

## **NORTH SHORE LAND USE and TRANSPORTATION STUDY OPEN HOUSE SUMMARY**

April 6-7, 2009

Based on feedback received from the public open houses held on April 6 and 7, in Port Richmond and Snug Harbor, below is an assembled a list of the top priority actions, both short-term and long-term, according to attendees.

### **Top Priority Early Actions for Study Team**

1. **Richmond Terrace Improvements.** Some short-term actions could be to repair and restore sidewalks continuously along Richmond Terrace and install street trees and lighting.
2. **Extend the North Shore Promenade** and provide access points and stairways to the waterfront (possibly at St. Peters Place, Nicholas Street and/or Jersey Street).
3. **Port Richmond Avenue.** Identify spots for parking for the area as a first step to making Port Richmond feel more like a town center, enact design guidelines or make a business improvement district (BID) to encourage shop and business owners to keep their establishments clean and fresh (perhaps offering incentives).
4. **Educational and/or Nature Center.** Could be reprogramming at Faber Park to capitalize on its waterfront location and the juxtaposition of parkland and maritime activity or a new program based out of Snug Harbor for nature or history walks along the North Shore.
5. **Improved access to the waterfront.** Identification of City-owned or leased land could provide access points to the waterfront throughout the North Shore (i.e., Blissenbach Marina, along the promenade, coves at the end of Van Pelt Avenue and Simonson Avenue).
6. **Access to food.** Overwhelming outcry for more supermarkets, green markets, and specialty food stores. Specific mentions of Trader Joes and Whole Foods.
7. **More mixed use areas.** Desire to park car only once and do multiple errands (food market, retail, dentist, etc.). Many like town centers and think that Port Richmond Avenue, Castleton Avenue, and Forest Avenue are good locations for these improvements.
8. **North Shore Identity.** Many comments surrounded the idea that there is no universal identity to the North Shore and many also really value the maritime industry and history. Suggestions of educational or informational signage about the types of businesses that are along the shore. Expression of increased and better signage throughout Staten Island and not only for maritime businesses.

### **Top Long-Term and/or Policy-Oriented Priorities for North Shore**

1. Remove non-water-dependent uses from the waterfront of the North Shore (and all of Staten Island) like scrap yards, car sales, etc.

2. Environmental remediation throughout the North Shore study area is a major problem and a big roadblock for future development.
3. Richmond Terrace Improvements – longer term improvements could include the possibility of straightening out the kinks in Richmond Terrace and congestion points, streetscape improvements, partnering with water-side maritime and industrial business owners to improve visibility and fencing options, and install bike lanes.
4. North Shore greenway could create a ring around Sailors Snug Harbor and connect down to Silver Lake Park and Clove Lakes Park. The ring would include the future NYC Parks Department managed Children’s Aid Society land and the Jones Woods land.
5. Reactivate North Shore Railroad
6. Increase Staten Island Ferry Service (every 20 minutes at peak travel time and more than once an hour on evenings and weekends)
7. Blissenbach Marina – understanding that there is a contamination issue at this location but would like development into some sort of open space with parking provided.
8. Public investment throughout the North Shore to build confidence in private investment. Many sited the need to have homeowners take more pride in their homes, shop owners to better maintain their storefronts. Public investment could help get this ball rolling.
9. Increase culture and arts programs like the “Arts at the Ferry” and St. George Arts Festival. Continue the energy that comes into the Staten Island Ferry Terminal and give reason to tourists for sticking around in St. George and beyond. Extend the promenade and provide more mixed uses in St. George as well as safe bike lanes.
10. Improved connection to New Jersey (via the Bayonne Bridge or other crossing) – this may mean an eventual connection with the proposed West Shore Light Rail or more and increased bus service options, or a potential connection with a North Shore transit mode.
11. Lighthouse Museum.

April 6, 2009  
 Port Richmond Open House  
 CYO Senior Center

**Attendee List**

Name	Organization
Dan Adams	Atlantic Salt
Virginia Allen	National Council of Negro Women (NCNW)
Kathleen Bielsa	Northfield LDC
Angela D'Aiuto	North Shore Waterfront Conservancy (NSWC)
Beryl Thurman	NSWC
Carol Van Guilder	NSWC
Nitin Patel	NYCDDC
Gary Zerilli	NYC Parks
Anna M. Porter	Preservation League of SI
Warren MacKenzie	Reformed Church of SI
Daniel Rogers	Rogers Surveying
William Spieza	Rogers Surveying
Mary Bullock	St. George Civic Association (SGCA), Universal Temple of the Arts
Theo Dorian	SGCA
Mike Arvarites	State Senator Diane Savino
Jay Anderson	SIEDC
John Kilcullen	Westervelt Hill

April 7, 2009  
 Snug Harbor Open House  
 Snug Harbor Cultural Center, Building P

**Attendee List**

Name	Organization
Anthony Cosentino	1 Edgewater Plaza
Steven Kalil	Caddell Dry Dock
Joseph Carroll	Community Board 1
Curt Ward	Community Board 1
Linda Bolesta	Goblin Lighting
Joe Lynch	L 333
Ronald Meisels	L.A.M.P.
Larry Liedy	Liedy's Shore Inn
Colin Foley	New York City Transit
John Vokral	NYS Society of Professional Engineers
Beryl Thurman	North Shore Waterfront Conservancy
J. Frayers	NY1 News
Olaf Olsen	NYC District Council of Carpenters
Sylvia Ancrom	Office of Assemblyman Titone
Patrick Hyland	Office of Congressman McMahon
George Capuf	Office of NYC Councilman Mitchell
Mike Arvanites	Office of State Senator Savino
John Sollazzo	Office of State Senator Savino
Robert Englert	Office of S. I. Borough President
Maria Luongo	Port Authority
John Ryan	Project Hospitality
Linda Baran	Staten Island Chamber of Commerce

Joyce Malerba Goldstein	Staten Island Creative Community
Jay Anderson	Staten Island EDC
Dee Vandenburg	Staten Island Taxpayers
Linda Eskenas	The North Shore Waterfront Greenbelt
Joanne Morse	Trust for Public Land
Adena Long	Vision for Staten Island
Susan Meeker	West Brighton LDC
John Luisi	
Sarah Crowley	
Vincent Graziano	
Ameling Molaic	
Daniel Lynch	
Joseph Balasta	
Diane Figur	
Susan Reyes	
Dennis Clancy	
Albert Taylor	
Marsha Russell	
Walter Warren	
Joseph Parisi	
Susan Bradley	
John Kempf	

## Participant Worksheets

At the public open houses, attendees were broken up into groups and encouraged to have group discussions on the following questions. Attendees were also given the questions on a worksheet. Listed below are answers that were collected from the worksheets.

Question 1: What kind of access would you like to the waterfront?

Comment #	Response
1	Lit walkways 1 1/2 miles either side of Ferry
2	Bike paths, fishing, kayak, safe access through the ROW
3	Additional access to ferry promenade - from lighthouse museum. Access from Terrace at Nicholas and/or St. Peter's Place. Ferry from Ferry Terminal to Snug Harbor. Some sort of waterfront scenery west of Jersey Street to Snug Harbor.
4	Pedestrian walkways; waterfront parks; waterfront access for small watercraft
5	The ability to touch the water; walking paths; bike paths; kayak launches; parks connecting to the waterfront
6	Short Road connecting to South Beach
7	I would like waterfront remediated and made safe for people to use
8	Ability to physically walk to the waterfront to view the water and the ships
9	Clean, safe access points with benches and restrooms; more programming at Faber Park; A nature center; Walking tours - maritime industry, other history; nature/environmental education - signs and programs
10	Numerous and well-spaced, convenient points of access; beginning with St. George Ferry to Jersey Street to Snug Harbor
11	Obvious, landscaped with a sit and ride option; clearly labeled; people want 2 things, to ride and to eat; Ferry to Snug Harbor is eminently doable
12	Defined public access points with educational signs and activities; also open amphitheater; Development of building structures where community activities; industrial work training programs
13	Public boat ramp with travel lift; large-scale capability; pedestrian ramps, esplanades, promenades
14	boat ramp; parking; marina
15	Promenade is good by baseball park, access is limited to 2 points; build stairways to increase safety and guide access; St. Nicholas and St. Peters - kids are accessing by climbing wall rather than walking around; If you drive to access the waterfront you pay \$6 or \$7 in parking unless you say you're visiting the 9/11 memorial (30 minutes); signage is lacking; Continue promenade at least to Snug Harbor; dock at Snug Harbor; Water taxi from Ferry to Snug Harbor
16	Fences block views; weed the trees that are blocking views along the waterfront; create views of maritime industry and active harbor
17	Promenade by baseball stadium; access is poor, need staircase from Terrace; Access from Jersey Street, Nicholas and St. Peters; pay to park and access the waterfront; Promenade evaporates to the west; Atlantic Salt area needs public access; Ferry service along waterfront, water taxi; Trees at Snug Harbor waterfront need to be removed and trimmed, cleared away; remove fences along the waterfront
18	Educational and nature centers; conduct tours of maritime industry; need to distinguish between what is active maritime and what is dormant and not necessarily related to the water - perhaps remove those uses; Better programming of Faber Park - not a waterfront park, just a park that happens to be on the waterfront; better connections to upland areas

19	Public access at Bard Avenue with parking, pier, boat launch, kayaking, wading area, floating pier; greenway trail along the entire North Shore
20	Need to link St. George to Snug Harbor - full esplanade; need to get tourists to leave the ferry terminal and visit Staten Island, patronize restaurants and shops, add to street life
21	Many waterfront uses are not compatible with nearby residential area (such as salvage businesses)
22	Reinforce the pedestrian use of the corridor from St. George to Snug Harbor; get people off the ferry and into the community
23	Waterfront access got a mixed review with some saying that there is already plenty of access to others saying that we need better access. Acknowledgement that marine uses are appropriate on waterfront and there is a desire to see them in operation. Too many examples of industrial uses that are not waterfront-related. Some felt that there should be destination attractions along the waterfront.
24	Continuous access to the waterfront is not necessary or possible; priority on making Blissenbach Marina into a park
25	Get non-water dependent uses off of the waterfront; properties along the waterfront have been devalued because it's hard to get permits and approvals in order to make any improvements
26	Businesses along the waterfront have no connection to the community
27	Install Bike paths, shore roads (similar to Brooklyn); Safety – (cleanliness and security issues); install lighting; lack of sidewalks; access to fishing piers and kayak ramps; leisure areas that are shaded; to encourage tourism, connect waterfront access down to the Ferry and maybe even to south beach; idea for dry docks and walkway with a view
28	Passive and active recreation; sitting areas with horticultural features; kayak launches; education - environment, fishing, maritime, history

Question 2: How do you make using transit easier for North Shore residents and their neighbors?

Comment #	Response
1	Ferries should leave every 20 minutes instead of 30 minutes which would encourage use, if you miss a bus or a boat you could delay your trip by up to 1 hour and then a car is more efficient; any train must go beyond Staten Island either to New Jersey or Brooklyn
2	Zoning should be in place before transit
3	Cars of Ferry (LOL); Connect Staten Island to New Jersey Light Rail
4	North Shore Rail Line; West Shore Rail Line; Bicycle paths; Link to Bayonne Light Rail
5	More bike paths, buses, trains and ferry service
6	Light rail
7	transit improvements is a key to attracting private investment
8	Number 1 need for fast ferry to work is parking lots; no trucks
9	Use the NS ROW; inexpensive ferry at Port Richmond; parking
10	Ferry must run more frequently - without this singles and empty nesters will continue to leave and other improvements become unworkable; widen Richmond Terrace to at least 2 lanes but preserve old houses and valuable buildings
11	Clean, fast, convenient stops; runs 24/7
12	More HUBS for driving
13	North Shore rail / dedicated bus lane would require widening, condemnation, eminent domain... will this work?

14	Accessibility and speed
15	Streets are not wide enough; erosion of the ROW into the Kill Van Kull; raise the tracks or put the tracks out on piers, you could put a walking trail below; mixing trains with people crossing over the tracks (for waterfront access) doesn't work; Rails AND trails, fence off the ROW for safety's sake; Cleveland, Ohio light rail system is a nice example of what could work
16	Would improved transit bring more people?; Lacking of parking on Port Richmond and there are already plenty of buses, need more parking or parking lots; Improved transit would attract a different type of homebuyer -- one that would take care of their home and lawn, instill community pride and ownership; the NS rail is key; freight on the NS ROW would remove some trucks from the roads (Richmond Terrace); Jewett and Richmond Terrace is a horrible intersection, lots of city-owned property around there too, should be improved and widened
17	Richmond Terrace straightened and repaired, gets ripped up regularly; need a transit system to complement Richmond Terrace; Enhance transit services; Bright back truck access to the ferry; Can't make overly robust recommendations - start small and build momentum; Port Richmond HUB, create limited truck access; Restricting commercial traffic during the peak hours; Identify where we can improve Richmond Terrace to have the greatest impact
18	Richmond Terrace hasn't been paved in more than 10 years; straightening and widening needs to happen; Terrace functions like East and West side drives in Manhattan; If there was transport access that would get people not to drive and it would help traffic; Trucks have to go through NJ/Lincoln Tunnel or BQE to Williamsburg Bridge, difficult to compete with other companies due to no trucks on the Ferry (takes too long); Waste transfer doesn't belong in residential neighborhood; Light rail should connect North Shore to Bayonne; Large ships and Bayonne Bridge future, can't deepened the Kull much more
19	Reinstitute individual ferries that landed along North Shore; reinforce transit connections to New Jersey, better coordinated bus service and extend service over Bayonne Bridge; Expedite the North Shore rail project; frustration with having to get into the car to go to recreation areas or when shopping
20	Transit and relationship with higher density housing - chicken and the egg; which comes first?
21	Transit is #1 priority; above-ground rail transport similar to an air train at JFK airport; zoning must be in place before mass transit; development is a serious concern because of the lack of infrastructure and increased traffic - there is no parking; do not want increased density or new housing - belief that there is sufficient development to support increased transit and improvements; trip from Snug Harbor to South Avenue sometimes takes 45 minutes; Goal is to get cars off the road but must provide park-and-rides; change the ferry to run every 20 minutes; Richmond Terrace is a main truck route and causes severe traffic; suggestions to limit trucks along this route during certain times of the day
22	Improve public transit options and amenities while keeping costs down; Lower Verrazano Tolls - it was supposed to be lifted after it paid for itself; Promote, encourage transportation alternatives, bike paths, ride-sharing, additional ferry service

Question 3: What is the North Shore lacking in terms of land uses, services, amenities? Where is this lacking located? Please give examples.

Comment #	Response
1	Parks are plentiful but not connected or well accessible; bike trails; horse trails; more swing sets; hiking trails if well lit and safe increase home values and people will like to visit and shop there; Supermarket; Artist gallery at old Gypsum Plant; Hotel near ferry
2	No infrastructure - no food stores, no decent schools; parking issues; no decent services what so ever; I travel 30 minutes to the closest supermarket; schools are overcrowded and over capacity; pave Richmond Terrace
3	Childrens activities - BMX and mountain bike areas and trails, amusement park, activities center for children and teens, open park space for sports fields open to the public; Bring back NASCAR with stadium; pedestrian mall and sports fields; Stadium use for community events
4	The North Shore is lacking in open space compared to the rest of the borough; Open the National Lighthouse Museum property to the public and develop

	recreational and educational and cultural attractions
5	Proper sidewalks and better lighting
6	Variety of stores and out town centers; have merchants clean their stores so that they are inviting; upgrade our sewer treatment plant; Stop using Staten Island as a throughway to Brooklyn and New Jersey; Clean up the Kill Van Kull and Arthur Kill
7	Shopping - supermarket, mid-priced clothing stores
8	Supermarkets; diverse food stores; outdoor cafes; repaired sidewalks; make industrial businesses repair their sidewalks; more parkland and pocket parks; outdoor activities for kids
9	Need parking locations, need parking in St. George
10	Restaurants; Grocery shopping; access to Shore; School seats; more ferries and runs of the current ferry
11	Clean opportunities for the millions of tourists delivered to our door every 1/2 hour - easy access to Snug Harbor, places to eat both indoor and outdoor
12	Supermarkets
13	North Shore needs a mix of all - restaurants, public activity, commerce; there should be a demarcation that is clear between industrial, park, and residential
14	Public marina, waterfront dining, fast ferry service
15	Restoration of historic homes; lack of awareness of the environmental justice and contaminated communities; schools are needed; buffers between residential uses and industrial uses; buffers between the ROW and residential uses
16	Supermarkets; different kinds of food stores; more retail; sidewalks are not in good shape, particularly around the interface between the maritime uses and residential uses
17	Security is missing; piers to the water; get the non-waterfront uses off of the waterfront; Need parking along the waterfront at HUBS (transit hubs need parking too); need commercial and retail uses around the terminal; Need to extend the energy of the terminal; Bring supermarkets near the terminal, use it as a draw to pull people off the boats; clothing stores; create densities along nodes; identify inactive commercial uses
18	Retail and entertainment uses; lighting and security; 1-hour peak residential commuters only on Richmond Terrace; commercial only on Richmond Terrace; sync lights on Castleton Avenue; fishing piers; security as high priority; fast ferries - parking needed at other locations, transit hubs for bus and train; residents would use businesses at ferry terminal; lighthouse museum - commercial in and around; decent major supermarkets, clothing stores needed; currently huge distance between Western Beef and Pathmark; draw people to and from areas that are currently less safe
19	More support for public cultural programs such as the Arts Festival in St. George; need to support young artist community (this group is seen as growing); need more mixing of uses (retail with residential above as an example); good example of mixed use is Red Hook, Brooklyn; Improvement to St. George area in general because it is seen as Staten Island's front door; need more attractions near the Ferry terminal - such as historic ferry boat static display for tourists (like Baltimore's Inner Harbor), redevelop "Home Port" in Stapleton, Lighthouse Museum; enhance what is already here, reuse of vacant structures along Richmond Terrace; foster creative community
20	Port Richmond is unsafe but people who live there deserve it to be upgraded; decent supermarkets; need visitors station to draw people into the Island from the Ferry terminal; trolley was too expensive and not used; visitors on foot need to be able to get around; must advertise amenities; Lighthouse Museum
21	Quality, specialty retail and food (restaurants and markets); sidewalks along edgewater; front streets. Logical, safe bike paths on Bay Street, Richmond Terrace, Forest Avenue, and Castleton Avenue

Question 4: What new or recent developments on Staten Island do you like best? (transportation, housing, commercial, public facilities)

Comment #	Response
1	Yankees ball park; Ferry terminal is very nice; New Markham Gardens homes lack planning for future train use; no park and ride near it; no place resident would accept a new train; but otherwise Markham Gardens development seems nice
2	New ferry promenade is nice - no easy access though; no more housing - must increase infrastructure first
3	New developments are poorly planned and implemented and waste enormous amounts of time and resources
4	None
5	S89 Bus; St. George Greenmarket
6	New Dorp Lane upzones
7	New ferry terminal; St. George Greenmarket; Yankee Stadium; Consolidated courthouse in St. George
8	New Ferry terminal; MTA Staten Island Railway
9	Staten Island Terminal; SI Yankees Stadium; Atlantic Salt Development; Markham Gardens
10	Markham Gardens
11	St. George Ferry Terminal; Yankee Stadium; Port Richmond High School recreation facilities; waterfront esplanade (although needs to be safer); consolidated courthouse in St. George; new public parking garage in St. George
12	Some great shopping areas: Forest Avenue BID is very successful - a portion of the avenue (center-east) is operating like a little Main Street. There are restaurants, neighborhood services, etc.; Castleton shopping area, a hidden jewel; Victory Boulevard
13	Esplanade; promenade along Richmond Terrace; new Markham Gardens housing; Ferry Terminal
14	Promenade; Ferry Terminal; Snug Harbor; Markham Gardens Housing; Forest Avenue improvements
15	Nothing, there is no imagination in Staten Island new developments; it's ugly
16	Want more town centers, restaurants, park the car once and be able to hit many uses at the same time
17	Transportation - ferry terminal renovations, improvements to navigations (i.e. right turns on red, turning lanes); Housing - residential building at New Dorp and Richmond Road, new development to replace projects at Richmond Terrace and Broadway, Puritz condos at Victory Boulevard and Bay Street; Commercial - facade/external renovations to small businesses on Forest Avenue; Public facilities - Greenbelt recreation center; building P at Snug Harbor

Question 5: In the above development categories, what do you like the least?

Comment #	Response
1	The ferry terminal - its vacant stores, fish kill fish tanks, and oppressive security and user friendliness is remarkable
2	Lack of walkable sidewalk and lighting
3	Big box stores; McMansions; square box houses; all of the new development sucks; No more development until we have a working infrastructure and amenities for what we have in terms of people
4	Too much new construction that separates the public from their harbor - visually as well as physically
5	Need better ferry service; nothing desirable along Port Richmond Avenue; safety and security negative perception; too many social service agencies; City

	constantly saying "we have no money"
6	Deterioration - darker, dirtier, lights out, streets not fixed; many plans, no action
7	Deterioration - housing stock, infrastructure; perceived safety and security issues; need to bring jobs; DEC; state and city practices have not motivated investment
8	McMansions; no big box retail with huge parking lots wanted; shop owners do not keep their stores looking nice - perhaps if there were design guidelines; get people to restore their homes
9	Not promoted well; need more; lack of parking; not pedestrian friendly

**Question 6: What was not discussed tonight that should have been?**

Comment #	Response
1	Need NYC to assist property owners in environmental clean-ups
2	Children and teen activities; Nascar - bring it back; BMX park; Mountain bike trails and park; Rezoning to reduce housing development and maintain neighborhood character
3	Opening National Lighthouse Museum grounds
4	Green space
5	We the people need more input when it comes to the type of businesses that come to Staten Island
6	Need for enhanced and expanded maritime industry with jobs
7	More public outreach - reaching the general public, not just members of community organizations; better maintenance of streets, sidewalks, the abandoned NS railroad stations, Bayonne Bridge area underneath the bridge; Clean up sanitation; Everything is too messy and poorly maintained - reduces attractiveness and desirability; Dealing with contamination - lead, uranium, other toxins, polluted water; Crime
8	Need more publicity on meetings
9	Put less focus on redevelopment and more on all the actions that are needed to "set the stage" for the next round of growth
10	Along the waterfront DEC restrictions and permits are a barrier to new business investment
11	Encourage business with incentives, not impediments; need as much public investment as possible to (1) improve the area and (2) send a signal to developers that the North Shore trend is upward.
12	Foster the creative community (artists, writers, musicians, etc.) - will make the area more attractive to tourists. There has been a 30% increase in young people in the arts moving to Staten Island. Continue to have festivals such as "Arts at the Ferry" and "Staten Island Film Festival." Best examples outside of Staten Island include: Back to the Beach, Celebrate Brooklyn, Concerts in the Park, and African American Heritage Parade.
13	Bring jobs to low-income areas
14	Maritime issues - some properties decline while others struggle with the permits process
15	Contamination in the area of Alaska Street and Richmond Terrace - both noise and toxic emissions and pollution
16	DEP treatment plant is over capacity
17	Sedutto's contamination site (2000 Richmond Terrace) - site for potential park and ride by BP's office, noting else should be allowed to go there because it is too contaminated
18	Sometimes buses ride along the sidewalks of Richmond Terrace, adding to the deterioration of the sidewalks and due to all the construction and the fact that it is

	not wide enough
19	Richmond Terrace should be widened; use of eminent domain - lots of city-owned land
20	Marina; boat ramps; DEC permit process is prohibitive to say the least; mitigation funds to stay within the area rather than go to development in other boroughs
21	Tremendous history on Port Richmond Avenue and should be celebrated; Port Richmond Avenue is often thriving on Saturdays, perceived to be deteriorated but is actually lively
22	Wide-scale rezoning strategy may negate the fingers of access points/pocket parks to the waterfront
23	Recommendation to set up a hotline or a website where people can post ideas; to help get the word out, use similar method that nyc.gov uses to report traffic jams; also use email and newspaper; make sure on-site directions are clear
24	Must fix infrastructure to attract other development and have recreational activities/entertainment for people to do
25	Increase green space
26	Increase security; concern about increase of crime on S.I.R.T.
27	Plan of action in terms of priority should progress as follows: 1) Develop or make improvements/enhancements to existing sites, neighborhoods, facilities (i.e., adaptive reuse; encourage residential development of recently rezoned buildings on Bay St and Richmond Terrace; ensure access where most feasible now; encourage appropriate and mixed use of lighthouse museum site); 2) Connect open space pockets with greenways, sidewalks, visibility, accessibility, and safety; 3) Encourage aesthetically pleasing and consistent storefronts/streetscapes (Bay St., Richmond Terrace, Victory Blvd., Castleton Ave., Forest Ave.)