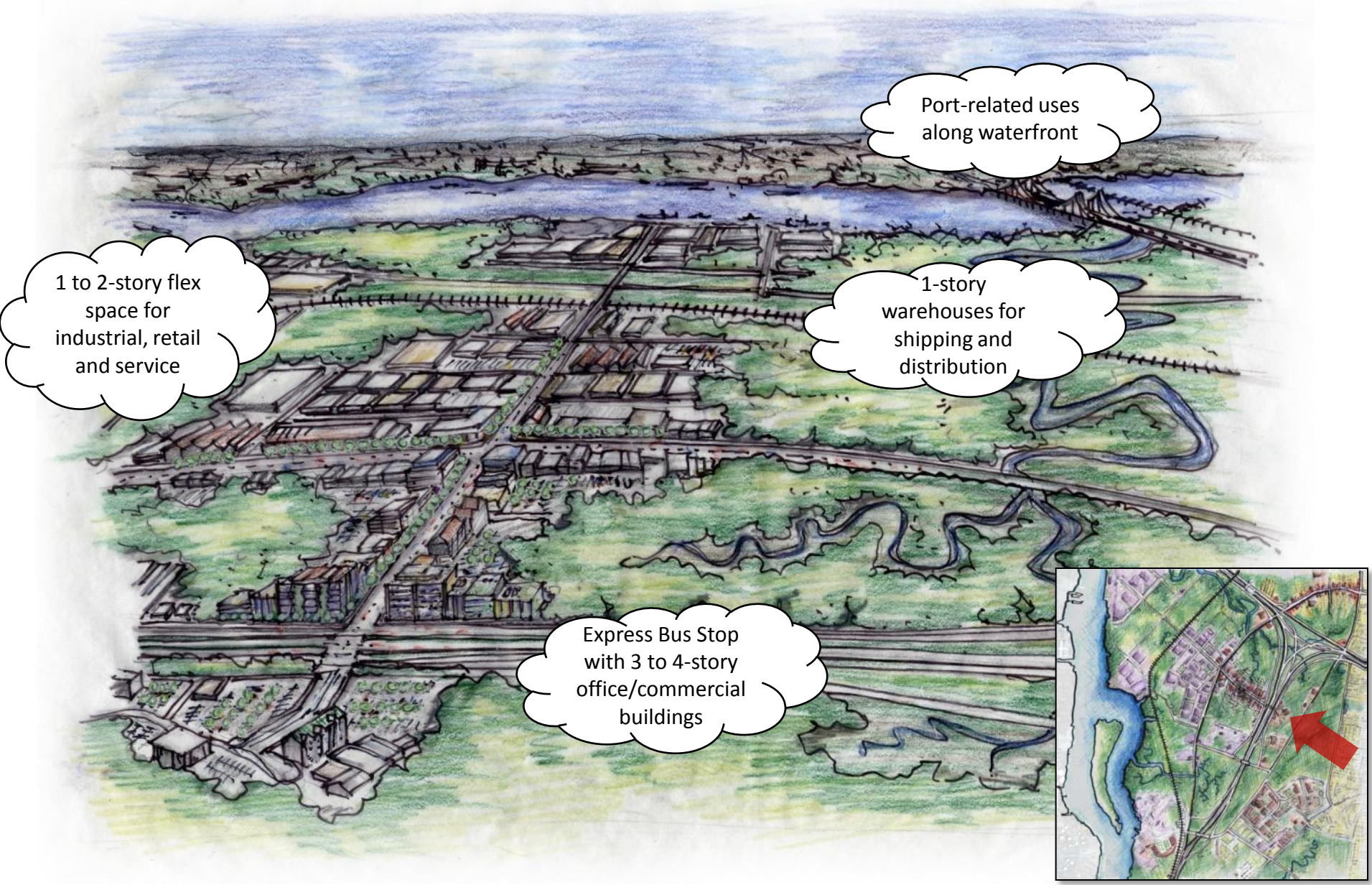
LEGEND

- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space and Recreation
- Preserved Wetlands and Water Features
- Open Space Connection
- Active Recreation
- Waterfront Access Point
- Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Bloomfield – Teleport: Proposed 2030



Port-related uses along waterfront

1 to 2-story flex space for industrial, retail and service

1-story warehouses for shipping and distribution

Express Bus Stop with 3 to 4-story office/commercial buildings

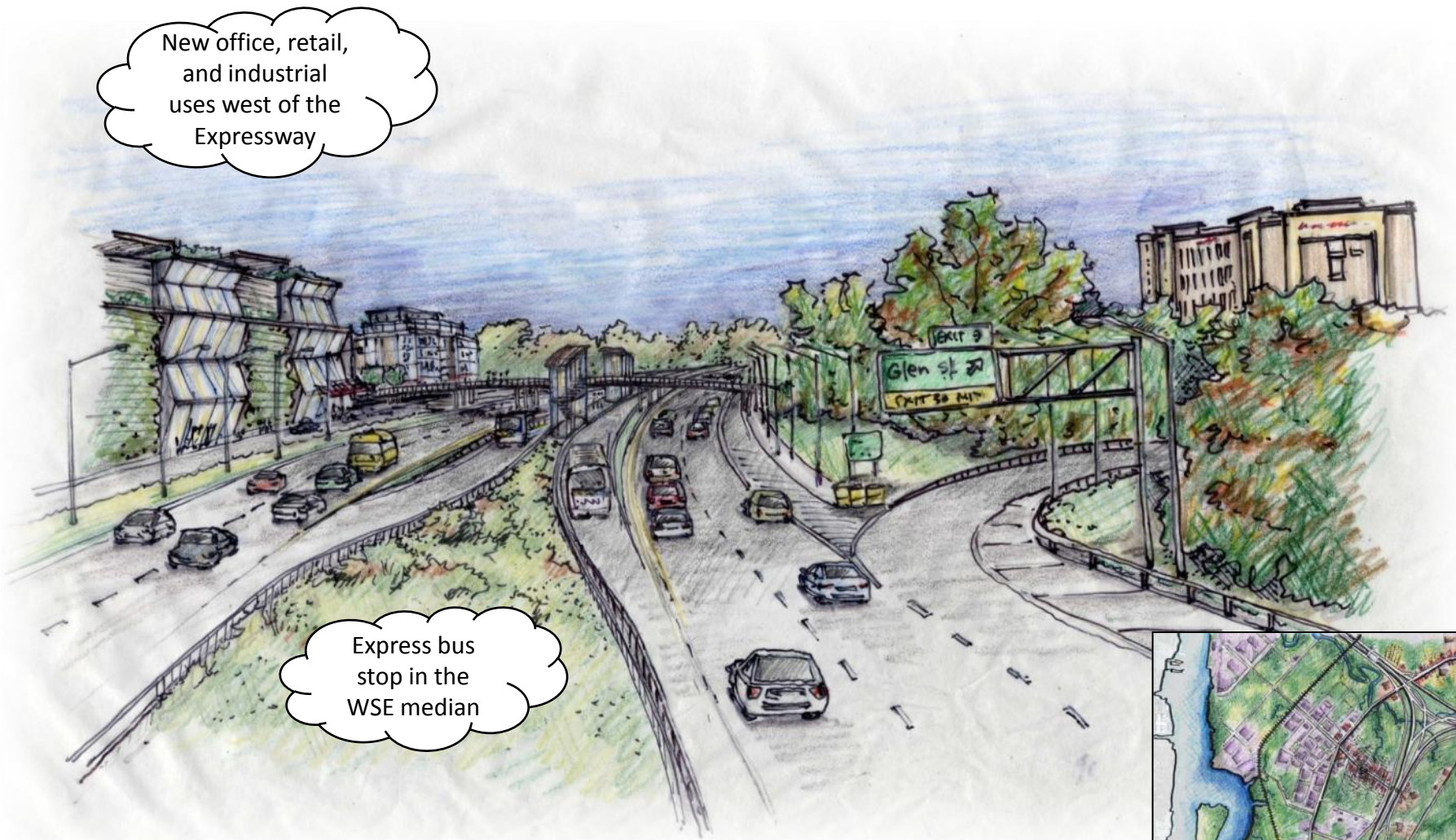


3. PROPOSED NEIGHBORHOOD FRAMEWORK

Bloomfield – Teleport: Proposed 2030

New office, retail,
and industrial
uses west of the
Expressway

Express bus
stop in the
WSE median



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills: Today

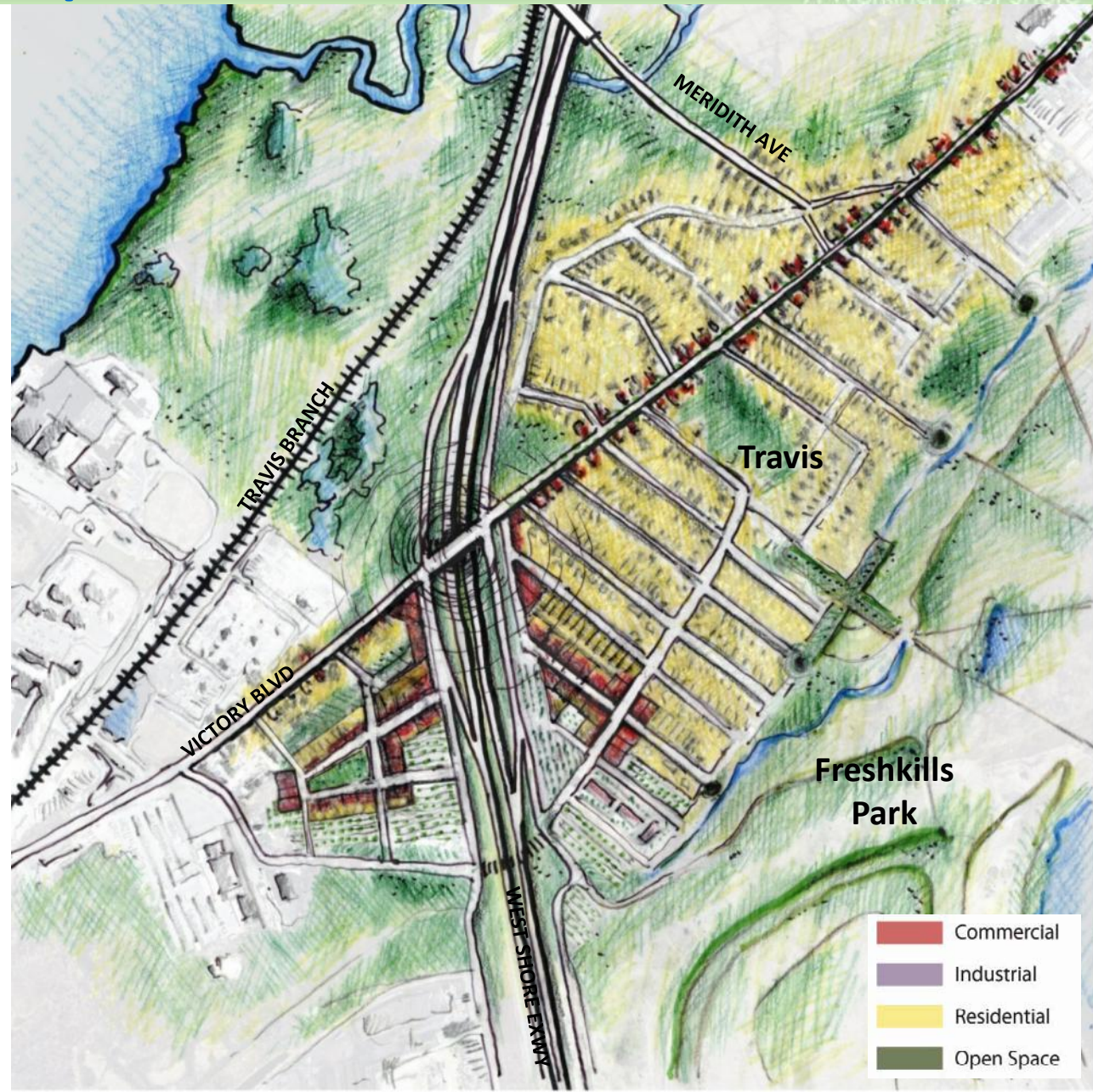


3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills: Proposed 2030 Vision

A Healthy, Historic Community With Main Street Appeal:

- Improved retail and services for the Travis community
- A bus transit hub and park and ride connecting local and regional riders
- Diverse housing options for young adults and seniors
- Easy connections to Freshkills Park and the waterfront



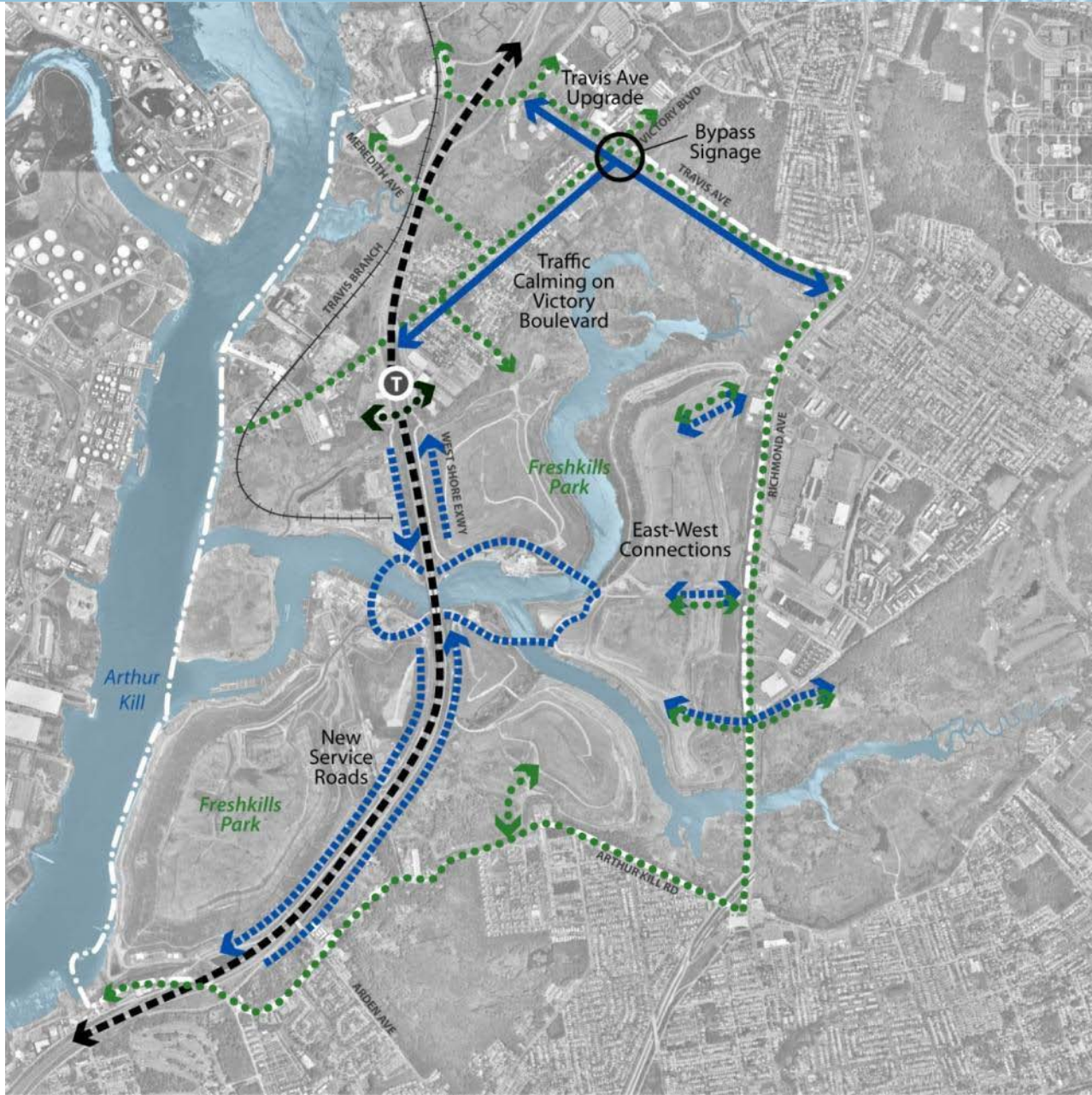
3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills

- Express and local bus hub servicing commercial and residential center
- WS Expressway service roads
- East-west connector roads across Freshkills Park
- Widened Travis Avenue with bypass signage
- Implement traffic calming on Victory Boulevard
- Bike-pedestrian network

LEGEND

- Local Transit Connection
- - - Regional Transit Connection
- New Road
- Improved Road
- Bicycle Connection
- T Bus Transit Hub
- Pedestrian Connection
- + + + + + Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills

Preserved and Linked Open Space

- Map and develop Freshkills Park
 - Mix of active and passive recreation
 - Waterfront access
- West Shore open space connections
 - Link Freshkills Park to other parks
- Waterfront access points
- Storm water management guidelines

LEGEND

- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space and Recreation
- Preserved Wetlands and Water Features
- Open Space Connection
- Active Recreation
- Waterfront Access Point
- Bicycle Rental
- Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills

- Concentrate jobs and services near express and local bus hub:
 - Existing shopping center
 - Underutilized sites along highway
- Preserve and enhance waterfront industrial uses

LEGEND

-  Existing Commercial
-  Proposed Commercial / Residential Uses
-  Local Retail Infill
-  Existing Industrial
-  Bus Transit Hub
-  Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills

- Retail, entertainment and diverse housing options at transit hub
- Maintain “Main Street” low-density retail along Victory Boulevard
- New community facilities
- Public spaces and connections to Freshkills Park
- Storm water and sewer improvements

LEGEND

- Proposed Commercial / Residential Uses
- Existing Residential
- Proposed Residential
- Local Retail
- T Bus Transit Hub
- Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills: Proposed 2030



Preserved character of Victory Boulevard

Parking behind commercial in surface lots or garages

Apartments above ground-floor commercial near the express bus stop



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Travis – Freshkills: Proposed 2030

Apartments above ground-floor commercial

Parking located in surface lots and garages behind retail.



Rossville Waterfront: Today

A Working West Shore



Freshkills Park

Historic Cemeteries and Ship Graveyard

Arthur Kill Correctional Facility

City-owned Waterfront

Outdoor Sports Facility

Industrial Loop

WEST SHORE EXWY

ARTHUR KILL RD

BLOOMINGDALE RD

Rossville



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Rossville Waterfront: Proposed 2030

A Waterfront Destination with Historic Value and Productive Uses:

- Innovative waterfront mix of maritime, light industry, and commercial uses
- Public spaces and historic outlooks along the waterfront
- Destination retail
- A bus transit hub and park and ride connecting local and regional riders
- Easy access to South Shore neighborhoods and the West Shore Expressway

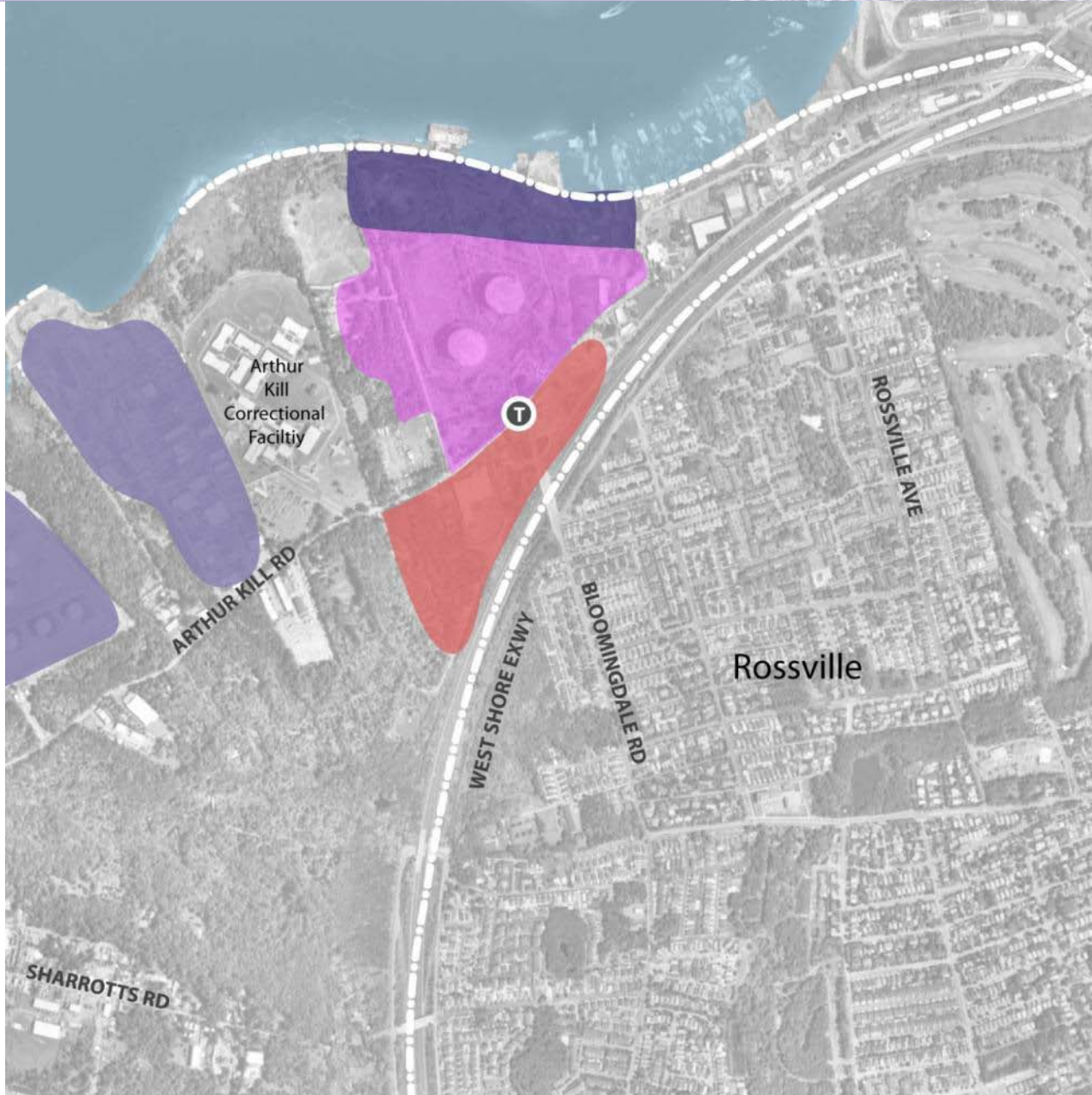


	Commercial
	Industrial
	Residential
	Open Space

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Rossville Waterfront

- Vacant waterfront lots:
 - Unique mix of commercial and maritime uses



LEGEND

- Existing Commercial
- Proposed Maritime/Industrial
- Proposed Commercial/Maritime
- T Bus Transit Hub

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Rossville Waterfront

Preserved and Linked Open Space

- Vacant waterfront lots:
 - Unique mix of commercial and maritime uses
- Open space connections:
 - Incorporate historic areas
 - Provide public spaces along the waterfront



LEGEND

- Existing Commercial
- Proposed Maritime/Industrial
- Proposed Commercial/Maritime
- T Bus Transit Hub
- Bicycle Connection
- Waterfront Esplanade
- W Waterfront Access
- Greenway Link

3. PROPOSED NEIGHBORHOOD FRAMEWORK


















Rossville Waterfront

A Connected West Shore

- Vacant waterfront lots:
 - Unique mix of commercial and maritime uses
- Open space connections:
 - Incorporate historic areas
 - Provide public spaces along the waterfront
- Road improvements:
 - Widen Arthur Kill Road
 - Open WSE service roads
 - Implement full WSE interchange
 - Bike-pedestrian network
- Local and express bus hub with park and ride



LEGEND

	Existing Commercial		Waterfront Access
	Proposed Maritime/Industrial		Active Recreation
	Proposed Commercial/Maritime		Open Space Connection
	Bus Transit Hub		Local Transit Connection
	Existing NYC Parkland		Regional Transit Connection
	Proposed NYC Parkland		New Road
	Existing Other Open Space and Recreation		Improved Road
	Preserved Wetlands and Water Features		Bicycle Connection
	Waterfront Esplanade		

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Rossville Waterfront: Proposed 2030

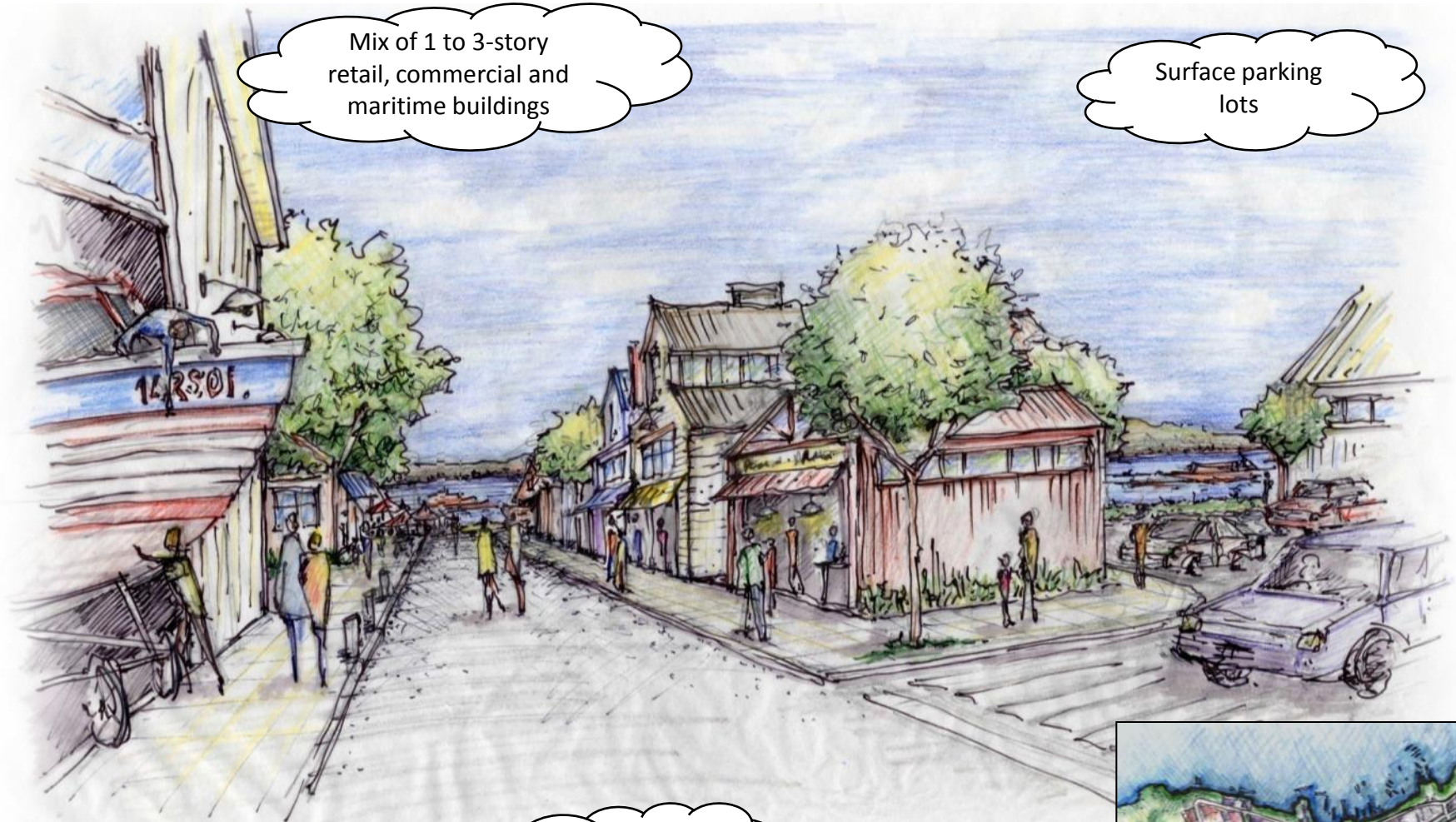
Mix of 1 to 2-story maritime and retail uses

Continuous public access along the waterfront



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Rossville Waterfront: Proposed 2030



Mix of 1 to 3-story retail, commercial and maritime buildings

Surface parking lots

New street network



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Charleston – Tottenville: Today

A Working West Shore

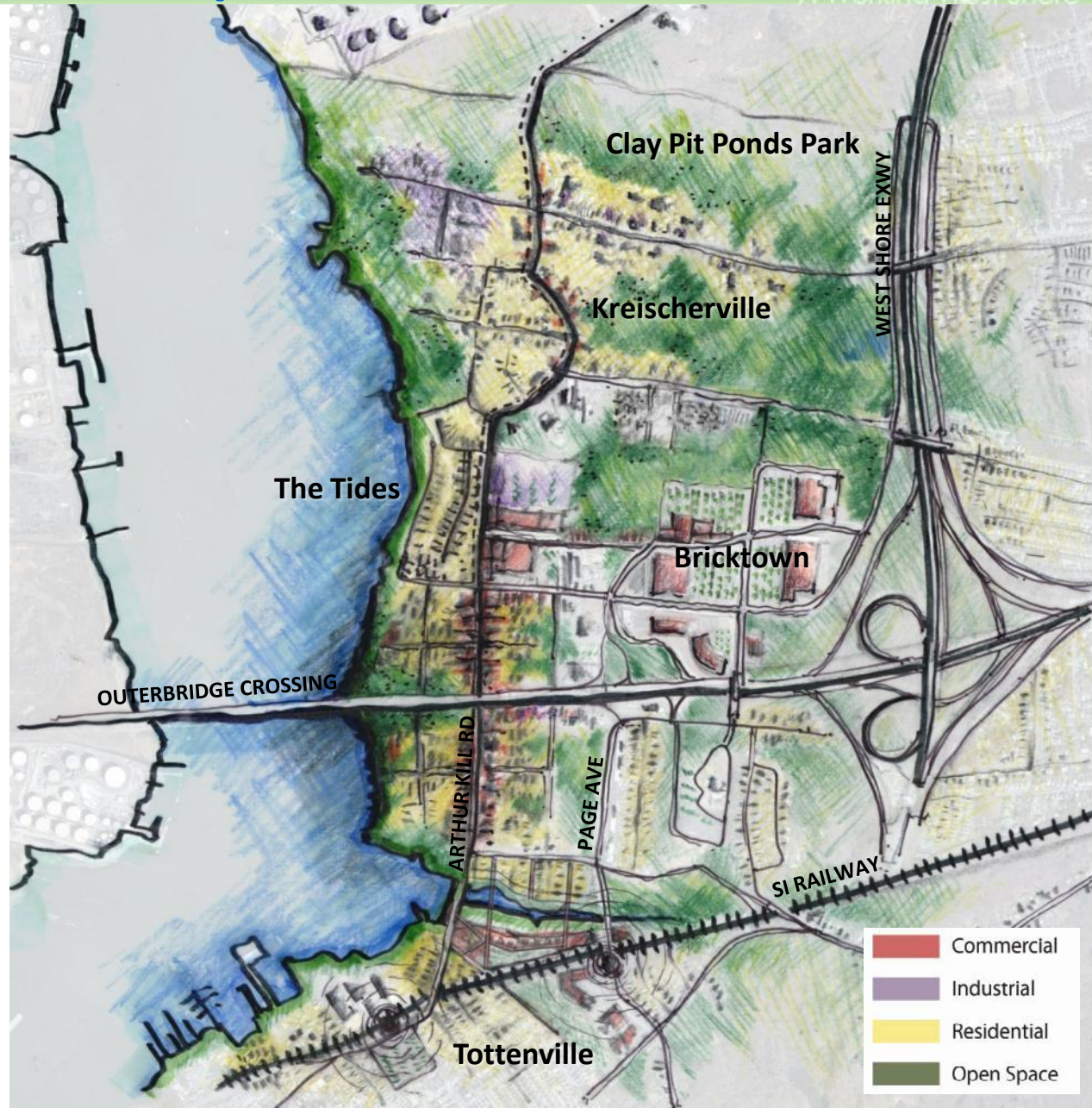


3. PROPOSED NEIGHBORHOOD FRAMEWORK

Charleston – Tottenville: Proposed 2030

The South Shore's Regional Destination:

- A better connected neighborhood with new express bus stops, SI Rail stations, park and rides, and roads
- New educational and community institutions at Bricktown
- An extensive range of retail, service, and commercial options
- Diverse housing options for young adults and seniors
- New public spaces and parks along the waterfront linked with bike and pedestrian paths



	Commercial
	Industrial
	Residential
	Open Space

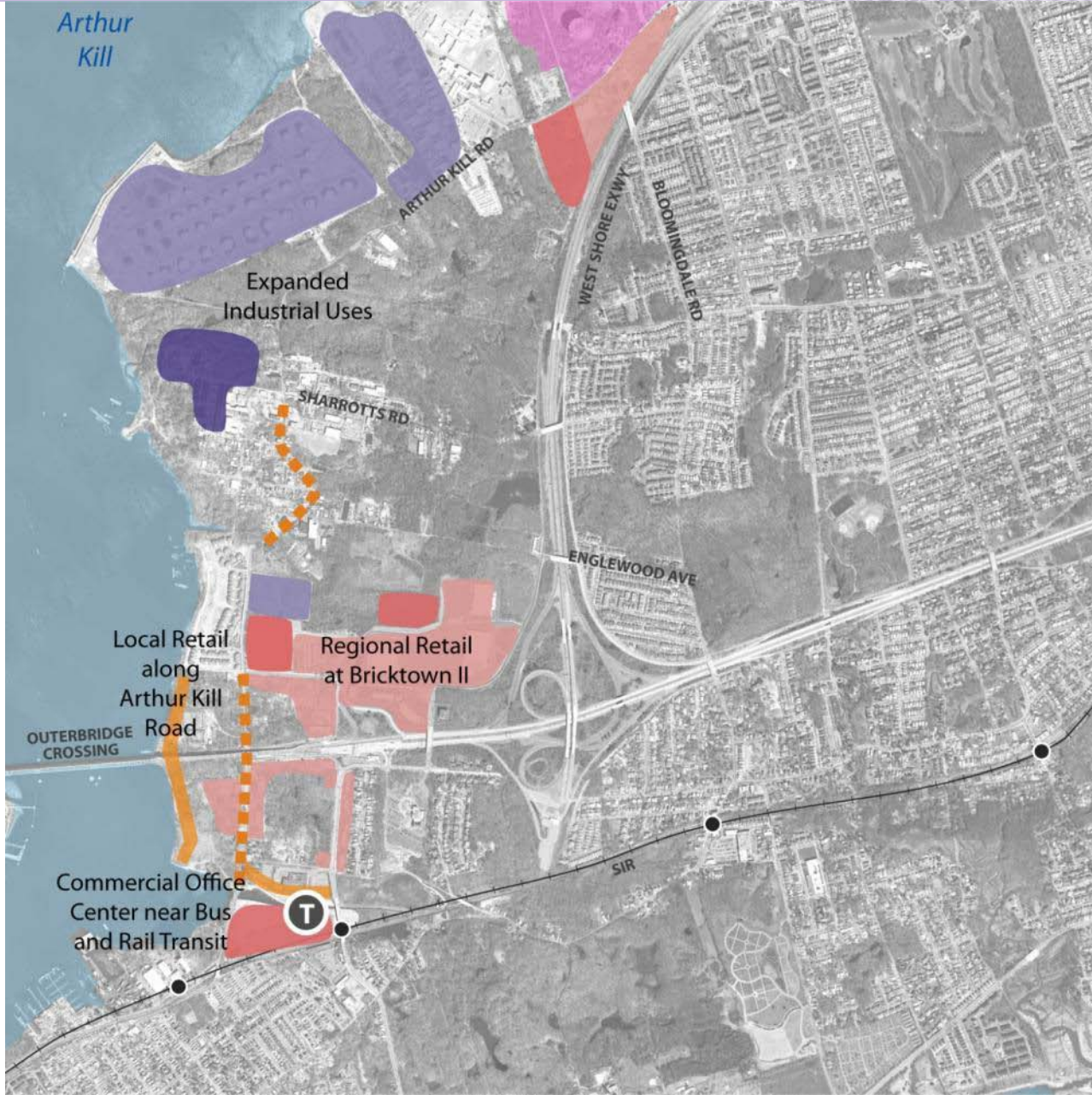
3. PROPOSED NEIGHBORHOOD FRAMEWORK Charleston – Tottenville

- Widen and improve Arthur Kill Rd.
- Extend Englewood Ave.
- Open WSE service roads
- Improve ramp access to WSE
- Expedite new Arthur Kill SIR station
- Relocate Richmond Valley SIR station to Page Avenue with park and ride
- Connect WSE bus network to Page Avenue SIR station
- Improve Outerbridge and connections to New Jersey



3. PROPOSED NEIGHBORHOOD FRAMEWORK Charleston – Tottenville

- Preserve and expand light industry, small-scale flex near Sharrotts Rd.
- Expedite Bricktown II and community facilities
- New retail and office uses at Page Avenue SIR station and park and ride
- Local retail and neighborhood services along Arthur Kill Road



LEGEND

	Existing Commercial
	Proposed Commercial
	Local Retail Infill
	Proposed Commercial / Residential Uses
	Proposed Commercial/ Industrial Uses
	Existing Industrial
	Proposed Industrial
	Bus Transit Hub
	Railroad

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Charleston – Tottenville

Preserved and Linked Open Space

- Develop Fairview Park
- Provide continuous esplanade along waterfront
- West Shore open space connections
- New public spaces along the waterfront and within the redeveloped Lucent site
- Storm water management guidelines

LEGEND

- Existing NYC Parkland
- Proposed NYC Parkland
- Existing Other Open Space and Recreation
- Preserved Wetlands and Water Features
- Open Space Connection
- Waterfront Esplanade
- Active Recreation (A)
- Waterfront Access Point (W)
- Railroad



3. PROPOSED NEIGHBORHOOD FRAMEWORK

Charleston – Tottenville

- Recreation, education, and public spaces
- Arthur Kill Road
 - Diverse mix of residential retail, and service uses
- Tottenville waterfront
 - Mix of residential and marina uses
- Kreischerville
 - Consider revised zoning to separate industrial and residential uses
- Storm water and sewer improvements

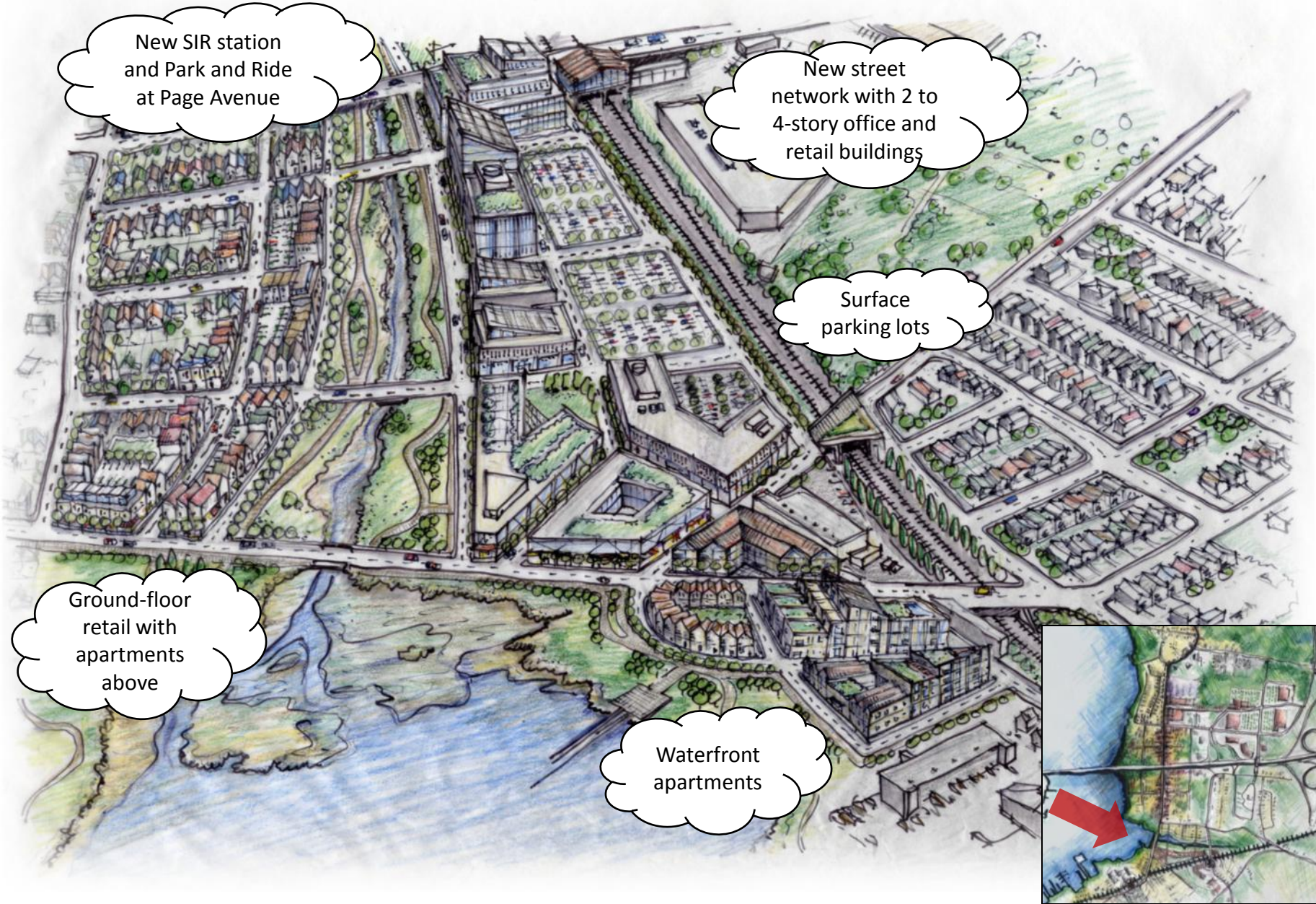


LEGEND

- Proposed Commercial / Residential Uses
- Existing Residential
- Proposed Residential
- Bus Transit Hub
- Railroad

3. PROPOSED NEIGHBORHOOD FRAMEWORK

Charleston – Tottenville: Proposed 2030



New SIR station and Park and Ride at Page Avenue

New street network with 2 to 4-story office and retail buildings

Surface parking lots

Ground-floor retail with apartments above

Waterfront apartments

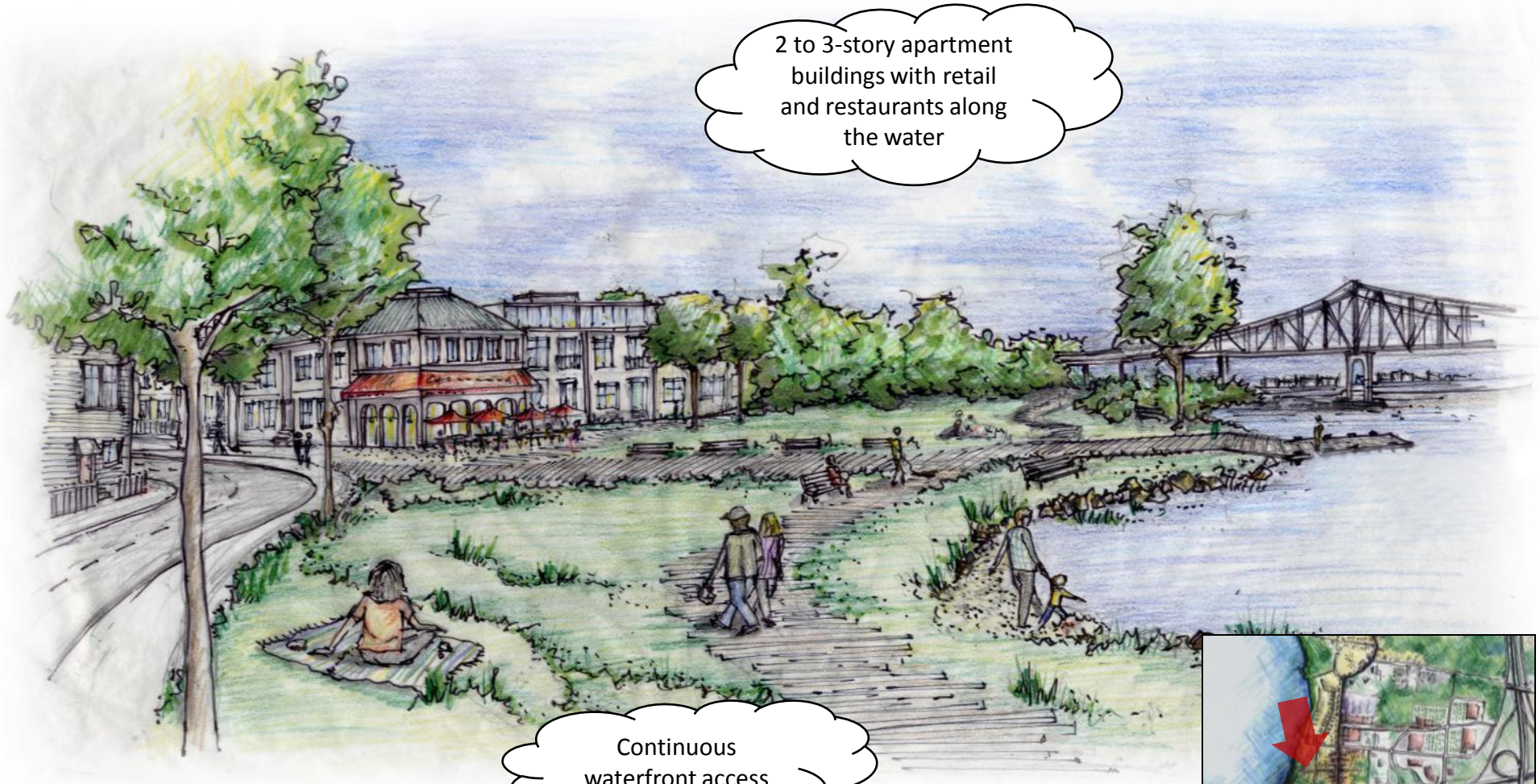


3. PROPOSED NEIGHBORHOOD FRAMEWORK

Charleston – Tottenville: Proposed 2030

2 to 3-story apartment buildings with retail and restaurants along the water

Continuous waterfront access



4. SUMMARY AND NEXT STEPS

Potential Benefits of West Shore Planning

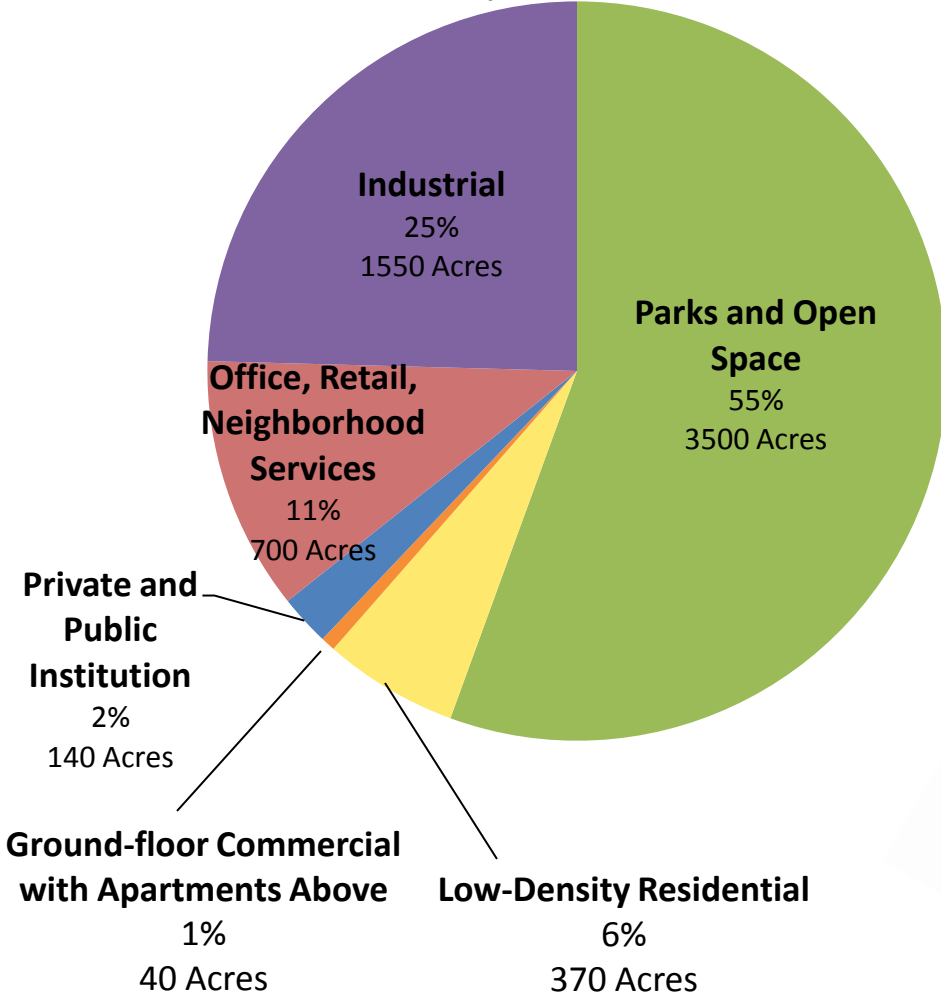
The Working West Shore framework will:

- Provide more employment choices on the island
- Prioritize infrastructure investments to identify funding needs
- Protect low-density communities
- Preserve natural lands and expand recreational opportunities
- Provide more commuting options
- Recover and reutilize brownfield areas
- Provide more housing choices

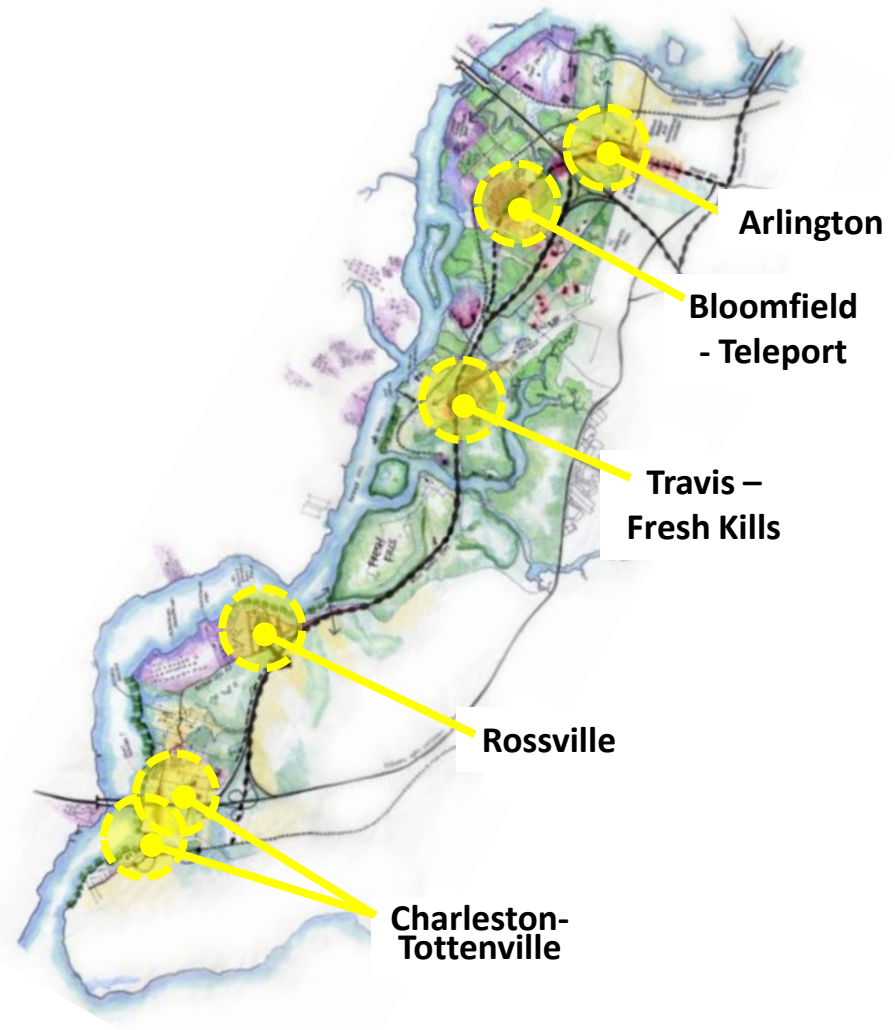
4. SUMMARY AND NEXT STEPS

Potential Benefits of West Shore Planning

Potential West Shore Land Use Distribution by 2030



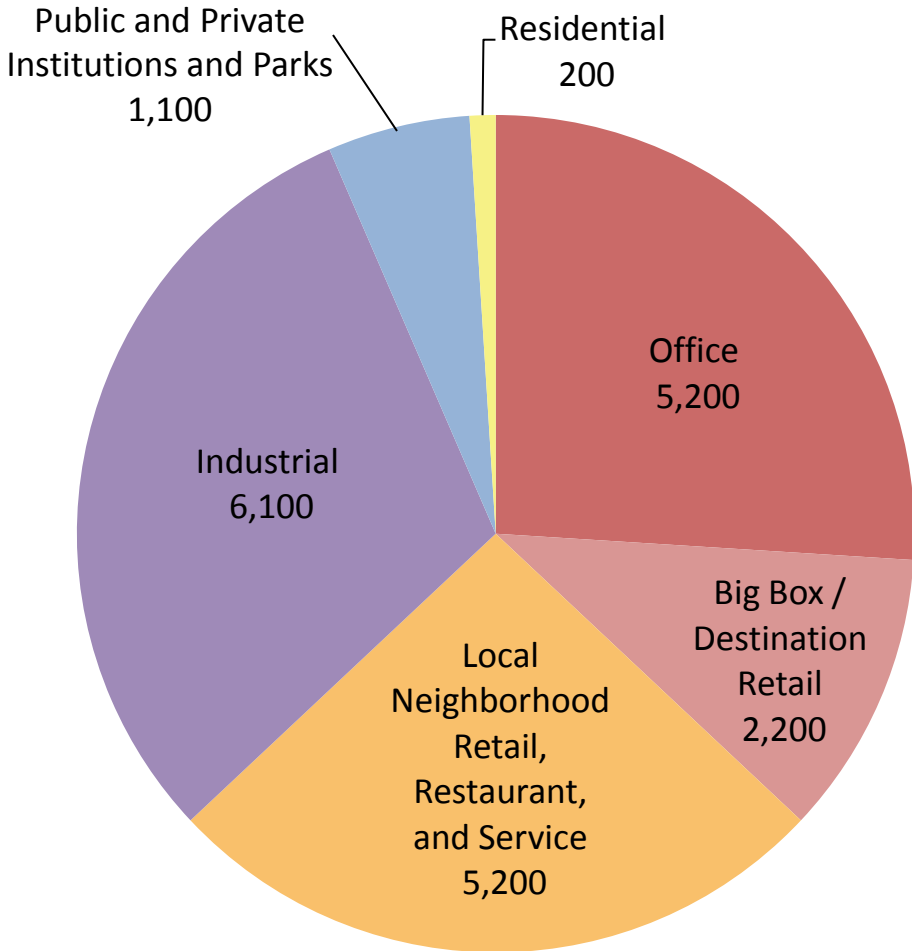
Managed Growth Areas



Potential Benefits of West Shore Planning



**Potential 20-Year Employment
20,000 new jobs**



Next Steps

Fall 2010

Final Report based on feedback from public meetings



4. SUMMARY AND NEXT STEPS

Group Discussions

1. Do you have additional ideas that should be included in the 2030 framework?
2. What aspects of the 2030 framework do you have concerns with? How can these concerns be addressed?
3. What are the top 5 priority actions necessary to realize a Working West Shore 2030?

