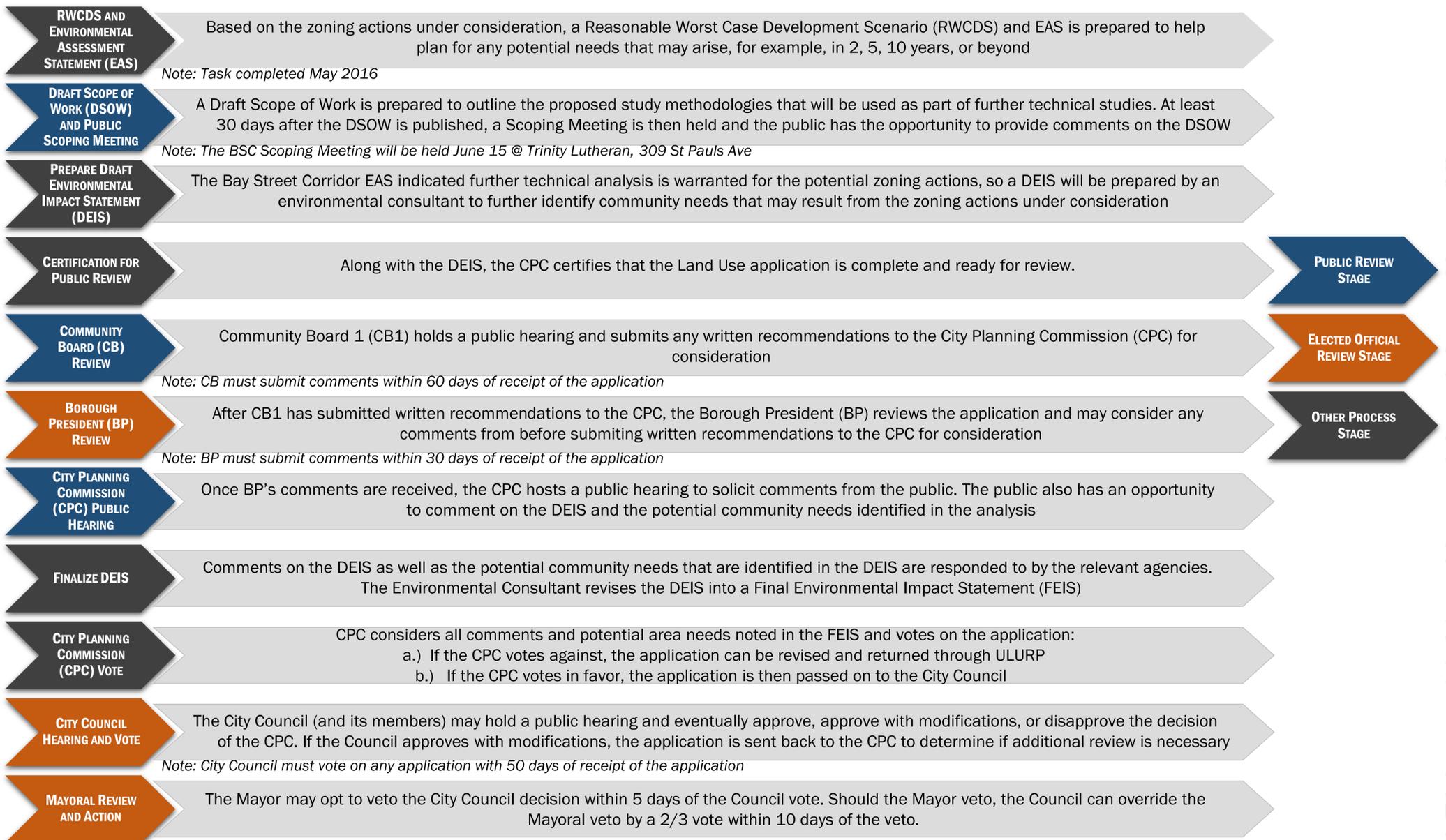
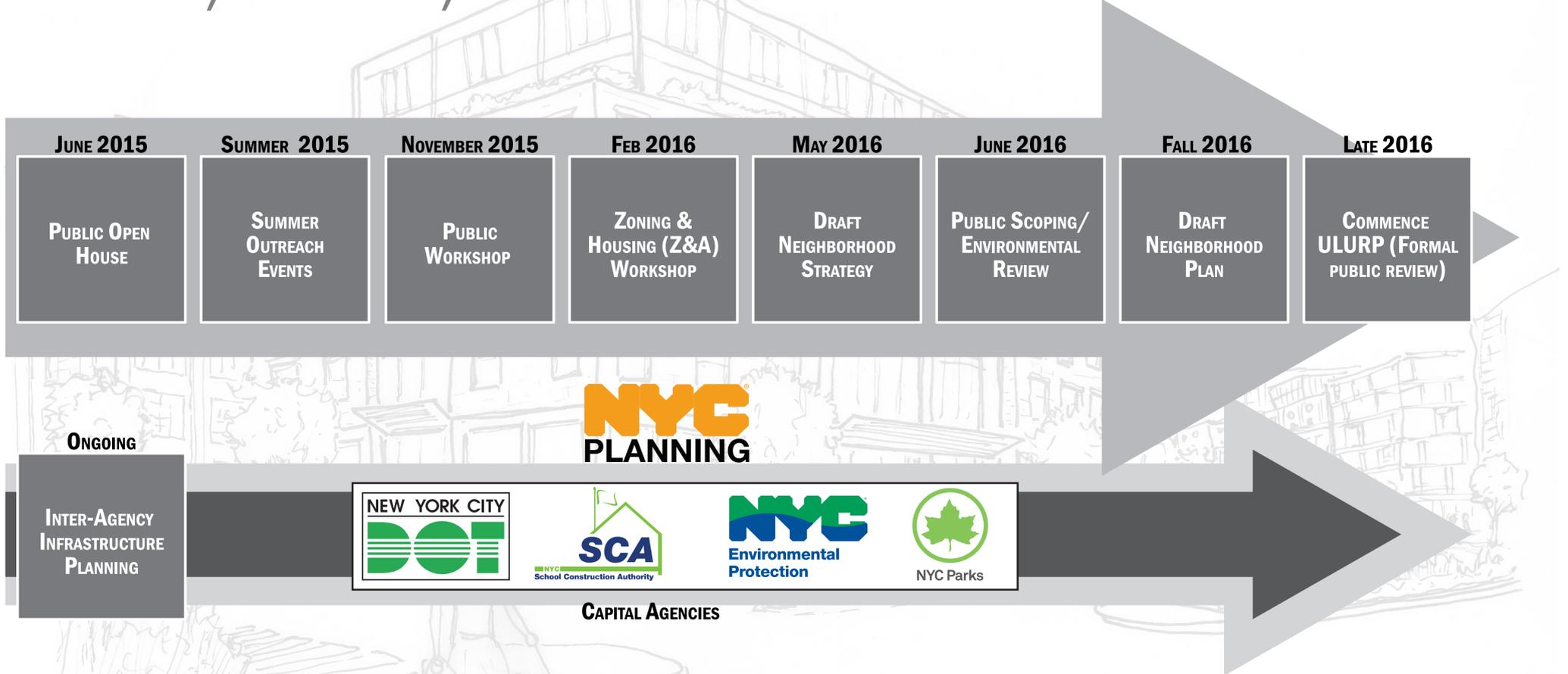


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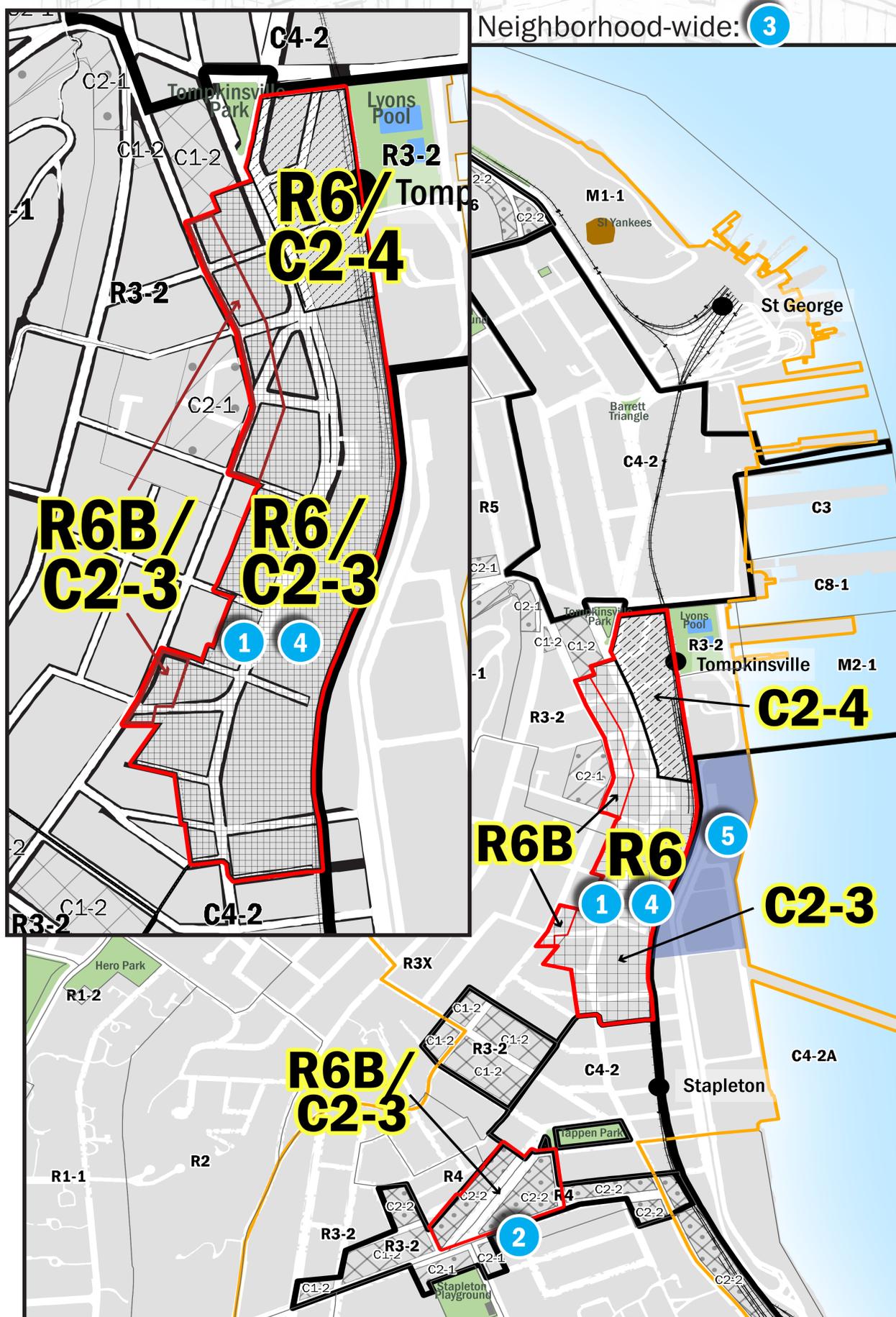
TIMELINE, PROCESS, AND OPPORTUNITIES FOR INPUT



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GUIDING PRINCIPLES

CREATE A VIBRANT, RESILIENT DOWNTOWN ENVIRONMENT PROVIDING STRONGER CONNECTIONS TO NEW YORK HARBOR AND SURROUNDING NEIGHBORHOODS

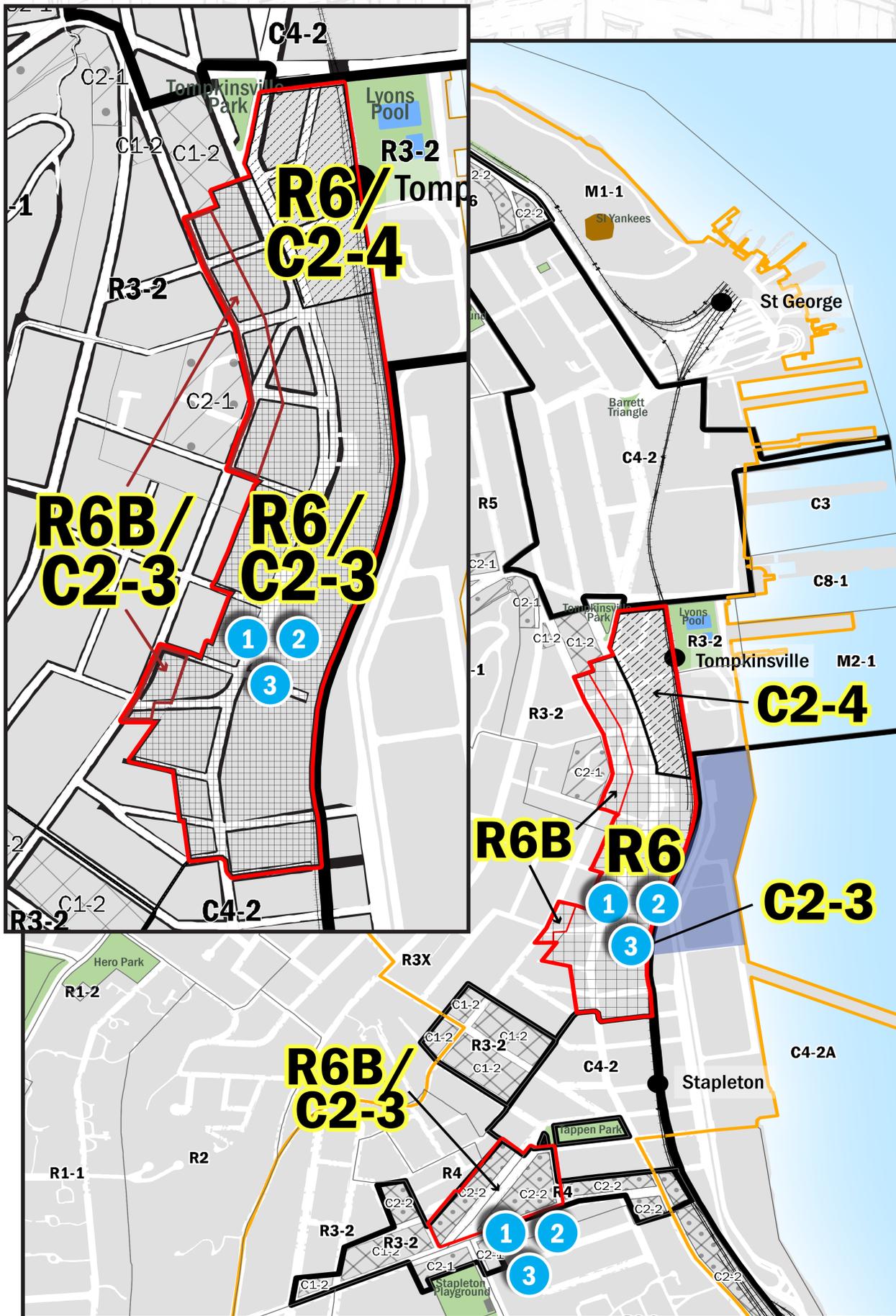


1. Introduce medium density, mixed-use zoning districts to the Bay Street Corridor area to encourage a continuous active urban environment between the St George and Stapleton commercial centers
2. Allow for improved connections between Stapleton Playground, Stapleton Houses, and Tappen Park by rezoning Canal St to a medium density, mixed-use district
3. New development will comply with existing resiliency rules in place citywide
4. Implement varied maximum building heights through a Special District throughout the Bay Street Corridor to facilitate a transition to surrounding neighborhoods and respond to existing urban design conditions
5. Allow flexibility to provide more open space by increasing the height limits for the City's Phase 3 waterfront development

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

GUIDING PRINCIPLES

FACILITATE CONSTRUCTION OF NEW HOUSING, INCLUDING AFFORDABLE HOUSING, FOR THE BROAD SPECTRUM OF NORTH SHORE LOWER-INCOME NEEDS: SENIORS, YOUNG ADULTS, WORKING FAMILIES, ARTISTS AND CREATORS



1. Rezoning areas will be mapped as Mandatory Inclusionary Housing (MIH) areas to ensure affordable housing is provided
2. New zoning districts will facilitate mixed-use, medium density development that responds to the broad spectrum of North Shore housing needs
3. Proposed zoning district designations allows for new jobs and residential units to be clustered in one of the most transportation-rich areas of Staten Island



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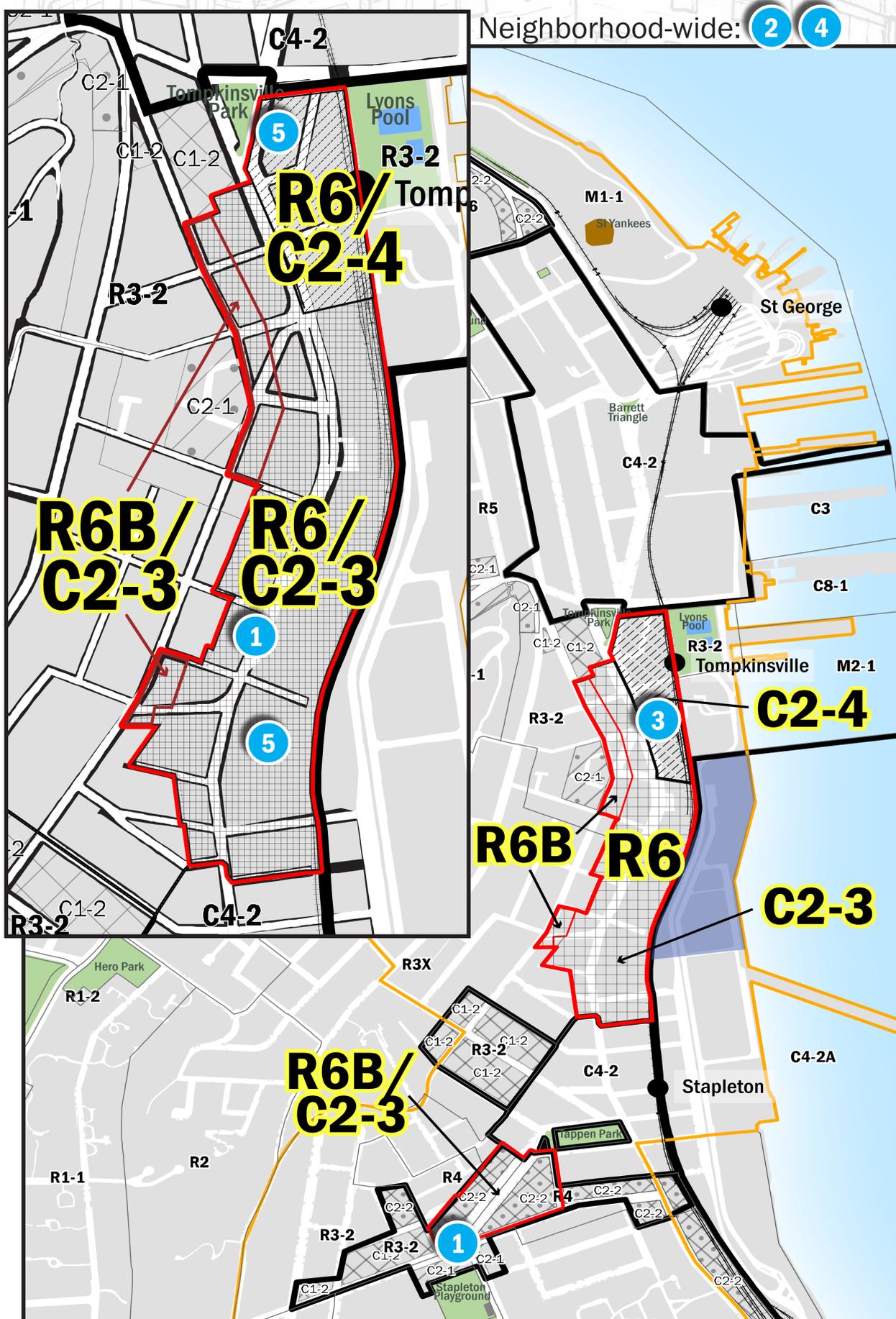


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BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

GUIDING PRINCIPLES

SUPPORT NEW AND EXISTING BUSINESSES BY ENCOURAGING NEW JOBS SUPPORTING A PEDESTRIAN-FRIENDLY THRIVING RETAIL/ BUSINESS CORRIDOR BETWEEN ST GEORGE AND STAPLETON

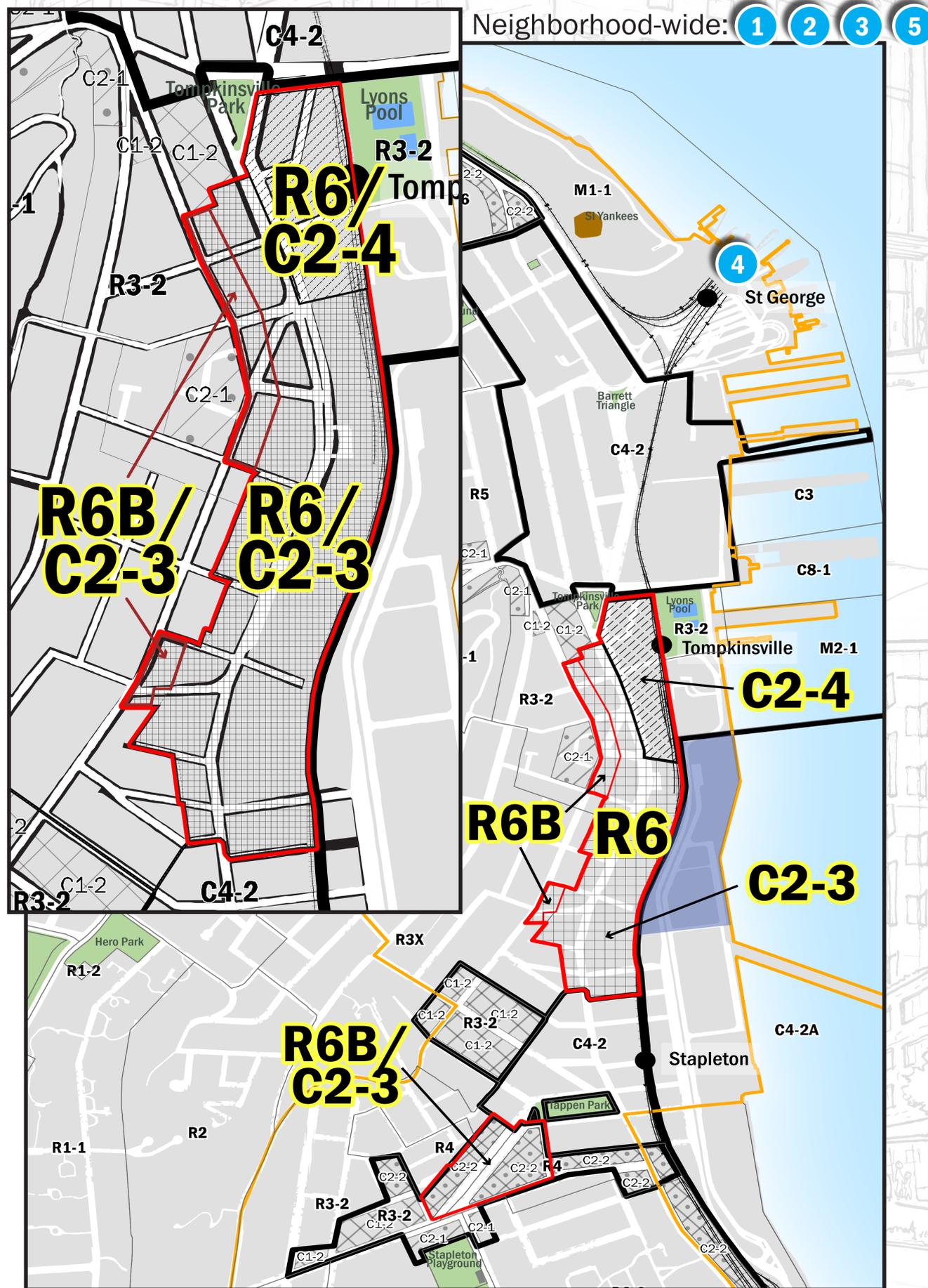


1. Proposed zoning and special district rules will mandate non-residential uses such as retail at the ground floor and close to the sidewalk along Bay Street, Canal Street, and Broad Street
2. Attracting new housing residents to the area will help support new and existing local retail establishments in the neighborhood
3. Areas nearest Tompkinsville Station are proposed to have C2-4 commercial overlay, which could facilitate new commercial space immediately adjacent to Tompkinsville SIR Station and in close proximity to nearly 20 bus lines
4. Proposed parking regulations, including a flexible location of parking spaces, will facilitate a more pedestrian-friendly connection between St George and Stapleton and ensure adequate parking to support the community
5. Allow for more height in targeted locations around transportation nodes, where urban design and infrastructure conditions allow

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

GUIDING PRINCIPLES

ALIGN INVESTMENT IN INFRASTRUCTURE, PUBLIC OPEN SPACES, AND SERVICES IN THE BAY STREET CORRIDOR TO SUPPORT CURRENT DEMANDS AND FUTURE GROWTH



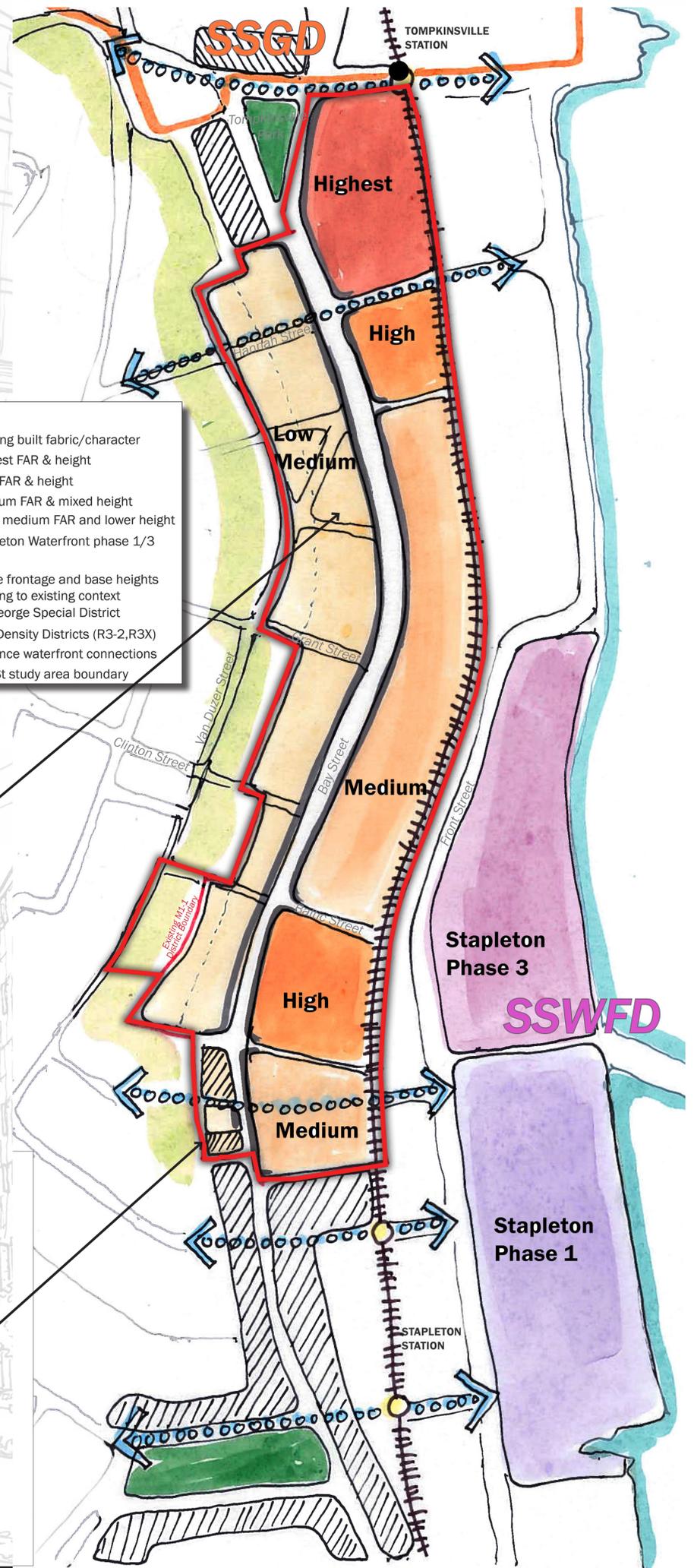
1. Identify opportunities to consolidate City facilities to promote more efficient use of City resources
2. Coordinate efforts with the Transportation Improvement Strategy to identify recommendations that will support the Bay Street Corridor
3. Work closely with SCA to address existing and projected school seat needs
4. Public and private investment in residential projects and job creation highlight the need for improved access to the ferry
5. Continue to identify opportunities to replace some of the recreational uses lost with the demolition of the Cromwell Center

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

LAND USE STRATEGIES

ZONING AND URBAN DESIGN STRATEGIES

- Encourage inviting retail and pedestrian corridor between St. George and Stapleton
- Provide better connections and transitions between upland neighborhoods and the waterfront
- Tailor development controls to respond to the unique context of Bay Street
- Allow for increased height and density where site conditions allow
- Require Bay Street to be built out to its mapped width (70-80ft) where already designated for widening in all new developments
- Facilitate development on vacant lots
- Facilitate better pedestrian connections between Tappen Park and the Broad Street Commercial Corridor/Stapleton Playground
- Continue to explore how zoning can be used as a tool to achieve other strategies and goals of the Bay Street Corridor Neighborhood Planning Initiative



BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

LAND USE STRATEGY - BAY STREET CORRIDOR

EXPAND THE SPECIAL STAPLETON WATERFRONT DISTRICT

and create the Bay Street Corridor Subdistrict, which will allow for greater flexibility to tailor urban design controls:

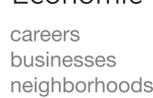
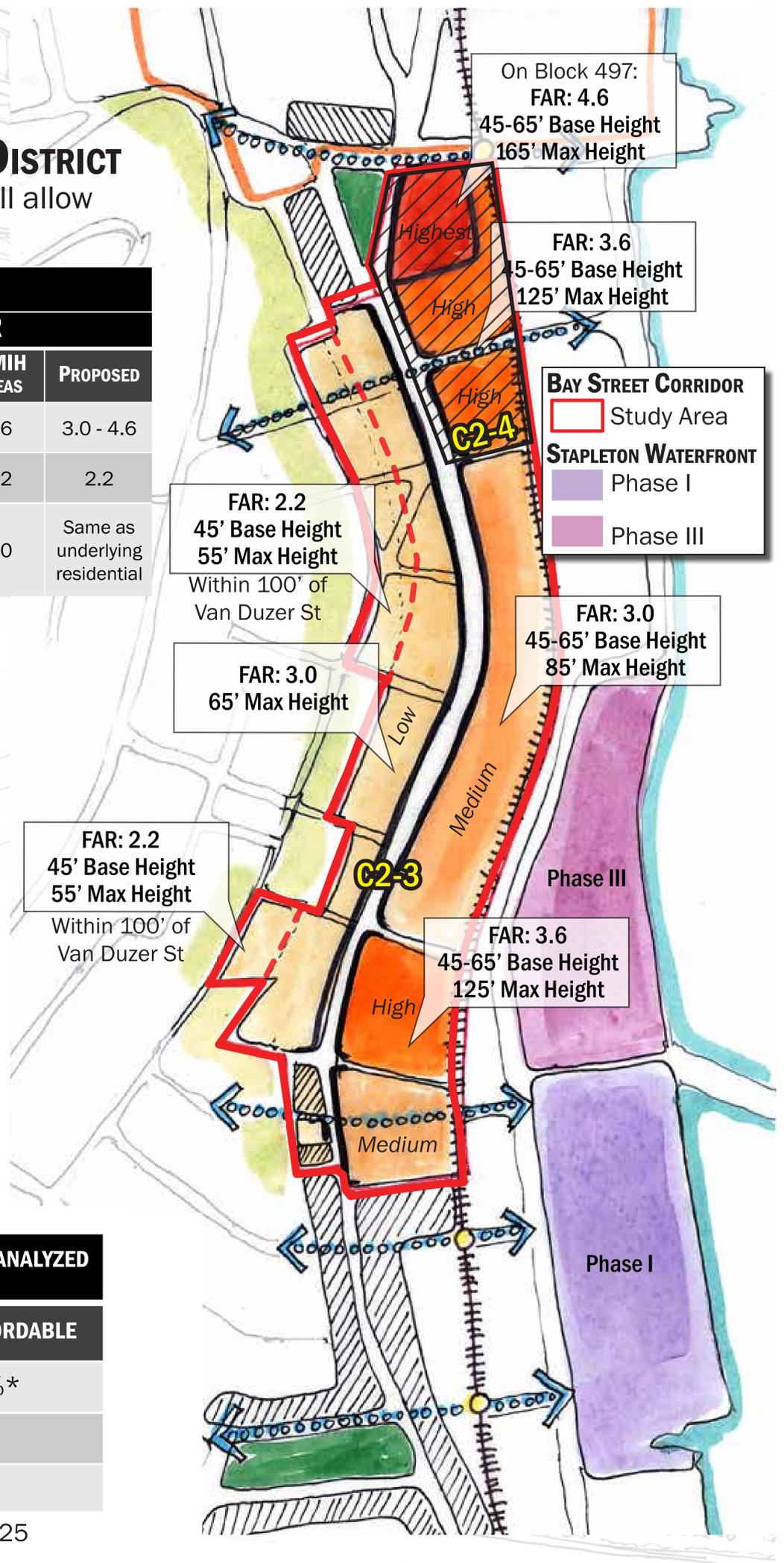
POTENTIAL TAILORED URBAN DESIGN CONTROLS						
ZONING	MAXIMUM HEIGHT OF BUILDINGS			MAXIMUM FAR		
DISTRICT	UNDERLYING	IN MIH AREAS	PROPOSED	UNDERLYING	IN MIH AREAS	PROPOSED
R6	75'	115'	65'-165'	Up to 3.0	3.6	3.0 - 4.6
R6B	55'	55'	55'	2.0	2.2	2.2
C2-3 & C2-4 IN R6 DISTRICTS	Limited to first story in mixed-use buildings	Limited to first story in mixed-use buildings	Up to second story in mixed-use buildings	2.0	2.0	Same as underlying residential

- Adopt new zoning districts that will allow for as-of-right residential development and allow for transition from the surrounding neighborhoods
- Tailor other urban design controls, such as the location of curb cuts and ground floor uses, encourage new retail and commercial at the street level
- Craft rules for building forms that will support better design and public safety
- While new developments could provide parking beyond the minimum required amount, the following parking rates can support an active retail corridor

POTENTIAL PARKING RATE TABLE

ZONING	UNDERLYING PARKING RATES		PARKING RATES TO BE ANALYZED	
	MARKET-RATE	AFFORDABLE	MARKET-RATE	AFFORDABLE
R6 & R6B	50%*	25%*	50%*	25%*
C2-3	1 per 400sqft*		1 per 400sqft*	
C2-4	1 per 1000sqft*		1 per 1000sqft*	

*Parking waiver provisions vary by district (R6/R6B: 5 spaces, C2-3: 25 spaces, and in C2-4: 40 spaces)



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LAND USE STRATEGY - CANAL STREET

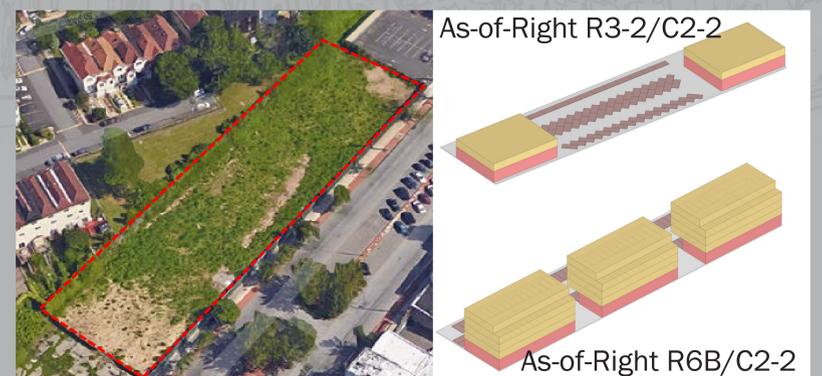
- Facilitate mixed-use development along Canal Street to support a pedestrian-friendly retail corridor between Tappan Park and Broad Street / Stapleton Playground
- Map as a Mandatory Inclusionary Housing Area to ensure 25% to 30% of all new units be affordable in qualifying developments
- Encourage quality commercial space by reducing commercial parking requirements in an area with ample on-street parking



Zoning District	Max FAR	Max Height	Required Parking
R6B	2.2	55'	50%*
C2-3 Overlay	2.0	n/a	1 space per 400sqft**

* 25% for affordable units; 5 or fewer spaces can be waived
 ** For UG6 - General Retail. 25 or fewer spaces can be waived

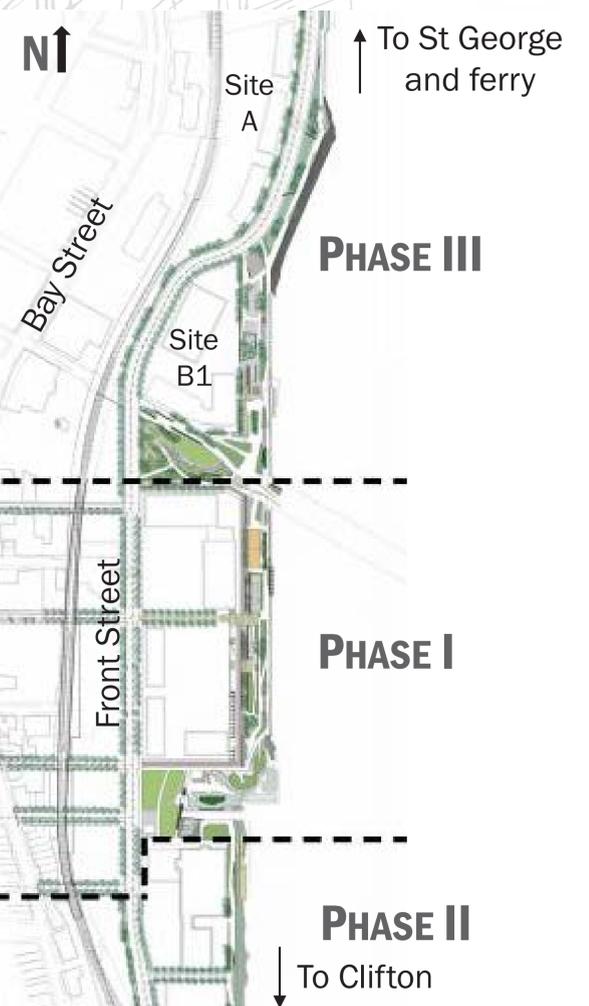
What could it look like? Canal Street Corridor



LAND USE STRATEGY - STAPLETON WATERFRONT

- Increase maximum building height for Phase III of Stapleton Waterfront (Sites A and B1) from current limit of 55'
- Additional building height would permit better site planning and provide more open space

Phase	Max Height (current)	Max Height (proposed)	Status
I	55ft	55ft (no change)	OPEN!
II	55ft	55ft (no change)	Planning stages, unbuilt
III	55ft	125ft	Unplanned, unbuilt



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HOUSING STRATEGIES

PRESERVE EXISTING AFFORDABLE HOUSING

- Build upon proactive, strategic approach which has already preserved 2,000 affordable units and facilitated construction of 1,000 affordable units in CB1 since 2004 through financing and tax assistance
- Continue to monitor properties that are already regulated by government agencies and reaching out to owners that are near the end of the affordability period to let them know about the financial incentives we can provide to preserve affordability
- Continue to work to identify opportunities to protect the affordability of buildings that are not currently regulated, including through the new Green Housing Preservation Program and small home repair loan programs

MARKHAM GARDENS

COMPLETED 2013 | NEW CONSTRUCTION

Senior apartments • 80 rental units • 5 stories • Available to people age 62+ at 50% AMI (individuals at \$30,250 or less, couples at \$34,550 or less) • Tenants pay 30% of income on housing • Financed using HPD Senior Housing program and HUD Section 202 Supportive Housing for the Elderly Program



THE RAIL

COMPLETED 2012 | NEW CONSTRUCTION

92 rental units • 6 stories, first floor commercial use • Development targeted 60-80% AMI • Financed using HPD Mixed Income Rental Program & HDC New Housing Opportunities Program



PROTECT TENANTS FROM DISPLACEMENT

- The City has already deployed immediate, proactive tools to protect residents from landlords that engage in harassment or do not maintain safe buildings
- HPD will host a Tenant Resource Fair in CB1 in 2016
- Continue to offer free legal services to any tenant facing harassment
- Continue to participate in the first ever task force dedicated to investigating and bringing enforcement actions – including criminal charges – against landlords who harass tenants
- Continue the work of the new Tenant Support Unit, a door-to-door unit that informs tenants of their rights, documents building violations, solicits complaints related to harassment and eviction, and makes referrals to free legal support whenever necessary. TSU staff has already knocked on more than 3,000 doors and called more than 1,400 residents on the North Shore



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HOUSING STRATEGIES

URBY

UNDER CONSTRUCTION | NEW CONSTRUCTION

Approximately 570 units in 4-5 stories for Phase I Part I • 20% of units are affordable at 60% AMI • Phase I Part II is in design, anticipated to include 350 units and 30,000 sq. ft. of retail and a public esplanade



INCREASE ACCESS TO AFFORDABLE HOUSING

- HPD is making changes to enable more residents to qualify for affordable housing
- New tenant selection criteria to improve resident access to affordable housing created in the community (e.g., Developers may not reject applicants based solely on credit score)
- HPD is seeking new partnerships with local “Housing Ambassadors” to help people prepare for and navigate the affordable housing application process

INCREASE SUPPLY OF AFFORDABLE HOUSING

- Implement Mandatory Inclusionary Housing (MIH) in areas subject to rezoning, which will require a minimum of 20% of all new housing be permanently affordable in qualifying developments
- HPD will continue to offer financial and tax incentives to encourage developers to create affordable housing beyond the minimum amount required by the MIH program to promote the development of high quality, sustainable housing that is affordable to families with a broad range of incomes, from extremely low to moderate and middle income earners
- Evaluate publicly owned sites in the neighborhood for potential development of affordable housing and other community-serving uses
- Explore opportunities to increase homeownership opportunities along the Corridor, including through the HomeFirst Down Payment Assistance Program for first-time, low-income homebuyers

STAPLETON SENIOR HOUSES

COMPLETED 2010

NEW CONSTRUCTION

104 units, 1 household member must be age 55+, 100% affordable



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COMMUNITY RESOURCE STRATEGIES

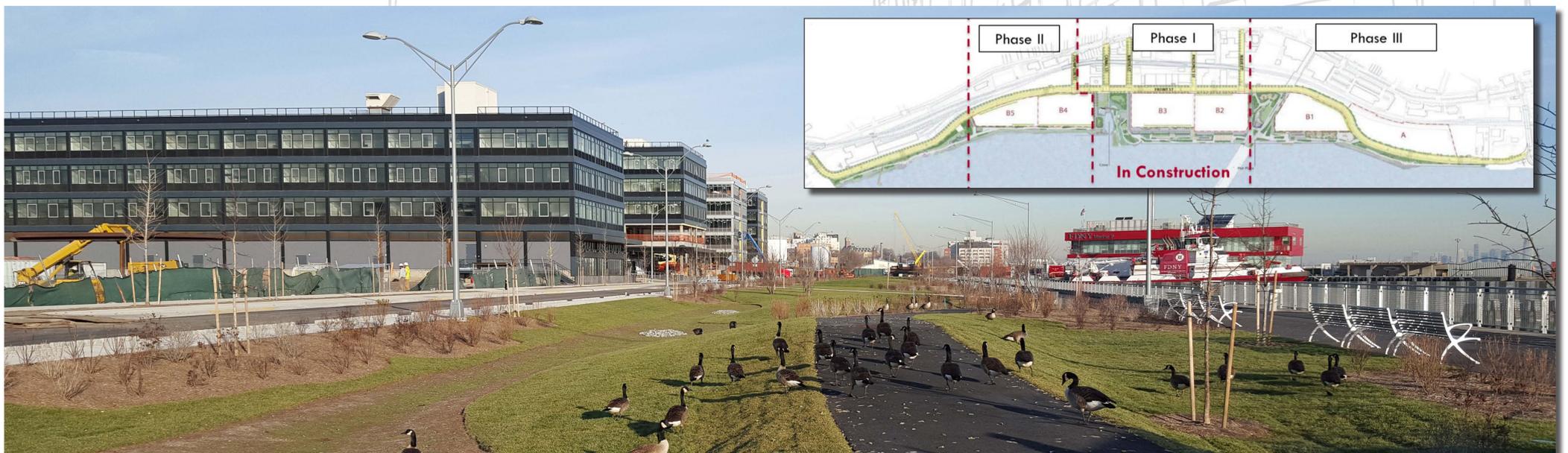
PARKS AND RECREATION STRATEGY

- The collapse of Cromwell Recreation Center resulted in the loss of a major recreational amenity. Based on continuing input from CM Rose and the Let's Rebuild Cromwell Center, NYC Parks' top priority within the vicinity is to provide recreational amenities on the North Shore to alleviate that loss of programming. Parks is actively exploring opportunities within the community, which may include additional recreational opportunities at Lyon's Pool and/or other locations, subject to further consultation and evaluation
- NYC Parks worked with EDC and private developers on the open space within New Stapleton Waterfront Phase I, which opened to the public earlier this month
- Parks is continuing to work with EDC on the design of open space within Phases II and III of the New Stapleton Waterfront. These projects, which are planned and funded, will bring new parks and public spaces to the Bay Street Corridor Context Area
- NYC Parks is working with elected officials and the community to identify resources for transformative park improvements in and around the study area. Stapleton Playground will be reconstructed as part of NYC Parks' Community Parks Initiative. Recent improvements were made at Liotti Ikefugi Playground and Lieutenant Nicholas Lia Playground

SCHOOLS STRATEGY

- Identify potential additional school needs as a result of potential land use actions through the environmental review process
- Work to address existing and projected future school seat needs

Map of existing schools in the Context Area



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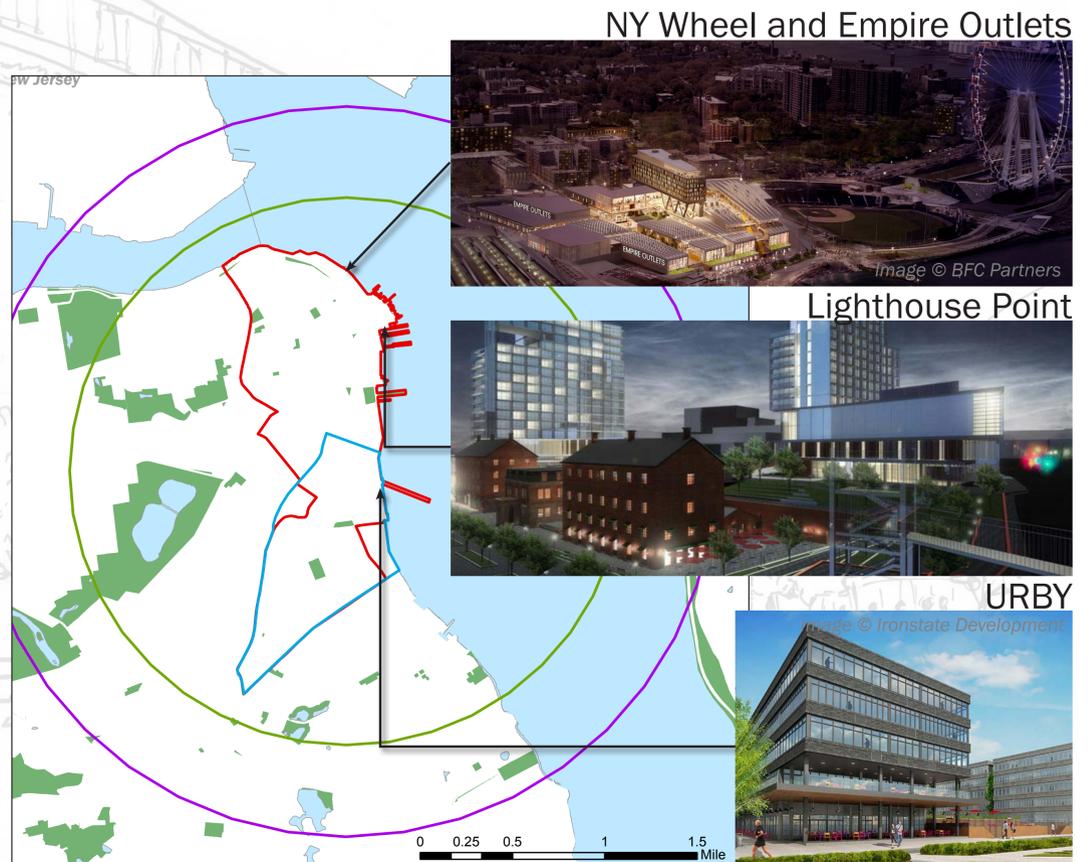
ECONOMIC DEVELOPMENT STRATEGIES

SUPPORT SMALL BUSINESS & ENTREPRENEURS

- Promote and improve access to free business services, including business courses, financial assistance / incentives, and help navigating government for local merchants and entrepreneurs
- Provide free commercial lease workshops to help North Shore business owners better understand and negotiate commercial leases

STRENGTHEN BAY ST COMMERCIAL CORRIDOR

- Launched Neighborhood 360° Bay Street, a new program to identify, develop, and implement customized commercial revitalization services in partnership with local CBOs
- Complete the Commercial District Needs Assessment of Bay Street in partnership with the Staten Island Chamber of Commerce
- Produce a Bay Street Commercial Corridor Profile as a tool to promote investment and business attraction
- Award competitive funding to nonprofits to deliver commercial revitalization services identified by the Bay Street Commercial District Needs Assessment
- Identify opportunities to improve wayfinding, signage, and streetscape to attract retail goers
- Continue to work with the community and developer-partners on the delivery of the area's four major waterfront investments: NY Wheel, Empire Outlets, Lighthouse Point, and Urby



EXISTING RETAIL LEAKAGE

All retail goods & services	Stapleton	Downtown Staten Island	1.5mi Radius from Bay Street	2 Mile Radius from Bay Street
Demand (Consumer Expenditures)	\$89.2m	\$237.1m	\$677.3m	\$1.016 billion
Supply (Retail Sales)	\$64.3m	\$107.7m	\$184.2m	\$298.1m
Annual Unmet Demand	\$24.9m	\$129.4m	\$493.1m	\$718.3m

Note: Does not account for anticipated new business/expenditures from new projects under construction, such as Empire Outlets
Source: ESRI Business Analyst Online

CONNECT RESIDENTS TO QUALITY, ACCESSIBLE JOBS

- Connect North Shore residents to employment opportunities generated by City-subsidized investments and services through HireNYC
- Promote free occupational training and employment services provided at the Workforce1 Career Center in St George (120 Stuyvesant Pl)

ALLOW FOR GROWING INNOVATION INDUSTRIES

- Facilitate new commercial space in Downtown Staten Island to allow for growing innovation sectors in the economy
- Explore potential disposition of 3 public properties in order to advance housing and commercial strategies



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TRANSPORTATION STRATEGIES

COMPLETE THE NORTH SHORE TIS

- When complete, the North Shore Transportation Improvement Strategy (TIS) will outline potential short-term and long-term improvements to the multi-modal transportation system along the principal corridors to St George

PROMOTE A SAFE, WALKABLE NEIGHBORHOOD

- In response to feedback, including that from the Community District Needs Assessment conducted by SBS, build on efforts currently underway by DOT and EDC to identify opportunities for maps/signage to improve wayfinding and streetscape along the Bay Street Corridor
- Improve the pedestrian and cyclist experience along Bay Street
- Improve pedestrian/vehicular interface at Bay Street and Victory Boulevard
- Through zoning, explore limitation on curb cuts to Bay Street where no other means of vehicular access is practical
- Ensure parking and traffic regulations are in place to increase safety and to balance the parking needs of a downtown area

ENHANCE THE PEDESTRIAN ENVIRONMENT

- Promote and incentivize active ground floor uses along the Bay Street Corridor between St George and Stapleton
- Identify opportunities to maintain a clean, safe, and inviting pedestrian experience

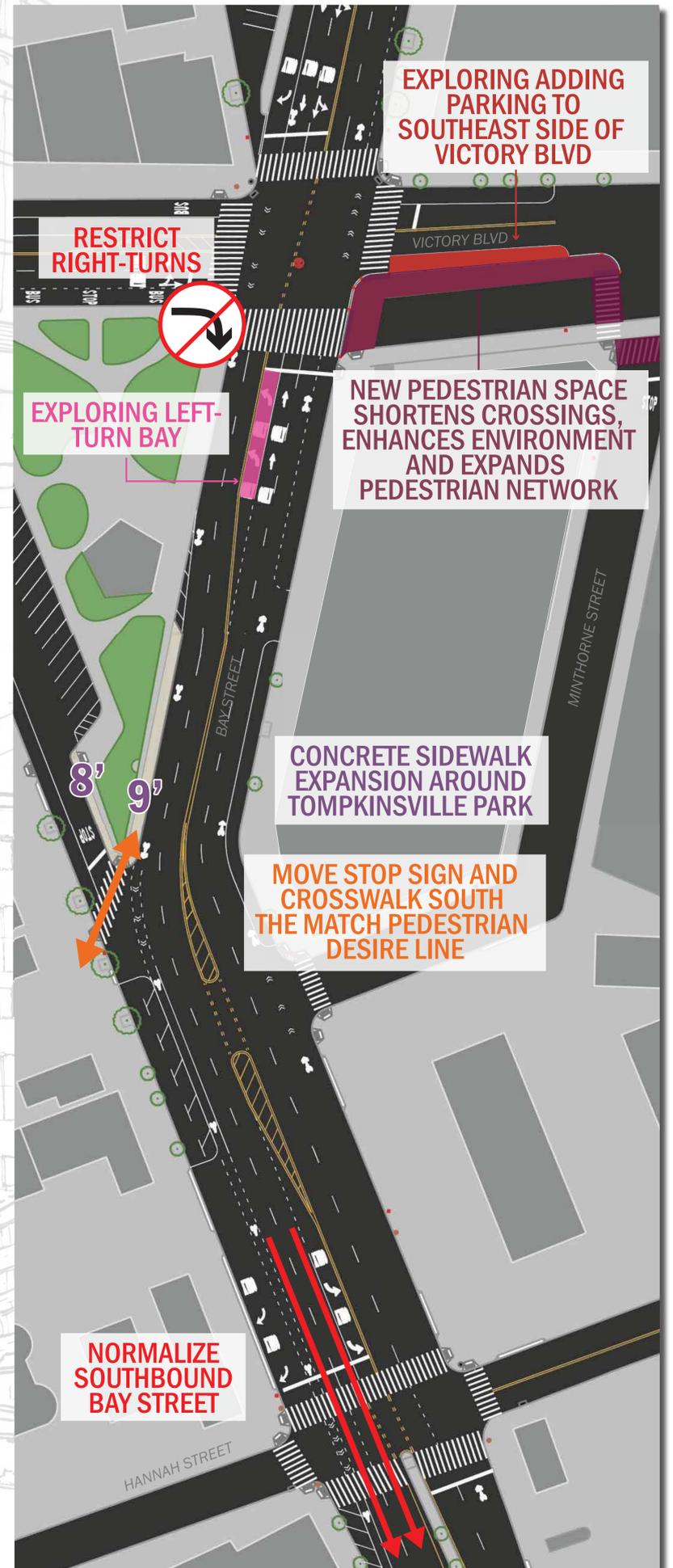
EXPAND THE PEDESTRIAN NETWORK

- Identify opportunities to improve lighting and access under the Staten Island Railway to better connect to the waterfront

REDUCE VEHICLE CONFLICTS

- Continue to refine improvements to intersection of Bay St and Victory Blvd

Potential Improvements @ Bay/Victory



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OER STAPLETON EXISTING-CONDITIONS REPORT

ABOUT NYC OER

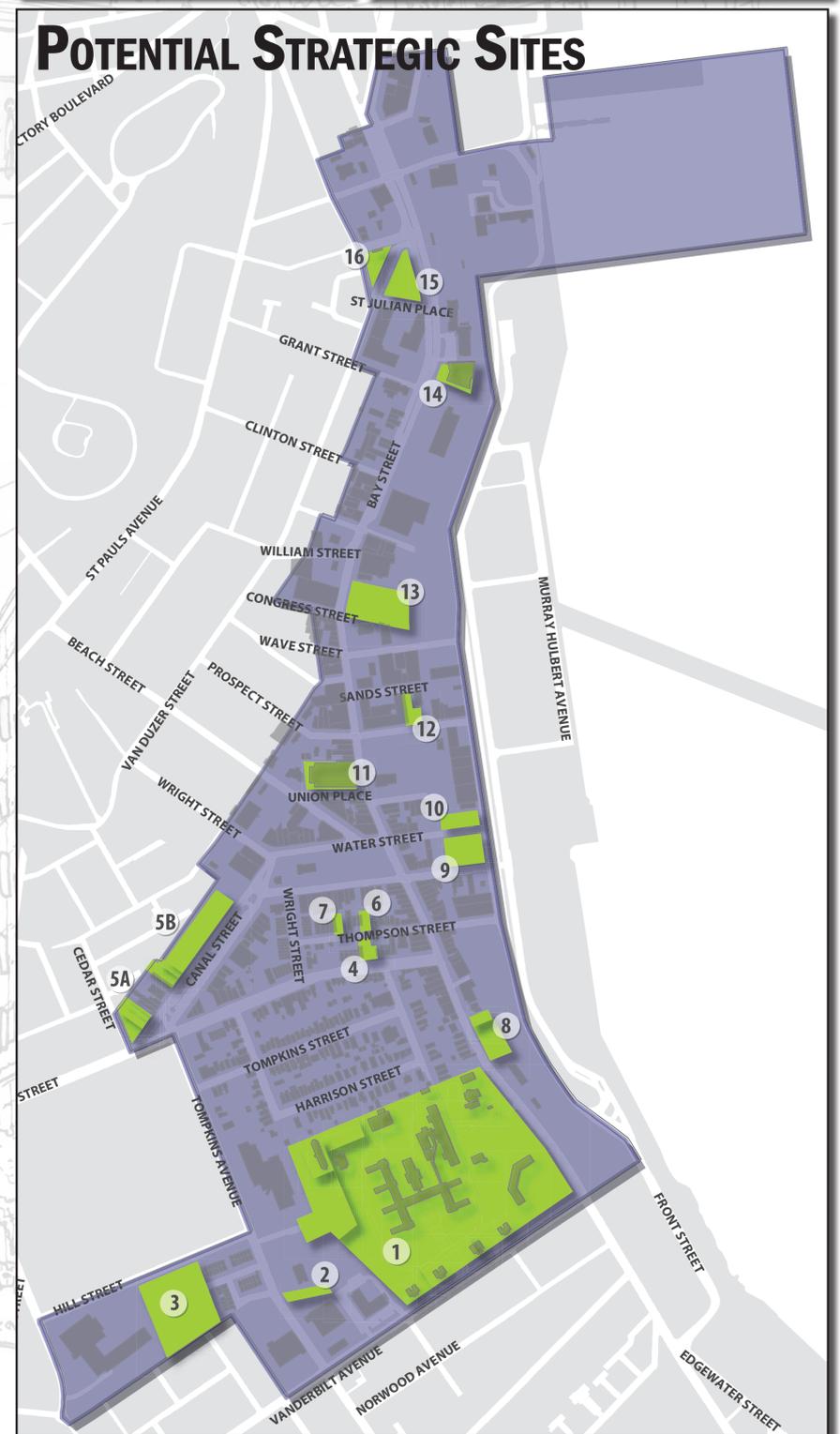
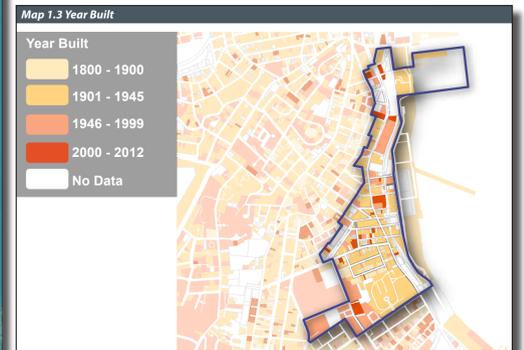
The NYC Office of Environmental Remediation (OER) is a team of scientists and engineers that was established to design, build, and operate a set of world-class municipal programs to advance cleanup and redevelopment of brownfield sites (contaminated sites). OER welcomes inquiries about community brownfield planning and development.

OER RESOURCES AVAILABLE

OER community resources are available to developers and community-based organizations who wish to advance cleanup and redevelopment of contaminated sites and brownfields. Since establishment in 2009, OER has created 30 new programs for brownfields management, most notably the Voluntary Cleanup Program (VCP). Nearly 60% of the properties in the NYC VCP are located in low-and moderate-income neighborhoods that have long borne a disproportionate burden of land pollution. Through OER, grants worth up to \$50k may be available to developers and community organizations to advance the study, cleanup, and redevelopment of sites. More information is available at the OER website: www.nyc.gov/oer

EXISTING-CONDITIONS REPORT

To help community members and community-based organizations perform area-wide planning for revitalization of vacant and underutilized brownfield properties, OER produced a report in March 2016 on existing conditions and potential strategic development sites in Stapleton. The study area includes but is larger than the Bay Street Corridor. Brownfields are vacant or underutilized properties where environmental pollution has deterred investment and redevelopment. The report provides an overview of the study area's geologic and natural features, historical development patterns, zoning, land use, and infrastructure, as well as demographic and economic profiles, a summary of environmental conditions, and a preliminary evaluation of potential strategic properties. Read the report at www.nyc.gov/html/oer/html/resources/reports.shtml



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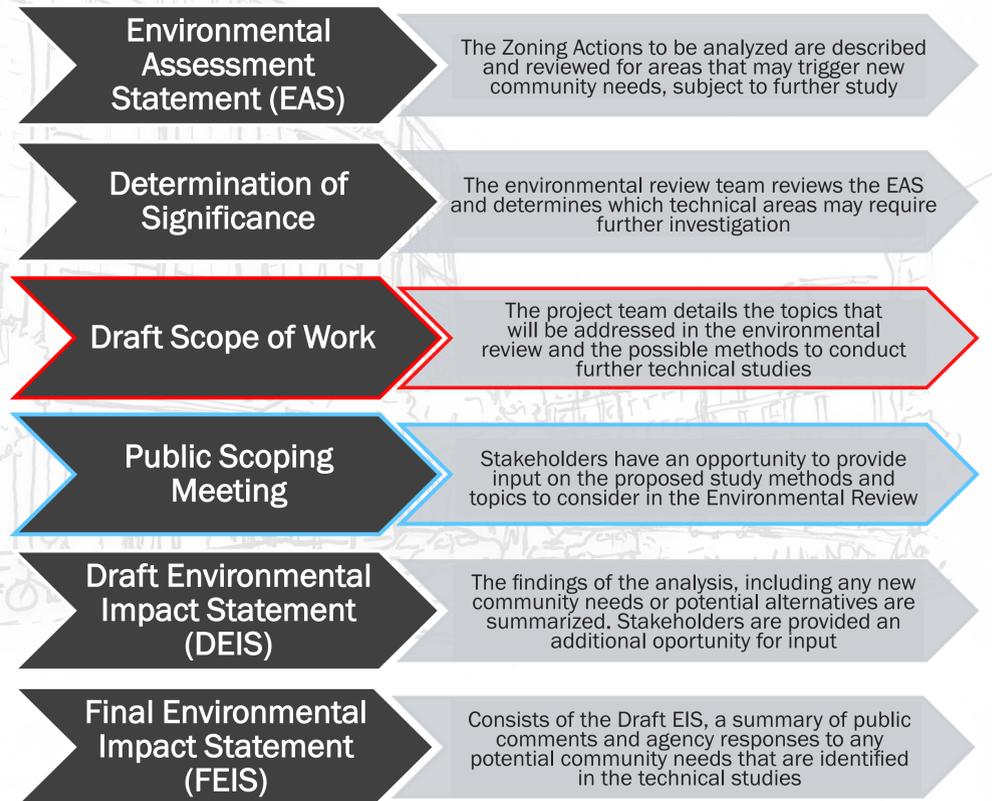
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ENVIRONMENTAL REVIEW

WHAT IS ENVIRONMENTAL REVIEW?

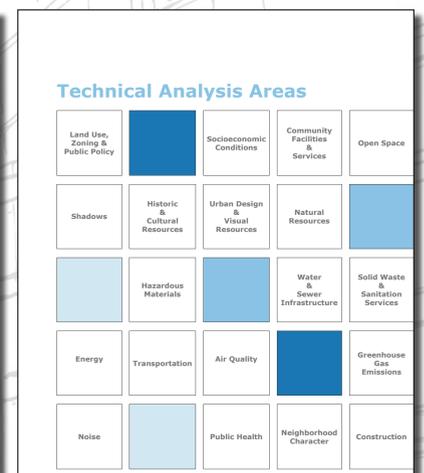
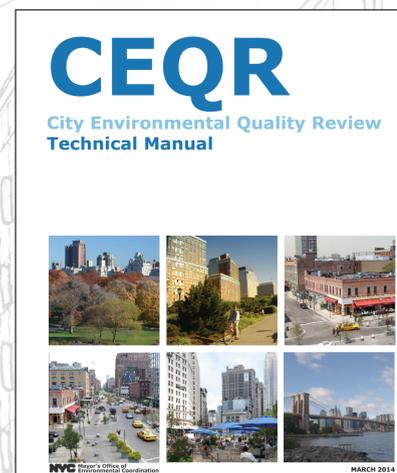
- Pursuant to state and local law, City Environmental Quality Review (CEQR) identifies any potential adverse environmental effects of proposed actions, assesses their significance, and proposes measures to eliminate or mitigate significant impacts.
- The analysis must disclose and analyze the potential environmental impacts of the Draft Land Use Proposal for further analysis as part of the Bay Street Corridor.
- Applicants are responsible for preparing the environmental analyses in accordance with methodologies set forth in the CEQR Technical Manual.
- Langan Engineering has been engaged as a third party to lead the environmental review on behalf of the Bay Street Corridor Team.

WHAT IS THE CEQR PROCESS? AND WHEN CAN I PROVIDE INPUT?



WHAT IS THE CEQR TECHNICAL MANUAL?

The CEQR Technical Manual summarizes CEQR procedures and provides guidance on the substantive areas of analysis customarily assessed in an environmental review. The CEQR Technical Manual is available online and outlines the technical areas that may be subject to detailed analysis.



WHAT TOPICS WILL BE SUBJECT TO ANALYSIS?

CEQR Technical Manual Chapters

Socio-economic Conditions	Historic and Cultural Resources	Water/Sewer Infrastructure	Air Quality	Neighborhood Character
Community Facilities and Services	Urban Design and Visual Resources	Solid Waste and Sanitation Services	Greenhouse Gas Emissions and Climate Change	Construction
Open Space	Natural Resources	Energy	Noise	Alternatives
Shadows	Hazardous Materials	Transportation	Public Health	



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