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THE CITY OF NEW YORK
Community Board 2
BOROUGH OF STATEN ISLAND

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Community District Needs Statement for Fiscal Year 2016

Staten Island Community Board 2's District is approximately 24 square miles in area and consists of single and two-family homes, townhouses, duplexes, housing projects, several six-story apartment complexes, co-ops and garden apartments spread across many small towns situated within the middle section of Staten Island. The towns that fall under the jurisdiction of Community Board 2 are: Arrochar, Bloomfield, Bullshead, Dongan Hills, Emerson Hills, Grant City, Grasmere, Lighthouse Hill, Manor Heights, Midland Beach, New Dorp, New Springville, Old Town, Richmondtown, Springville, South Beach, Todt Hill, Travis, and Willowbrook. Each town is proud of its unique qualities and individual characteristics, which residents strive to maintain.

Economic Development

The New York City Economic Development Corporation has developed a new Industrial Business Improvement District within the proposed "Green Zone" on the West Shore of Staten Island. The West Shore was designated as an Opportunity Zone, and further designated within the same boundaries of the proposed, larger Green Zone on the West Shore of Staten Island. Over time, the WS-IBID plans to grow into one of the most successful and sustainable industrial corridors in the tri-state area. Public infrastructure improvements, including the installation of sewers, drainage improvements, and roads need fixing. Without these upgrades, the West Shore Industrial Business Improvement District will not be able to sustain current business, nor will the district be able to grow and attract new business over time. Listed below are streets located within the boundaries of the Green Zone that are in dire need of improvement. It is specifically requested that NYCDEP provide a scope for a ten year plan that phases in the necessary sewage pump station(s) sanitary sewers and storm sewer necessary to carry out the development goals of the NYCEDC based on current approved Drainage Plans of DEP. Should it be determined that there is a further benefit to implement Drainage Plan modifications to include Bluebelt-type storm water management to carry out the Mayor's green infrastructure goals, these should be included in the plans.

Streets

Gulf Avenue between 5th Street and Edward Curry Avenue
Bloomfield Avenue between Gulf Avenue and Chelsea Road
Edward Curry Avenue between Gulf Avenue and Chelsea Road
Chelsea Road between Bloomfield Avenue and South Avenue
South Avenue between Chelsea Road and Meredith Avenue
The entirety of Industry Road
The entirety of Spencer Street

Meredith Avenue from the northern limit to the West Shore Expressway overpass

Many of the current businesses and developable/re-developable sites are tucked away on small winding roads that are one-way and often dead-end into wetland areas or waterfront street ends. Local access is extremely limited, and the network of roads could be more conducive to industrial growth. The current matrix of streets represents a significant disincentive to businesses looking to locate in the proposed Green Zone and ongoing challenges to current owners trying to conduct business. The current road conditions must be improved so that customers, delivery trucks, employees, and visitors can safely enter, exit, and travel within the district.

One instructive example is Chelsea Road, the portion of Chelsea Road that intersects with South Avenue must be made safer; currently, it is a dangerous “S” curve, which causes frequent accidents between large trucks and cars because it is nearly impossible to see around the bend and/or navigate the curve. Moreover, Chelsea Road needs to be widened to accommodate the flatbed trucks, buses, and other large vehicles traveling through the industrial area on a daily basis. Without infrastructure improvements to streets like Chelsea Road, and others within the district, the West Shore will not be able to grow to its potential.

Sewers and Drainage: Listed below are properties that need sewer installation and drainage improvements:

Block 2810; Lot 47	Block 1780; Lot 151
Block 2810; Lot 80	Block 1801; Lot 25
Block 2810; Lot 59	Block 1801; Lot 6
Block 1760; Lot 46	Block 1801; Lot 1
Block 1780; Lot 164	Block 1760; Lot 115
Block 1801; Lot 35	Block 1850; Lot 160
Block 1801; Lot 75	Block 1850; Lot 180
Block 1801; Lot 160	Block 1815; Lot 191
Block 1801; Lot 100	Block 1850; Lot 260
Block 2810; Lot 14	Block 1815; Lot 192
Block 1780; Lot 57	Block 1850; Lot 190
Block 1780; Lot 250	Block 1815; Lot 181
Block 1780; Lot 270	Block 1760; Lot 255
Block 1815; Lot 199	Block 1760; Lot 215
Block 1780; Lot 22	Block 1760; Lot 116
Block 1801; Lot 150	Block 1801; Lot 20
Block 1801; Lot 155	Block 2810; Lot 102
Block 1760; Lot 250	Block 2810; Lot 96
Block 1760; Lot 200	Block 2810 Lot 98
Block 1760; Lot 110	Block 1780; Lot 80
Block 1780; Lot 200	Block 1780; Lot 85
Block 1780; Lot 186	Block 1801; Lot 10
Block 1780; Lot 298	Block 1801; Lot 27

Block 1780; Lot 160
Block 1780; Lot 240
Block 1780; Lot 92

Block 1801; Lot 30
Block 1801; Lot 31
Block 1815; Lot 175

Many sites within the West Shore are encumbered by tidal and fresh water wetland issues, as well as poor drainage systems and a lack of sewers. Advocating and securing the City of New York's commitment to install proper drainage systems and sewers is imperative to the successful operation of all businesses in the area. Lack of adequate drainage and standing water remain pervasive and recurrent problems.

To date, property owners have not been able to even get septic tanks due to the proximity of the protected wetlands to some property. While one industrial business in the area does own its own sewage treatment plant, the others do not, and this may therefore be another option to explore.

Property owners and community stakeholders agree that installing sewers in the West Shore will enhance curb appeal, increase property value, attract new tenants to vacant land, and assist the industrial businesses to better serve their customers.

The West Shore may also be a candidate for the City of New York's upcoming street storm water pilot projects that enhance storm water catchment and reduce impact on combined sewage overflows (CSOs). The streets within the West Shore are ideal candidates for these pilot projects because:

- many of the streets are routinely flooded during storm events due to the large number of wetlands and tributaries surrounding a very low-lying system;
- many of the streets do not have sidewalks, trees, or other infrastructures that would need to be installed for a pilot program; therefore no retrofitting is required. Any minor retrofitting that would be necessary would not have a significant impact given that the roads are not currently over-utilized; and
- many of the roads and sites lack current street drainage infrastructure, and are therefore solid candidates for storm water run-off reduction strategies that could reduce capital costs for future road infrastructure development.

As the West Shore looks to the future, it is imperative that current business owners cease to be encumbered by the tidal, fresh water wetland, and sewage/drainage issues. The uncertainty of the impact by and on the wetlands represents a significant development/redevelopment risk.

Community Board 2 and the West Shore Community believes that there is an opportunity to work with City State, and regulatory agencies to preserve the environmental systems while

simultaneously working with current and potential owners to provide infrastructure improvements that will promote development and redevelopment within the West Shore of

Staten Island. By improving roads, installing sewers, making drainage improvements, and establishing a rapport with regulatory agencies, current owners and potential developers will be more inclined and able to establish and sustain industrial business within the West Shore.

Environmental Protection

We desperately need storm sewers in flood-prone areas and sanitary sewers in areas that have failing septic systems, and it seems that many of the previously funded sewer projects are still pending. For example:

SE-413A/SE-414A – Installation of New Storm Sewers and replacement of existing on Roma Avenue & Hett Avenue.

SE740B- Construction of sanitary sewers, storm sewers, and water mains in Rockland Avenue.

Priority should be given to the storm sewer projects in the South Beach, New Creek Bluebelt, and Oakwood Beach areas to provide desperately needed flood relief.

Assure that all required New York City matching funds are secured and in place for any Federal and State initiated projects related to Super Storm Sandy recovery.

For the West Shore “Industrial Business Improvement District”, it is specifically requested that NYCDEP provide a scope for a ten-year plan that phases in the necessary sewage pump station(s) sanitary sewers and storm sewer necessary to carry out the development goals of the NYCEDC based on current approved Drainage Plans of DEP. Should it be determined that there is a further benefit to implement Drainage Plan modifications to include Bluebelt type storm water management to carry out the Mayor’s green infrastructure goals, these should be included in the plans.

Health and Hospitals

Sea View Hospital Rehabilitation Center and Home is the only city-hospital on Staten Island, however, it does not provide acute healthcare for our residents, and therefore, you must provide equal funding to compensate our private healthcare institutions which are overburdened by those without healthcare insurance. There is a need to restore Sea View Hospital Rehabilitation Center and Home’s vacant buildings and we request full funding for the restoration that will add affordable senior housing units.

Parks and Recreation

We house some of the most beautiful parkland in New York City and the Parks Department has been extremely responsive to our needs and has done a great job. Areas that surround some of our district’s parkland are unkempt, and weed and garbage infested. Additional funding for clean-up, tree planting and stump removal is needed.

For the past two years, our Capital Budget committee had requested the construction of an indoor swimming pool at the Staten Island's Greenbelt Recreation Center. Staten Island has eight (8) public pools, but none in the Mid-Island section. We understand that Department of Parks and Recreation's funds are insufficient for this request and hope they will receive the necessary funds to provide this worthy undertaking.

Sanitation

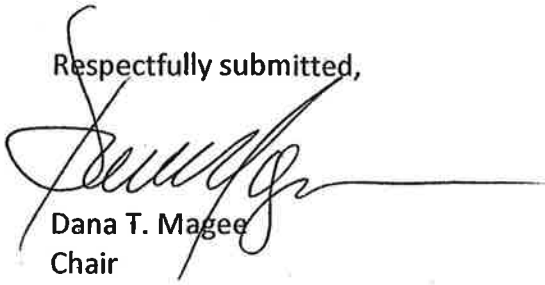
It's imperative that we keep our streets and empty lots clean and litter free, however, that's not happening in Staten Island due to fiscal constraints. Therefore, adequate funding and personnel for street cleaning, enforcement, and additional waste receptacle placement and servicing island-wide is desperately needed.

Transportation

Traffic congestion continues to be the district's top problem and as the population continues to grow our ability to move on, off and throughout the Island has become difficult at best, and at times, nearly impossible. Our roadways consist mainly of two-lane country roads (one-lane in each direction) with an antiquated traffic signal system that needs to be upgraded immediately. Therefore, we request that the following new initiatives, as well as funded projects move forward more expeditiously:

- The West Shore Light Rail system which could provide a reliable and attractive travel choice for Staten Island residents located in South Shore and Mid-Island communities. The light rail is an electric system able to operate single or multiple car train sets along shore or exclusive rights-of way. The WSLR would extend New Jersey Transit's Hudson-Bergen Light Rail system (HBLRT) over the Bayonne Bridge and into western and southern portions of Staten Island and connect to SIRTOA service at the Richmond Valley Station. The benefits of Light Rail are: Trips are diverted from congested roadways, saves travel time, improves reliability, and increases property values near stations. We need to address present and future traffic congestion and reliability problems, which are expected to worsen in the future.
- Expedite the following projects:
 - HWR1132B – Reconstruction of the streets in South Beach area, including street grading, installation of new storm sewers and the replacement of existing.
 - HWR669C – Reconstruction of Roma Avenue and Hett Avenue area, including street grading, installation of new storm sewers and the replacement of existing.
 - HWR1146 – Realignment of Rockland Avenue at the intersection of Manor Road and Meisner Avenue. Due to the lack of stability of the underlying roadbed and the need to replace and rebuild the culverts along Rockland Avenue, the roadway needs to be realigned and widened to help alleviate traffic congestion.
- Enhance public transportation (i.e. more MTA Buses and routes).

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Dana T. Magee', followed by a long horizontal line extending to the right.

Dana T. Magee
Chair

Debra A. Derrico
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District Manager