

NEIGHBORHOOD PROFILE



Downtown Staten Island

Downtown Staten Island includes the three historic town centers of St. George, Tompkinsville and Stapleton, where three train stations and multiple bus lines provide easy access to the rest of the borough and are within walking or biking distance of the Staten Island Ferry and points beyond.

Islanders relocated the county seat from Historic Richmondtown to St. George to create a new civic center in close proximity to the ferry terminal and train lines just after the city was consolidated in 1898. It was a good idea then, and it is a better idea now, to locate new housing, retail, jobs and services within easy access of existing transit.

The Bay Street Corridor, zoned for manufacturing uses since 1961, is located between Tompkinsville Park and Tappan Park. Over \$1 billion in public and private investments are under construction or have been announced surrounding and within walking distance of the Bay Street Corridor. The Neighborhood Planning Process is an opportunity to work with the community and ensure that Islanders are once again engaged to help shape their borough's future.

The North Shore 2030 Report

The North Shore 2030: Improving and Reconnecting the North Shore's Unique and Historic Assets was a joint effort of the Department of City Planning and Economic Development Corporation released in December 2011. It was the culmination of a collaborative two-year effort among City and State agencies, over 200 local experts – residents, businesses and civic stakeholders – to craft a vision for the North Shore of Staten Island. The final report detailed long-term recommendations necessary to meet the 2030 Vision that will guide public and private investment and land use decisions over the years.



Aerial view of the Bay Street Corridor

The Bay Street Corridor Neighborhood Planning Study Area

The Study Area is located approximately ½ mile south of the Staten Island Ferry Terminal along the corridor which connects St. George and Stapleton to the Verrazano Bridge. The area is defined by the waterfront, as Bay Street and the SI Railway corridor follow the waterfront through Downtown Staten Island.

To the north of the study area is the principal administrative and transportation center for Staten Island, where the NY Wheel and Empire Outlets catalyst projects are underway. Along the waterfront and to the east of the Study Area is the Stapleton Waterfront URL site (also known as Homeport), where the first of four phases will deliver 900 new dwelling units.

To the south, the historic Tappen Park serves as the centerpiece for the Stapleton Neighborhood. Upland and to the west, the Ward Hill neighborhood predominately contains detached residences, many of which have views across the study area to the Brooklyn shoreline, the Verrazano Bridge, and the Manhattan skyline.

While there are four Staten Island Railway stations within the Context Area, only Tompkinsville Station falls within the Study Area, with Stapleton Station approximately two blocks south beyond the Study Area boundary.

Similar to other areas along the North Shore, the Study Area has long served as a manufacturing area, and was designated as an M1-1 manufacturing zoning district when zoning was introduced to this area of New York City in 1961.

Land use and zoning

According to the Zoning and Land Use database, the Study Area has the following land uses:

- Public Facilities and Institutions;
- One & Two Family Residence;
- Mixed Residential and Commercial;

- Commercial;
- Vacant property;
- Transportation and Utility;
- Industrial / Manufacturing; and
- Parking.

As the current M1-1 zoning district designation does not permit residential development, it is likely the existing residential uses within the Study Area existed prior to the zoning district designation in 1961, and therefore are grandfathered uses.

Rezoning the Study Area will permit mixed use developments to occur as-of-right, and will better connect the St. George and Stapleton commercial areas along an improved urban corridor. Concurrent with rezoning, special provisions will require private developers to nominate a portion of all new residential units to be affordable.

Environmental, cultural or other meaningful characteristics

A significant portion of the Study Area and some portions of the Context Area were severely impacted by storm surge during Superstorm Sandy. DCP has endeavored to work with Small Business Services and the Mayor’s Office of Recovery and Resiliency to assist property owners with resiliency issues the area as part of the Bay Street Corridor initiative.

Given the Study Area has been zoned for manufacturing uses, some sites are anticipated to merit an E-Designation. An E-Designation requires a potential development site to be investigated for contamination prior to development. If established contamination thresholds are found to be exceeded during pre-development site investigations, remediation would be required before development could occur at an E-Designated site.

Past planning efforts, including non-DCP efforts

In December 2011, DCP and NYCEDC jointly released *North Shore 2030: Improving and Reconnecting the North Shore’s Unique and Historic Assets*. This report was the culmination of a collaborative two-year effort among City and State agencies, over 200 local experts – residents, businesses and civic stakeholders – to craft a vision for the North Shore of Staten Island. Four principal goals were identified in this report:

- Promote quality jobs and workplaces
- Reconnect people with the working waterfront
- Support and create neighborhood centers
- Improve access and mobility.

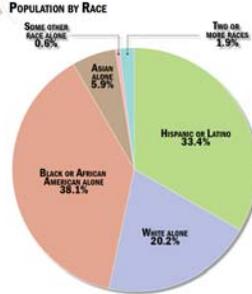
Click here for more information on the North Shore 2030 report [INSERT HYPERLINK].

Demographic or economic information

BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

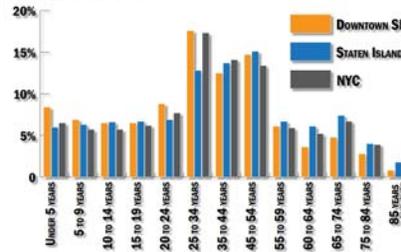
POPULATION PROFILE CONTEXT AREA

POPULATION	25,698 PERSONS
MALE	13,184 MALES
FEMALE	12,514 FEMALES
POPULATION IN LABOR FORCE	12,062 PERSONS
TOTAL HOUSEHOLDS	9,148 HOUSEHOLDS
AVERAGE HOUSEHOLD SIZE	2.69 PERSONS
AVERAGE FAMILY SIZE	3.39 PERSONS
AVERAGE TRAVEL TIME TO WORK	43.8 MINUTES

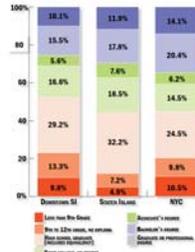


- TOP 10 ESTIMATED COUNTRIES OF ANCESTRY**
- | | |
|------------------------|-------------|
| 01. American | 06. German |
| 02. Sub-Saharan Africa | 07. English |
| 03. Italian | 08. French |
| 04. Irish | 09. Polish |
| 05. West Indian | 10. Arab |

POPULATION BY AGE GROUPS



EDUCATIONAL ATTAINMENT



BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

POPULATION PROFILE CONTEXT AREA

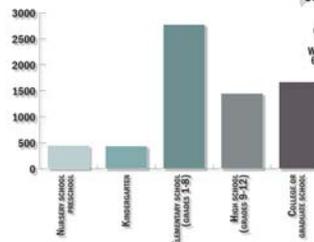
GROSS RENT AS A PERCENTAGE OF HOUSEHOLD INCOME



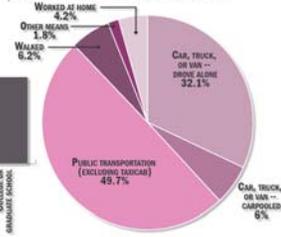
BAY STREET CORRIDOR @ DOWNTOWN STATEN ISLAND

POPULATION PROFILE CONTEXT AREA

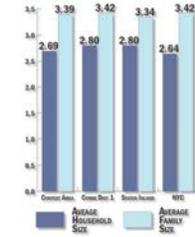
ESTIMATED SCHOOL ENROLLMENT



COMMUTES TO WORK, PERSONS 16 YEARS AND OVER



AVERAGE FAMILY AND HOUSEHOLD SIZE



PERCENTAGE OF HOUSEHOLDS THAT ARE NON-FAMILY HOUSEHOLDS

