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CHAIR

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DISTRICT MANAGER

THE CITY OF NEW YORK  
***Community Board Two***  
BOROUGH OF STATEN ISLAND

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### Community District Needs Statement for Fiscal Year 2015

Staten Island Community Board Two'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 Two 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 SIEDC and the New York City Economic Development Corporation is in the process of developing a new Industrial Business Improvement District within the SIEDC'S proposed "Green Zone" on the West Shore of Staten Island. As part of an effort to expand and modernize Industrial development in the Chelsea and Bloomfield areas, SIEDC and NYCEDC are working towards a final designation of an industrially focused business improvement district (BID). Within the BID, the 30 property owners will be charged a special assessment on their property tax to create a budget which will pay for public infrastructure improvements, including the installation of sewers, drainage and road improvements. Without these upgrades, the West Shore 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 on the next page 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. Additionally, SIEDC has contracted a consultant who is preparing a Phase I site analysis related to stormwater management techniques and is working to secure additional funding for phases 2 and 3.

### Streets

Gulf Avenue between 5<sup>th</sup> 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 1801; Lot 30
Block 1780; Lot 240	Block 1801; Lot 31
Block 1780; Lot 92	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 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 Two 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 most, if not all of the previously funded projects (i.e. the Richmond Town-Lighthouse Hill project [SE740B]) never seem to get started. Therefore, you must install storm sewers and or Bluebelt systems in flood prone areas now with particular attention devoted to streets built below grade level, and sanitary sewers in areas where none exist. Please provide an updated report on the status of SE740B, the related Highway capital project and the related EIS for both. Additionally, we need more funding and personnel for culvert and catch basin cleaning.

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 SeaView 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 NYC, and the Parks Department has been extremely responsive to our needs and has done a great job, however, we lack adequate

personnel needed to keep them clean. Areas that surround most of our parkland are unkempt, and weed and garbage infested. You must provide additional funding for clean-up, tree planting and stump removal.

### Sanitation

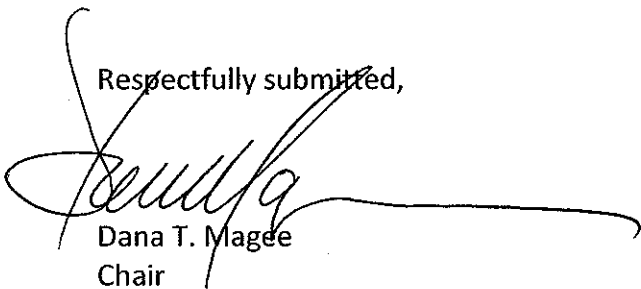
It's imperative that we keep our streets and empty lots clean and litter free, however, that's not happening here. Therefore, you must provide adequate funding and personnel for street cleaning and enforcement. In addition, we need additional waste receptacle placement and servicing island-wide.

### Transportation

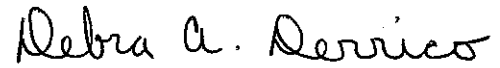
Traffic congestion continues to be the district's top problem and as the population continues to grow our ability to move on, off and throughout the Island has become difficult at best, and at times, nearly impossible. Our roadways consist mainly of two-lane country roads (one-lane in each direction) 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:

- ✓ Provide funding to decrease the number of years in between entire road paving. The existing schedule, which is not in-line with the duty cycle faced by our roadway system, typically results in unsafe rough roads that are extremely bumpy and pot holed filled.
- ✓ The existing traffic signal system on Staten Island was not designed to move vehicles efficiently. Traffic signal synchronization along major corridors must be done now.
- ✓ Widen intersections and install turning lanes at clogged locations like Hylan Boulevard/New Dorp Lane and Victory Boulevard/Manor Road, and extend Father Capodanno Boulevard (thru Miller Field).
- ✓ Expedite the following funded projects - Rockland Avenue from Meisner Avenue to Richmond Road (HW1160, HW1146), Forest Hill Road from Richmond Hill Road to Willowbrook Road (HW986B, HW986C).
- ✓ Greater roadway safety and enforcement (i.e. more visible signs, measures to discourage speeding, greater police presence, etc.). Some of our roads can be quite hazardous to drive, especially at night, and there is often a great deal of reckless driving which compound the problem, as has been documented.
- ✓ Enhance public transportation (i.e. more trains, buses, etc.). The Community Board hears both of these concerns – roadway safety and public transportation – quite often from the community.

Respectfully submitted,

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

Dana T. Magee  
Chair

A handwritten signature in black ink, appearing to read 'Debra A. Derrico', written in a cursive style.

Debra A. Derrico  
District Manager