ACKNOWLEDGMENT

This report was made possible through funding provided by the NYC Mayor’s Office of Environmental Remediation (OER). The office offers Community Brownfield Planning Grants to community-based organizations in New York City to help them advance environmental cleanup and community-supported redevelopment in their neighborhoods. The Staten Island Economic Development Corporation (SIEDC) received a $25,000 grant from OER in December, 2019 to conduct this Place-Based Community Brownfield Planning Report.

The grant received by SIEDC was used to carry out the scope of work associated with this report and secure a consulting firm to assist in the report’s production. The consulting firm selected, Greener by Design, provided crucial environmental research and place analysis for the SIEDC compiled in this report. The consulting firm was also essential in forming the recommendations presented later in this report by the SIEDC.
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PROJECT BACKGROUND
1.1. EXECUTIVE SUMMARY

The purpose of this study is to (1) identify potential brownfields and contamination issues in Greater St. George, (2) study the impacts and opportunities posed by recent initiatives in the area and, (3) through an analysis of the area’s demographic, economic and land use profile, propose a contextual master plan for Greater St. George, utilizing the Brownfield Opportunity Area program as the basis for environmental remediation and development.

The Greater St. George area of Staten Island is an urban neighborhood rich with character and skyline views. The area’s population is a diverse mix of races and income but has suffered throughout the years from the economic decline of industry and lack of investment. Greater St. George is the hub of Staten Island and contains downtown St. George, significant government and transportation assets, the Bay Street commercial corridor in Tompkinsville and Stapleton, and the emerging commercial centers of Clifton and Rosebank.

Historically, Greater St. George has suffered, as has much of the rest of the borough, from a lack of master planning and neighborhood connectivity. However, recent planning studies such as the Bay Street Corridor Neighborhood Plan by the NYC Department of City Planning (NYC DCP) and North Shore 2030: Improving and Reconnecting the North Shore’s Unique and Historic Assets, by the NYC Economic Development Corporation and the NYC DCP have helped provide Staten Island the master planning it needs.
The aftermath of Hurricane Sandy left the Greater St. George area, including Stapleton, Clifton, Tompkinsville, Rosebank and St. George, with contaminated tracts of land with stalled development, abandoned buildings, and a blighted waterfront once ripe with industry. In this report the Staten Island Economic Development Corporation (SIEDC) proposes pre-development work and community brownfield planning in the St. George, Tompkinsville, Stapleton and Clifton neighborhoods on the North Shore of Staten Island. This work serves as both an updated version of the 2016 Existing Conditions report for Stapleton produced by New York City Office of Environmental Remediation (NYCOER) as well as an expanded view of the surrounding area by including three additional neighborhoods.

As a result of the Bay Street Corridor Neighborhood Plan, New York City has agreed to invest $31.2 million in transit and open space upgrades. In addition, the New York City Economic Development Corporation (NYCEDC) announced a $120 million project to construct a 12-acre publicly accessible space along the Stapleton waterfront, investing funding to improve the shoreline in Tompkinsville and establish continuous public waterfront access from the ferry terminal to Edgewater Plaza.

The Bay Street Corridor Plan makes higher-density development to improve downtown housing, commercial revitalization and align infrastructure investment the primary focus through strategic upzoning and neighborhood planning. The rezoning brings with it $100 million of funding dedicated to the creation of public space, housing, waterfront access, education, economic development, transportation and infrastructure. Additionally, it has generated over $1 billion in both public and private investments through the construction of projects in the corridor’s immediate area.
The area is undergoing a $1 billion redevelopment thanks to public and private investment in major capital projects. This includes the Empire Outlets and Lighthouse Point along the St. George waterfront, and the residential and mixed-use development at Urby in Stapleton. Additionally, Downtown Staten Island was awarded with $10 million in the funding through New York State Governor Cuomo’s Downtown Revitalization Initiative to support the revitalization efforts in the area. These efforts have paved the way for a renaissance on the North Shore.

The remediation and development of the potential brownfield sites in this study is strategic in supporting the reinvigoration of the Greater St. George area. This study area focuses on the area between the Staten Island Ferry Terminal in the north (Historic St. George) to Buono Beach in the south (Rosebank). This area includes the 1.3-mile Bay Street Corridor, The Downtown Revitalization Initiative boundaries, and the Stapleton waterfront, including critically important waterfront properties.

The common themes presented in this report include site contamination issues, access to open space and waterfront access, access to transit and walkability, healthy housing development, flood hazard and flood risk. These themes are relevant to the area, to recent initiatives in the area, and inform the forthcoming recommendations.

Recent initiatives by city and state agencies in Staten Island, to be presented in greater detail later in this report, have each centered around the key issues of transportation, housing, waterfront and open space access, activation and connectivity, neighborhood revitalization and environmental risk. The following graphic analyzes the impact of each plan’s aspects on these issues as well as the neighborhoods that these initiatives affect.
The following graphic presents a brief analysis of the recent initiatives in the Greater St. George area, the neighborhoods they serve and the areas of planning they address.

### DOWNTOWN REVITALIZATION INITIATIVE
**ST. GEORGE, TOMPKINSVILLE, STAPLETON, CLIFTON, ROSEBANK**

<table>
<thead>
<tr>
<th>Transportation</th>
<th>Housing</th>
<th>Parks &amp; Open Space</th>
<th>Environment Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkability</td>
<td>Increased housing density</td>
<td>Access to parks &amp; open space</td>
<td>Land contamination</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Housing development</td>
<td></td>
<td>Vacant &amp; abandoned land</td>
</tr>
<tr>
<td>Access to transportation</td>
<td>Increased housing stock</td>
<td>Waterfront connectivity</td>
<td>Flood hazard &amp; flood risk</td>
</tr>
<tr>
<td>New transit options</td>
<td></td>
<td></td>
<td>Environmental risk</td>
</tr>
<tr>
<td>WATERFRONT</td>
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<tr>
<td>ACCESS TO THE WATERFRONT</td>
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<tr>
<td>WATERFRONT CONNECTIVITY</td>
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<td>FLOOD HAZARD &amp; FLOOD RISK</td>
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<td>ENVIRONMENTAL RISK</td>
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<tr>
<td>NEIGHBORHOOD REVITALIZATION</td>
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<td>VACANT &amp; ABANDONED LAND</td>
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<tr>
<td>COMMUNITY PROJECTS</td>
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<td>FLOOD HAZARD &amp; FLOOD RISK</td>
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<tr>
<td>BEAUTIFICATION</td>
<td></td>
<td></td>
<td>ENVIRONMENTAL RISK</td>
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</table>

### $1 BILLION INVESTED IN COMMUNITY PROJECTS
**ST. GEORGE, TOMPKINSVILLE, STAPLETON, CLIFTON, ROSEBANK**

<table>
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### STAPLETON EXISTING CONDITIONS STUDY
**ST. GEORGE, TOMPKINSVILLE, STAPLETON, CLIFTON, ROSEBANK**

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</table>
The Greater St. George Brownfield Planning report and potential Brownfield Opportunity Area (BOA) would be the most comprehensive study to date by addressing both the entirety of Greater St. George and the most prominent issues of the area.
1.2. PROPOSED PLANNING AREA
The proposed planning presented in this report is focused on the Greater St. George area of Staten Island. The 2.36 square mile area sits on the eastern end of Staten Island's North Shore. Greater St. George includes the neighborhoods of St. George, Tompkinsville, Stapleton, Clifton and Rosebank.

This area was chosen for a number of reasons. First, the planning area is extremely significant to Staten Island as a whole, encompassing Staten Island's downtown, the major commercial corridor of Bay Street, significant transit, civic, and cultural assets explored in this report. The area has a high level of vacant and potentially contaminated sites identified through area research and field study. Lastly, this area is one of the most diverse on Staten Island and has a high number of residents living below the poverty line. The recommendations in this report seek to address the high level of vacant and potentially contaminated land and leverage this development to support the socio-economic health of the area and Staten Island.
SITES UNDER REVIEW

The sites identified in this report have been selected based on environmental research in Greater St. George and field study into vacant and abandoned locations, especially those with previous industrial uses and sites with past and future flood risk.
1.3. SITES UNDER REVIEW

LIST OF SITES

1. 365 Bay St.
2. 475 Bay St.
3. 15 Prospect St.
4. 366 Front Street
5. 1 Water St.
6. Water St.
7. Bay St. Site
8. Van Duzer Triangle
9. 66 Swan St.
10. Paramount Theater
11. 61 Thompson St.
12. 77 Thompson St.
13. 25 Broad St.
14. Canal Street A
15. Canal Street B
16. Bayley Seton 1
17. Bayley Seton 2
18. Bayley Seton 3
19. Bayley Seton 4
20. Tompkins Ave.
21. NYPD Site
22. 1 Edgewater Plaza
23. 191 Edgewater St.
24. 181 Edgewater St.
25. 145 Edgewater St.
26. 125 Edgewater St.
27. 25 Willow Ave.
28. 40 Greenfield Ave.
29. Planned Greenway
1.4. DEMOGRAPHIC & ECONOMIC ANALYSIS

The demographic and economic analysis in this report presents the most relevant, recent, and credible sources of information reported in the Greater St. George area at the time this report was drafted. The following sources have been used for this analysis:

**American Community Survey, (ACS) 2018**
Data from the American Community Surveys of 2018 were used for demographic information and spatial mapping for the levels of poverty and education in Greater St. George.

**Statistic Atlas, 2018**
Statistic Atlas provided data in this report on the individual neighborhoods that make up Greater St. George, including total population, median household income, and ethnic background information.

**Social Explorer, 2018**
Social Explorer was used as a reference for the housing profile of Greater St. George including data for the median year structures were built.
The total population of Greater St. George is 41,345, equal to the populations of St. George (12,113), Tompkinsville (2,737), Clifton (2,816), Stapleton (11,499), and Rosebank (12,180). Greater St. George is one of the most diverse areas on Staten Island. As of 2018, its residents are 34% White, 26% Black, 28% Hispanic and 13% Asian. The age of the population of Greater St. George is made up of primarily those ages 34 to 64, followed by children and teenagers, and young adults.

**Demographic Analysis**

<table>
<thead>
<tr>
<th>Total Population</th>
<th>Greater St. George</th>
<th>Staten Island: 476,143</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>41,345</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Median Household Income**

<table>
<thead>
<tr>
<th>Median Household Income</th>
<th>Greater St. George</th>
<th>Staten Island: $74,000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$61,489</strong></td>
<td></td>
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<tr>
<th>Median Household Income</th>
<th>NYC: $60,762</th>
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</thead>
</table>

**Demographic Analysis**

<table>
<thead>
<tr>
<th>Racial Diversity</th>
<th>Greater St. George</th>
<th>Staten Island</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Black</strong></td>
<td>14%</td>
<td>31%</td>
<td>25%</td>
</tr>
<tr>
<td><strong>White</strong></td>
<td>29%</td>
<td>63%</td>
<td>43%</td>
</tr>
<tr>
<td><strong>Hispanic</strong></td>
<td>10%</td>
<td>10%</td>
<td>24%</td>
</tr>
<tr>
<td><strong>Asian</strong></td>
<td>11%</td>
<td>17%</td>
<td>43%</td>
</tr>
</tbody>
</table>

**Age Distribution**

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Greater St. George</th>
<th>Staten Island</th>
<th>NYC</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-16</td>
<td>11%</td>
<td>26%</td>
<td>23%</td>
</tr>
<tr>
<td>18-34</td>
<td>40%</td>
<td>17%</td>
<td>11%</td>
</tr>
<tr>
<td>34-65</td>
<td>26%</td>
<td>10%</td>
<td>24%</td>
</tr>
<tr>
<td>65 &amp; over</td>
<td>11%</td>
<td>10%</td>
<td>24%</td>
</tr>
</tbody>
</table>

DATA SOURCE: STATISTIC ATLAS, 2018
Greater St. George has a high concentration of residents whose highest education level is high school.

\[ \text{SOURCE: AMERICAN COMMUNITY SURVEY (ACS) 2018} \]

Greater St. George also has a high concentration of residents whose income in 2018 was below the poverty line.

\[ \text{SOURCE: AMERICAN COMMUNITY SURVEY (ACS) 2018} \]

Housing development in Greater St. George has been stagnant with the most recent structure being built before 1960.

\[ \text{SOURCE: ACS 2018, SOCIAL EXPLORER 2020} \]
The Greater St. George area suffered from significant flooding during Super Storm Sandy. The area’s waterfront is prone to significant flooding in the future as it is positioned within a flood zone.

Poverty rates in Greater St. George are some of the highest on the island, and levels of educational attainment in the area are some of the lowest in Staten Island.

Environmental pollution, industrial changes and lack of investment have contributed to the vast amount of vacant land in the area especially on the waterfront where it once thrived through a large maritime industry.

Recent initiatives have focused on the Greater St. George Area as a high-need and high-opportunity area. The Bay Street Rezoning and the Downtown Revitalization Initiative both focus on neighborhoods within the Greater St. George Area to support higher density and community-focused development.

Staten Island’s North Shore contains eight Federal Opportunity Zones, four of which are located in the Greater St. George Area. These zones are low-income census tracts that provide tax incentives to those that invest in projects that benefit these communities.

Greater St. George is an area well-served by transportation through buses and connectivity to the Staten Island Railway (SIR) and Staten Island Ferry.

The Greater St. George area abuts a straight that forms the gateway to the New York Harbor. However, this waterfront is largely disconnected from the area’s residents. This proposal recommends strategies to increase waterfront access for the Greater St. George area.

Environmental pollution, industrial changes and lack of investment have contributed to the vast amount of vacant land in the area especially on the waterfront where it once thrived through a large maritime industry.

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The Greater St. George area suffered from significant flooding during Super Storm Sandy. The area’s waterfront is prone to significant flooding in the future as it is positioned within a flood zone.
1.5. POTENTIAL BROWNFIELD & CONTAMINATION ISSUES

Brownfields are sites whose potential contamination, pollution, or hazardous waste make the site’s future redevelopment potential more complicated. Generally, brownfields largely exist due to historical land development practices where land filling in the industrial context especially, occurred with little to no knowledge of the type of materials being used to fill the land. These practices predate zoning and official environmental regulations.

Within the study area, a number of properties have been identified as actual or potential brownfields. The level of contamination or perceived contamination is based upon current or former uses and varies from minor leaks from underground storage tanks (UST), to serious contamination resulting from chemical or oil spills or from former manufacturing activities. In some cases, remediation and site rehabilitation have taken place or are currently in progress. Other sites have no cleanup efforts currently underway.

There are currently no EPA designated oversight projects under the “Superfund” program within the study area, although the former Wrigley Gum Building was originally listed as a Superfund project. All remediation falls within the jurisdiction of the New York State Department of Environmental Protection (NYSDEP) and the New York City Department of Environmental Conservation (NYCDEC).

The data for this research is provided by the New York State Spill Incidents Database, the New York City Vacant Property Database, the New York City E-Designation, and the New York State Bulk Storage Program. The following is a brief outline of the sites identified as the focus of this study area and the status of any site remediation efforts to the extent that they can be ascertained. Various smaller sites located on “punch-through” streets between Front Street and Bay Street consist of multiple small light industrial sites that have not been aggregated for evaluation. Several of these sites show evidence of current or former uses that may result in an obligation to remediate on-site contamination.
SITE EVALUATION

- **29** sites under review
- **57%** of sites are vacant
- **2** sites under remediation
- **14%** of sites are abandoned land
- **4** sites remediated*
- **79%** in high or moderate flood zones
- **11** sites potentially contaminated

*including one Superfund site*
### SUMMARY OF PROPERTY EVALUATIONS

<table>
<thead>
<tr>
<th>#</th>
<th>Property</th>
<th>Flood Hazard</th>
<th>Zoning</th>
<th>Current Use</th>
<th>Contamination</th>
<th>Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>165 Bay St. ★</td>
<td>Low</td>
<td>C2-3</td>
<td>Vacant Office Building</td>
<td>None Noted</td>
<td>Extended Walking Distance SIRT (Tompkinsville Station)</td>
</tr>
<tr>
<td>2</td>
<td>475 Bay St. ★</td>
<td>Moderate</td>
<td>R-6</td>
<td>Vacant Lot/vehicle equipment storage</td>
<td>None Noted</td>
<td>Extended Walking Distance SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>3</td>
<td>Prospect St. ★</td>
<td>Moderate</td>
<td>C4-2</td>
<td>Vacant Lot</td>
<td>None Noted</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>4</td>
<td>Front St. Industrial Properties ★</td>
<td>Moderate</td>
<td>C2-3</td>
<td>Light Industrial</td>
<td>Various</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>5</td>
<td>1 Water St. ★</td>
<td>High</td>
<td>C4-2A</td>
<td>Vacant (U.S. Federal Property)</td>
<td>UST Remediating</td>
<td>Located at SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>6</td>
<td>Water St. Sites ●</td>
<td>Moderate</td>
<td>C4-2</td>
<td>Light Industrial/ Auto Repair</td>
<td>Potential/None Noted</td>
<td>Located at SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>7</td>
<td>Bay St. Sites ●</td>
<td>Moderate</td>
<td>C2-2/C4-2</td>
<td>Light Industrial</td>
<td>Potential/None Noted</td>
<td>Located at SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>8</td>
<td>Van Duzer Triangle ●</td>
<td>Low</td>
<td>C2-3</td>
<td>Vacant Lot/ Vehicle-equipment storage</td>
<td>Potential/None Noted</td>
<td>Extended Walking Distance SIRT (Tompkinsville Station)</td>
</tr>
<tr>
<td>9</td>
<td>68 Swan St. ★</td>
<td>None</td>
<td>R6/B/C2-3</td>
<td>NYC Department of Sanitation Vacant Blog / Storage Lot</td>
<td>Potential/None Noted</td>
<td>Extended Walking Distance SIRT (Tompkinsville Station)</td>
</tr>
<tr>
<td>10</td>
<td>Paramount Theatre ●</td>
<td>Moderate</td>
<td>C4-2</td>
<td>Vacant Theatre</td>
<td>None Noted</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>11</td>
<td>61 Thompson St.</td>
<td>None</td>
<td>C4-2</td>
<td>Vacant Lot</td>
<td>None Noted</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>12</td>
<td>77 Thompson St.</td>
<td>None</td>
<td>C4-2</td>
<td>Vacant Lot</td>
<td>None Noted</td>
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</tr>
<tr>
<td>13</td>
<td>25 Broad St.</td>
<td>None</td>
<td>R4/C2-2</td>
<td>Vacant Lot</td>
<td>None Noted</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
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<tr>
<td>14</td>
<td>Canal St. A</td>
<td>None</td>
<td>R6/B/C2-3</td>
<td>Vacant Lots</td>
<td>None Noted</td>
<td>Extended Walking Distance SIRT (Stapleton Station)</td>
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<tr>
<td>15</td>
<td>Canal St. B</td>
<td>None</td>
<td>R6/B/C2-3</td>
<td>Vacant Lots</td>
<td>None Noted</td>
<td>Extended Walking Distance SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>16</td>
<td>Bayley Seton Hospital ●</td>
<td>None</td>
<td>R3-2</td>
<td>Abandoned Hospital</td>
<td>Remediated</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
</tr>
<tr>
<td>17</td>
<td>Tompkins Ave.</td>
<td>None</td>
<td>R3-2/C1-1</td>
<td>Vacant Lot</td>
<td>None Noted</td>
<td>Extended Walking Distance SIRT (Clifton Station)</td>
</tr>
<tr>
<td>18</td>
<td>NVPD</td>
<td>None</td>
<td>R3-2</td>
<td>Vacant Lot</td>
<td>None Noted</td>
<td>Extended Walking Distance SIRT (Clifton Station)</td>
</tr>
<tr>
<td>19</td>
<td>Edgewater Plaza ★</td>
<td>High</td>
<td>M2-1</td>
<td>6-story commercial building</td>
<td>Under Remediation</td>
<td>Within Walking Distance of SIRT (Clifton Station)</td>
</tr>
<tr>
<td>20</td>
<td>191 Edgewater St.</td>
<td>High</td>
<td>M3-1</td>
<td>Abandoned Building</td>
<td>Potential/None Noted</td>
<td>1/2 mile distance from SIRT (Clifton Station)</td>
</tr>
<tr>
<td>21</td>
<td>181 Edgewater St. ★</td>
<td>High</td>
<td>M2-1/R-6</td>
<td>Abandoned Building</td>
<td>Potential/None Noted</td>
<td>1/2 mile distance from SIRT (Clifton Station)</td>
</tr>
<tr>
<td>22</td>
<td>145 Edgewater St. ★</td>
<td>High</td>
<td>M2-1</td>
<td>Abandoned Building/Wharf</td>
<td>Potential/None Noted</td>
<td>1/2 mile distance from SIRT (Clifton Station)</td>
</tr>
<tr>
<td>23</td>
<td>125 Edgewater St. ★</td>
<td>High</td>
<td>R6/C2-2</td>
<td>Vacant Lot</td>
<td>Potential/None Noted</td>
<td>1/2 mile distance from SIRT (Clifton Station)</td>
</tr>
<tr>
<td>24</td>
<td>25 Willow Ave. ●</td>
<td>Moderate</td>
<td>M3-1</td>
<td>Vacant Lot/Vehicle &amp; Equipment Storage</td>
<td>Superfund Site Under Remediation</td>
<td>Extended Walking Distance SIRT (Clifton Station)</td>
</tr>
<tr>
<td>25</td>
<td>40 Greenfield Ave.</td>
<td>Low</td>
<td>M3-1</td>
<td>Equipment Storage/Lumber Yard</td>
<td>Potential/None Noted</td>
<td>Extended Walking Distance SIRT (Clifton Station)</td>
</tr>
<tr>
<td>26</td>
<td>Planned Greenway ★</td>
<td>High</td>
<td>C4-2A</td>
<td>Construction Storage/Light Industrial</td>
<td>Potential/None Noted</td>
<td>Within Walking Distance of SIRT (Stapleton Station)</td>
</tr>
</tbody>
</table>

- ★ Located within the Bay Street Corridor Special District
- ● Located within the Stapleton Waterfront District
- ▲ Located within the Waterfront Revitalization Zone
- ■ E-Designation site
INDIVIDUAL SITE EVALUATIONS

The following section reports the evaluations for each of the 29 properties individually. This evaluation includes the property address, block and lot designation, zoning, including special zoning designations, current use, flood hazard and transportation access analysis.
365 Bay St.

There is no record of any remediation on this site on file. It is currently a vacant three-story commercial building.

Block: 488 Lot: 71
Zoning: C2-3
Flood Hazard: Low
Transportation: Extended walking distance from Tompkinsville Rail Station
Other: Within the Bay Street Corridor Special District

475 Bay St.

While there is no record of remediation at this site, there are potential contamination issues based on the past uses of the site. The site is currently vacant and is used for vehicle storage.

Block: 488 Lot: 9
Zoning: R-6
Flood Hazard: Moderate
Transportation: Extended walking distance from Stapleton Rail Station
Other: Located within the Bay Street Corridor Special District
15 PROSPECT ST.
There are no records of remediation on this site. It is currently used as an auto repair facility.

Block: 490 Lot:45
Zoning: C4-2A
Flood Hazard: Moderate
Transportation: Within walking distance of the Stapleton Rail Station
Other: Located within the Stapleton Waterfront District

Front St. Industrial Properties
The site history of these various properties contains a host of information. Many of the sites located in this area were former manufacturing or repair shops that lend themselves to light contaminants such as petrochemicals and/or underground storage tanks (UST). Generally, the sites located in this area can be cleaned up at a low to moderate cost and can take advantage of several incentive programs that are identified in this report. The site’s remediation history is varied. It is currently used for light industry.

Various Block/Lots
Zoning: C2-3
Flood Hazard: Moderate
Transportation: Within walking distance of the Stapleton Rail Station
Other: Located within the Bay Street Corridor Special District
None of these lots appear in the New York State Department of Environmental Protection, New York Department of Environmental Conservation, of Government Environmental databases. There are no records of remediation on these sites. The sites are currently used for light industrial and are potentially contaminated.

**1 WATER ST.**

This site is currently vacant. There is record of an Underground Storage Tank (UST) being removed from the site.

- **Block:** 492
- **Lot:** 31
- **Zoning:** C4-2A
- **Flood Hazard:** High
- **Transportation:** Located at the Stapleton Rail Station
- **Other:** Located within the Stapleton Waterfront District

**WATER ST.**

This site is currently a used car storage lot. There are no records of remediation.

- **Block:** 493
- **Lot:** 12
- **Zoning:** C4-2
- **Flood Hazard:** Moderate
- **Transportation:** Located at the Stapleton Rail Station
- **Other:** Located within a waterfront revitalization zone

**BAY ST. SITES**

None of these lots appear in the New York State Department of Environmental Protection, New York Department of Environmental Conservation, of Government Environmental databases. There are no records of remediation on these sites. The sites are currently used for light industrial and are potentially contaminated.

- **Block:** 496
- **Lots:** 40, 49 & 50
- **Zoning:** C2-2/ C4-2
- **Flood Hazard:** Moderate
- **Transportation:** Located at the Stapleton Rail Station
- **Other:** Located within the Waterfront Revitalization Zone.
66 Swan Street is a former Department of Sanitation facility and storage yard. It currently has an abandoned building on site. It is potentially contaminated based on its prior uses.

Block: 504 Lot: 49
Zoning: R6-B/ C2-3
Flood Hazard: None
Transportation: Extended walking distance from Tompkinsville station
Other: Located within the Bay Street Corridor Special District

Van Duzer Triangle is currently used for vehicle storage. It has potential environmental issues based on its current use.

Block: 502 Lot: 34
Zoning: C2-3
Flood Hazard: Low
Transportation: Extended walking distance from Tompkinsville Rail station
Other: Located within the Bay Street Corridor Special District
61 THOMPSON ST.
61 Thompson St. is a vacant lot with no remediation records on file.

Block: 524 Lot: 40
Zoning: C4-2
Flood Hazard: None
Transportation: Within walking distance of Stapleton Rail Station

77 THOMPSON ST.
77 Thompson Street is a vacant lot with no remediation records on file.

Block: 524 Lot: 60
Zoning: C4-2
Flood Hazard: None
Transportation: Within walking distance of Stapleton Rail Station

25 BROAD ST.
25 Broad Street is a vacant lot with no remediation records on file.

Block: 525 Lot: 37
Zoning: R4/C2-2
Flood Hazard: None
Transportation: Within walking distance of Stapleton Rail Station

PARAMOUNT THEATRE
Paramount Theatre has been closed and abandoned for a decade. There are no records of remediation on file.

Block: 513 Lot: 5
Zoning: C4-2
Flood Hazard: Moderate
Transportation: Within walking distance of Stapleton Rail Station
CANAL ST. SITES
These lots are currently vacant with no remediation history on file.
Block: 527 Lots: 49, 50, 52 & 65
Zoning: R6B/C2-3
Flood Hazard: None
Transportation: Extended walking distance of Stapleton Rail Station

BAYLEY SETON HOSPITAL
This site consists of four separate tax lots. It was formerly the Bayley Seton Hospital. There was a New York State Open Spill No. 95113 closed on 5/15/2013. A No Further Action Letter with Monitoring issued.
Block: 534 Lot: 1, 25, 40 & 150
Zoning: R3-2
Flood Hazard: None
Transportation: Within walking distance of Clifton Rail station.
**TOMPKINS AVENUE**

These lots are currently vacant with no remediation history on file.

- **Block:** 534
- **Lot:** 84
- **Zoning:** R3-2/C2-1
- **Flood Hazard:** None
- **Transportation:** Extended walking distance of Clifton Rail Station

**NYPD SITE**

This lot is currently vacant with no remediation history on file.

- **Block:** 556
- **Lot:** 100
- **Zoning:** R3-2
- **Flood Hazard:** None
- **Transportation:** Extended walking distance of Clifton Rail Station

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**SECTION 1.0**

1.5. POTENTIAL BROWNFIELDS & CONTAMINATION ISSUES
1 EDGEWATER PLAZA

This site has a long history and was subject to a variety of environmental challenges. It is a former New York State Superfund Site. The site was subject to multiple hazardous spills and suffered an oil tank spill that was subject to remediation. There is currently an open remediation case.

Block: 2820 Lot: 95
Zoning: M2-1
Flood Hazard: High
Transportation: Within walking distance of Clifton Rail Station
Other: Located within Stapleton Waterfront District

40 GREENFIELD AVE.

This site is potentially contaminated and is currently used as a lumber yard and for equipment storage.

Block: 2841 Lot: 50
Zoning: M3-1
Flood Hazard: Low
Transportation: Extended walking distance from Clifton Rail Station

191, 181, 145 & 125 EDGEWATER ST.

These sites are abandoned buildings and wharves along the waterfront. There is no remediation history on file.

Block: 2820 Lot: 95, 132, 110, 119 & 90
Zoning: M3-1/M2-1/R6/C2-2
Flood Hazard: High
Transportation: Located 1/4 mile from the Clifton Rail station.
Other: Located within the Stapleton Waterfront District

25 WILLOW AVE.

25 Willow Avenue is a former National Grid Brownfield and Super Fund remediation site. The site was demolished, cleaned and capped in 2012. It is currently vacant and used for equipment storage. There is a No Further Action Letter on file.

Block: 2841 Lot: 91
Zoning: M3-1
Flood Hazard: Moderate
Transportation: Extended walking distance from Clifton Rail Station

PROJECT BACKGROUND | 31
PLANNED GREENWAY

The new Greenway is planned to begin south of Miller’s Launch (15 Murray Hulbert Ave) and end at the north of the “Urby” development (7 Navy Pier Ct). The site history of this area is varied and multiple properties within it have E-designations, or sites confirmed to contain contamination.

Block: N/A Lot: N/A
Zoning: C4-2A
Flood Hazard: High
Transportation: Within walking distance from Stapleton Rail Station
Other: Within Stapleton Waterfront District
PUBLIC ENGAGEMENT PLAN
SIEDC’s mission is to enhance a thriving Staten Island economy by promoting public and private investment, and encouraging the development of commercial and industrial property and projects in an environmentally friendly manner, all of which improve the quality of life and provide broad and diverse employment opportunities.

SIEDC has served as a local non-profit in the borough of Staten Island since 1993. Since then, the organization has ensured that the needs of the community are being addressed.

Due to the impacts of the Coronavirus pandemic, SIEDC was unable to conduct public meetings through which it could present the report to the Greater St. George community. To ensure this plan engages the Greater St. George community taking into consideration the parameters set forth by the pandemic, SIEDC will conduct the following to ensure the public has access to this report, is able to make comments and provide feedback:

- Distribute copies of this report to local elected officials and community members.
- Make the report available through digital community platforms.
- Send this report via email blast to SIEDC’s network of community members, businesses, organizations.
- Make this report accessible through social media posts and online with a 30-day comment period with an email included for community members to send comments.
- As a modified public engagement meeting due to COVID-19, SIEDC will host a virtual community hearing with information on how to access the meeting distributed through email and social media.
SIEDC serves as a co-chair on the Downtown Revitalization Initiative committee. Existing stakeholder outreach has already occurred due to the SIEDC’s involvement.

The DRI network will be utilized as well to disseminate the information in this report to business and property owners connected through the initiative.

These images were taken during the Downtown Revitalization Initiative committee’s public engagement meeting in October 2019.
3.0
LAND USE PROFILE
3.1. LAND USE OVERVIEW

The study area has been the subject of a variety of planning and visioning efforts that have culminated in several community redevelopment plans. The overall geography of the area represents a former industrial waterfront that has seen spot changes that have created mixed use residential developments in some areas.

The region is supported by both bus and rail via the MTA Staten Island Railway (SIR). Both bus and rail allow for transfer to the ferry to Manhattan at the St. George Ferry Terminal. The train stations are not well utilized, are poorly maintained, and are severely underdeveloped. Vacant lots, security fencing, lack of street level circulation and a general disconnect from the community leaves little to no value that is added as a result of transit access.

The overall traffic and pedestrian circulation of the area surrounding the study region is poor. Within the study area there are some spot efforts to create pedestrian circulation via a waterfront walkway. The study area was the subject of several past studies including the Bay Street Corridor Plan and the Stapleton Waterfront District Development Plan.

The entire study area is part of New York City's Waterfront Redevelopment Zone which highlights The New York City Waterfront Revitalization Program (WRP). This establishes the City’s policies for waterfront planning, preservation and development projects to ensure consistency over the long term. The goal of the program is to maximize the benefits derived from economic development, environmental conservation and public use of the waterfront, while minimizing any potential conflicts among these objectives. It is designed to bring New York City into compliance with the Federal Coastal Zone Management Act.
There are several key environmental conditions in the study area that are crucial in determining and guiding the redevelopment potential for sites in the area. This section analyzes the key factors that should be considered for this process:

1. **Flood Hazard & Flood Risk**
2. **Access to Open Space**
3. **Waterfront Access**
4. **Access to Transit & Walkability**
5. **Site Contamination**
FLOOD HAZARD & FLOOD RISK

The primary issue facing the study area is the flood hazard and flood risk that impacts a number of factors concerning development and redevelopment. Staten Island is particularly vulnerable to coastal flooding and storm surge. Hurricane Sandy in 2012 had a devastating impact on Staten Island. This led to several changes. First, the FEMA flood hazard maps were updated to reflect the extent of flooding during Sandy as levels exceeded all prior known storm events.

Current maps accurately reflect the areas that are at risk. Second, the City of New York has incorporated climate change-induced sea level rise into its planning documents. Projected mean high tide levels for the 2020, 2050 and for 2100 have been mapped and are intended to guide design and development in vulnerable areas. Third, the City of New York has amended zoning and development regulations to require incorporating sea level rise, coastal flooding and storm surge into all future projects.

There are four designations that need to be considered. The “VE Zone” indicates areas that will be subject to damaging wave action during storm events. The “AE Zones” are areas where an Average Base Flood Elevation (ABFE) has been determined. They are subject to flooding during “100 year” storm events. The Study Area has properties with determined ABFE levels of either 11 ft. or 12 ft above sea level. Specific topographic information for each site will dictate the extent of elevation needed for building.

The third designation is the “X Zone”. These are areas that are less at risk. No ABFE has been determined. There is a 0.2% chance of flooding at these sites. There are no design requirements, but flood potential should be considered. Finally, the identified “extent of moderate wave action” is depicted on maps 3.1, 3.2 and 3.3. These areas are within the AE Zones and are additionally vulnerable to wave action during storm events. Structures are subject to potential substantial damage posed by the force of waves in addition to inundation by flood waters.
The sites evaluated within the study area (with the exception of the Bayley Seton site) are all subject to some level of regulation. The main issue to contend with is the determined flood elevation. All buildings need to be designed to accommodate the ABFE as determined in the updated FEMA flood hazard mapping. This is an issue of economics, public safety and prudent sustainable planning. Additionally, some properties are subject to moderate wave action during storm events. These properties present specific design challenges. Realistically, substantial development on these properties should be avoided.

Finally, some properties that are at risk should be eliminated from consideration for redevelopment. Sites that are deemed too at risk for redevelopment still have substantial value. They can be cleared of structures and impervious cover and be utilized as flood storage or mitigation sites. They can serve as activated public open spaces that enhance the quality of life in the neighborhood while serving to reduce and mitigate flood damage during storm events. The use of at-risk properties as flood mitigation sites helps protect the sites that will be developed and contributes to resilient overall design of the study area.
Access to public open space and parks is an important factor in creating a livable, attractive and thriving community. There are five parks within the Study Area and several other public open space sites nearby. Providing the ability to walk or bike to parks and recreation sites needs to be considered and designed into any redevelopment plan. This should also include the creation of new public open space to create new recreational opportunities and to increase connectivity.

The creation of “greenways” within the redevelopment area should be incorporated into the plans to the greatest extent possible. This may include the recognition that certain properties may have a greater value as re-imagined public space than as new structures. Taking these steps may require purchase of properties or the use of other equity measures such as transfer of development rights.

MAP 3.6 PARKS & OPEN SPACE
WATERFRONT ACCESS

Public access to the waterfront adds value to the entire area. Additionally, public policy favors providing access and may be legally required. The waterfront in the study area has a history as a working waterfront. Commercial enterprises occupy waterfront land. Much of the waterfront has been bulkheaded and has dock facilities that are both active and abandoned. These sites make up a significant portion of the waterfront land use.

Where ongoing commercial enterprises are operating, public access is not going to be possible. However, wherever possible, provisions for creating direct access to the waterfront should be incorporated into any redevelopment plans. This includes activating abandoned spaces as parks or resiliency features including removing decaying or obsolete infrastructure, designing public walkways or access ways, and designing public walkways or access points into any new construction or reconstruction of waterfront properties.

MAP 3.7. WATERFRONT ACCESS
ACCESS TO TRANSIT & WALKABILITY

Walkability and access to public transit are key components of any modern redevelopment plan (see map 3.8. on the following page). The study area is located along the northernmost portion of the MTA’s Staten Island Railway (SIR). There are three SIR stations in or adjacent to the study area. They are Clifton Station, Stapleton Station and Tompkinsville Station. The northern terminus of the SIR is at the St. George Ferry Terminal where the Staten Island Ferry provides direct service to lower Manhattan. This gives the study area excellent accessibility to New York’s financial district and the full New York City subway system via the South Ferry Station.

Bus service along Bay Street, Broad Street, Van Duzer Street and St. Paul’s Avenue provides additional options. Transit service should not only be assessed as it pertains to access to Manhattan. Other destinations within Staten Island, particularly to hospitals and other health care centers, should be considered. Connections with these employment centers will be an essential part of creating a neighborhood that is attractive to new residents. Revitalizing the SI stations should also be a priority. These stations are currently underutilized and are unattractive. Transit stations should be the focal point of a modern accessible community and provisions should be incorporated into any redevelopment plans to feature these assets.
ACCESS TO TRANSIT & WALKABILITY

MAP 3.8. ACCESS TO TRANSPORTATION

- St. George Ferry Terminal
- Tompkinsville SIR Station
- Stapleton SIR Station
- Clifton SIR Station

Subway line:
- S40/90
- S74
- S78
- S51/81

Bus stops:
- S40/90
- S74
- S78
- S51/81

Express Bus stops:
- S40/90
- S74
- S78
- S51/81

Subway stops:
- S40/90
- S74
- S78
- S51/81

LEGEND:
Many of the properties within the study area have a commercial or industrial past. These uses have a legacy of contamination, both minor and significant, that hinder redevelopment. Identifying contaminated properties and having a strategy for clean-up and rehabilitation are essential for a successful redevelopment plan. The sites should be prioritized based upon the levels of contamination and the potential for reuse.

The incentive programs available to assist with the clean-up of these properties should be identified and a central resource for potential redevelopers to connect properties, programs, resources and parties interested in brownfield redevelopment should be created for the study area. Bringing the power of private investment to the effort to clean up properties is an effective tool for incentivizing the re-use of old industrial sites. Availability and the below-market purchase of contaminated sites can make them attractive candidates for developers experienced in working with these challenges.
RECENT INITIATIVES
Recently Greater St. George has the focus of several planning and development strategies to highlight the area’s natural landscape, improve community infrastructure, encourage healthy housing and open space development. This section analyzes these initiatives, how they support, and/or are supported by the recommendations made in this report.

4.1 Downtown Revitalization Initiative (DRI)
4.2 The Bay Street Corridor Neighborhood Plan
4.3 Federal Opportunity Zones
4.4 The Staten Island Fast Ferry
4.5 NYC Small Business Services (SBS) Investment
4.1 Downtown Revitalization Initiative (DRI)
Staten Island was the recent winner of Governor Andrew Cuomo’s Downtown Revitalization Initiative (DRI). The award provides $10 million in investment funds towards neighborhood revitalization projects and programs to support the economic growth of a downtown area. The map to the right identifies the boundaries of the DRI.

The funding supports one of SIEDC’s Healthy Housing goals: to support the revitalization of the downtown area. Projects include streetscape improvement, redevelopment and improvements to community anchors and public infrastructure. This funding will significantly improve the area’s livability and improve the feasibility and the built environment for future Healthy Housing development. The DRI area encapsulates most of the St. George area and supports the brownfield development proposals of this report.
The Bay Street Street Corridor Plan was adopted by the New York City Department of City Planning in June of 2019. The purpose of the plan is to create a vibrant and pedestrian-friendly downtown Staten Island with an optimal mix of housing options and commercial activity through strategic neighborhood rezoning to encourage directed community development projects.

A major component of the Bay Street plan is the development of higher-density housing on the Bay Street Corridor and is a part of the Mayor’s Housing New York initiative dedicated to building and preserving affordable housing in New York City. Bay Street became the focus of this plan because of its context within Staten Island. Bay Street is a rich commercial corridor only one block away from the waterfront. The area is well-served by transportation and provided access to open space. The Rezoning builds upon these neighborhood assets and supports the development of a vibrant downtown.
HOUSING ON THE BAY STREET CORRIDOR

**Higher-Density Residential**

One of the main purposes of the Bay Street rezoning is to encourage high-density residential development on Bay Street to support a vibrant downtown area.

**Walkability**

The plan will increase walkability in the area by creating a continuous corridor of groundfloor activity that will increase pedestrian access and safety.

**Transportation**

The Bay Street Corridor is one of the most transit-accessible areas on Staten Island with the ferry terminal at its north and rail access along the corridor.

**Added Value**

The plan has created over $1 billion in investment on or within walking distance of the Bay Street Corridor.

**Federal Opportunity Zones**

The Bay Street Corridor is located within a federal opportunity zone and is bordered by 3 other opportunity zones in the immediate area.

**Open Space**

The corridor is surrounded by open space with parks to the north, south and west and open space development at the waterfront to the east.

**Economic Opportunity**

The plan supports housing by incentivizing mixed-use and commercial development and increasing job and business opportunity in the area.

**Waterfront Access**

Bay Street is just one block away from the waterfront which offers scenic views of Manhattan and provides access to the water through several waterfront parks and esplanades.
Transportation
Housing on the Bay Street Corridor is complimented by the ease of access to transportation. The Bay Street Corridor is one of the most transit-accessible area on Staten Island. The area is served by seven bus lines and two Staten Island Railway stations that provide transportation to the Staten Island Ferry.

Walkability
An essential aspect of the Bay Street Corridor Neighborhood Plan is to create a walkable downtown district. To achieve this, the rezoning includes commercial overlays for the higher density residential district to ensure the ground floor of the corridor is active and inviting. This supports a pedestrian-friendly environment suitable for a healthy housing district.

Waterfront Access
Access and views of the waterfront are prime attractions for housing. The Bay Street Corridor is located two blocks from the eastern shore of Staten Island. The Bay Street Corridor Neighborhood Plan increases housing density on the corridor and preserves the housing density in the immediate area to provide and protect waterfront views for housing units on the Bay Street Corridor.

Open Space
The Bay Street Corridor Plan is supported by access to open space in the immediate area. This includes Tompkinsville Park on the North, the Stapleton Waterfront Esplanade, a planned greenway, and Tappen Park.

Economic Opportunity
Part of the Bay Street Corridor Neighborhood Plan is to make available spaces for new industry and housing for an increasing workforce. Housing on the Bay Street corridor would be successful because of the access to transit and growing industries.

Federal Opportunity Zones
Of the eight Federal Opportunity Zones on Staten Island, four either overlap or border the boundaries of the Bay Street Corridor. The zones provide tax incentives for investors into projects that support economic development and neighborhood revitalization. Housing is one of the main strategies for this program.

Higher-Density Residential
The Bay Street Rezoning increases the allowable floor-area ratio for residential and commercial development. This will increase housing options for new and existing residents and provide developers with increased returns on their investment. Higher density residential is also necessary for a vibrant downtown area, one of the goals of the Bay Street Corridor Neighborhood Plan.

Added Value
The plan has increased value in the area by generating over $1 billion dollars in investment in community projects within or immediately surrounding the Bay Street Corridor. These projects focus on complimenting higher density housing and commercial development through open space development and other projects than increase the area’s value.
The goals of the Bay Street plan are to (1) create a vibrant, resilient downtown providing stronger connections to the New York Harbor and surrounding neighborhoods, (2) support the creation of new housing, including affordable housing, for a wide range of North Shore residents, (3) foster new and existing businesses and commercial development by encouraging job creation with a pedestrian-friendly retail/commercial corridor between St. George and Stapleton and, (4) align investments in infrastructure, public open spaces and services in the Bay Street Corridor to support current demands and future growth.

The Bay Street plan envisions higher density development that is complemented by mixed use commercial and affordable housing. The plan’s impact, if fully implemented, with create approximately 1,000 units of additional affordable housing over 10 years based on the current buildout analysis. The challenge with this plan is reconciling the increased costs associated with the redevelopment of the variety of brownfields compared to greenfields and how that additional rehabilitation and cleanup can be absorbed without increasing the price of housing beyond the affordable level. Furthermore, the plan does not fully incorporate transportation and destination studies that would help to identify the types and location of certain jobs that may lend themselves to individuals seeking the affordable housing.

Bay Street is the ideal context for higher density housing development, offering waterfront views and access to transportation in a rich and growing downtown atmosphere. Once successful, the Bay Street Rezoning will spur economic development and neighborhood revitalization that supports and strengthens Staten Island’s downtown.
YOUNG PROFESSIONALS HOUSING

Young professionals are generally considered to be those aged 21 to 30 who are beginning their careers in the workforce, live on limited incomes and require an exciting live/work/play experience in housing. This preference for a live/work/play atmosphere has created pressure for cities to build attractive, accessible and affordable medium and high density buildings to retain young professionals who can revitalize local economies, increase local tax revenues, enhance and enlarge the local talent pool and create an environment to encourage new industries.

Cities across the United States are taking different approaches to achieve this common goal. From tax incentives for affordable housing developers, to monthly disbursements for rent to community benefits projects, each community needs to find incentives that reflect their local character and needs. The Young Professional Housing Report prepared by the Staten Island Solutions Lab in April of 2020, explores the need for young professional housing on Staten Island and presents a proposal for a hyper-local solution to incentivize the construction of young professional housing in the borough.

Staten Island is a borough most well known for its suburban life, coastline views, low-density residences, and main street commercial corridors. Staten Island has an excellent economic development future if as a borough it can capture the benefits of the development of Young Professional Housing. The Staten Island Solutions Lab has proposed policy recommendations that would reduce the costs of construction of Young Professional Housing to incentivize its development and retain young professionals on Staten Island.
Young Professionals are crucial to a thriving local economy. Their education, spending power and potential to live and work in a community brings immense opportunities for new investment, development and industry. As Staten Island continues to grow in a thriving local and regional economy, it is critical that we retain this demographic to enhance the borough's economic development future.
The Staten Island Solutions Lab proposed a policy to incentivize the development of young professionals housing through a tax abatement program. The policy would provide a 20% property tax abatement for a period of 10 years for developments with a residential occupancy of 50% or more by young professionals (ages of 21 to 30) and who have an annual income between 50% and 100% of the Area Median Income equal to $37,350 to $74,700 for one person in New York City as of 2020. The abatement will be based on the tax value of an improved property.

The policy came out of the Lab's study into economic development methods in cities throughout the United States. The study identified Young Professionals Housing as a primary strategy employed by cities like Seattle, Philadelphia, Washington, D.C., and Watertown, Massachusetts. These cities passed similar policies such as the policy proposed by the Staten Island Solutions Lab to reduce the barriers to construction to incentivize young professionals housing to support a healthy local economy.

For instance, Seattle, Washington developed a tax abatement program in 1998 to increase the availability of multi-family housing and feasibility of a project for developers based on an abatement for 10 years for units occupied by residents at a specified Area Median Income. Similar programs have been used by the cities listed. These policies have been successful in increasing the housing stock for young professionals and have had a trickle-down effect on their local economies. Some examples of young professional housing development in these areas are displayed in the images to the right.

The New York City construction market is one of the most expensive in the nation. This is no different on Staten Island, even with its suburban character. Since 2010, the cost of construction per square foot has increased in each sector of construction including residential, industrial and commercial. New York City's high costs of land, construction materials, labor, taxes and other fees and of course regulations which elongate projects have contributed to a lack of new construction of multi-unit residential in Staten Island.
The 2018 Turner International Construction Market Survey determined that New York's construction market has an average per square foot construction cost of $362 – one of the highest on Earth. According to the New York Building Congress' 2019 report "New York City Construction Costs" the costs of building have increased by approximately 5% from 2017 to 2018 whereas the national market has seen an increase in costs of approximately 3%. This cost of construction has a negative impact across the board for New York City but it is perhaps most heavily felt in the outer borough housing market. Additionally, it should come as no surprise that housing for low to moderate income residents is even further challenged by cost of construction. The Staten Island Solutions Lab believes that a property tax abatement of 20% for ten years is an equitable and effective way of balancing costs for developers while also managing effective construction and density.

Greater St. George is a prime location for young professionals housing development. Based on studied trends, young professionals housing is most successful in areas that provide waterfront views, access to transportation and open space, and a nearby downtown area. Greater St. George sits along the Northeast shore of Staten Island and provides unique views of Manhattan and the Statue of Liberty. The Staten Island Ferry which leaves from the North of Greater St. George, provides a free 20-minute trip to New York City with access to the ferry via bus and subway throughout Greater St. George.

There are several parks in the area and few places that provide access to the waterfront. Ongoing initiatives like the new Stapleton Waterfront seek to increase open space, housing, and access to the waterfront within Greater St. George. The recently awarded funding through the Staten Island Downtown Revitalization Initiative also supports the revitalization of Staten Island’s downtown area located within the Greater St. George area. Additionally, the designation of eight Federal Opportunity Zones incentivize development on the North Shore of Staten Island which includes Greater St. George. Through brownfield planning, remediation of contaminated and potentially contaminated sites, as well as the development of the numerous vacant lots in Greater St. George would make the area the most feasible for young professionals housing on Staten Island.
FEDERAL OPPORTUNITY ZONES & HEALTHY HOUSING

The following subsection presents strategies for increasing housing development in the study area.
Federal Opportunity Zones are economically distressed communities federally designated by census tract to provide tax incentives to private investors for projects that provide positive community impacts. The primary focus of development in Opportunity Zones has been on mixed-use residential development to both increase affordable housing opportunities in low-income communities and spur economic growth through the development of commercial spaces.

The Federal Opportunity Zone program also allows for state and local government to implement policies that further the purpose of the program. This includes making more flexible regulations, allowing by-right development, density bonuses, expedited permitting processes, parking requirements and tax incentives and determining geographic priorities to enable strategic economic growth in these distressed areas.

“For communities with increasing housing insecurity and growing economic inequality, an Opportunity Zone designation provides a chance to shape strategies and policies that harness this powerful incentive, while serving the needs of current and future residents.”

- US DEPT. OF HOUSING & URBAN DEVELOPMENT, 2019
Of the eight federally-designated opportunity zones on Staten Island, four are located along the Bay Street Corridor and the census tracts immediately surrounding it. The Bay Street Rezoning allows for higher density development and encourages the development of healthy housing. The overlay of the Federal Opportunity Zones further enhances development by providing unique investment benefits, the allowance of high-density residential development, access to transit, and the waterfront in this rapidly advancing downtown area.

Special Purpose Districts

The eligible area includes three special purpose districts. These districts are designated by the Department of City Planning and ensure development that supports the districts’ specific purpose through incentives and zoning regulations.

- **St. George Special Purpose District**
  - The St. George Special District encourages pedestrian-friendly development, preservation of the waterfront views and a thriving business and residential district. The special district includes the St. George Ferry Terminal, Empire Outlets, and various civic buildings.

- **Bay Street Corridor District**
  - Similar to the St. George Special Purpose District, the Bay Street Corridor District regulates development of pedestrian-friendly development and ground-floor use that connects the Staten Island civic core to the neighborhoods of St. George and Stapleton as well as encourage additional housing development.

- **Stapleton Waterfront Special Purpose District**
  - The Stapleton Waterfront Special Purpose District was implemented to transform the former U.S. Navy Homeport into a 12-acre waterfront esplanade and a mixed-use connection to Stapleton. The district’s regulations encouraging waterfront housing and commercial development.
Adaptive reuse projects increase housing availability in areas where there are large amounts of vacant land and abandoned buildings.

Adaptive reuse projects are uniquely successful in areas that were previously occupied by predominately industrial and manufacturing businesses, effectively reactivating the area with new housing and commercial options.

Buildings previously used for manufacturing and industrial uses at the waterfront are ideal spaces for healthy housing and new industry providing scenic views, ease of transportation and access to the waterfront.

Adaptive reuse is a sustainable alternative to ground-up construction. The adaptive reuse process reduces the energy composition and waste associated with the demolition and reconstruction of a building. The reduced need for raw construction materials can decrease the production of toxic waste and supports the development of healthy housing.

Adaptive reuse provides benefits to the surrounding community reducing vacant land, increasing open space, and reactivating unused spaces which can increase health, safety, and economic vitality which encourages further investment and healthy housing development.
All eight Opportunity Zones on Staten Island are located either on the waterfront or in close proximity. This presents a unique possibility for strategic waterfront planning.

1. Staten Island’s waterfront, along the neighborhoods of St. George, Clifton, Tompkinsville, Stapleton, and Rosebank is largely inaccessible and poorly activated.

2. Opportunity Zones lead to potential investment in housing which is followed by investment in recreation, open space and waterfront activity.

3. A working waterfront repurposes obsolete piers, reactivates once industrial waterfronts, introduces opportunities for healthy housing and industry.
The Bay Street Rezoning presents a unique opportunity for housing development in Downtown Staten Island. The rezoning will allow for a significant amount of housing including young professional housing, adaptive reuse projects, increased waterfront connectivity and may utilize the investment benefits of the several Federal Opportunity Zones in the area.

Goals:

- Create a vibrant, resilient downtown providing stronger connections to the New York Harbor and surrounding neighborhoods.

- Support the creation of new housing, including affordable housing, for a wide range of North Shore residents.

- Foster new and existing businesses and commercial development by encouraging job creation with a pedestrian-friendly retail/commercial corridor between St. George and Stapleton.

- Align investments in infrastructure, public open spaces and services in the Bay Street Corridor to support current demands and future growth.
The New York City Economic Development Corporation proposed a Fast Ferry service in addition to the existing ferry services from the St. George terminal. The fast ferry is planned to depart from a dock between the base of the Richmond County Bank Ballpark and the Empire Outlets in the neighborhood of St. George. Once completed it will run from St. George to Vesey Street in Battery Park in the Lower East Side of Manhattan and to Midtown Manhattan West Pier at West 39th, with each trip totaling under 20 minutes.

The Staten Island Fast Ferry adds a new transportation option for current and future Staten Island residents who work in Manhattan. The EDC is also considering a potential additional route to Brooklyn. The Fast Ferry, in conjunction with the housing, open space, and downtown revitalization initiatives, induces a new economic era for Staten Island to house New York City residents to work on and off the island. The new ferry extension is estimated to host nearly 2 million trips annually making it the second most popular ferry route on the East River. The NYCEDC states the fast ferry will transform the North Shore of Staten Island into a 'ferry mecca'. (SILive.com, 2019)
NYC DEPARTMENT OF SMALL BUSINESS SERVICES (SBS) INVESTMENT
Additional investment of over $1.5 million over the past four years has been made in the Downtown Staten Island area by the New York City Department of Small Business Services (SBS). In 2016, the agency composed the Commercial District Needs Assessment (CDNA) for Downtown Staten Island. This report provides an in-depth profile of the area’s current commercial and consumer landscape, identifies the needs of the area’s small businesses, and opportunities for the revitalization of the neighborhood. The report was conducted through the department’s Neighborhood 360° program—a program designed to "identify, develop, and launch commercial revitalization projects in partnership with local stakeholders. Neighborhood 360° supports projects that strengthen and revitalize the streets, small businesses, and community-based organizations that anchor New York City neighborhoods" (NYC SBS, 2016).

The report was produced in partnership between SBS and the Chamber of Commerce with generous support of numerous political and community-based organizations including the Staten Island Borough President’s Office, NYC Council Member Deborah Rose, Staten Island Community Board 1, Staten Island Arts, the SIEDC and several other community stakeholders. The geographic focus of this report overlaps with the planning area presented in this report with specific focus on the Bay Street commercial corridor. This initiative and subsequent investment supports the corridor’s increased economic success through beautification, sanitation, placemaking, public art, merchant organizing and district marketing.
5.0 RECOMMENDATIONS
1. Create a Public Private Partnership with the various waterfront revitalization organizations, SIEDC & the various land owners and businesses located along the waterfront

2. Conduct a cost comparison & work prioritization analysis

3. Identify financial resources & sources of investment for costs

4. Draft a comprehensive build-out plan of affordable housing, open space & retail
5  Implement a circulation & phased development plan

6  Form a working group between various elected and appointed officials, the MTA and SIEDC to create a transit-oriented development (TOD) overlay around the three train stations within the study area

7  Apply for a NYS Department of State Brownfield Opportunity Area (BOA) grant
5.0. RECOMMENDATIONS

The forthcoming recommendations are intended to advance the goals of this report (see page 5 of this report), are in response to the findings presented in this report, and operate in support of recent initiatives in the planning area. These recommendations prioritize stakeholder engagement and public and private collaboration to achieve effective collective and comprehensive planning for the Greater St. George area.

5.1. Public/Private Partnerships (PPP)

Public/private partnerships (PPP) are creative alliances formed between a government entity and private developers to achieve a common purpose. They are typically used to facilitate development or redevelopment of a defined area, to support critical infrastructure investment or to monetize public assets. Looking at a host of successful waterfront redevelopment areas, the PPP’s ability to help develop and manage the areas’ long term is one of the common factors. Establishing a PPP for the study area would have a number of benefits, particularly in structuring financing vehicles to support redevelopment.

This partnership can serve to establish a waterfront access and walkway plan based on the work that has already been done. Zoning, regulatory requirements and garnering public support are some of the obstacles that can be more easily addressed through the creation of these partnerships. The partnership can call upon NYSDEC, NYCDEP, Army Corps of Engineer, Region 2 USEPA and CUNY to assist in helping to create an overall financial plan to complete the waterfront access.

5.2. Cost Comparison & Work Prioritization

In order to ensure the feasibility and success of the large-scale planning and redevelopment as proposed by this report, it is crucial to proceed utilizing a cost comparison and work prioritization process. This process would identify the sites within the study area that are the most feasible in terms of financial and developmental capability. Cost comparison and work prioritization takes into account a site’s square footage, land use, environmental conditions, zoning (including special zoning regulations), context, and overlay of recent initiatives as these aspects impact the cost and feasibility of redevelopment.
5.3. Identify Financial Resources & Sources of Investment

Being that there is typically limited financial investment in Staten Island as a whole, this brownfield study presents an opportunity for Staten Island to leverage the benefits from the recent initiatives in the study area to cohesively brand and market the area to increase investment. The recent initiatives presented in this report, their common goals, and planning areas have been aligned through this study to offer a comprehensive understanding of the potential development possibilities of Greater St. George area that can lead the marketability of the area.

An important aspect of the planning proposed in this report is to induce investment for large-scale mixed-use development and projects to activate the waterfront. An investor forum, led by SIEDC, would bring together investors well aligned with the goals of this project and recent initiatives in the area to ensure that Greater St. George receives these large-scale projects. This report, its findings, and the comprehensive study of recent initiatives proposed within it can be used as the basis for the branding and marketing of Greater St. George with special emphasis on the new development regulations, incentive programs, and overlays that provide layered investor benefits and support the necessary revitalization of Greater St. George.

5.4. Build-out Analysis of Housing, Open Space & Retail

Recent initiatives in the Greater St. George area have made housing, open space, and retail main priorities in their planning. A comprehensive build-out analysis can be addressed fully through a Brownfield Opportunity Area to supplement these local initiatives, as well as ensure equitable development of housing, open space and retail throughout Greater St. George.

As presented in the first section of this report, recent local initiatives have addressed the issues of increased housing development and density, access to open space, and commercial development to support neighborhood and economic revitalization. The bulk of these projects, however, have not addressed the disproportionate amount of vacant and potential brownfield land in the area. A build-out analysis through a Brownfield Opportunity Area would address these environmental issues and support the neighborhood revitalization efforts highlighted in this report.
5.5. Circulation & Phased Development
Redevelopment within the study area will be a complex process. It will combine identifying and fostering existing uses that are compatible with the redevelopment plan, phasing our existing non-conforming uses over time and replacing them with uses consistent with the plan and identifying and re-imagining vacant or underutilized properties where new consistent uses will be created. This ambitious agenda will need to be managed in achievable blocks. In looking at bringing the development together in such a densely populated and multi-use area such as this, it will be critical to create various nodes (see Map 5.1) where synergies between circulation and land use, property ownership and condition can allow for incremental value increases between the properties as they develop.

5.6. Transit-Oriented Development (TOD) Overlay
A Transit-Oriented Development, or TOD overlay would increase access to transportation, walkability and connectivity in the area. Through regulated development, this overlay ensures transportation-oriented development in the area to support a walkable neighborhood rich with residential and commercial activity. Working with various elected officials and the MTA, SIEDC seeks to create a TOD overlay around the three train stations within the study area, marked in green in Map 5.1. This overlay would encourage higher residential density with lower parking requirements as well as various retail and commercial uses that may complement transit ridership. Additionally, a complete street plan must provide walk and bike access to and around the stations that incorporates appropriate street lighting, way finding and security measures.

MAP 5.1. NODAL RECOMMENDATIONS MAP

STRATEGIC AREAS:
1. WATERFRONT PROPERTIES
2. BAY STREET PROPERTIES
3. TRANSIT HUBS
5.7. Apply for a NYS Department of State Brownfield Opportunity Area Grant

One of the greatest challenges in Greater St. George is the extensive and disproportionate amount of vacant, underutilized, contaminated, and potentially contaminated land in an area with a large minority population and high poverty levels. Addressing the environmental issues in the area is vital to the area’s healthy socio-economic future. Brownfield development, redevelopment of industrial property, infill redevelopment, the incorporation of mixed-income housing, the creation of transit-oriented development and the assembly of available land to facilitate development in conformance with a shared vision for the area.

Successful application for a grant through the NYS Department of State Brownfield Opportunity Area program would provide the needed financial assistance for the remediation of the potential brownfields presented in this report. The remediation and redevelopment of these sites would be strategic in activating the area, increasing walkability, increasing open space, housing development, and support the recent neighborhood revitalization initiatives. Being that Greater St. George is a vital area of Staten Island, addressing these properties would both serve its immediate surrounding community greatly and improve the economic health of the borough.

SIEDC has already completed a successful Brownfield Opportunity Area designation for the Chelsea and Bloomfield sections of the Staten Island’s West Shore. The area’s BOA designation has helped advance the creation of an Industrial Business Improvement District, increased visibility of the area for city and state cooperation and prioritization, and significantly helped the area secure additional funding and resources for capital projects.