



**November 3<sup>rd</sup> and 4<sup>th</sup>, 2010**  
**Public Open Houses**

## **North Shore 2030: A Proposed Action Plan**

**Improving and Connecting the North  
Shore's Unique and Historic Assets**

**NORTH SHORE LAND USE and TRANSPORTATION STUDY**  
**NYCEDC | NYCDGP**

## Tonight's Agenda

- Purpose and Study Area Snapshot
- Strategy: Improve and Connect Unique Assets
  1. Richmond Terrace
  2. Former North Shore Rail Right of Way (ROW)
  3. The Kill Van Kull Waterfront
  4. Historic Neighborhoods / Centers
- Applying the Strategy: Neighborhood Opportunity Areas
- Summary / Next Steps

## Purpose

Inform future land use decisions and coordinate investments to:

- Improve Mobility
- Create and Retain Diverse, Quality Jobs
- Provide Waterfront Access and Open Space
- Enhance Historic Neighborhood Centers
- Address Environmental Challenges



# NORTH SHORE 2030

## Study Area Snapshot



- 5 miles of waterfront

- Primary transportation corridors:

- Richmond Terrace
- Former North Shore Rail Right of Way
- Forest Avenue (southern border of study area)

- For residents commuting off-island: 2<sup>nd</sup> longest commute nationwide

- Twice as dense as Staten Island

- Approximately 67K residents (14% of SI) and 25K housing units

- Diverse racial mix contrasts with borough-wide composition

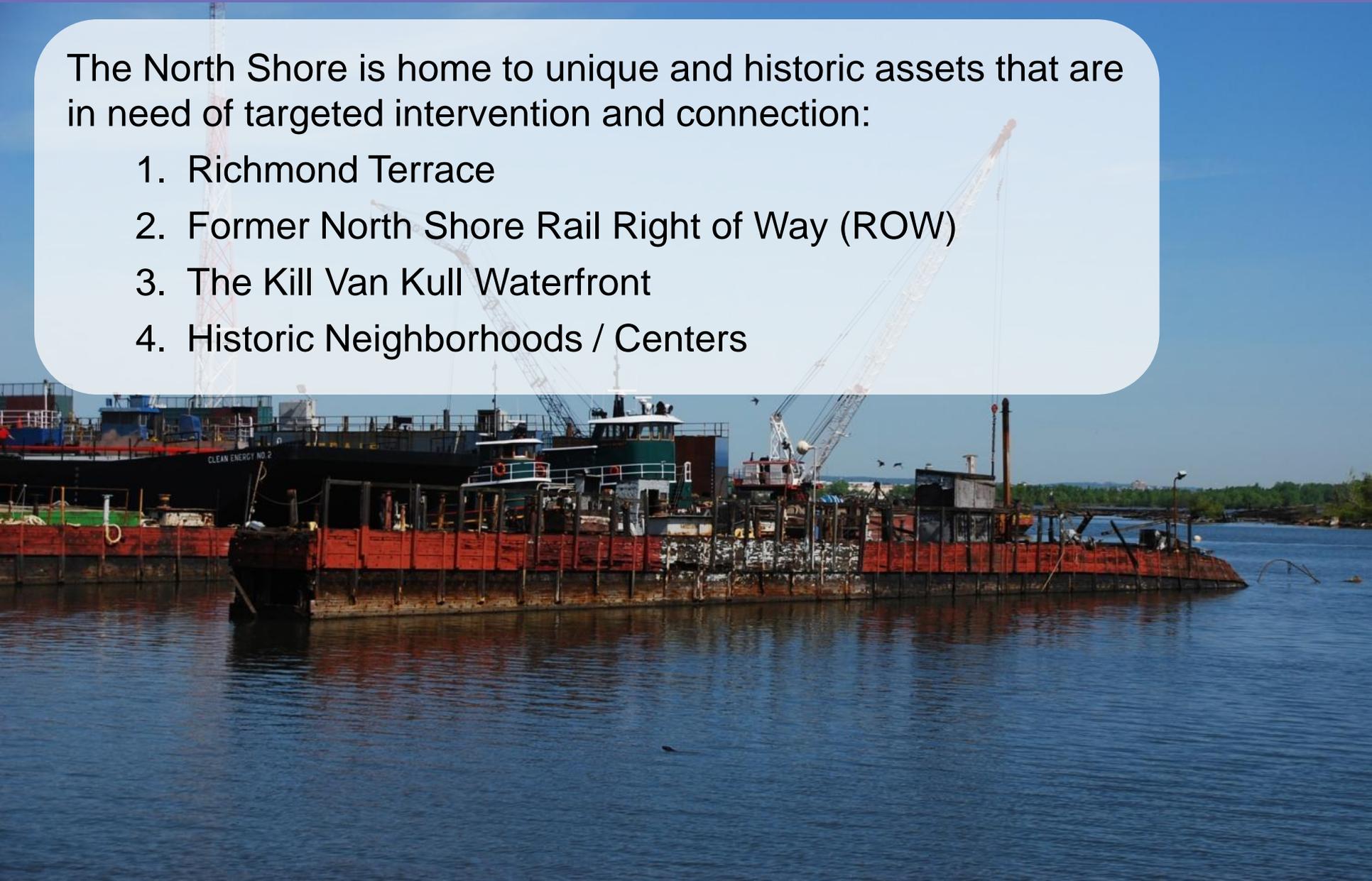
- Per capita income 18% lower than Staten Island and 20% below NYC level

# STRATEGY

## Improve and Connect Unique Assets

The North Shore is home to unique and historic assets that are in need of targeted intervention and connection:

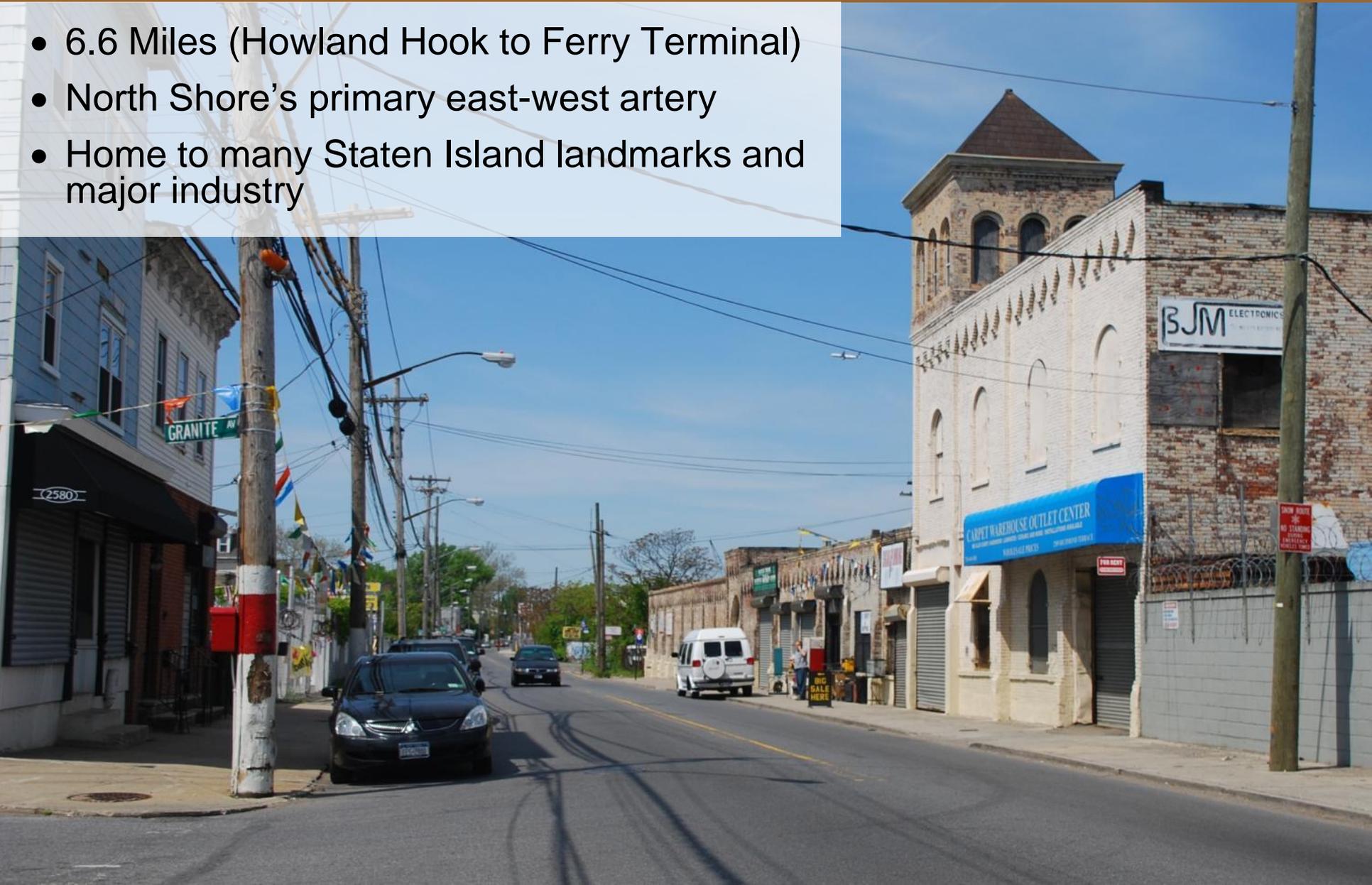
1. Richmond Terrace
2. Former North Shore Rail Right of Way (ROW)
3. The Kill Van Kull Waterfront
4. Historic Neighborhoods / Centers



# 1. ASSETS

## Richmond Terrace

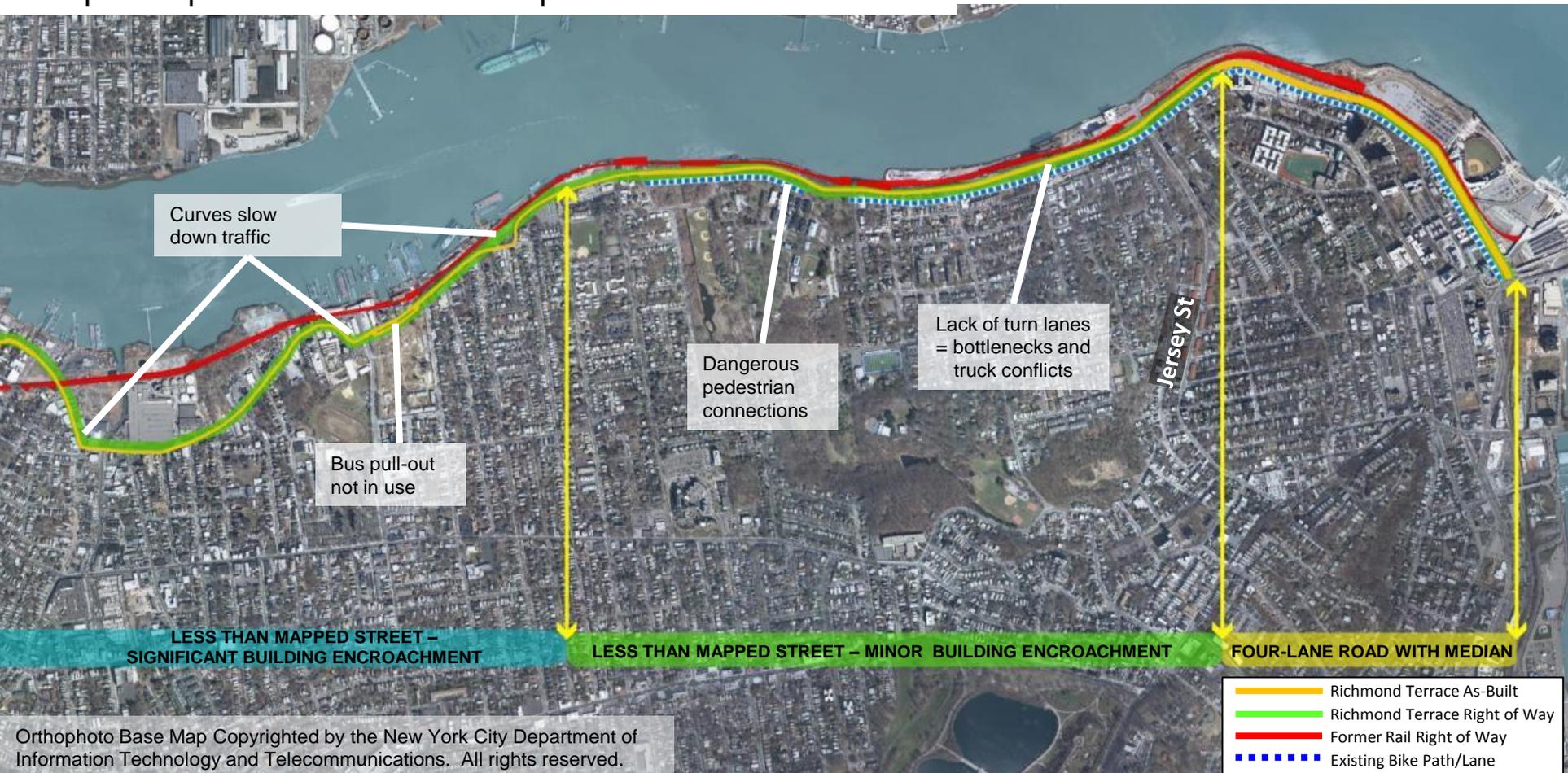
- 6.6 Miles (Howland Hook to Ferry Terminal)
- North Shore's primary east-west artery
- Home to many Staten Island landmarks and major industry



# 1. RICHMOND TERRACE

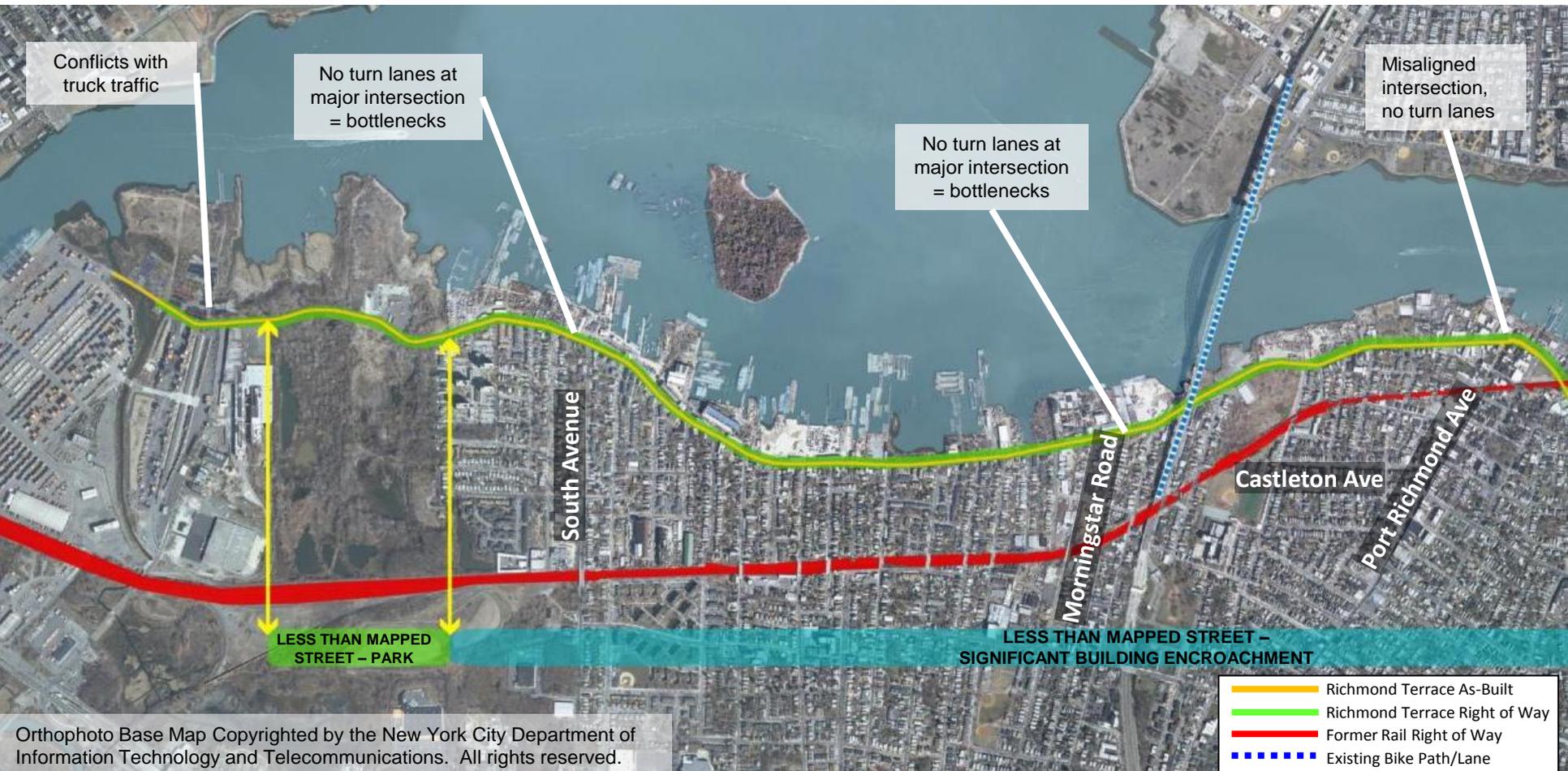
## Today

- Major intersections are misaligned, lack turn lanes
- Often built to less than mapped width
  - Buildings often encroach on mapped width
- Dangerous or nonexistent pedestrian crossings
- Sharp curves pose danger
- Capital improvements do not incorporate future needs



# 1. RICHMOND TERRACE

## Today



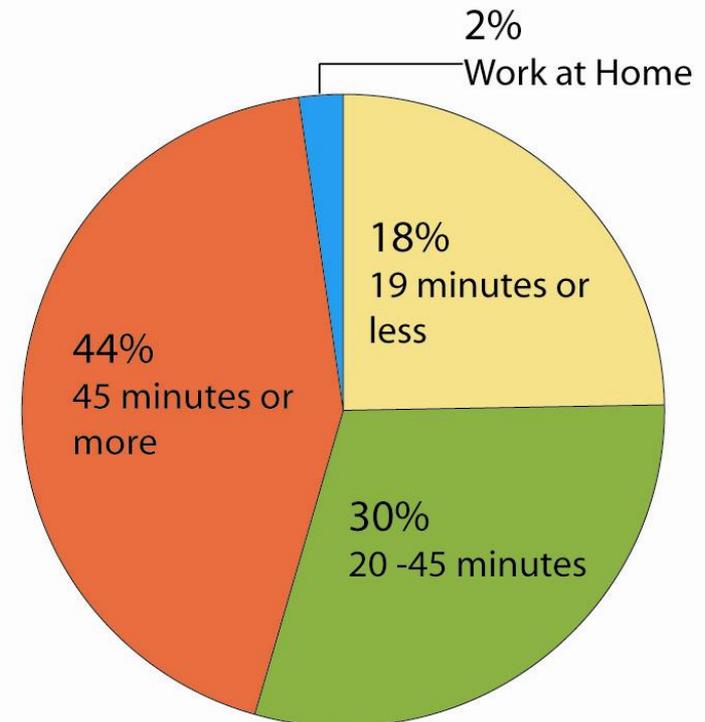
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# 1. RICHMOND TERRACE

## Result: Mobility Challenges

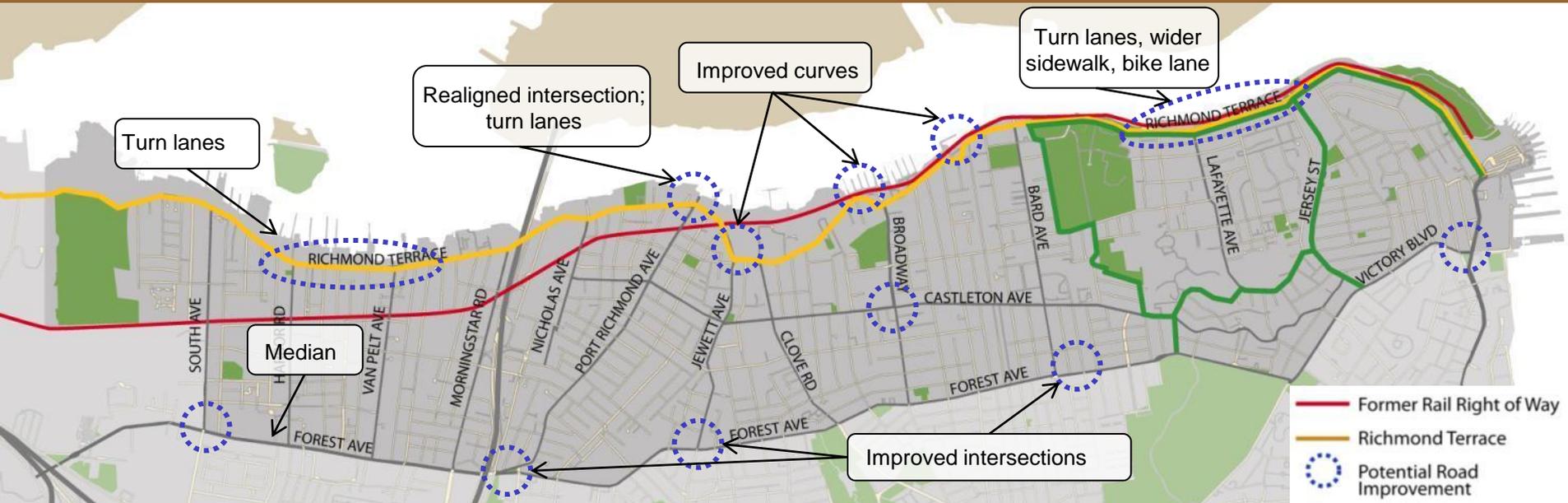
- Residents: Difficult east-west travel between St. George and North Shore neighborhoods
- Businesses: Delivery delays due to congestion at major intersections and truck bottlenecks on north-south routes
- Visitors: Difficulty accessing Richmond Terrace cultural destinations (e.g., Snug Harbor) and open space; dangerous pedestrian crossings to entrances

North Shore Commute Times



# 1. RICHMOND TERRACE / FOREST AVENUE / OTHER STREETS

## Strategies

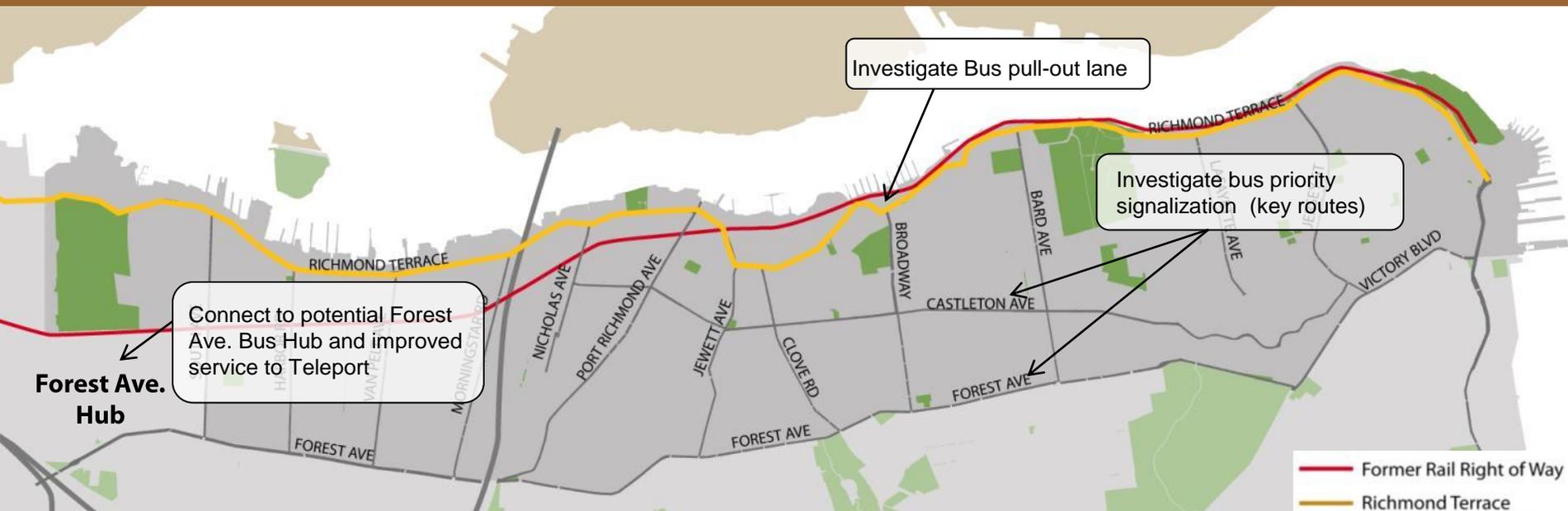


### Target and Coordinate Road Improvements:

- Coordinate public improvements and private investments on Richmond Terrace to:
  - Improve safety at key pedestrian crossings and dangerous intersections
  - Strategic widening through turn lanes, sidewalks and bike lanes
- Improve safety at key intersections: Forest Avenue, Castleton Avenue, and Victory Boulevard
- Investigate medians on Forest Avenue to improve safety

# 1. RICHMOND TERRACE / FOREST AVENUE / OTHER STREETS

## Strategies



### Prioritize Bus Improvements

- Utilize unused, existing pullout
- Apply bus priority treatment service options (e.g., signal prioritization) on key routes

# 1. RICHMOND TERRACE / FOREST AVENUE / OTHER STREETS

## Strategies



### Increase Safe Pedestrian / Bike Connections

- Create viable connections between the Ferry Terminal, Snug Harbor and Jersey Street
- Provide bicycle rental and parking opportunities (Ferry Terminal; Snug Harbor)
- Upgrade sidewalks and specific bicycle lanes in coordination with road improvements

## 2. ASSETS

### Former North Shore Rail Right of Way

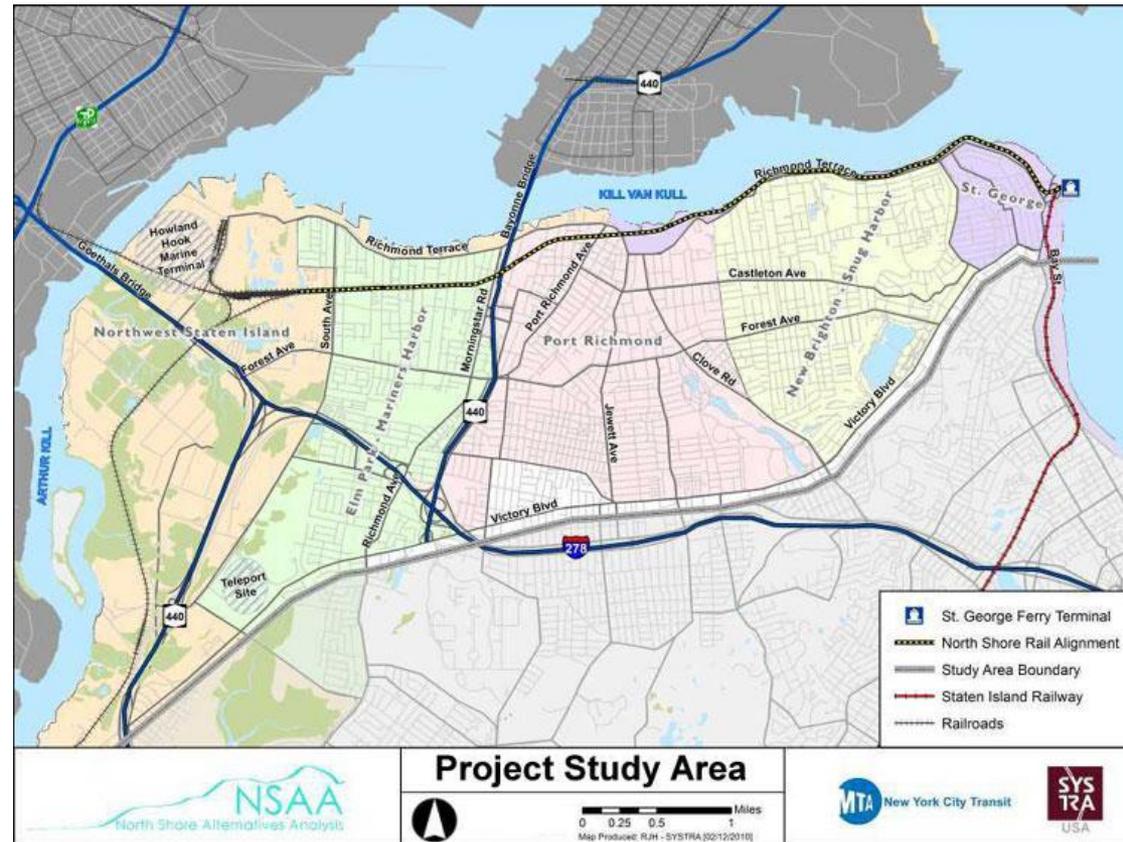
- 1890: Opened, connecting Staten Island to New Jersey and the region
- 1953: Passenger service ended
- 1989: Rail freight service ended
- 2005: Western rail line revived for freight service at Howland Hook
- 2010: North Shore Alternatives Analysis Study (NSAA)



## 2. FORMER NORTH SHORE RAIL RIGHT OF WAY

### North Shore Alternatives Analysis Study (NSAA)

- Sponsored by MTA – New York City Transit; funded by SI Borough President
- Study Scope: Assess whether the ROW can increase transportation options and the quality and speed of service
- Evaluating several transit options
  - Bus Improvements
  - Heavy Rail
  - Light Rail
  - Bus Rapid Transit
  - Ferry / Water Taxi
- Will consider relocation
- Timeline:
  - Next public meetings – Fall 2010
  - Short list – Late 2010
  - Select Preferred Alternative - First quarter 2011



Source: MTA North Shore Alternatives Analysis

## 2. FORMER NORTH SHORE RAIL RIGHT OF WAY

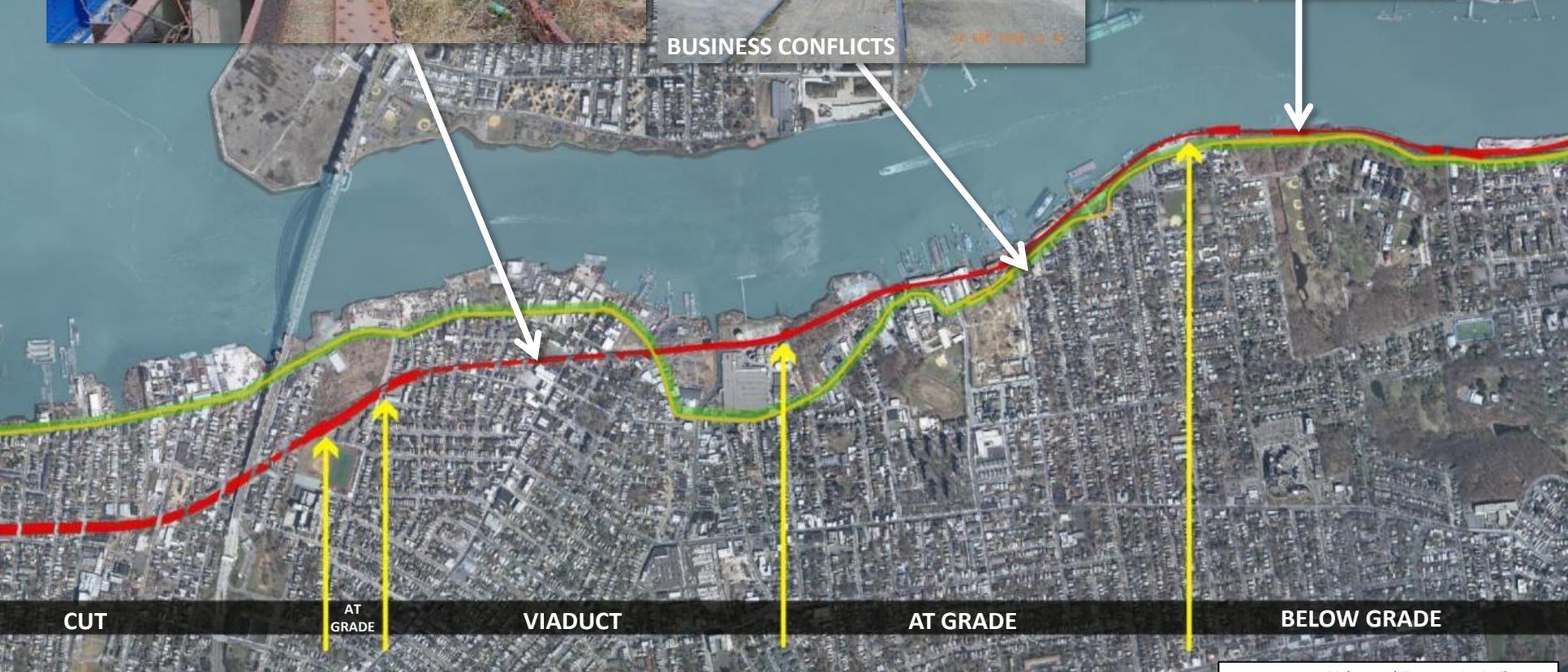
### Today

- Runs through private property
- Portions of rail washed away and under water
- Old stations have fallen into disrepair



# 2. FORMER NORTH SHORE RAIL RIGHT OF WAY

## Today

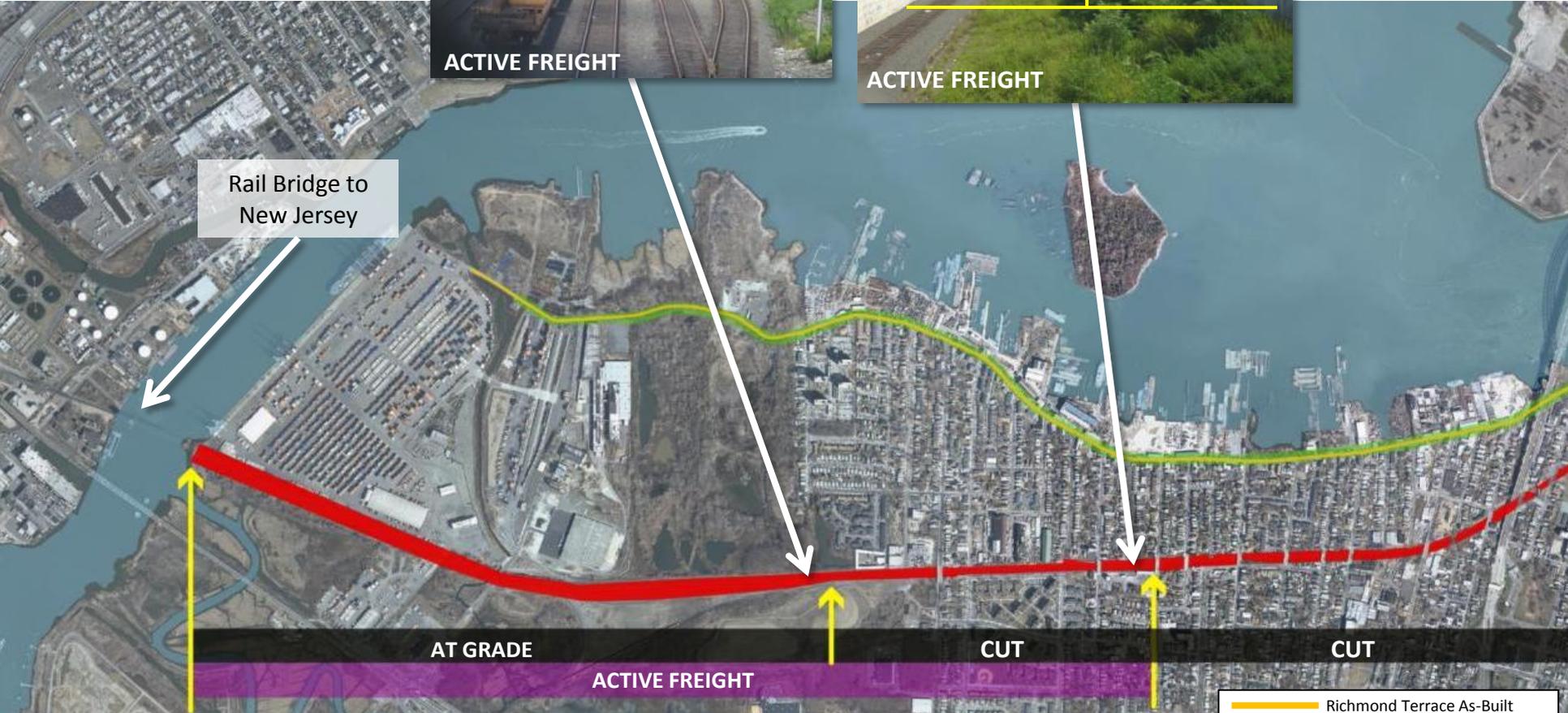


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- Richmond Terrace As-Built
- Richmond Terrace Right of Way
- Former Rail Right of Way

# 2. FORMER NORTH SHORE RAIL RIGHT OF WAY

## Today



- Richmond Terrace As-Built
- Richmond Terrace Right of Way
- Former Rail Right of Way

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## 2. FORMER NORTH SHORE RAIL RIGHT OF WAY

### Result: Public and Private Investment Stymied

- Private businesses in limbo, especially maritime companies with interest in expansion
- Potential waterfront open space cut off from upland neighborhoods
- Potential expansion of active freight line, serving Howland Hook and the region, impacted
- Coordinate improvements with West Shore Study transit recommendations

Former Blissenbach Marina

Rail Right of Way



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Caddell Dry Dock

Rail Right of Way



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## 2. FORMER NORTH SHORE RAIL RIGHT OF WAY

### Strategies

- Relocate at-grade portions of ROW in coordination with MTA NSAA to:
  - Support waterfront businesses with conflicts
  - Improve pedestrian / bicycle corridor along North Shore
  - Provide predictability for public and private investment
  - Improve traffic conditions on Richmond Terrace where feasible
- Identify underutilized sites in close proximity to ROW with potential to support increased transit options:
  - Park and Ride locations
  - Residential and commercial uses to support future ridership
  - Transit service support sites



Eltingville Transit Center

## 3. ASSETS

### The Kill Van Kull Waterfront

A nearly two-hundred year legacy as an active waterfront providing quality employment opportunities and services to residents



# 3. THE KILL VAN KULL WATERFRONT

## Today

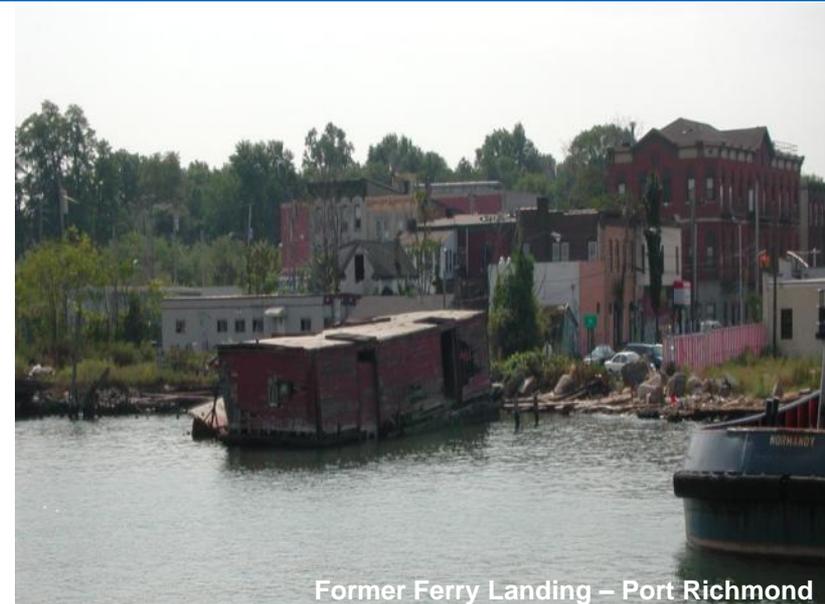
- A major maritime support industry struggling to improve infrastructure (bulkheads, piers) and to find skilled employees
- Lack of diverse employment opportunities and uses
- One-third of the shoreline housing non-water-dependent uses (auto salvage, vehicle storage, etc.)
- Public access to the shoreline limited to 3 isolated points (North Shore Esplanade; Snug Harbor; Faber Park)
- Natural and developed sections of the waterfront rapidly eroding



### 3. THE KILL VAN KULL WATERFRONT

## Result: Underused and Undervalued Waterfront

- A diminished number of residents working on the waterfront
- A perception that maritime industry and open space are incompatible
- A waterfront lacking distinctive destinations and connections to inland neighborhoods
- A lack of visitors to the historic waterfront and to cultural institutions
- A waterfront vulnerable to climate change



Former Ferry Landing – Port Richmond



Vacant property in New Brighton

# 3. THE KILL VAN KULL WATERFRONT

## Strategies

- Work with the Maritime Infrastructure and Permitting working group (MIP) to propose reforms to the regulatory and permitting processes for maritime expansion and new public space
- Secure funding to design, construct and operate public open space and access
- Reuse underutilized industrial buildings to expand employment
- Recruit and allow Staten Island growth industries: light manufacturing; education and health care; retail; cultural and tourism
- Work with educational and local development partners to site training facility
- Coordinate with ongoing community efforts to address public access issues (e.g., CB1)



Mariners Harbor



North Shore Esplanade

### 3. THE KILL VAN KULL WATERFRONT

## Strategies: Addressing Climate Change

- Work with maritime industry and regulatory agencies to assess shoreline conditions and prioritize new infrastructure, e.g., bulkheads, riprap
- Include the North Shore in a citywide strategic planning process for climate resilience
- Explore a range of options that can be used where appropriate to protect against sea level rise and storm surges – e.g. raising the land, levees, wave attenuating features, soft edges
- Analyze urban design implications of more stringent flood protection standards for buildings
- Work with U.S. Federal Emergency Management Agency to update flood maps to reflect increased coastal flooding risks
- Modify *Waterfront Revitalization Program* to include policies for increasing climate resilience.



## 4. ASSETS

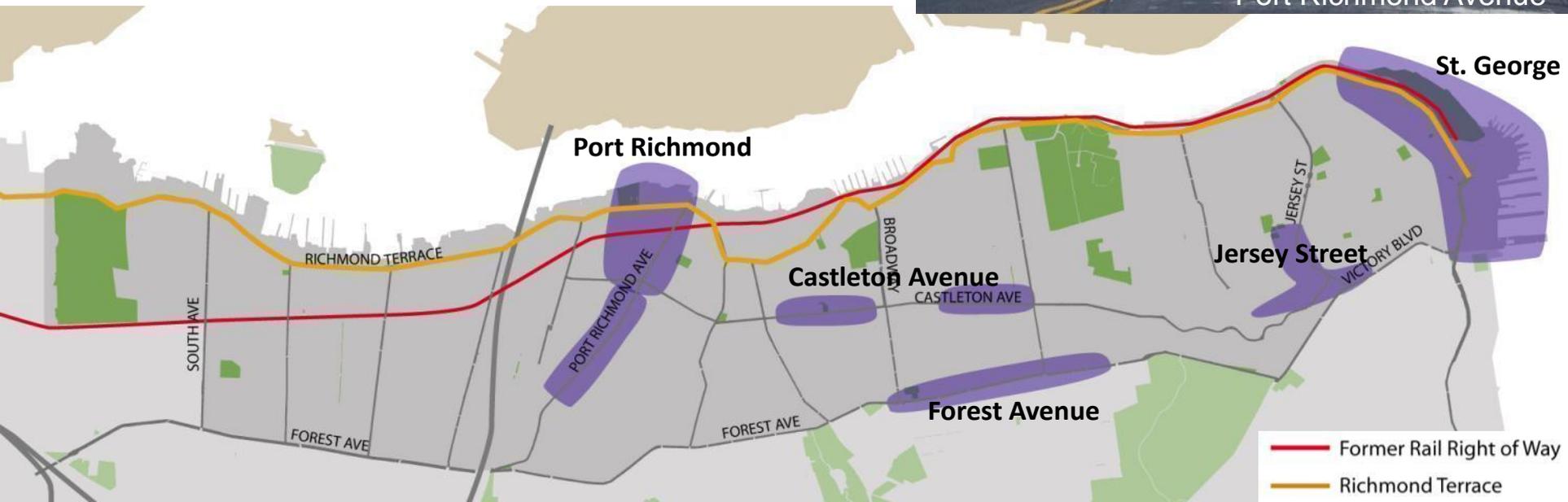
### Neighborhood Centers

Historically, North Shore neighborhoods provided residents with:

- Convenient destinations for retail, entertainment and essential services
- Sufficient housing choices



Port Richmond Avenue



## 4. NEIGHBORHOOD CENTERS

### Today

- Many North Shore neighborhood centers struggle to meet the service and lifestyle needs of residents and visitors:
  - Underutilized sites create unwelcoming pedestrian environments
  - A lack of diverse retail options losing customers to nearby competition
  - Lack of entertainment options and a dearth of affordable rental units for young adults
  - Seniors must travel for specialized care, services and recreation
- Contamination has hampered the redevelopment of sites with potential for jobs, services and needed housing



Port Richmond Avenue



Castleton Avenue

## 4. NEIGHBORHOOD CENTERS

### Result: Underserved and Undervalued Communities

- Many residents lack basic services: banks, pharmacies, recreational facilities, grocery stores
- \$180 million annual loss of revenue for local businesses due to unmet demand
- The loss of young adults: Staten Island was the youngest borough in 1970 but will be oldest by 2030
- North Shore senior populations lack dedicated services and specialized care



## 4. NEIGHBORHOOD CENTERS

### Strategies

- Use incentives to recruit a more diverse mix of retail to developable sites: grocery stores, restaurants and clothing stores
- Allow more diverse housing types for young adult and growing senior population
- In historic retail centers, increase parking options, including varied meter pricing and craft neighborhood zoning to protect historic streets and enhance pedestrian-friendly environments
- Utilize local arts and cultural organizations to activate spaces and attract visitors
- Identify private partners to work with DOT to review on-street parking options
- Support re-use of landmarked buildings to create neighborhood anchors



## 4. NEIGHBORHOOD CENTERS

### Strategies: Remediation

#### Employ existing tools on development sites:

- **Brownfield Incentive Grant (BIG) program**
  - Provides flexible grants for pre-development, investigation and cleanup
- **NYC Brownfield Cleanup Program**
  - Provides City liability protection, a State liability statement and a NYC Green Property Certification
  - For sites with light to moderate levels of contamination
- **NY State Brownfield Cleanup Program**
  - Provides State liability protection and tax credits for remediation and new construction
- **Potential rezonings to incentivize remediation**
- **NYC Green Team**
  - City staff assistance with acquisition of City agency permits for cleanup activities
- **Brownfield Opportunity Areas (BOAs):**
  - Existing BOAs in West Brighton and Port Richmond
  - Potential assessment funding on strategic sites
  - Bonus BIG grants
  - Potential to create new BOA areas

#### LOCATIONS OF EXISTING BROWNFIELD OPPORTUNITY AREAS (BOAs)

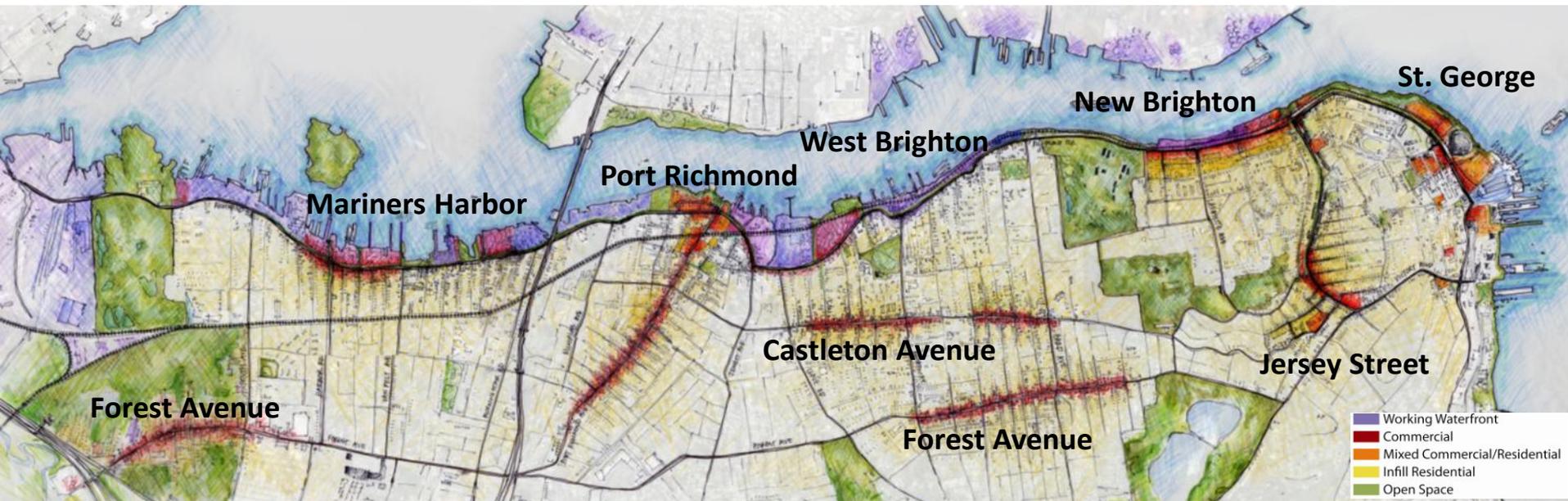


# Applying the Strategy: Neighborhood Opportunity Areas



# APPLYING THE STRATEGY

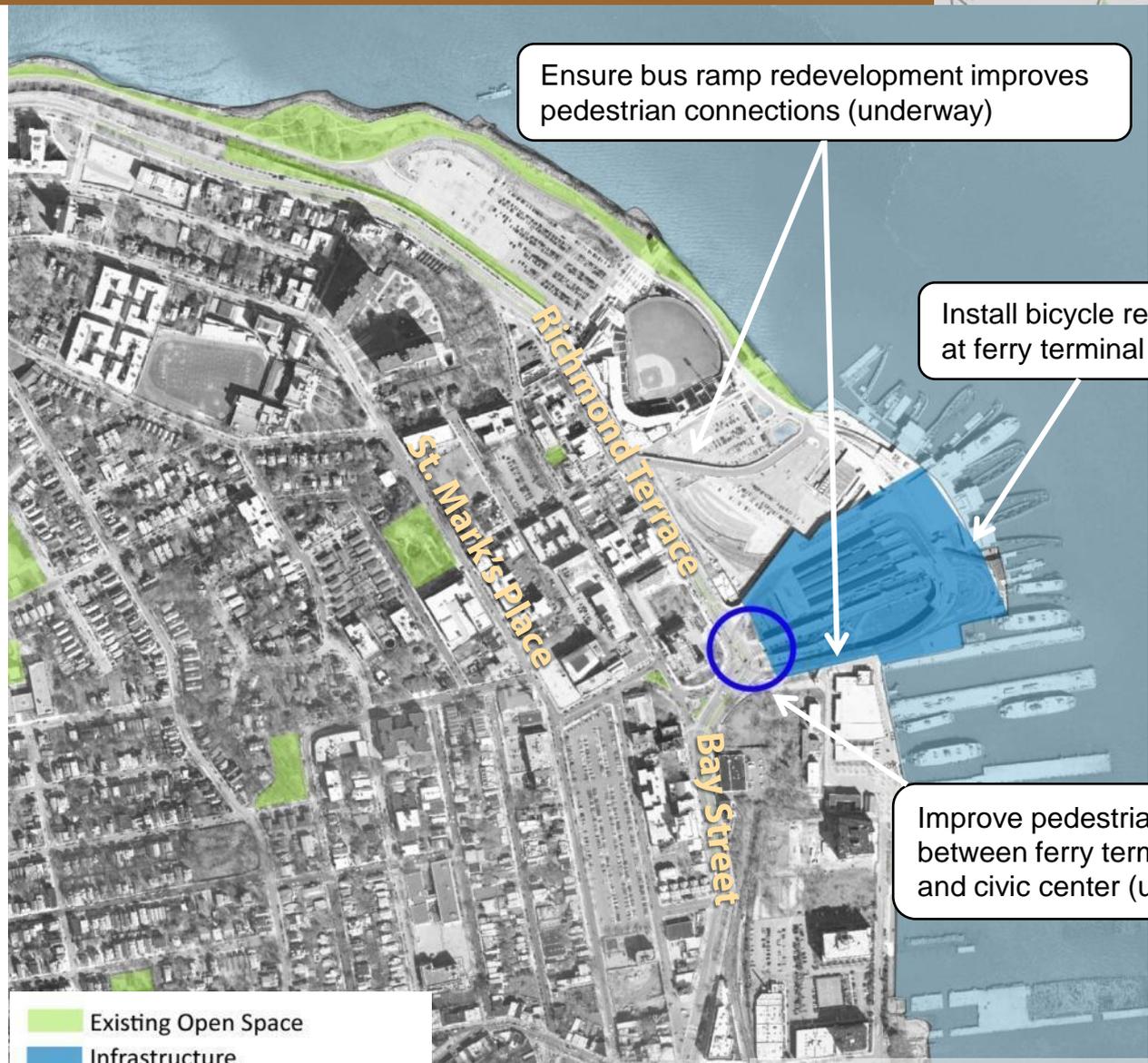
## Neighborhood Opportunity Areas



- St. George
- New Brighton Waterfront/Snug Harbor
- West Brighton Working Waterfront
- Port Richmond Hub
- Mariner Harbor Working Waterfront
- Jersey Street Anchor & Commercial Corridors



## Strategies: Richmond Terrace



Ensure bus ramp redevelopment improves pedestrian connections (underway)

Install bicycle rentals at ferry terminal

Improve pedestrian connections between ferry terminal, waterfront and civic center (under study)

-  Existing Open Space
-  Infrastructure
-  Intersection Improvement



Ensure future development improves waterfront access

Activate public space with cultural uses (Underway)

Help homeowners to improve promenade and connections from Ferry to Stapleton

Evaluate Cromwell Center facility

- Publicly-owned land
- Existing Open Space
- Infrastructure
- Intersection Improvement
- Existing Waterfront Public Access
- New Waterfront Public Access
- Open Space Connection

## Strategies: Short term development



When vacated, investigate re-uses for NYPD and Family Court buildings

Develop former Coast Guard site with residential, retail, open space and cultural components

Plan for development of publicly-owned parking lot (and find home for green market)

- St. George Special District
- Commercial
- Mixed Residential/Commercial
- Existing Open Space
- Infrastructure
- Intersection Improvement
- Existing Waterfront Public Access
- New Waterfront Public Access
- Open Space Connection



Study feasibility and necessary infrastructure investments for development of baseball and ferry parking lots

- St. George Special District
- Commercial
- Mixed Residential/Commercial
- Existing Open Space
- Infrastructure
- Intersection Improvement
- Existing Waterfront Public Access
- New Waterfront Public Access
- Open Space Connection



### A Living Downtown Connected to the Harbor



# ST. GEORGE

## Today



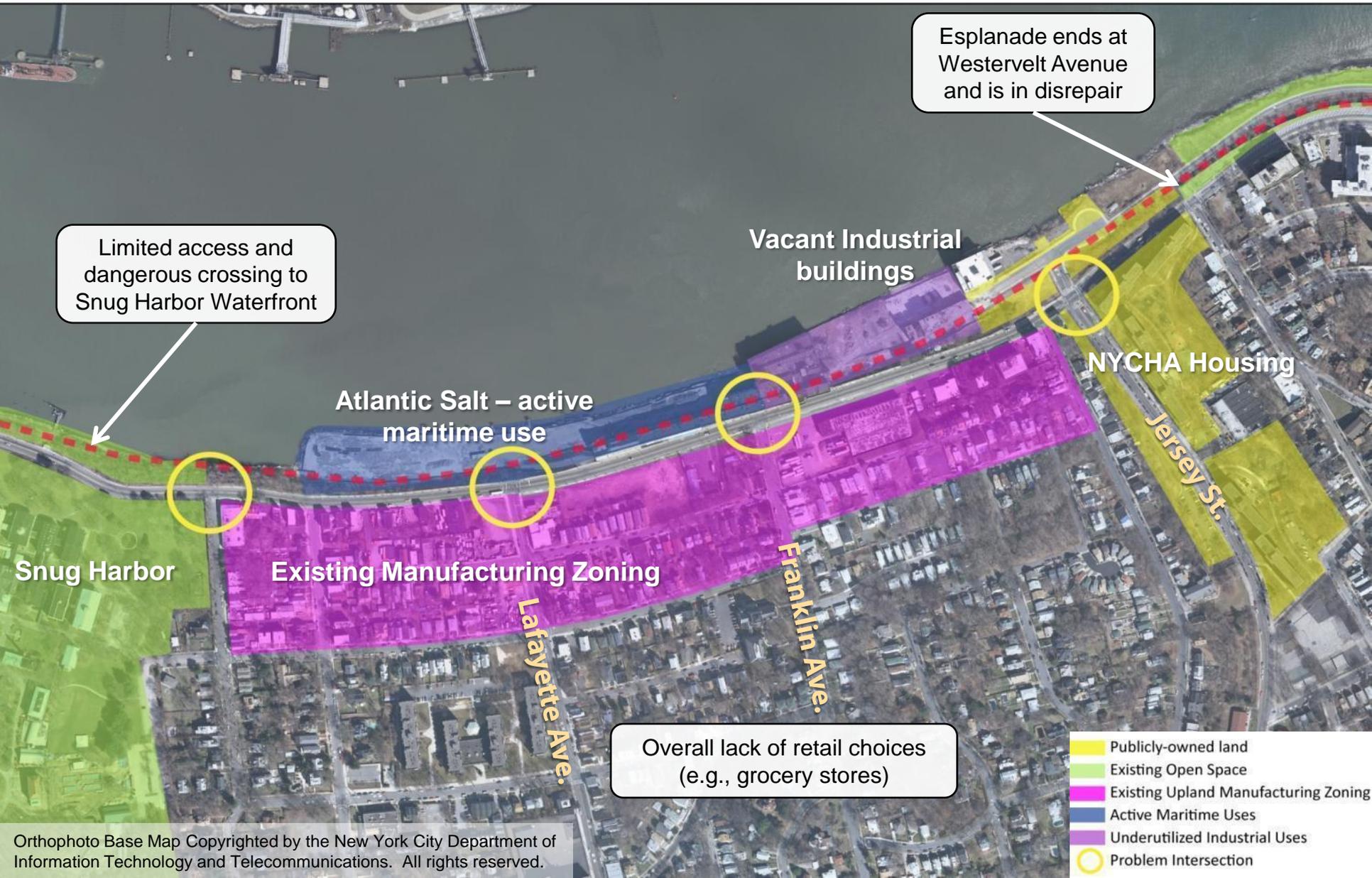
# ST. GEORGE

## Proposed Vision 2030



# NEW BRIGHTON WATERFRONT

## Existing Conditions



Limited access and dangerous crossing to Snug Harbor Waterfront

Esplanade ends at Westervelt Avenue and is in disrepair

Vacant Industrial buildings

NYCHA Housing

Atlantic Salt – active maritime use

Snug Harbor

Existing Manufacturing Zoning

Lafayette Ave.

Franklin Ave.

Jersey St.

Overall lack of retail choices (e.g., grocery stores)

- Publicly-owned land
- Existing Open Space
- Existing Upland Manufacturing Zoning
- Active Maritime Uses
- Underutilized Industrial Uses
- Problem Intersection

# NEW BRIGHTON WATERFRONT

## Strategies: Former Rail Right of Way



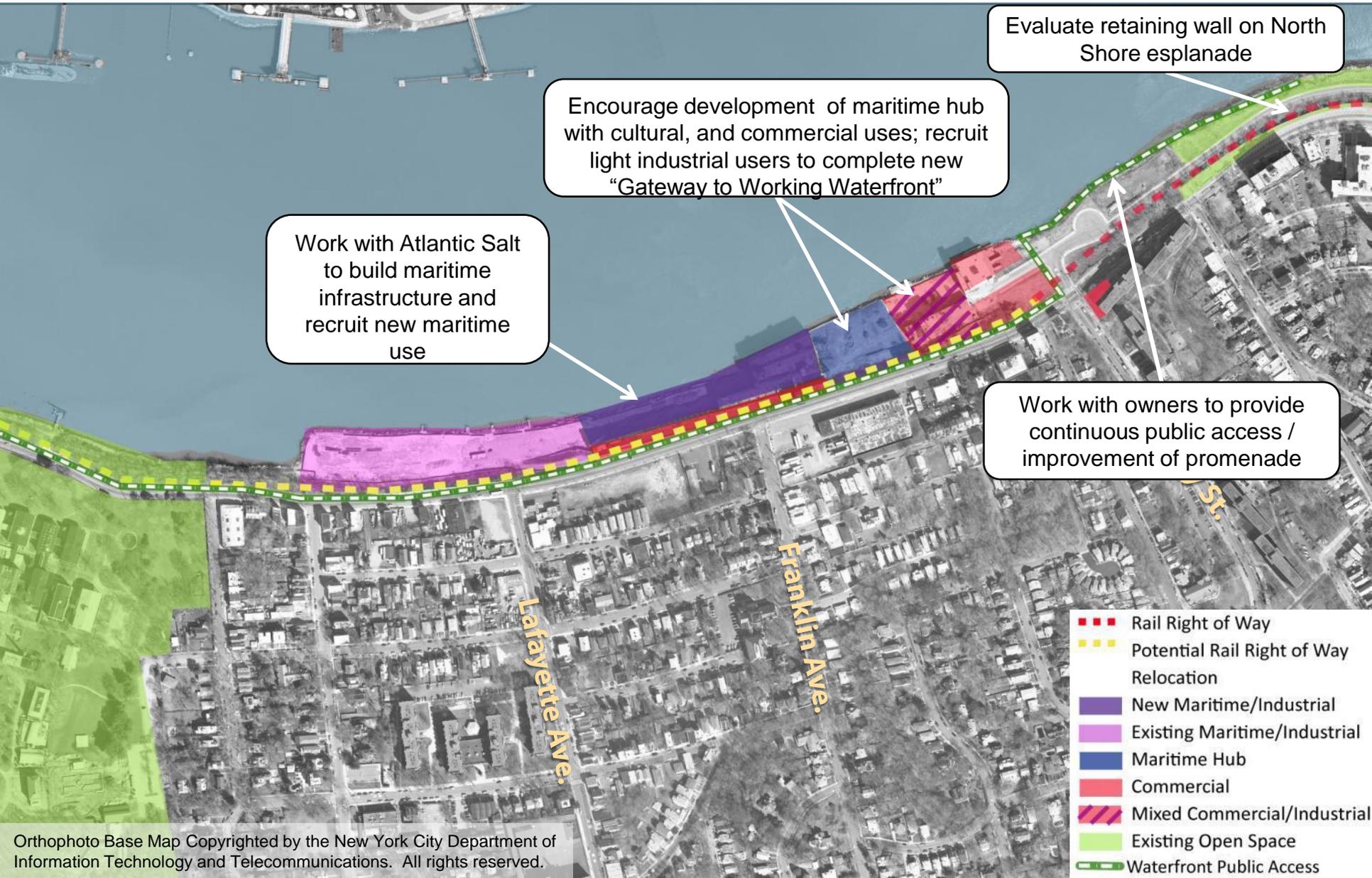
Investigate relocating former rail ROW and take steps to protect against erosion

Investigate relocating former rail ROW to facilitate maritime expansion

- ■ ■ Rail Right of Way
- ■ ■ Potential Rail Right of Way Relocation
- Existing Open Space

# NEW BRIGHTON WATERFRONT

## Strategies: Waterfront



Work with Atlantic Salt to build maritime infrastructure and recruit new maritime use

Encourage development of maritime hub with cultural, and commercial uses; recruit light industrial users to complete new "Gateway to Working Waterfront"

Evaluate retaining wall on North Shore esplanade

Work with owners to provide continuous public access / improvement of promenade

- Rail Right of Way
- Potential Rail Right of Way Relocation
- New Maritime/Industrial
- Existing Maritime/Industrial
- Maritime Hub
- Commercial
- Mixed Commercial/Industrial
- Existing Open Space
- Waterfront Public Access

# NEW BRIGHTON WATERFRONT

## Strategies: Neighborhood Center

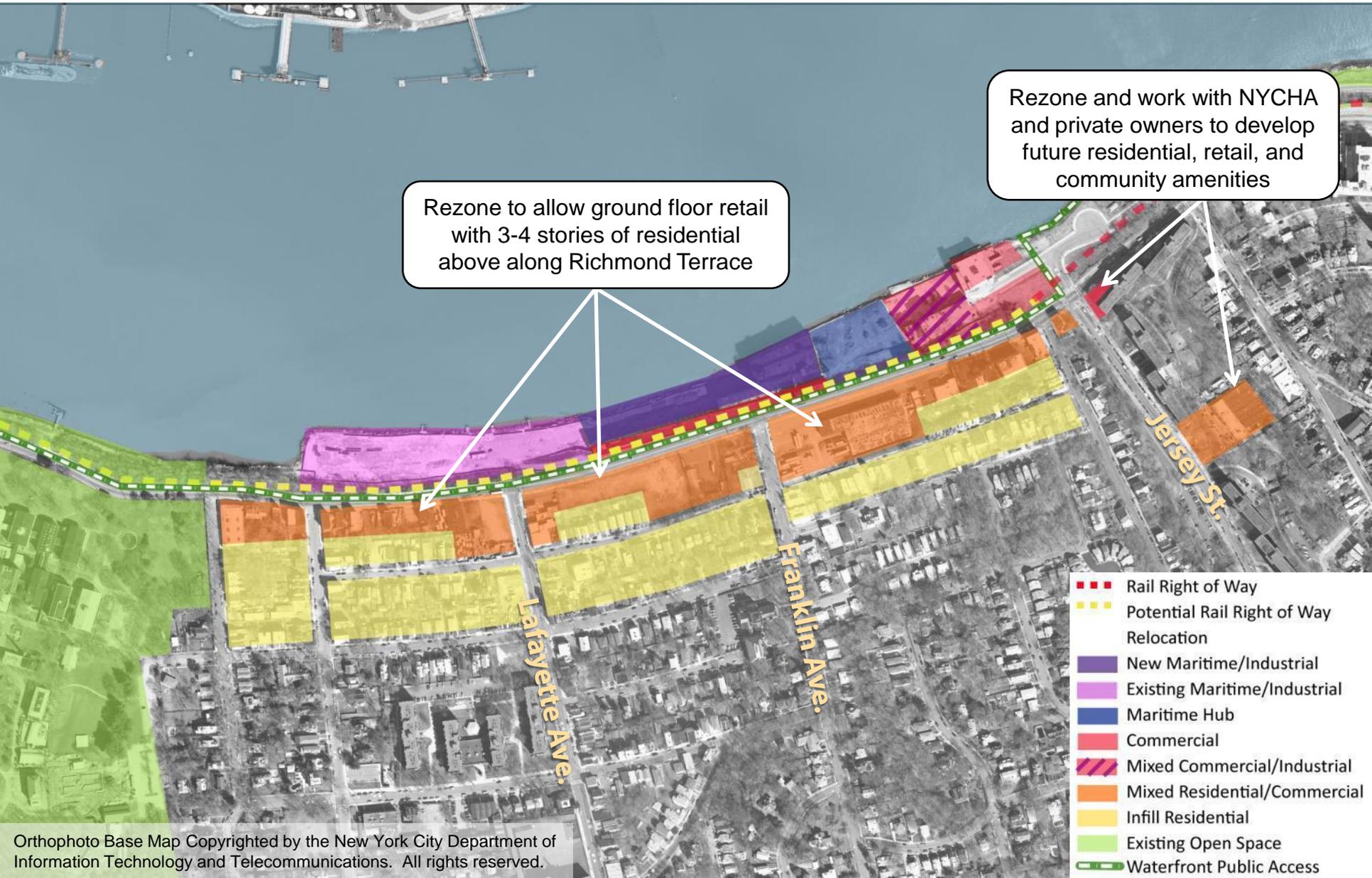


Update zoning to accommodate existing housing

- ■ ■ Rail Right of Way
- ■ ■ Potential Rail Right of Way Relocation
- New Maritime/Industrial
- Existing Maritime/Industrial
- Maritime Hub
- Commercial
- Mixed Commercial/Industrial
- Infill Residential
- Existing Open Space
- Waterfront Public Access

# NEW BRIGHTON WATERFRONT

## Strategies: Neighborhood Center



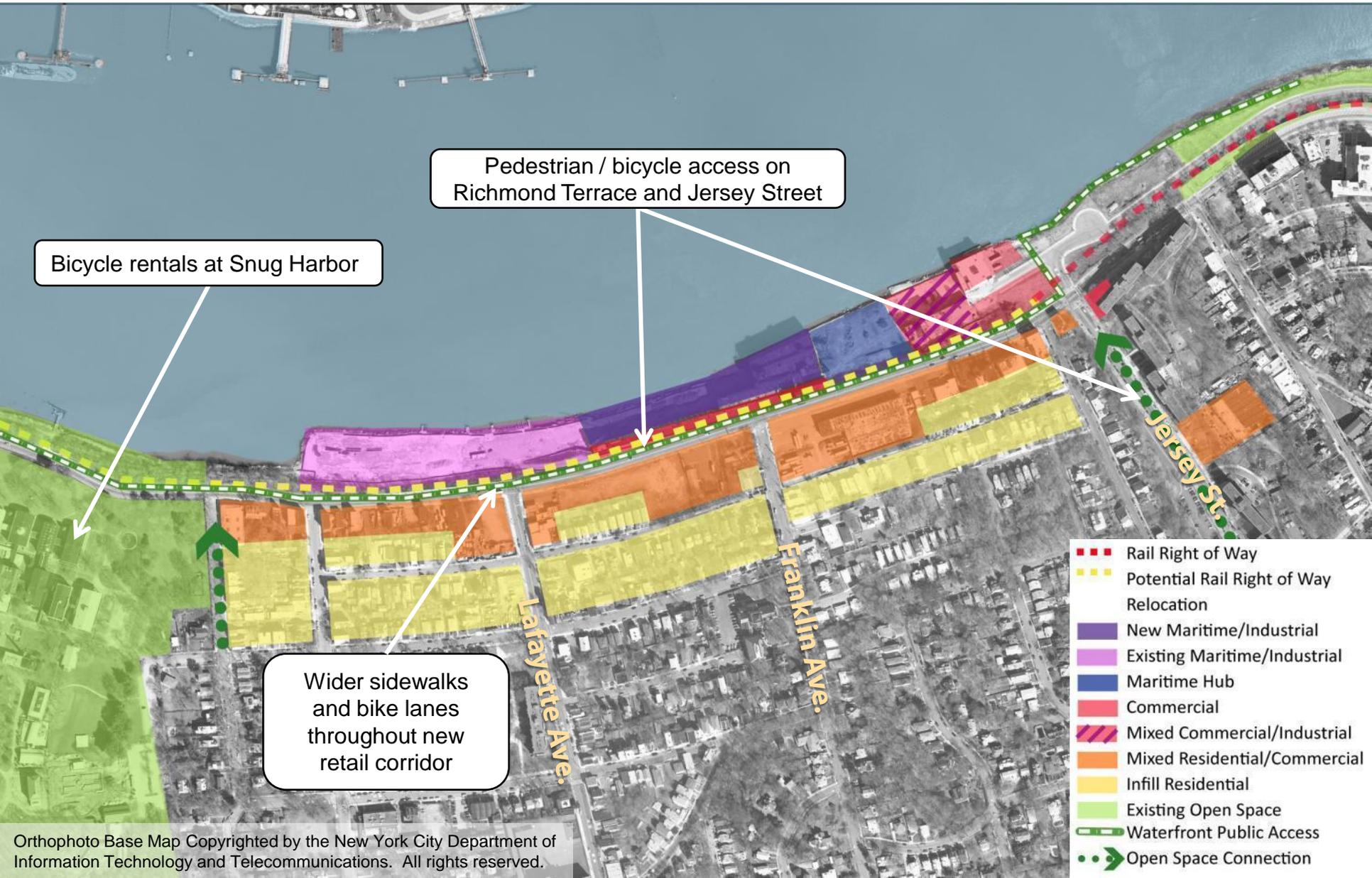
Rezone to allow ground floor retail with 3-4 stories of residential above along Richmond Terrace

Rezone and work with NYCHA and private owners to develop future residential, retail, and community amenities

- ■ ■ Rail Right of Way
- ■ ■ Potential Rail Right of Way
- Relocation
- New Maritime/Industrial
- Existing Maritime/Industrial
- Maritime Hub
- Commercial
- Mixed Commercial/Industrial
- Mixed Residential/Commercial
- Infill Residential
- Existing Open Space
- Waterfront Public Access

# NEW BRIGHTON WATERFRONT

## Strategies: Richmond Terrace



Bicycle rentals at Snug Harbor

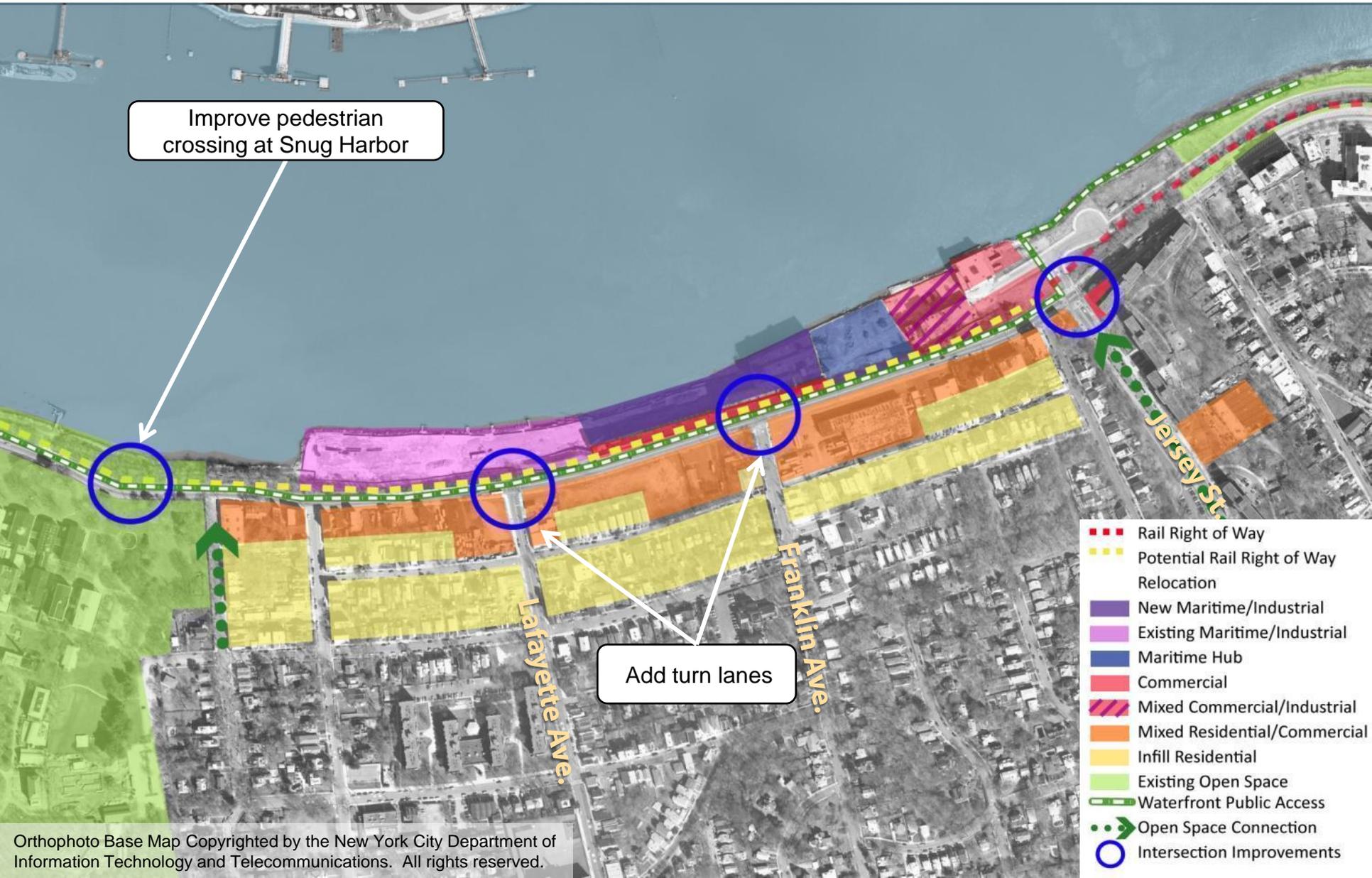
Pedestrian / bicycle access on Richmond Terrace and Jersey Street

Wider sidewalks and bike lanes throughout new retail corridor

- Rail Right of Way
- Potential Rail Right of Way
- New Maritime/Industrial
- Existing Maritime/Industrial
- Maritime Hub
- Commercial
- Mixed Commercial/Industrial
- Mixed Residential/Commercial
- Infill Residential
- Existing Open Space
- Waterfront Public Access
- Open Space Connection

# NEW BRIGHTON WATERFRONT

## Strategies: Richmond Terrace



Improve pedestrian crossing at Snug Harbor

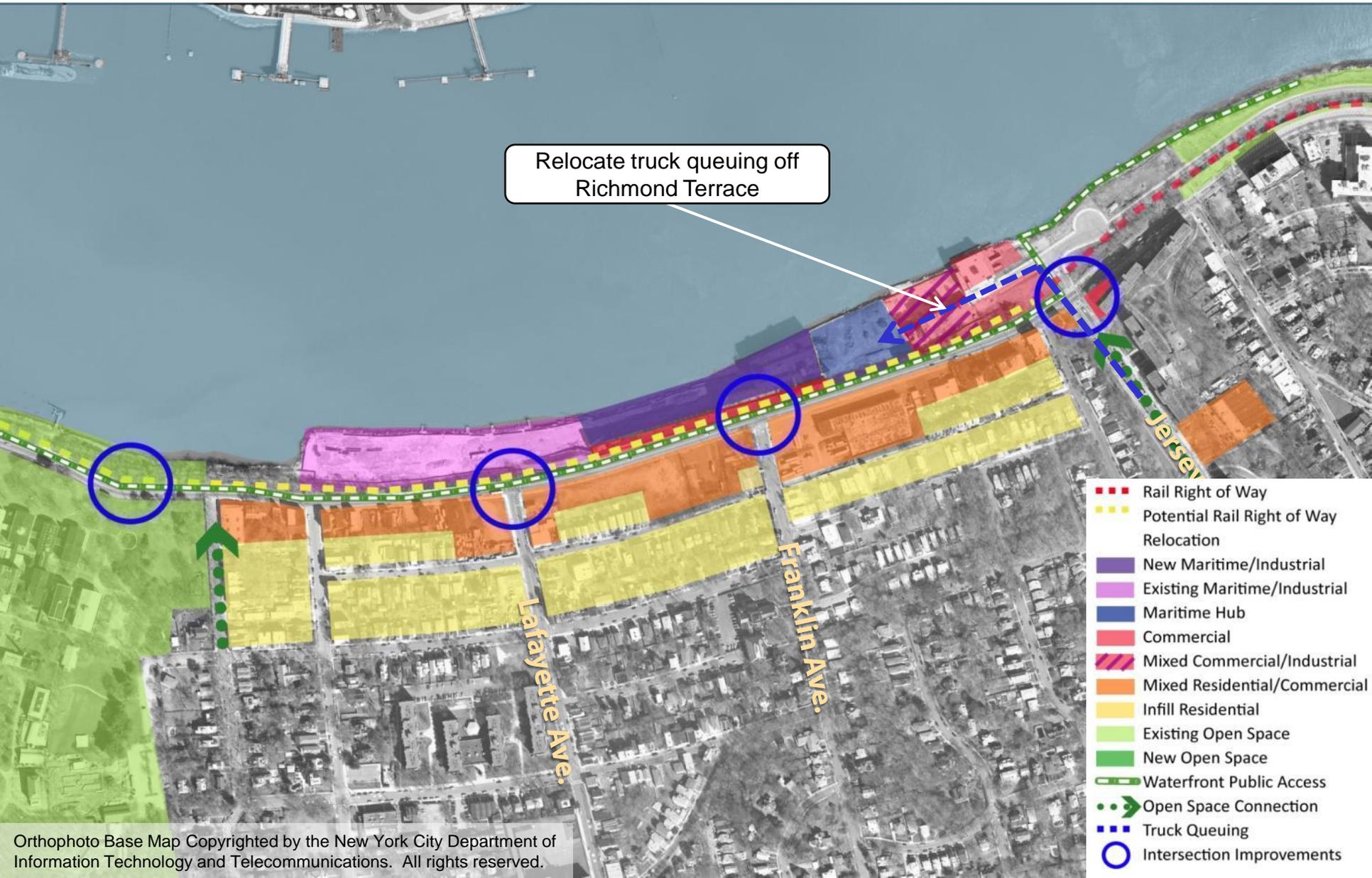
Add turn lanes

- Rail Right of Way
- Potential Rail Right of Way
- New Maritime/Industrial
- Existing Maritime/Industrial
- Maritime Hub
- Commercial
- Mixed Commercial/Industrial
- Mixed Residential/Commercial
- Infill Residential
- Existing Open Space
- Waterfront Public Access
- Open Space Connection
- Intersection Improvements

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# NEW BRIGHTON WATERFRONT

## Strategies: Richmond Terrace



Relocate truck queuing off Richmond Terrace

- Rail Right of Way
- Potential Rail Right of Way Relocation
- New Maritime/Industrial
- Existing Maritime/Industrial
- Maritime Hub
- Commercial
- Mixed Commercial/Industrial
- Mixed Residential/Commercial
- Infill Residential
- Existing Open Space
- New Open Space
- Waterfront Public Access
- Open Space Connection
- - - Truck Queuing
- Intersection Improvements

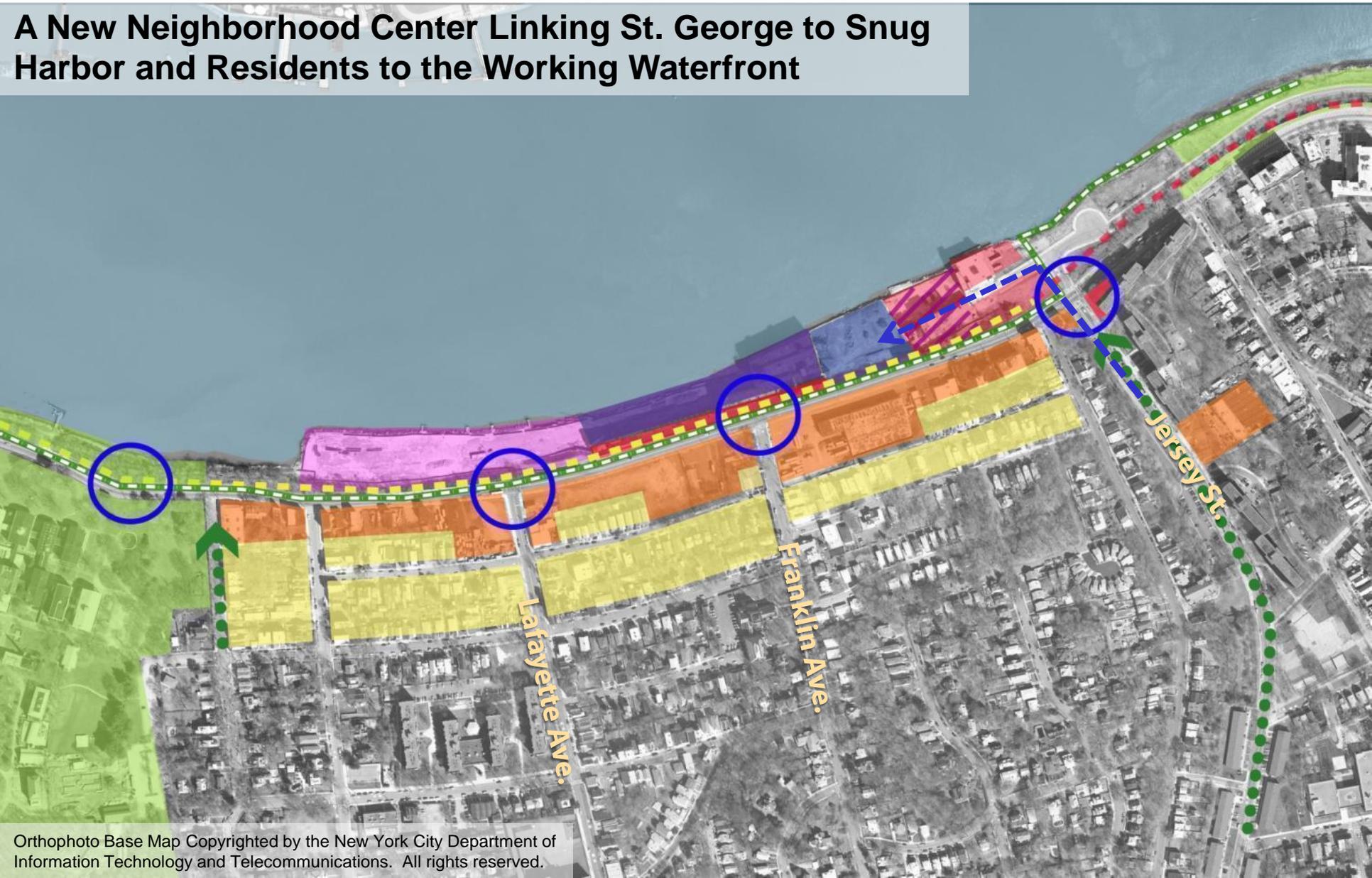
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# NEW BRIGHTON WATERFRONT

## Proposed Vision 2030



**A New Neighborhood Center Linking St. George to Snug Harbor and Residents to the Working Waterfront**



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# NEW BRIGHTON WATERFRONT

Today



Richmond Terrace at Jersey Street, looking west

# NEW BRIGHTON WATERFRONT

## Proposed Vision 2030



Retail and 3-4 stories of residential above

Maritime Hub

Widened Richmond Terrace with continuous bike and pedestrian access

# NEW BRIGHTON WATERFRONT

## Proposed Vision 2030



Relocated Rail  
Right of Way with  
potential transit



# WEST BRIGHTON WATERFRONT

## Existing Conditions



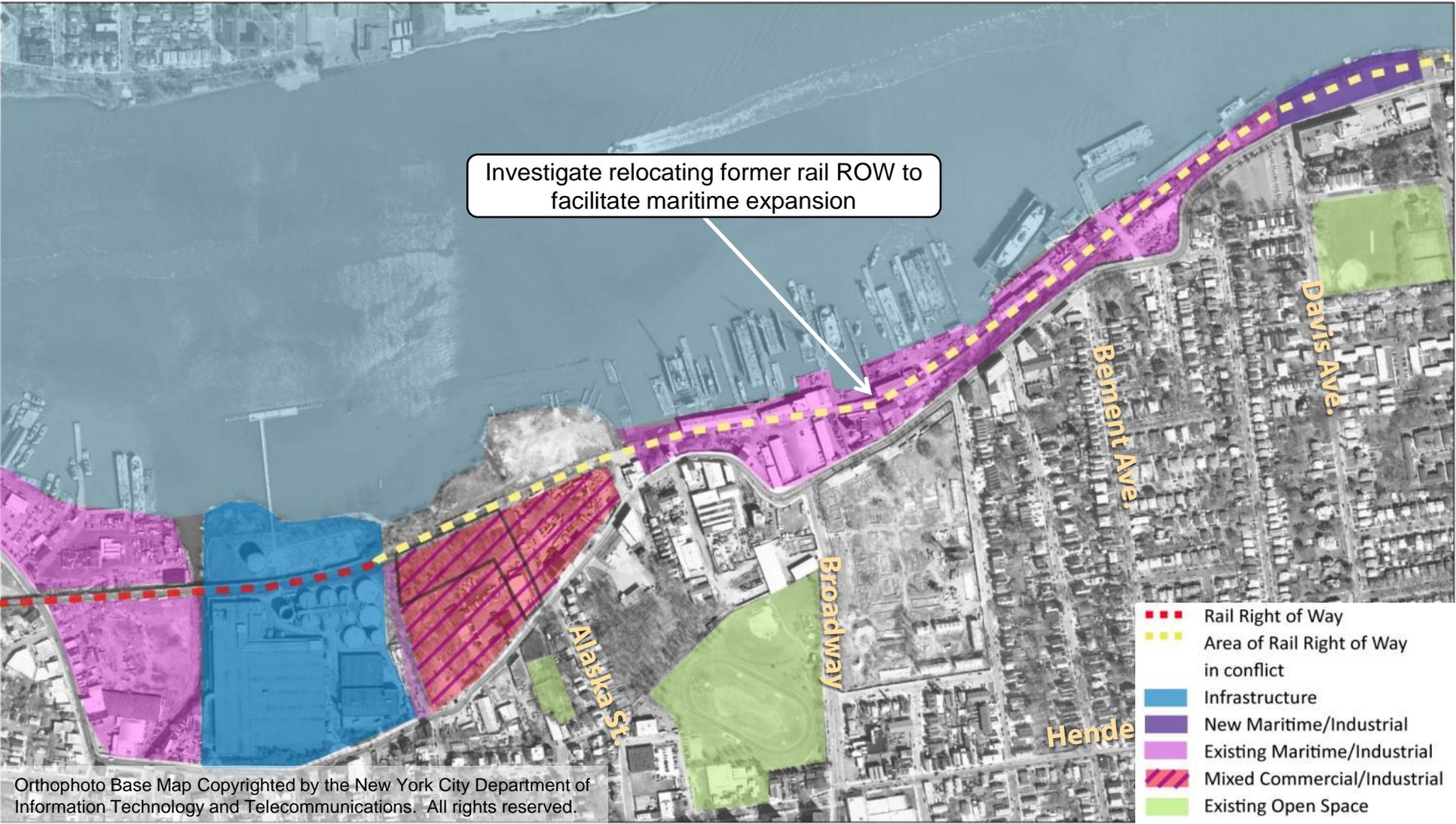
Former rail ROW runs through active maritime businesses

- Red dashed line: Rail Right of Way
- Yellow: Publicly-owned land
- Blue: Infrastructure
- Green: Existing Open Space
- Purple: Active Maritime/Industrial
- Yellow circle: Problem Intersection

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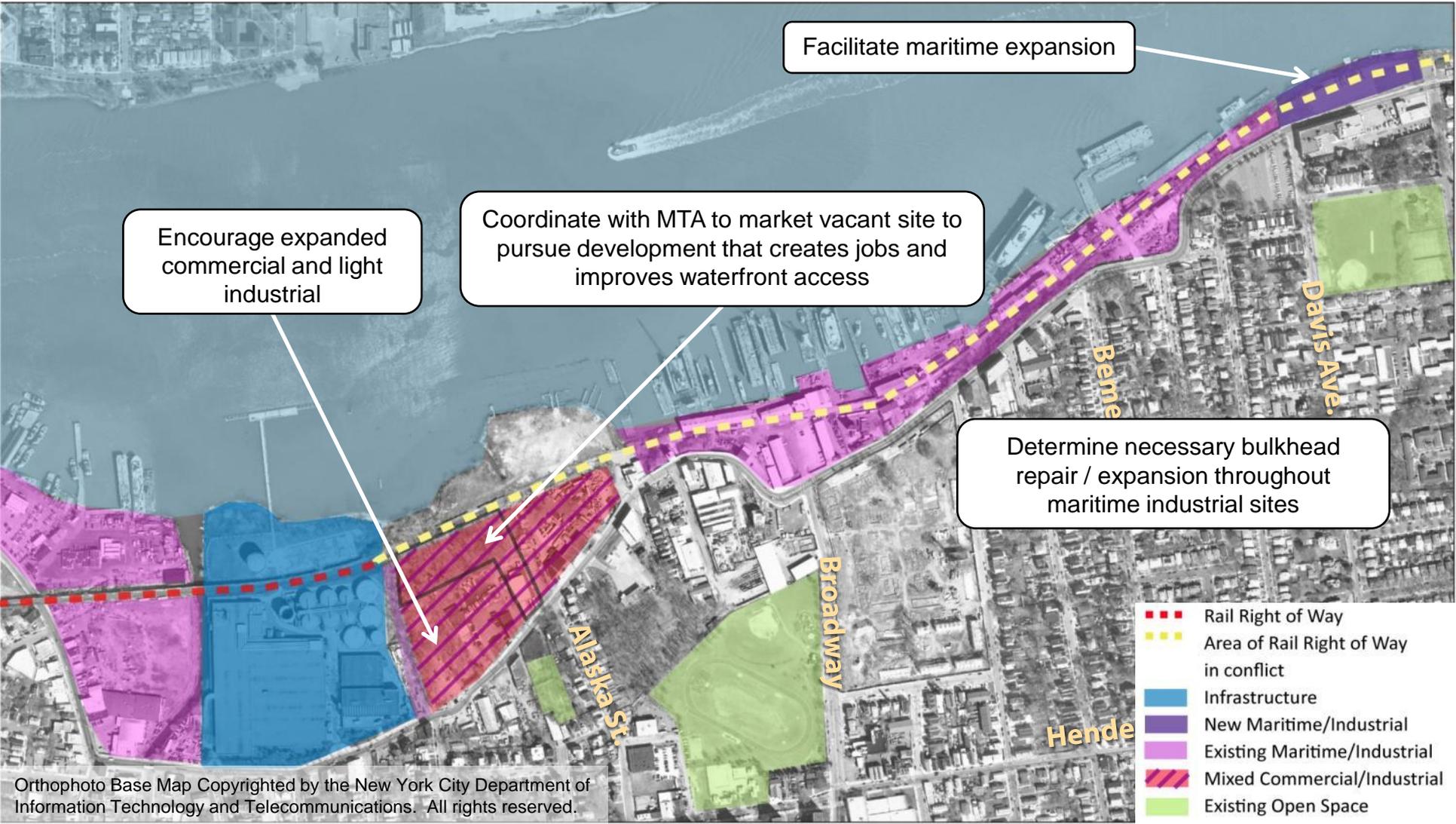
# WEST BRIGHTON WATERFRONT

## Strategies: Former Rail Right of Way



# WEST BRIGHTON WATERFRONT

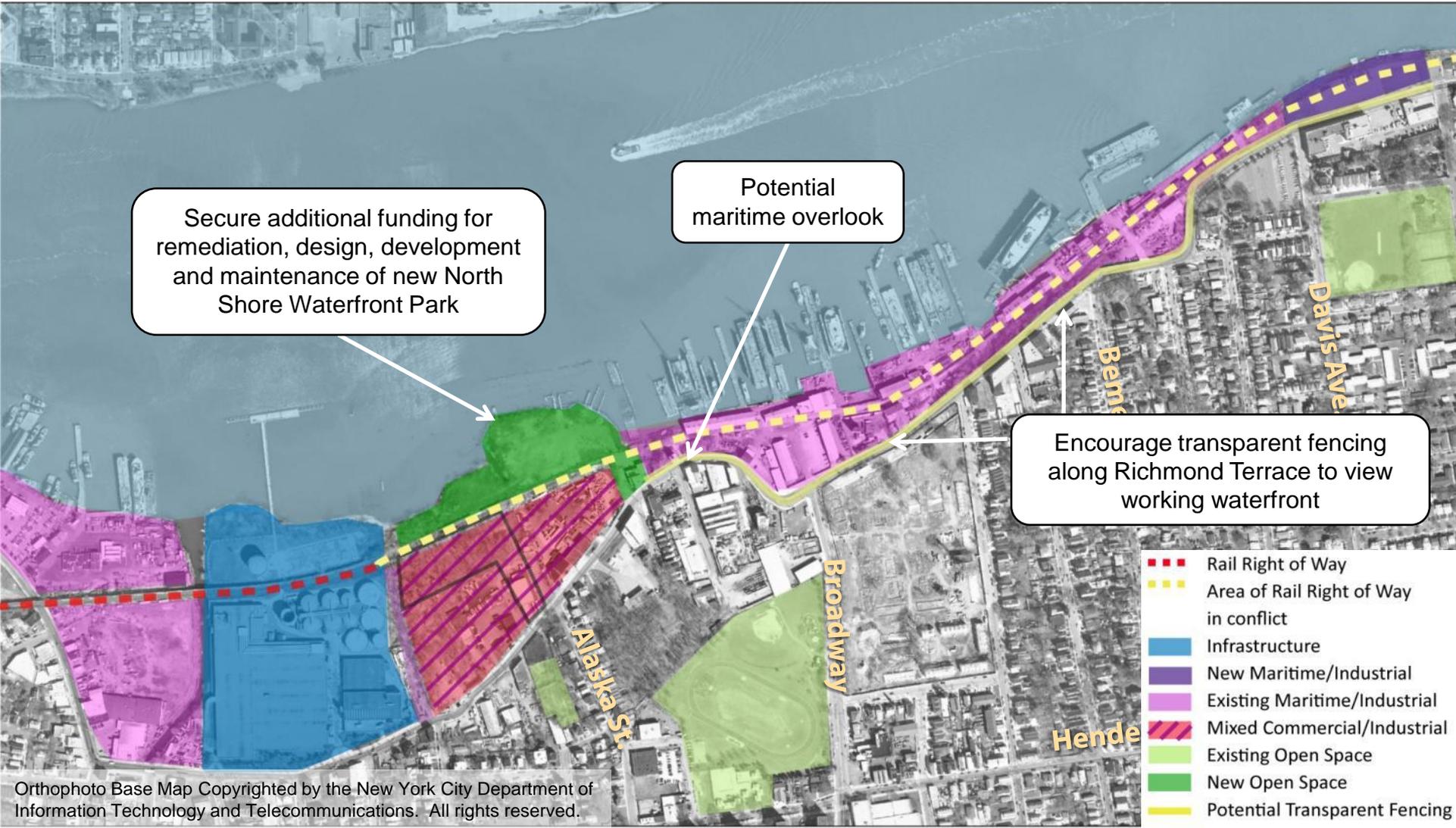
## Strategies: Waterfront



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# WEST BRIGHTON WATERFRONT

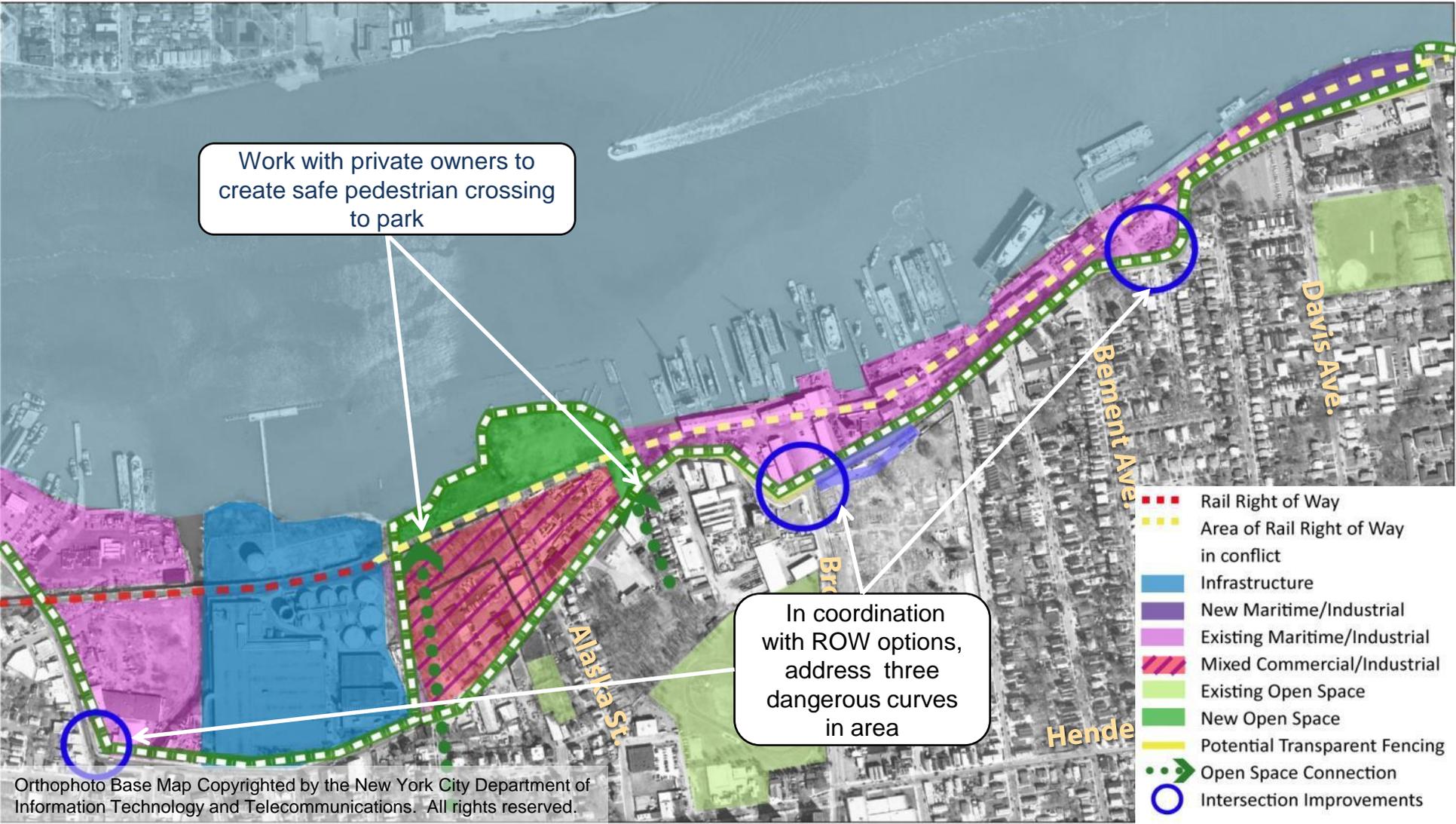
## Strategies: Waterfront



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# WEST BRIGHTON WATERFRONT

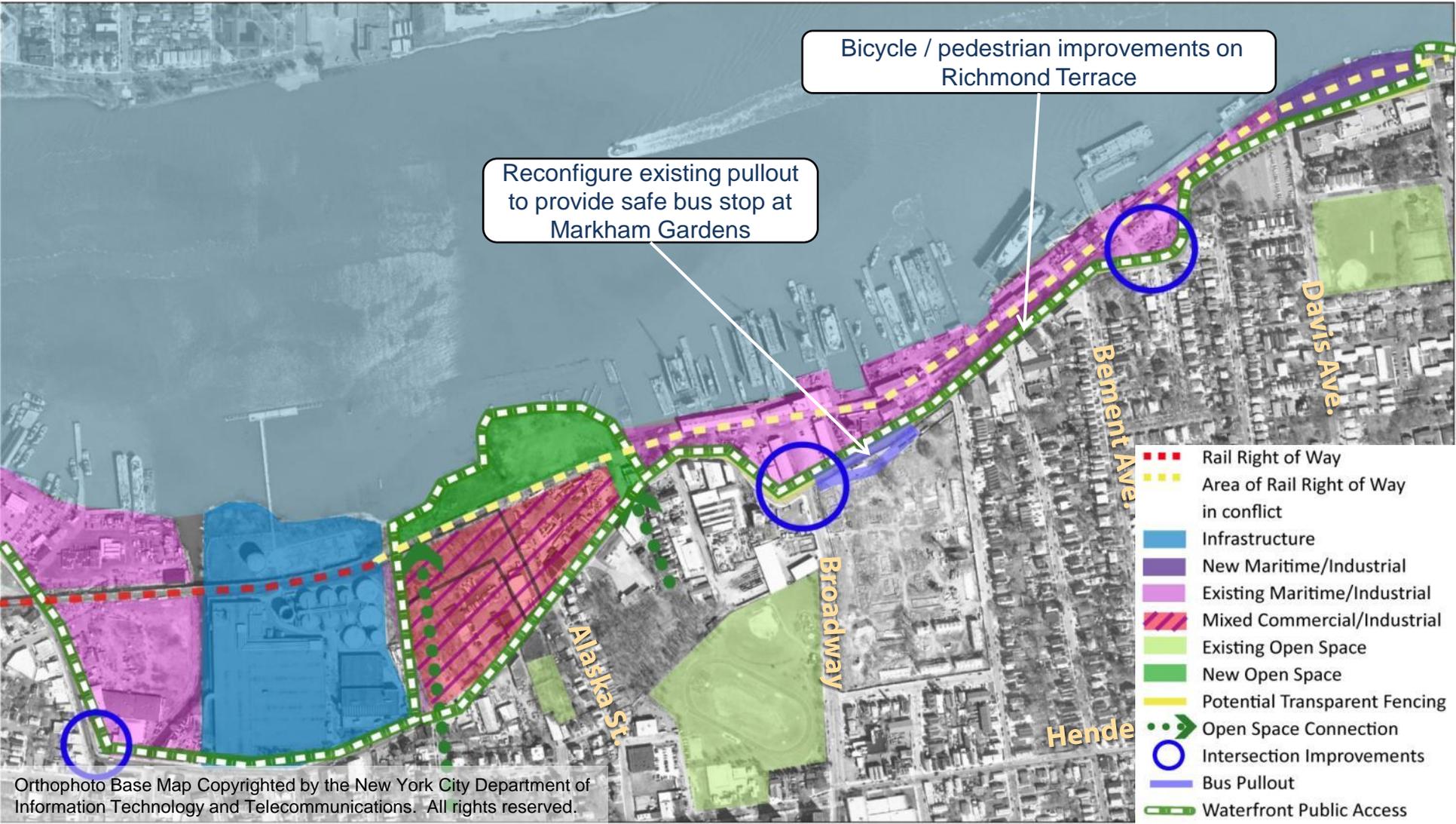
## Strategies: Richmond Terrace



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# WEST BRIGHTON WATERFRONT

## Strategies: Richmond Terrace



Bicycle / pedestrian improvements on Richmond Terrace

Reconfigure existing pullout to provide safe bus stop at Markham Gardens

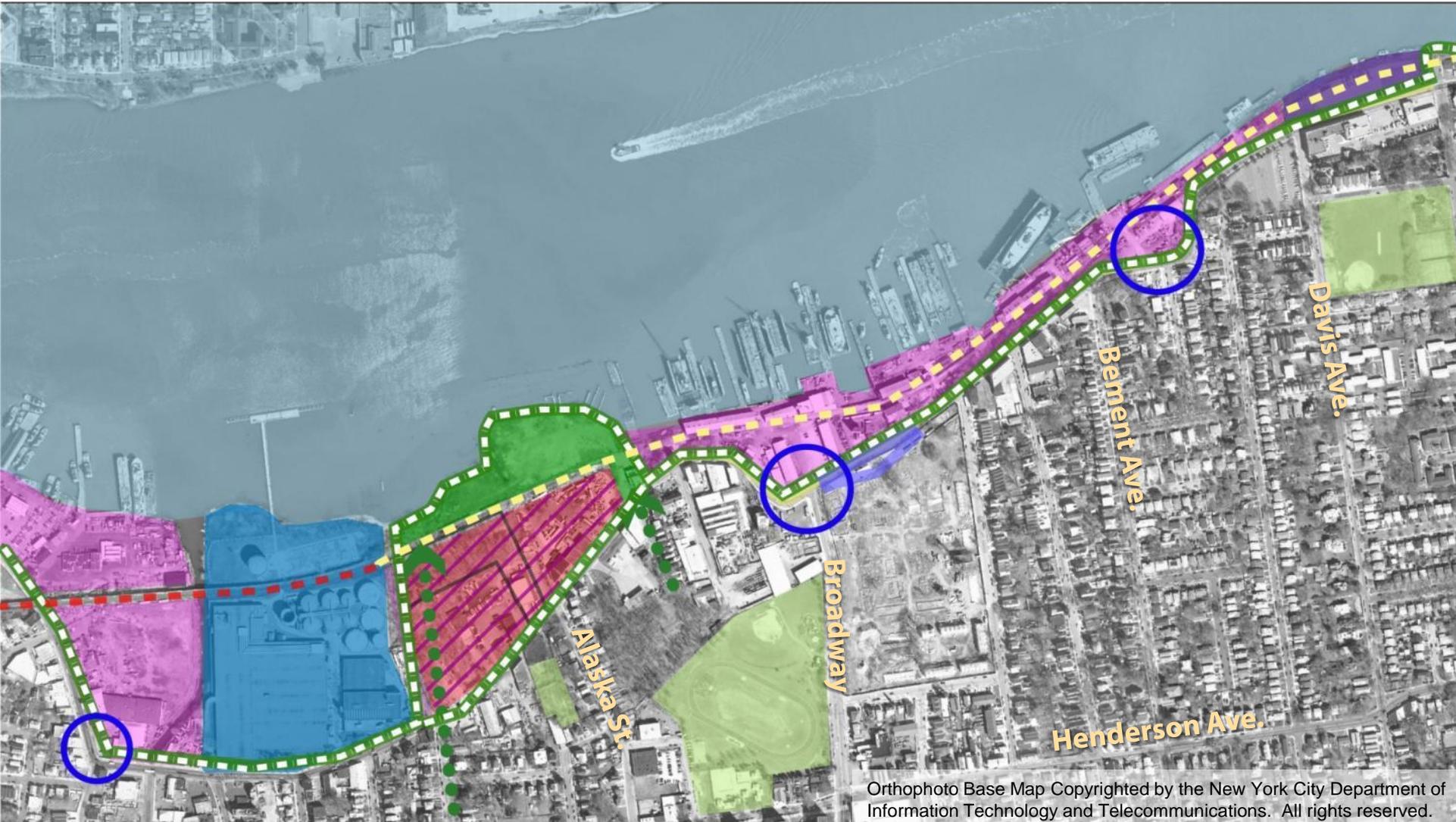
- Rail Right of Way
- Area of Rail Right of Way in conflict
- Infrastructure
- New Maritime/Industrial
- Existing Maritime/Industrial
- Mixed Commercial/Industrial
- Existing Open Space
- New Open Space
- Potential Transparent Fencing
- Open Space Connection
- Intersection Improvements
- Bus Pullout
- Waterfront Public Access

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# WEST BRIGHTON WATERFRONT Proposed Vision 2030



## A New Model of Jobs and Open Space for Staten Island



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# WEST BRIGHTON WATERFRONT

Today



View from former Blissenbach Marina, looking east



# PORT RICHMOND HUB

## Existing Conditions



- Rail Right of Way
- Publicly-owned land
- Existing Open Space
- Underutilized Industrial Areas
- Existing Maritime/Industrial Uses
- Problem Intersection
- Former Rail Station

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# PORT RICHMOND HUB

## Strategies: Neighborhood Center



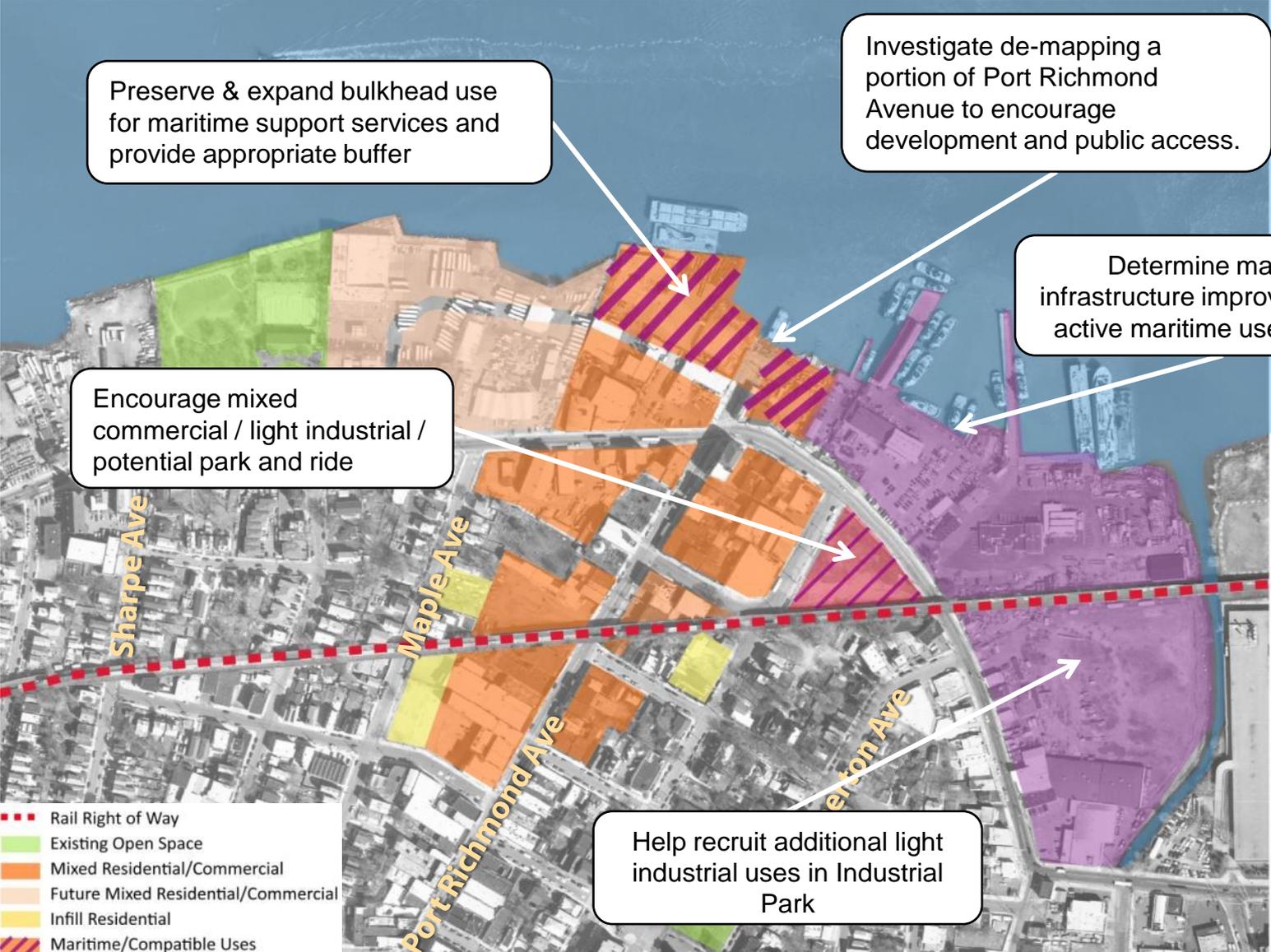
Potential future development

Rezone to allow mixed use development (~5 stories), including residential and large format retail (grocery store, etc)

Residential on lots behind Port Richmond Avenue

Five story infill with ground floor retail

- Rail Right of Way
- Existing Open Space
- Mixed Residential/Commercial
- Future Mixed Residential/Commercial
- Infill Residential
- Maritime/Compatible Uses



Preserve & expand bulkhead use for maritime support services and provide appropriate buffer

Investigate de-mapping a portion of Port Richmond Avenue to encourage development and public access.

Determine maritime infrastructure improvements for active maritime users in area

Encourage mixed commercial / light industrial / potential park and ride

Help recruit additional light industrial uses in Industrial Park

- Rail Right of Way
- Existing Open Space
- Mixed Residential/Commercial
- Future Mixed Residential/Commercial
- Infill Residential
- Maritime/Compatible Uses
- Mixed Commercial/Industrial
- Existing Maritime/Industrial



# PORT RICHMOND HUB

## Strategies: Richmond Terrace



Potential road access to new uses

Potential park and ride

Intersection Improvements

- Rail Right of Way
- Existing Open Space
- Mixed Residential/Commercial
- Future Mixed Residential/Commercial
- Infill Residential
- Maritime/Compatible Uses
- Mixed Commercial/Industrial
- Existing Maritime/Industrial
- Open Space Connection
- Waterfront Public Access
- Intersection Improvements
- Access Improvements

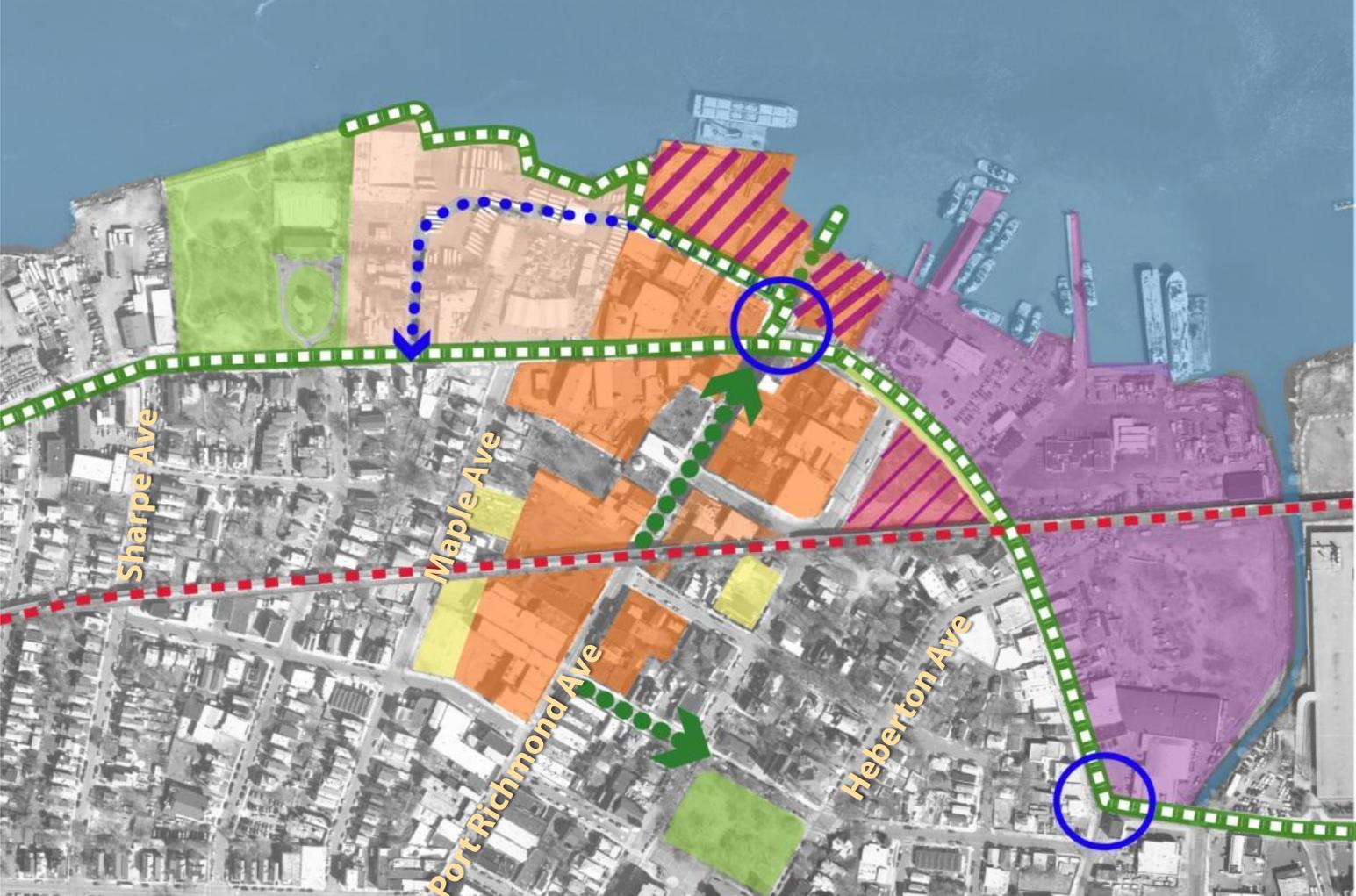
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# PORT RICHMOND HUB

## Proposed Vision 2030



### The North Shore's Revitalized Center Reconnected to its Working Waterfront



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# PORT RICHMOND HUB

Today



Richmond Terrace at Jersey Street, looking west

# PORT RICHMOND HUB

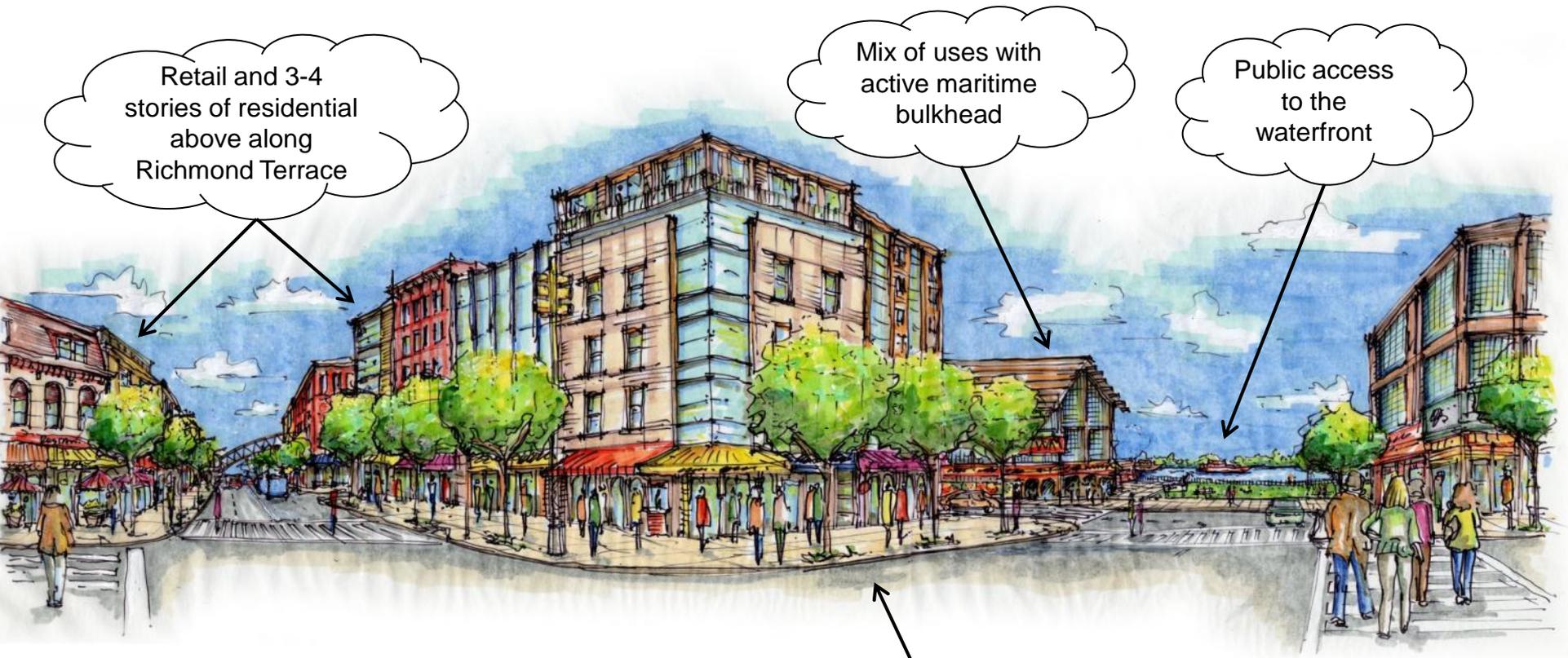
## Proposed Vision 2030



Retail and 3-4 stories of residential above along Richmond Terrace

Mix of uses with active maritime bulkhead

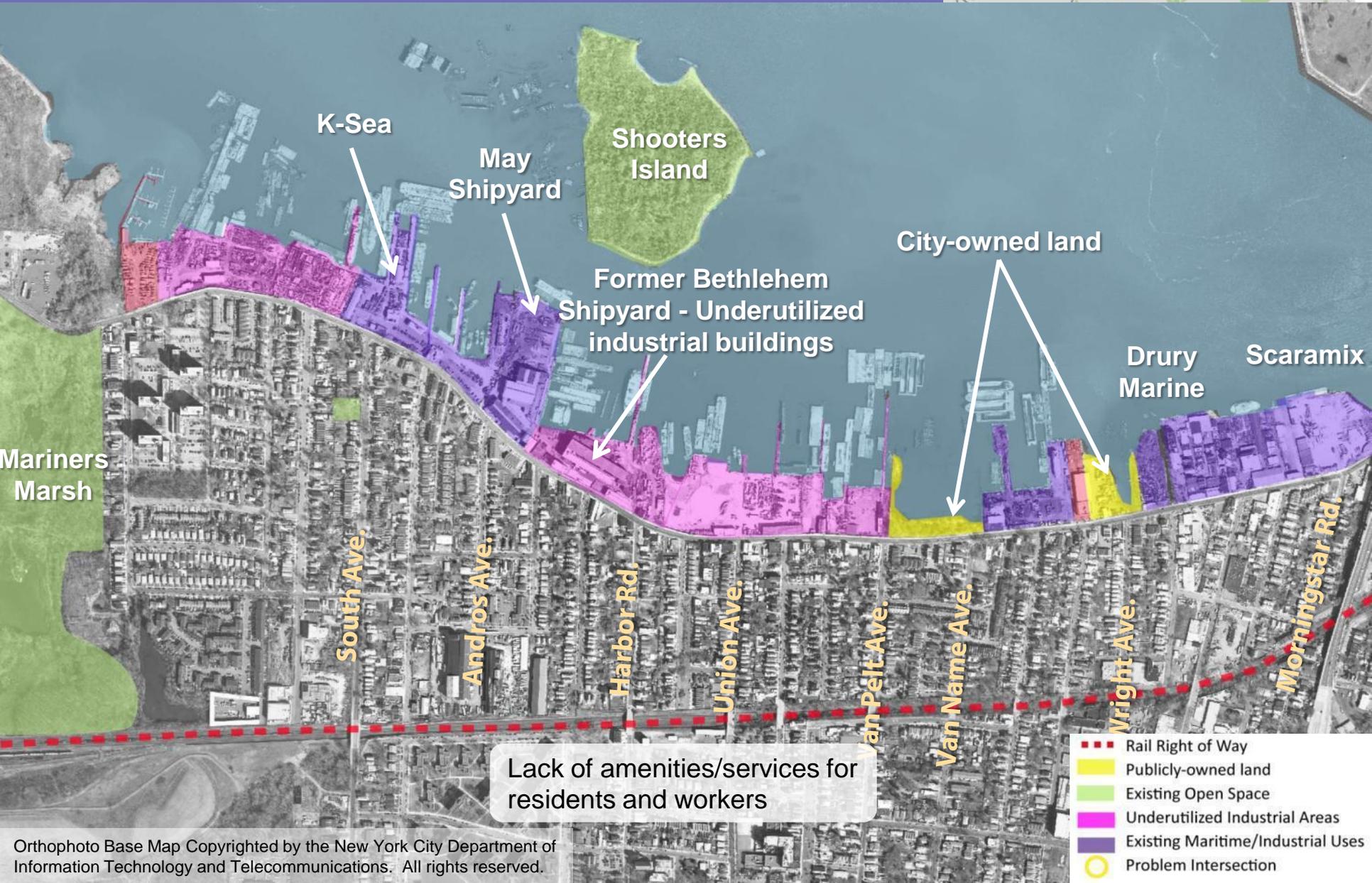
Public access to the waterfront



Realigned Intersection

# MARINERS HARBOR / ARLINGTON WATERFRONT

## Existing Conditions



K-Sea

May Shipyard

Shooters Island

Former Bethlehem Shipyard - Underutilized industrial buildings

City-owned land

Drury Marine

Scaramix

Mariners Marsh

South Ave.

Andros Ave.

Harbor Rd.

Union Ave.

Van Pelt Ave.

Van Name Ave.

Wright Ave.

Morningstar Rd.

Lack of amenities/services for residents and workers

- Rail Right of Way
- Publicly-owned land
- Existing Open Space
- Underutilized Industrial Areas
- Existing Maritime/Industrial Uses
- Problem Intersection

# MARINERS HARBOR / ARLINGTON WATERFRONT

## Strategies: Waterfront

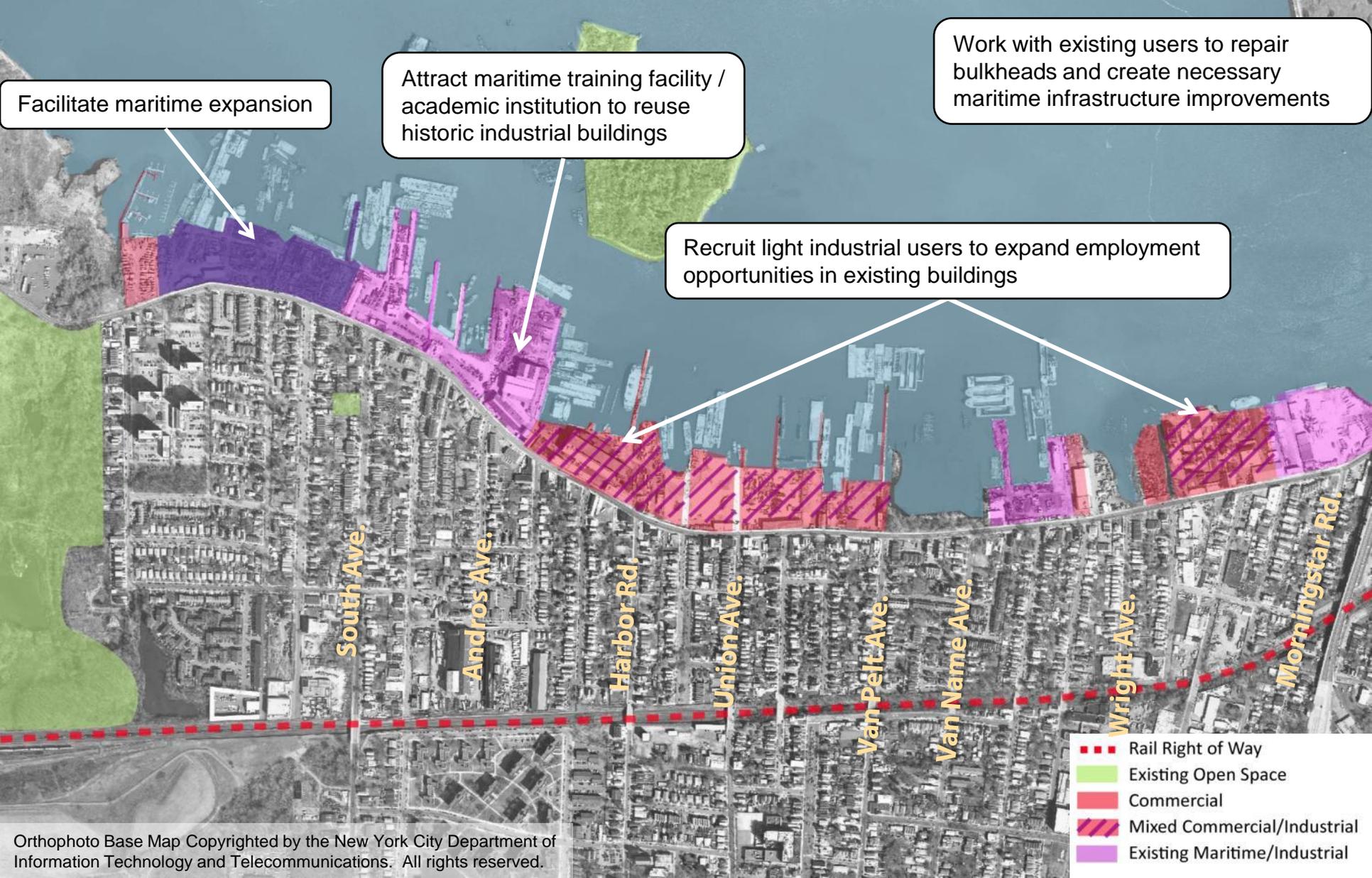


Facilitate maritime expansion

Attract maritime training facility / academic institution to reuse historic industrial buildings

Work with existing users to repair bulkheads and create necessary maritime infrastructure improvements

Recruit light industrial users to expand employment opportunities in existing buildings



- Red dashed line: Rail Right of Way
- Green: Existing Open Space
- Red: Commercial
- Pink/Red diagonal stripes: Mixed Commercial/Industrial
- Purple: Existing Maritime/Industrial

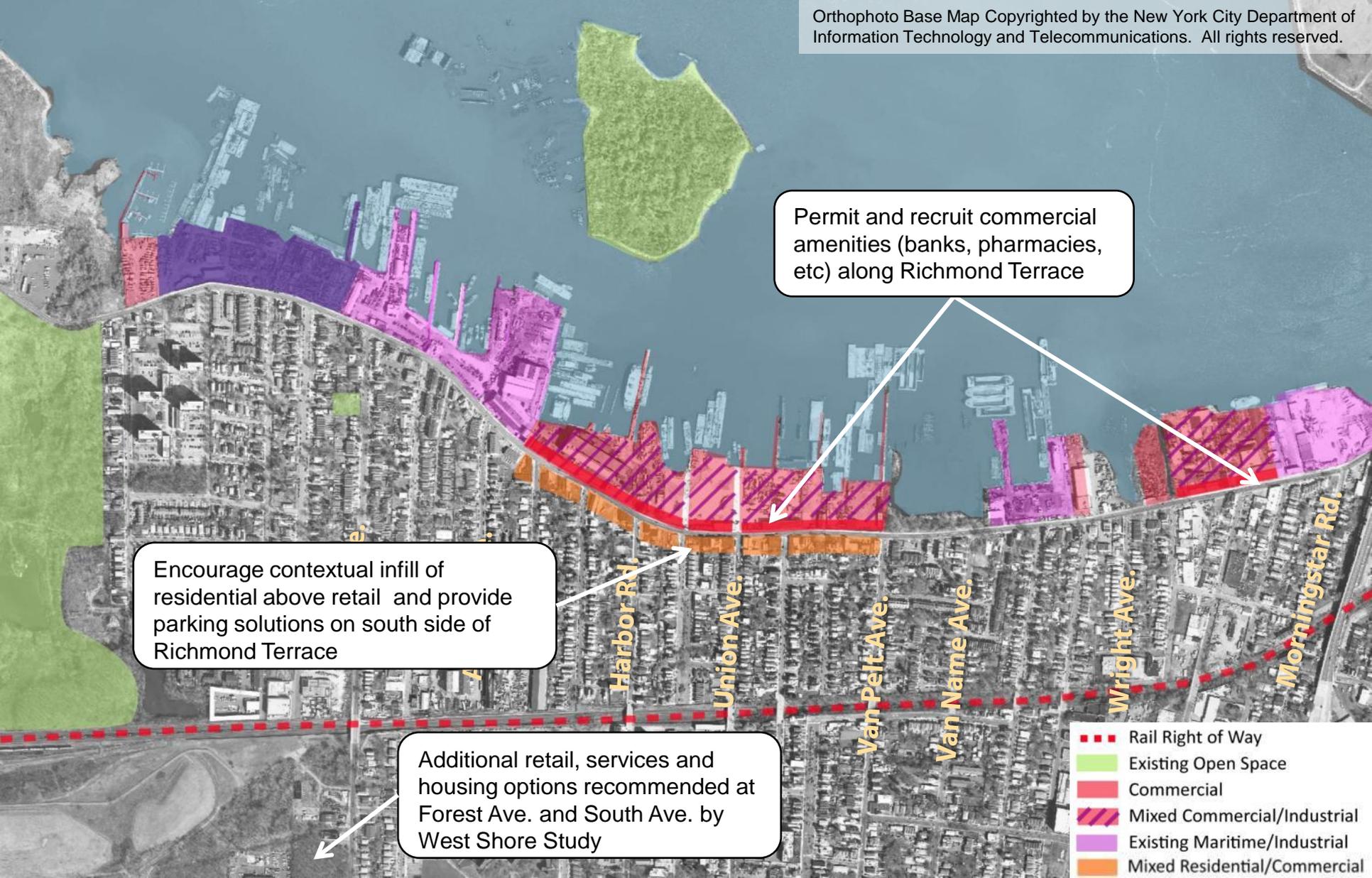
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# MARINERS HARBOR / ARLINGTON WATERFRONT

## Strategies: Neighborhood Center



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Permit and recruit commercial amenities (banks, pharmacies, etc) along Richmond Terrace

Encourage contextual infill of residential above retail and provide parking solutions on south side of Richmond Terrace

Additional retail, services and housing options recommended at Forest Ave. and South Ave. by West Shore Study

- Rail Right of Way
- Existing Open Space
- Commercial
- Mixed Commercial/Industrial
- Existing Maritime/Industrial
- Mixed Residential/Commercial

Harbor Rd.

Union Ave.

Van Pelt Ave.

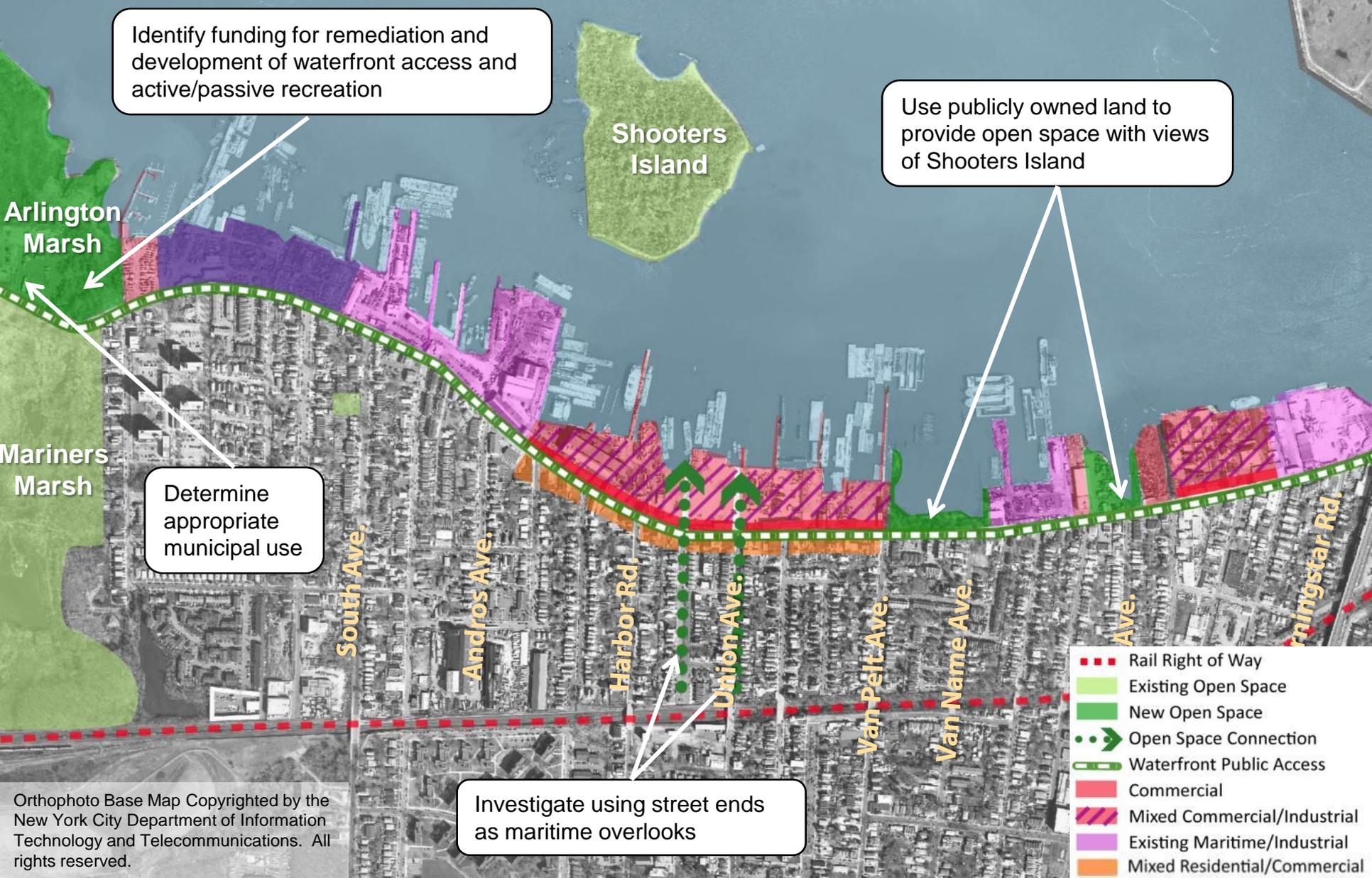
Van Name Ave.

Wright Ave.

Morningstar Rd.

# MARINERS HARBOR / ARLINGTON WATERFRONT

## Strategies: Waterfront



Identify funding for remediation and development of waterfront access and active/passive recreation

Use publicly owned land to provide open space with views of Shooter's Island

Determine appropriate municipal use

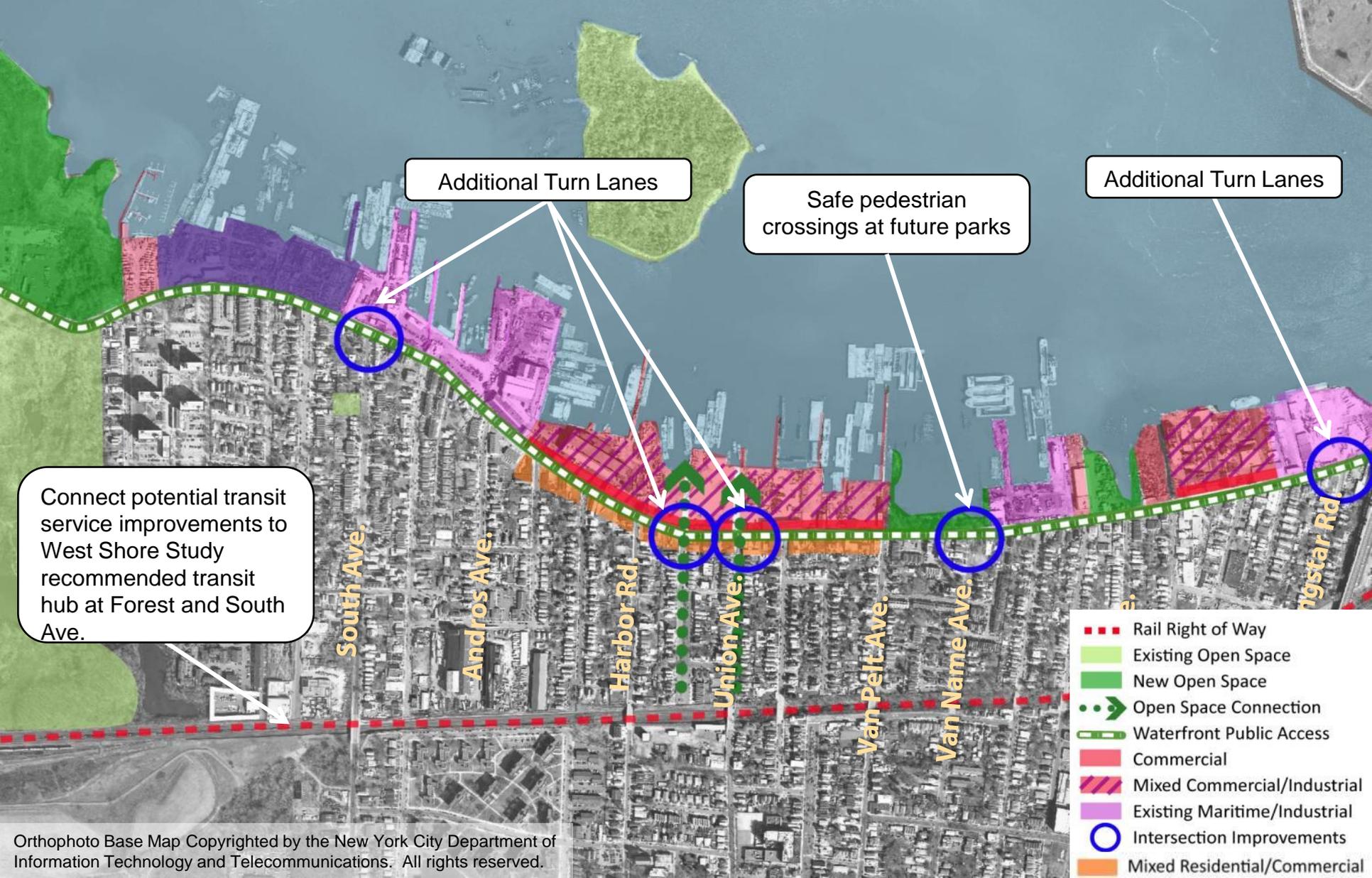
Investigate using street ends as maritime overlooks

- Rail Right of Way
- Existing Open Space
- New Open Space
- Open Space Connection
- Waterfront Public Access
- Commercial
- Mixed Commercial/Industrial
- Existing Maritime/Industrial
- Mixed Residential/Commercial

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# MARINERS HARBOR / ARLINGTON WATERFRONT

## Strategies: Richmond Terrace



Additional Turn Lanes

Safe pedestrian crossings at future parks

Additional Turn Lanes

Connect potential transit service improvements to West Shore Study recommended transit hub at Forest and South Ave.

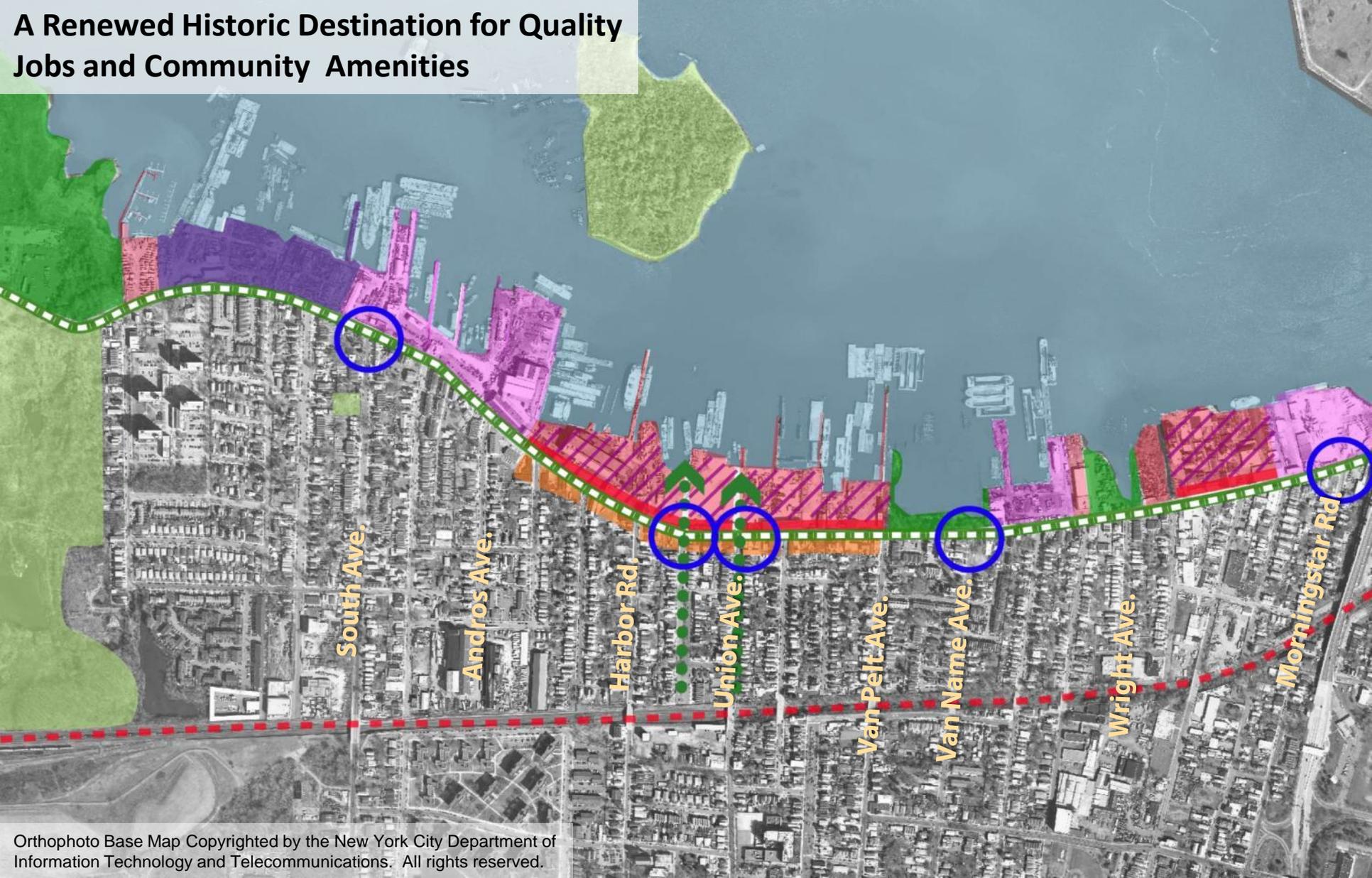
- Rail Right of Way
- Existing Open Space
- New Open Space
- Open Space Connection
- Waterfront Public Access
- Commercial
- Mixed Commercial/Industrial
- Existing Maritime/Industrial
- Intersection Improvements
- Mixed Residential/Commercial

# MARINERS HARBOR / ARLINGTON WATERFRONT

## Proposed Vision 2030



A Renewed Historic Destination for Quality Jobs and Community Amenities



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View of former Bethlehem Shipyard, looking west

## Proposed Vision 2030



Expanded industrial and commercial uses in historic buildings

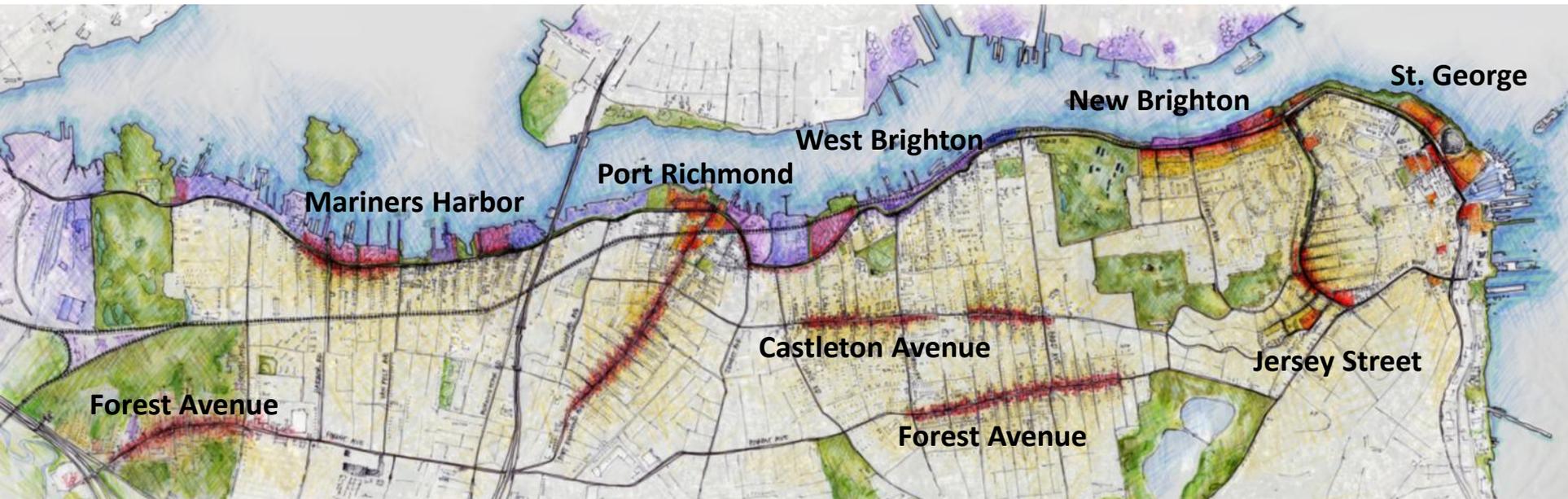
Fully utilized maritime waterfront

Public maritime overlook at street end



# APPLYING THE STRATEGY

## Neighborhood Centers



- St. George
- New Brighton Waterfront/Snug Harbor
- West Brighton Working Waterfront
- Port Richmond Hub
- Mariner Harbor Working Waterfront
- Jersey Street Anchor & Commercial Corridors

# JERSEY STREET

## Existing Conditions



Area has perception of higher crime levels and pedestrian safety issues



- Publicly-owned land
- Underutilized land
- Existing Open Space
- Commercial Zoning
- Problem Intersection

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Use incentives to encourage infill retail

Encourage contextual residential above retail and provide parking solutions

When Sanitation garage is relocated, ready site for anchor commercial development with community amenities

After ownership issues are resolved, investigate potential for development, including senior housing, medical services, and other residential

- Existing Open Space
- Commercial
- Mixed Residential/Commercial
- Infill Residential

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# JERSEY STREET

## Strategies: Transportation



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# JERSEY STREET

## Proposed Vision 2030



**A revitalized retail corridor serving and connecting diverse communities**



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# JERSEY STREET

## Today



Jersey Street



Improved Jersey Street streetscape

Reutilized commercial storefronts

Infill retail with 1-3 stories of residential above



Jersey Street

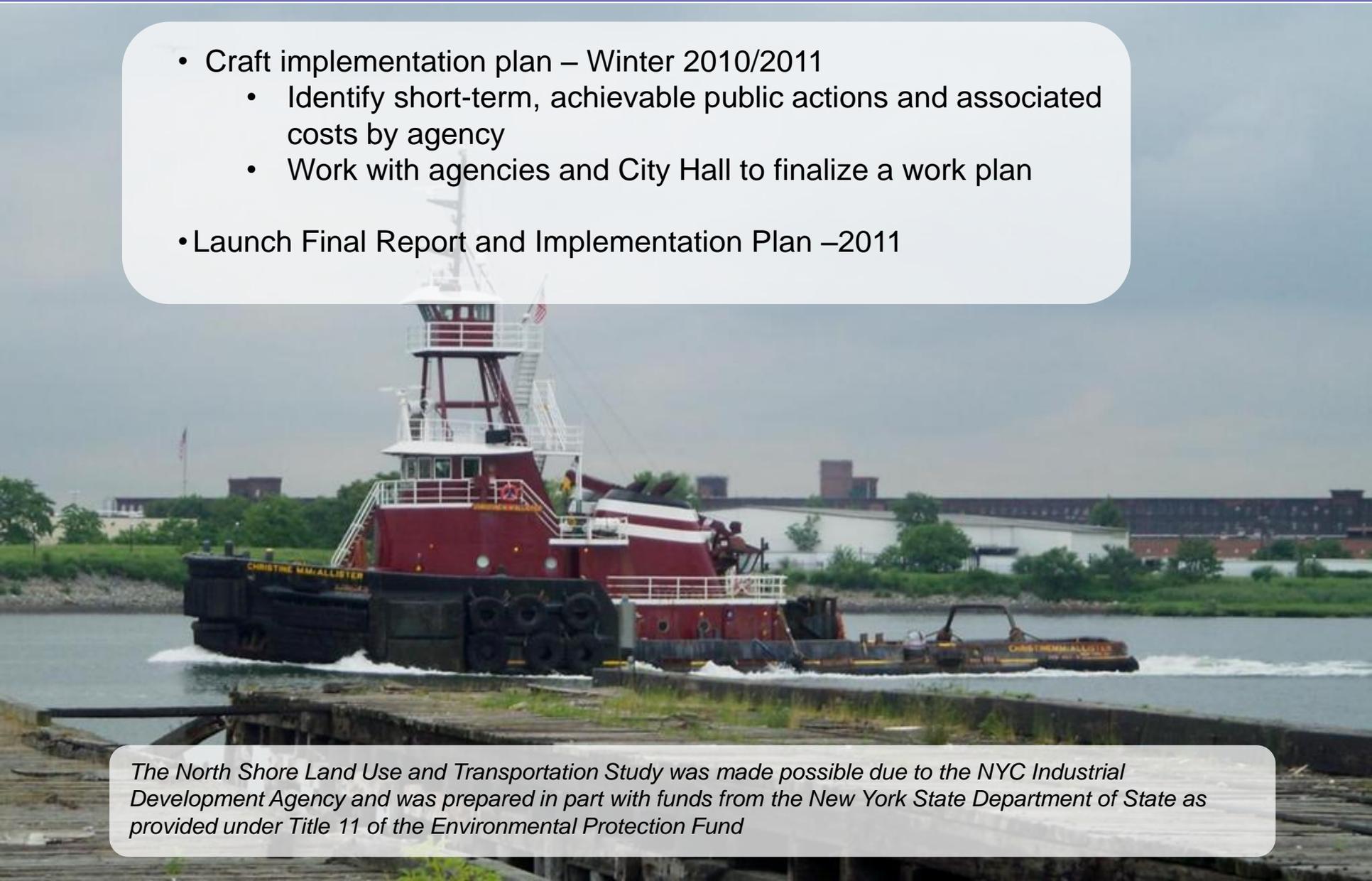
## Discussion Questions at Public Meetings

1. Do you agree with the story as presented? Did the presentation state priorities and aspirations that you feel should be addressed in a North Shore Vision Plan?
2. Did we miss any critical data or key issue that should be addressed?
3. Do we have a solid foundation on which to launch an implementation plan for the North Shore recommendations?
4. Which project is your top priority to see happen in the next 3 – 5 years?

# NORTH SHORE 2030

## Next Steps

- Craft implementation plan – Winter 2010/2011
  - Identify short-term, achievable public actions and associated costs by agency
  - Work with agencies and City Hall to finalize a work plan
- Launch Final Report and Implementation Plan –2011



*The North Shore Land Use and Transportation Study was made possible due to the NYC Industrial Development Agency and was prepared in part with funds from the New York State Department of State as provided under Title 11 of the Environmental Protection Fund*