



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

Community Advisory Committee  
Kickoff Reception

December 15, 2008

Snug Harbor Cultural Center



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Project Sponsors



**New York City**

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# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Community Advisory Committee (CAC)

- Community Board 1
- Downtown Staten Island Council
- Mariners Harbor Civic Association
- North Shore Waterfront Conservancy
- Preservation League of Staten Island
- Project Hospitality
- SI American Institute of Architects (AIA)
- SI Building Industry Association (BIA)
- SI Chamber of Commerce
- SI Taxpayers Association
- St. George Civic Association
- Staten Island Economic Development Corporation
- West Brighton Local Development Corporation
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- Army Corps of Engineers
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- NYC Landmarks Preservation Commission
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- NY State Department of State
- NY State Department of Transportation
- Port Authority of New York & New Jersey
- Staten Island Economic Development Corporation

# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Project Team

- Parsons Brinckerhoff
  - Basile Baumann Prost Cole & Associates
    - *Market, Real Estate, and Economic Analysis*
  - D.I.R.T. Studio
    - *Urban Design and Waterfront*
  - Green Shield Ecology
    - *Ecology*
  - Historical Perspectives
    - *Cultural Resources*
  - Zetlin Strategic Communications
    - *Public Involvement*



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Study Goals

Provide a framework that can be used to guide future zoning, transportation, and development actions

# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Study Objectives

- Improve transportation connections
- Identify necessary public infrastructure improvements
- Support future reuse of North Shore ROW
- Create and retain jobs in the maritime industry

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## Study Objectives (cont'd)

- Protect environmentally sensitive areas
- Celebrate cultural resources
- Enhance historic residential and commercial neighborhoods
- Provide greater public access to current and future recreational and waterfront areas



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Study Area

- From Forest Avenue on the south to the North Shore shoreline on the north; and St. George Ferry terminal on the east to Arlington Marsh on the west
- Diverse mix of uses:
  - Historic commercial and residential neighborhoods
  - Maritime uses along the waterfront
  - Vital industrial uses

# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Study Area Map



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Subarea One: St. George



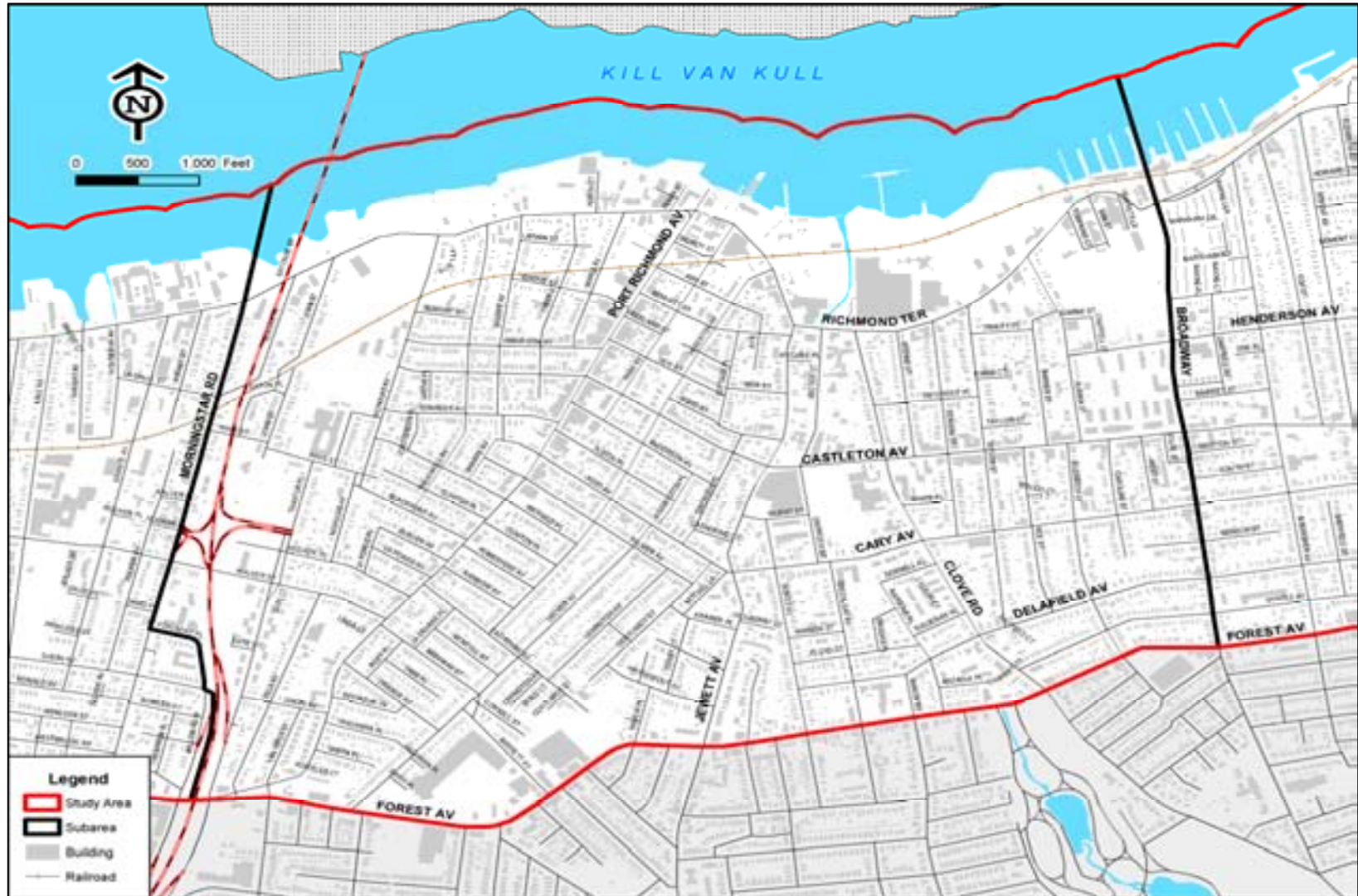
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## Subarea Two: New Brighton-Snug Harbor



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## Subarea Three: Port Richmond



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## Subarea Four: Elm Park-Mariners Harbor



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Issues

- Discontinuous land use patterns
- Disconnect between active waterfront and upland areas
- Significant growth in traffic congestion/delay
- Congested east-west transit linkages
- Some struggling retail corridors
- Fragmented open space network

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## Opportunities

- Relink the waterfront to the upland
  - Celebrate maritime activity
- Identify transit-supportive development
- Reuse of brownfields sites
- Enhance open space and pedestrian connections
- Build upon the extensive number of cultural and historic resources



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Study Assumptions

- Active transit mode on the North Shore
  - Staten Island Railroad
  - Light Rail (LRT)
  - Bus Rapid Transit (BRT)
- Each transit mode would generate a different level of development and related densities



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## North Shore Railroad ROW



# Transit Modes



- **Bus Rapid Transit (BRT)**
  - New York City Transit (MTA NYCT)



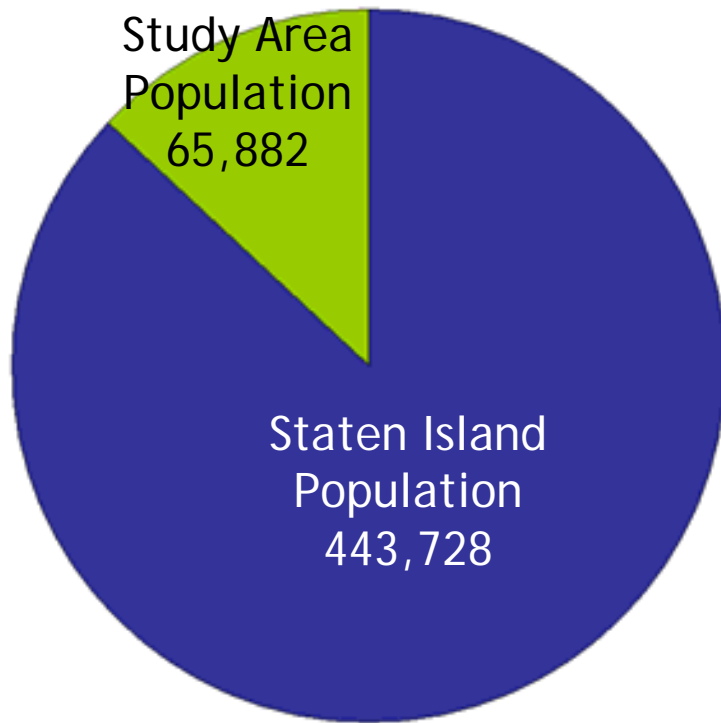
- **Heavy Rail**
  - Staten Island Railway (SIR)



- **Light Rail Transit (LRT)**
  - Hudson Bergen Light Rail (HBLRT)

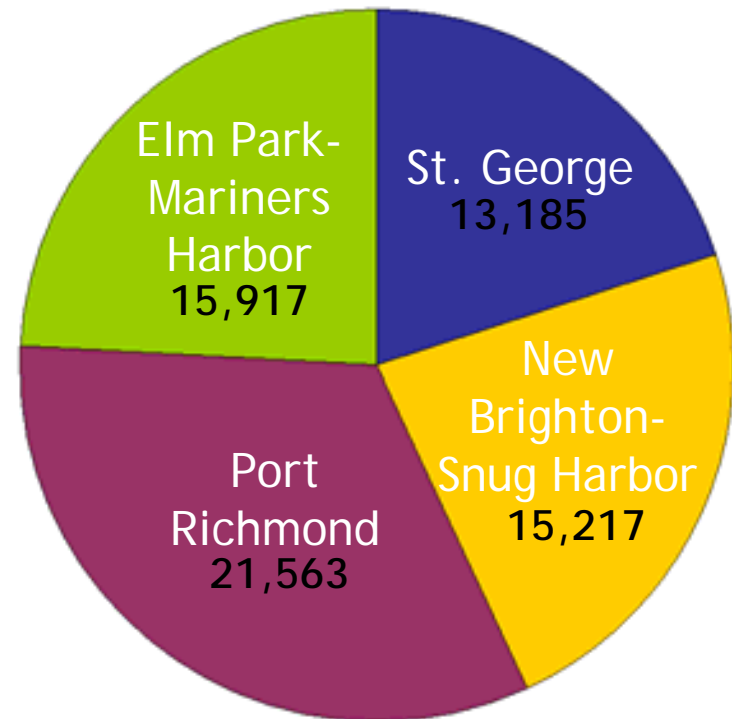
# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Population (2000)



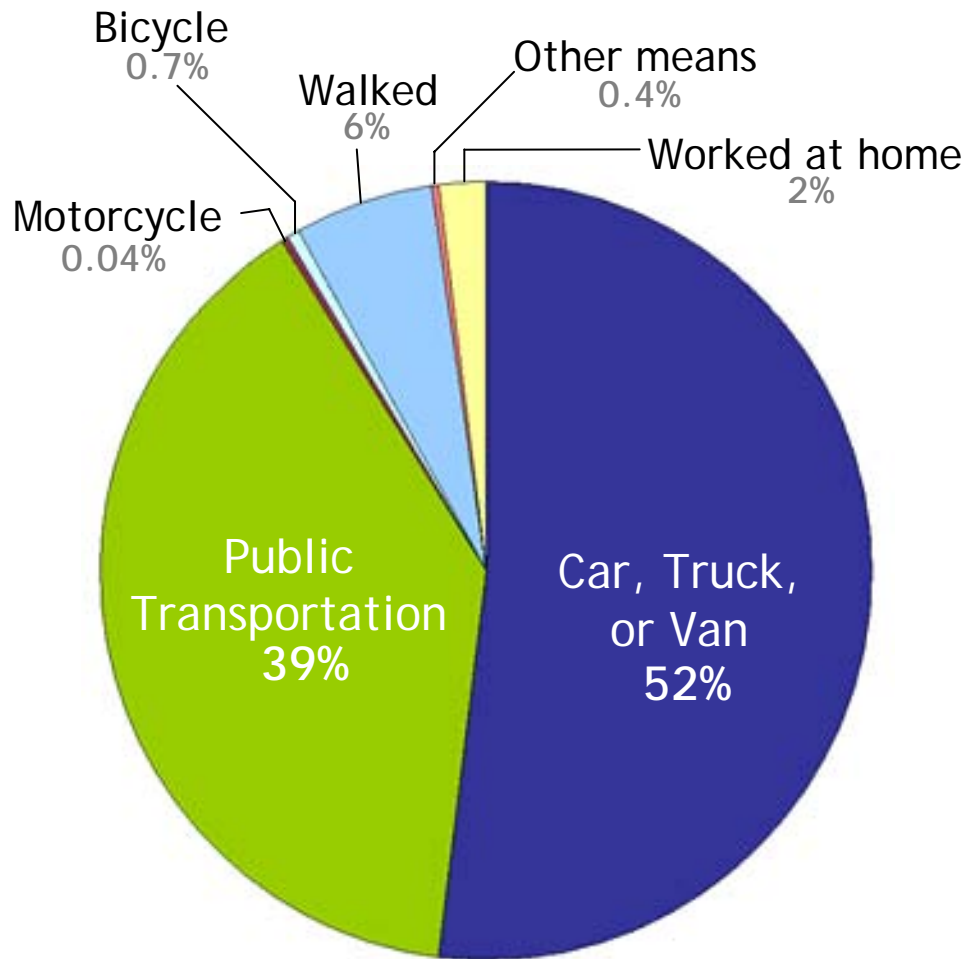
Study area population is 15% of Staten Island's total population

Elm Park-Mariners Harbor sub-area has grown 34% since 1990 and is the fastest growing subarea



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Means of Travel (2000)



Study Area Travel Mode Breakdown

- 20% of Staten Island and North Shore commuters spend 60-89 minutes commuting to work
- Majority of St. George subarea commuters use public transportation
  - 28% use the SI Ferry compared to 18% in New Brighton-Snug Harbor, 8% in Port Richmond, and 5% in Elm Park-Mariners Harbor

# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Land Use

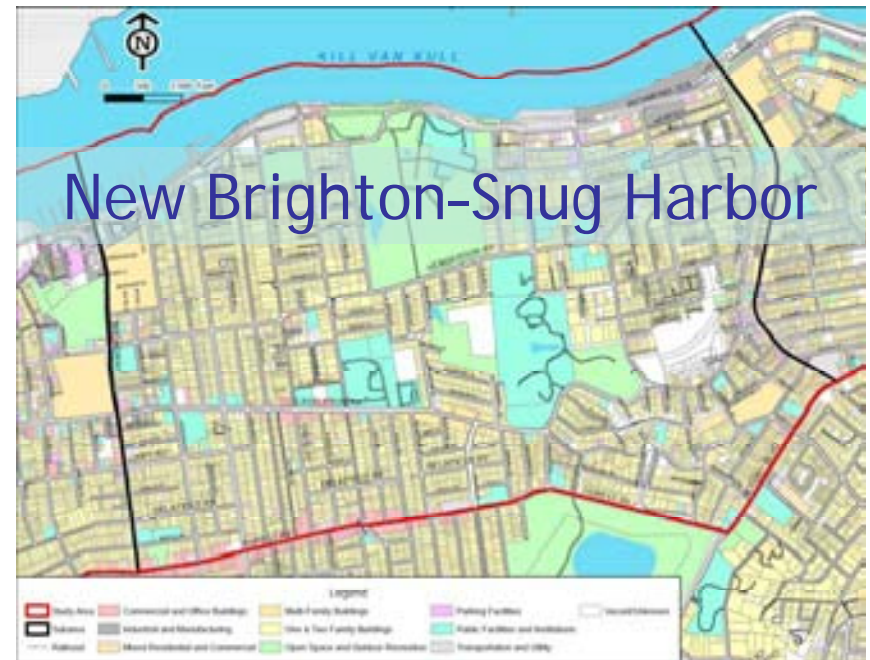
- Transit hub
- Civic center of Staten Island
- Downtown, mixed use, pedestrian-scale
- Unique topography provides for important viewsheds
- Open space surrounding ferry terminal and ballpark



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Land Use

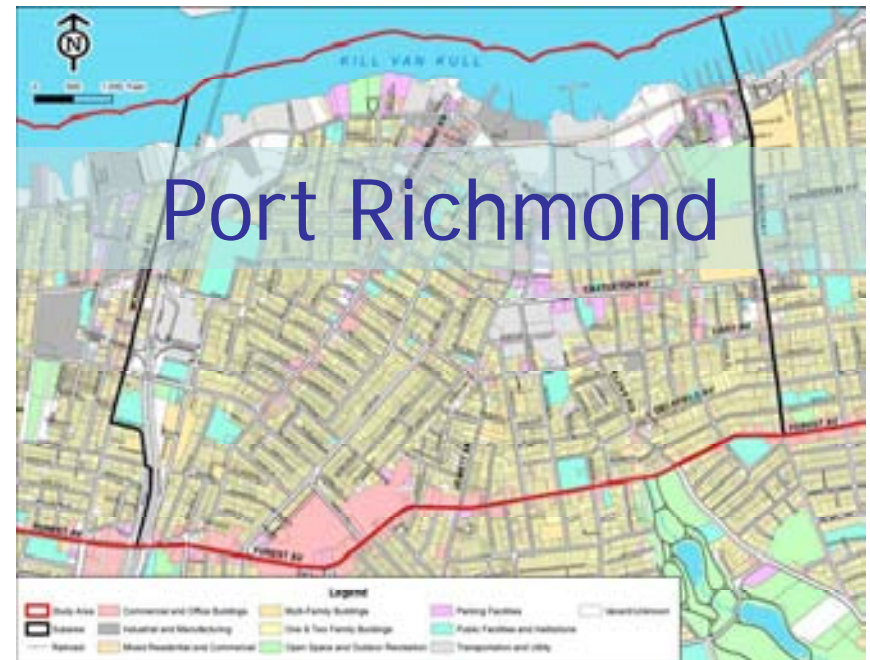
- Largely industrial shoreline
- Historic residential neighborhoods (Snug Harbor)
- Greenest subarea, although not all is accessible
- Strong commercial frontage along Forest Avenue
  - Castleton Avenue healthy commercial activity



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## Existing Conditions – Land Use

- Port Richmond Avenue and Forest Avenue commercial centers
- Greater diversity in land uses than other subareas
- Primarily industrial waterfront; industrial and manufacturing corridors
- Historic town square
- Bayonne Bridge connection





# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Land Use

- Fastest growing subarea
- Predominately residential
- Fewer commercial, open space, and industrial uses
- Active maritime uses along the waterfront
- Forest Avenue commercial corridor is primarily “big box”



# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Transportation

- Study area served by three scheduled transit modes
  - Bus, ferry, and St. George (only) with rail
- Ferry service runs 24 hours, peak hour service runs every 15-20 minutes, 50,000 riders per day
- Four primary east-west streets thru most of study area; each with a pair of local/limited bus routes
- Forest Avenue is the only east-west street the study area with express bus service

# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Urban Design/Viewsheds

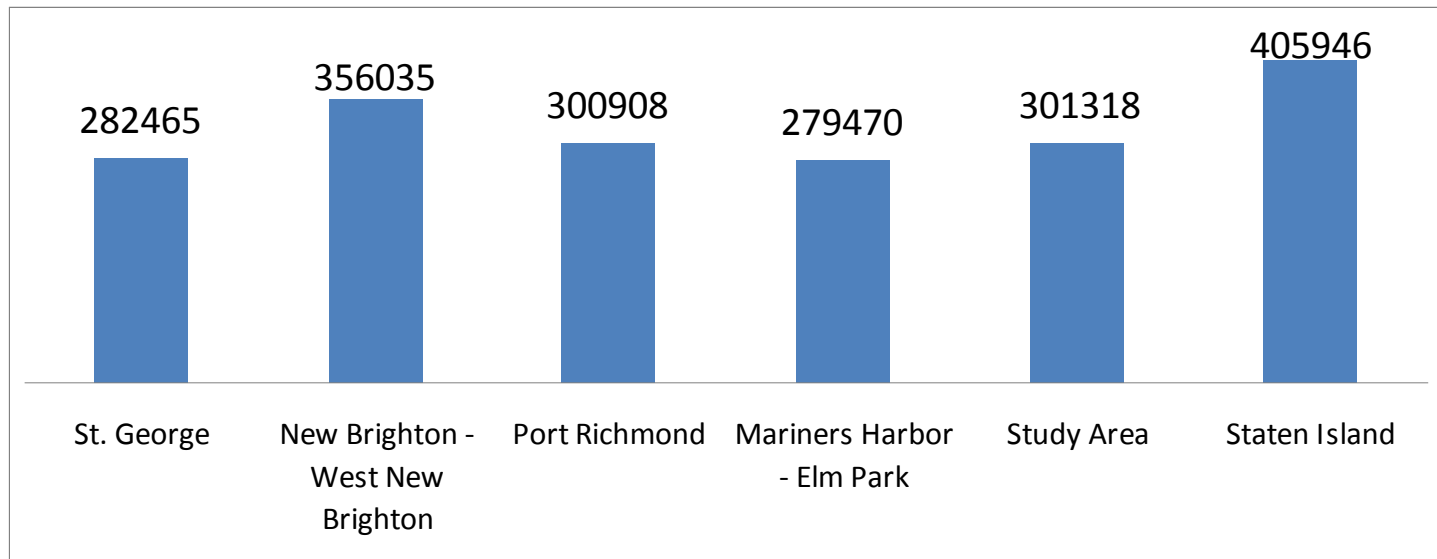
- East to west dispersion of historic, cultural, and open space amenities
  - Densely populated and historic St. George
  - Snug Harbor
  - Mostly residential neighborhoods to the west, New Brighton, Mariners Harbor, Elm Park
- Richmond Terrace as northern spine with important views and waterfront access

# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Market Analysis / Housing

- Construction of townhomes in many of the subareas has been a trend of the last decade
- Largest mix of housing types is located in St. George

### Median Home Values (2008)

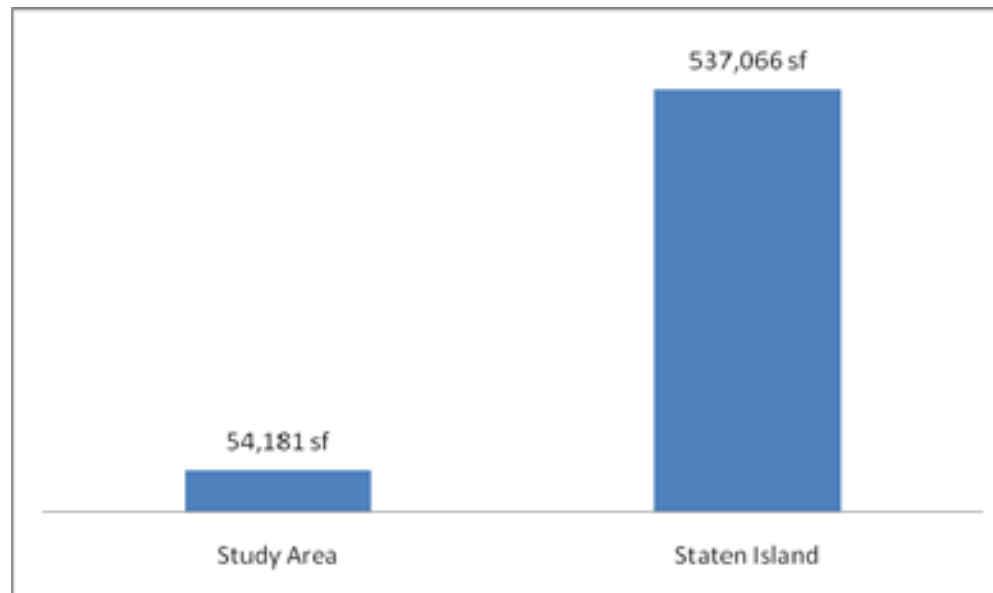


# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions – Market Analysis / Office

- Lower vacancy rates for office space in study area compared to Staten Island
  - 6% on the North Shore study area and 13% in Staten Island

### Vacant Square Footage - Office

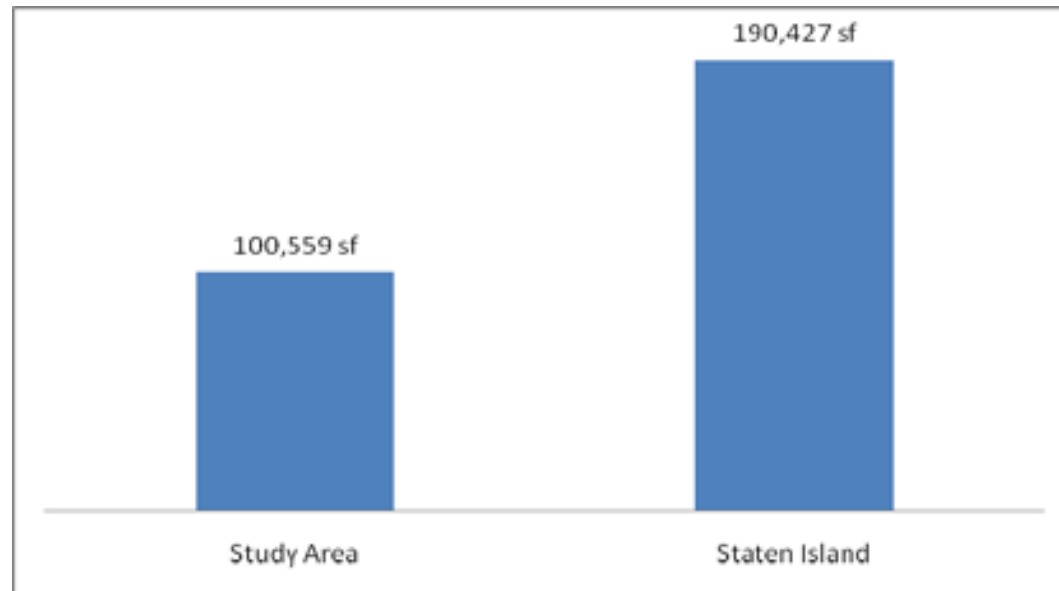


# NORTH SHORE LAND USE AND TRANSPORTATION STUDY

## Existing Conditions - Market Analysis / Industrial

- 55% of Staten Island industrial space is located in the study area (building square feet)
  - Industrial vacancy rates are 6% in the study area and 4% in Staten Island

### Vacant Square Footage - Industrial



## Next Steps

- Market Analysis - Winter 2009
- 10-Year Baseline Scenario (forecast) - Winter 2009
- Alternative Development Scenarios - Spring 2009
- Public Open House - Winter 2009
- 9-Month Study