

**Staten Island:
Economic Development and
the State of the Borough Economy**

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Office of the State Comptroller
Alan G. Hevesi

Office of the State Deputy
Comptroller for the City of New York
Kenneth B. Bleiwas

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I. Executive Summary

Staten Island is different from New York City's other boroughs. Its economy is more oriented toward local needs, and its housing mix resembles the surrounding suburbs more than the rest of the City. The borough, however, struggles with many big-city concerns, such as finding ways to assist local economic growth, managing development to avoid sprawl and congestion, improving transportation, and raising the quality of life for its residents.

Staten Island's economy is service-oriented and primarily addresses local market needs rather than serving customers outside the region. While the surrounding suburbs and upstate New York have experienced significant manufacturing losses over the past decade, Staten Island has a much lower concentration of jobs in manufacturing, so job losses in this sector have had less of an impact on the borough's economy.

Health services and social assistance is the largest sector in the Staten Island economy, accounting for 28.7 percent of the borough's jobs and almost 31 percent of the wages paid. Retail trade is another important part of the Staten Island economy, accounting for 18 percent of the borough's private sector jobs—a greater proportion than in any other borough. The most active retail categories are in “big-box” businesses (e.g., Home Depot, Target, etc.). With the advent of big-box stores and large malls, however, many traditional retail centers have struggled to compete and maintain their economic vibrancy.

The local market orientation of Staten Island's economy reduces its economic volatility, so although the borough was affected by the last recession, the impact was milder than in other parts of the City. Staten Island lost jobs in the second half of 2001 and throughout 2002, but job growth resumed at the start of 2003. Small job losses occurred in the final quarter of 2003 and the first quarter of 2004, but employment is expanding again and is not far below its pre-recession highs. The local unemployment rate has also begun to fall and wage growth resumed in 2003, with the rate of increase picking up in 2004.

About 64 percent of Staten Island's households live in their own houses—far exceeding the Citywide average of 32 percent—and Staten Island is the only borough in which more than half the households own their homes. Compared to other boroughs Staten Island has a higher percentage of home owners who live in one-, two-, and three-family homes rather than in condominiums or cooperative apartments. While home prices have more than doubled in the last six years, homes in Staten Island are still generally more affordable than elsewhere in the City.

Crime in the borough has dropped steadily over the past decade—in fact, Staten Island's per capita crime levels are the lowest in the City. Poverty levels have also dropped since 1990, and with only 9.3 percent of its residents having incomes below the poverty level, the borough has the lowest poverty rate in the City. The per capita income of Staten Island's residents is also higher than that of the other boroughs except Manhattan.

Staten Island's population is expanding rapidly—it was the fastest-growing borough in the City during both the 1990s and the early 2000s. The major factor driving population growth

is not immigration, as it is in the rest of the City. Rather, Staten Island is the only borough to show an increase in population due to U.S residents moving in.

Rapid population growth is accompanied by a range of issues that affect the entire borough. The demand for housing has created a building boom, leading to increased sprawl and congestion. With very little mass transit, vehicular traffic has grown dramatically, and Staten Island's roads have become as crowded as in any dense urban area. Staten Island residents have the second-longest commutes, on average, in the nation (after residents of Queens).

In an effort to control the rapid housing development, several rezoning initiatives have been enacted. These would restrict density so as to not overtax neighborhood roads, schools, and other resources. Transit studies and projects are underway in an attempt to divert truck traffic to rail lines (such as the reactivation of the Staten Island Railroad) and to create more mass transit opportunities for commuters (such as a study of possible North Shore light rail service).

Many economic development projects are proceeding across the neighborhoods of Staten Island. The New York City Economic Development Corporation (EDC), in conjunction with the Staten Island Economic Development Corporation (SIEDC), is taking an inventory of potential sites for growth in the borough with the goal of creating a resource database to assist potential developers. The SIEDC also manages the borough's two Empire Zones, which are State-designated areas within which businesses may be eligible for a variety of State and local tax credits.

In addition, the federal government's Economic Development Administration (EDA) has provided the SIEDC with guidelines and technical assistance for the preparation of a Comprehensive Economic Development Strategy (CEDS) for Staten Island. The CEDS will lay out a strategic plan for the borough's economic development and will focus on commercial and industrial development, retail expansion, transportation, and workforce development.

A survey of the neighborhoods of Staten Island includes the following findings:

- **St. George** is the focus of the largest redevelopment project in the borough's history—to build a new gateway to Staten Island, including a renovated Staten Island Ferry terminal, the National Lighthouse Museum, and the Richmond County Bank Ball Park, home to the Staten Island Yankees minor league baseball team.
- The Staten Island University Hospital and Local 1199 of the Service Employees International Union recently opened a job training and educational center in **Port Richmond**, an economically distressed community with the borough's second-highest poverty rate.
- Transportation and warehousing jobs account for nearly one quarter of the jobs in **Arlington, Howland Hook, Mariner's Harbor, and Port Ivory** (zip code 10303), and contribute to the area's high salaries, which were the second-highest in Staten Island in 2003. Many of these jobs are located at the Howland Hook Marine

Terminal, a container- and cargo-handling facility, which is undergoing a \$350 million expansion project.

- The health care and social assistance sector provided nearly half of all jobs in **Clifton, Concord, Park Hill, Stapleton, and Todt Hill** (zip code 10304), but the sector has contracted recently, and the closing of Bayley Seton Hospital will further impact the neighborhood's employment.
- **South Beach** has been the site of significant recreational waterfront development along the FDR Boardwalk, which will include a new pavilion, bathhouse, and restaurant and the Vanderbilt Catering Hall.
- Approximately 25 percent of the jobs in **Bay Terrace, Grant City, Lighthouse Hill, Midland Beach, New Dorp, Oakwood, and Richmondtown** (zip code 10306) are in the retail sector, the second largest concentration of retail jobs in the borough. Only the health care and social assistance sector is a larger employer in these neighborhoods, accounting for 35 percent of the jobs.
- **Tottenville**, Staten Island's least populated neighborhood (11,669 residents), recorded the fastest population growth in the borough during the 1990s (54 percent) and has one of the highest median household incomes in Staten Island.
- **Great Kills** was developed primarily during the 1960s and 1970s, when more than half of its housing was constructed. New housing is still being constructed, although the population of Great Kills only expanded by 6.5 percent in the 1990s, the slowest gain of any Staten Island zip code.
- **Charleston, Pleasant Plains, Prince's Bay, Richmond Valley, Rossville, and Woodrow** (zip code 10309) had the second-highest rate of population growth in Staten Island in the 1990s—nearly 46 percent—and nearly 38 percent of the area's housing units were constructed during this period. Three big-box stores will be featured in Bricktown Centre, a \$64 million retail development.
- **Livingston** contains Snug Harbor, which is an 83-acre national historic landmark district that contains the Staten Island Botanical Garden, the Chinese Scholar's Garden, the Newhouse Center for Contemporary Art, and the Staten Island Children's Museum. Plans are underway for a new waterfront park and marina.
- **Annadale, Arden Heights, Eltingville, Greenridge, and Huguenot** are located in the second-largest zip code (10312) in Staten Island and had the borough's highest median household income during 1999 (\$67,728), and also tied with zip code 10309 for lowest unemployment rate (4.1 percent). Overall employment grew by 4.5 percent in 2003, the fastest rate of job growth of any zip code in Staten Island.
- **Bloomfield, Bulls Head, Castleton Corners, Chelsea, Graniteville, Heartland Village, New Springville, Travis and Westerleigh** (zip code 10314) comprise the most populous zip code in Staten Island, containing 19 percent of all residents in the

borough. The area has more jobs than any other part of Staten Island—over 20,500 in 2003. The International Speedway Corporation recently purchased 690 acres of waterfront property in Bloomfield to build a proposed NASCAR racetrack. Concerns about traffic, the environmental impact, and tax incentives have already been raised.

In general, Staten Islanders can be relatively optimistic about near-term economic growth. As the overall City economy continues to improve, Staten Island will share in these gains. Economic development projects are working to strengthen or revitalize many neighborhoods in the borough, while rezoning seeks to control rapid development. Yet rising home prices, while a benefit to current home owners and a sign of confidence in the local economy, could lead to an affordability squeeze that would keep out younger families and have an impact on the available pool of labor. When combined with other long-term issues such as transportation congestion and an aging population, these concerns highlight the need for Staten Island's business and government sectors to work together in order to maintain and enhance the borough's economic vitality.

II. Background on Staten Island's Economy

Staten Island is the least populated of the five boroughs that make up the City of New York, as it is home to 5.7 percent of the City's residents. The borough's economy accounts for 2.6 percent of all City jobs, but only 1.5 percent of the wages earned in the City overall. Staten Island's economy is dominated by two sectors: health care (which includes social assistance) and retail trade. The borough struggles with many big-city concerns, such as finding ways to assist local economic growth, manage development to avoid sprawl and congestion, improve transportation, and raise the quality of life for residents.

This chapter focuses on a borough-wide overview of the Staten Island economy and examines basic measures such as population, income, and housing. It also examines the important health care and retail trade sectors, new zoning rules that will affect residential development, and transportation issues. Chapter III covers recent trends in the Staten Island economy. The final chapter examines individual development projects within discussions of Staten Island neighborhoods.

Composition of the Economy

Staten Island's economy is service-oriented and the composition has been relatively stable since 1990.¹ Services in Staten Island primarily address local market needs (the local market-oriented sectors) rather than serving customers outside the region (the export-oriented sectors). Overall, Staten Island is the borough with the smallest share of private sector employment in export-oriented sectors (see Appendix A). While the surrounding suburbs and upstate New York have experienced significant manufacturing losses over the last decade, Staten Island has a much lower concentration of jobs in manufacturing, so job losses in this sector have had less of an impact on the borough's economy.

Health services and social assistance is the largest sector in the Staten Island economy, accounting for 28.7 percent of the borough's jobs and almost 31 percent of the wages paid. While about 85 percent of the firms in this sector employ fewer than 20 employees, the health care and social assistance sector also includes some of Staten Island's largest employers. Overall, 30 percent of the businesses on Staten Island with 100 or more employees are in health care and social assistance, and together these large firms employ more than half of the borough's workers in the sector.

Retail trade is another important part of the Staten Island economy, accounting for 18 percent of the borough's private sector jobs—a greater proportion than in any other borough. The most active retail categories are in “big-box” businesses—large, warehouse-like operations that carry a wide range of products. Stores such as Home Depot, Kohl's, Lowe's, Stop & Shop, and Target have either already opened in or are planned for multiple locations around

¹ Borough data for 2000 and after is available using the North American Industrial Classification System (NAICS). Prior data is reported using the Standard Industrial Classification (SIC) system. Although the NAICS and SIC systems are incompatible, under each system Staten Island's industrial makeup has been relatively stable since the 1990s.

Staten Island. Although the stores are strategically located so as to attract business from residents of surrounding areas as well as Staten Island, local businesses feel that because of tax differences they do not attract many shoppers from New Jersey. A retail component has become a major part of many development projects around the borough. A surge of pharmacy/retail store development is also occurring in the borough as CVS, Duane Reade, Eckerd, Rite Aid, and Walgreens have either entered or are expanding in the market.

Population and Demographics

Staten Island is by far the least populated of the City's five boroughs, and is the only borough with a population of less than 1 million people. As estimated by the U.S. Census Bureau, the borough's population was 459,737 as of July 1, 2003, which represents 5.7 percent of the City's population. Although small, Staten Island is the fastest-growing borough since 1990. Between 2000 and 2003, Staten Island experienced a cumulative gain in population of 14,331 or 3.2 percent, while the Citywide gain was 0.9 percent. During the 1990s, the borough's population expanded by 17.1 percent, while the Citywide growth rate was 9.4 percent.

Immigration has been a major factor in the City's population growth since 1990, but has played a smaller role in Staten Island's gains. In all the boroughs except Staten Island, increases in the foreign-born population have been greater than the overall change in population, as immigrants have replaced residents who have moved out of these boroughs. Staten Island was the only borough to experience a net increase in domestic migration (i.e., more U.S. residents moved into the borough than moved out). Thus, while the number of foreign-born residents on Staten Island increased by 56 percent in the 1990s, this gain only accounted for about 40 percent of the borough's population increase (a similar correlation occurred in the early 2000s). Overall, foreign-born residents account for only about 16 percent of Staten Island's population in 2000, compared to a high of 46 percent in Queens.

In 2003, Staten Island's median age (36.7 years) was the second-highest in the City. While only 11.1 percent of Staten Island's population was aged 65 years or older, which was a lower percentage than in all other boroughs except the Bronx, many of Staten Island's residents are approaching retirement age. In 2003, Staten Island was the borough with the largest share of its population between the ages of 55 and 64 (10.7 percent).

Of the five boroughs, Staten Island has the least ethnic diversity. U.S. Census Bureau data for 2003 shows that more than two thirds of the borough's population is white, while Hispanics or Latinos and blacks or African-Americans combine to represent 24.1 percent of the borough's population, and Asians account for 6.4 percent (see Figure 1). The Bronx is the only other borough where one race made up more than half the population; there, Hispanics or Latinos represented 52.3 percent of the total.

At the end of FY 2004, Staten Island's public assistance caseload of 4,900 comprised only 2.2 percent of the City's overall caseload. This small portion of the City's public assistance cases reflects Staten Island's relatively sparse population as well as the low percentage of residents with incomes below the poverty level. In 2002, only 9.3 percent of Staten Island's residents had incomes below the poverty

level (down from 10.1 percent in 1999 and 17 percent in 1989). This was the lowest percentage among the five boroughs, and well below the Citywide level of 19 percent.

Personal Income

Staten Island's personal income, which includes earnings, dividends, interest, rent, and transfer payments, totaled nearly \$16 billion in 2002 (the latest year for which data are available). This represented more than 5 percent of the personal income in New York City. Growth in the borough's personal income slowed to 0.5 percent in 2002, the lowest growth on record, as the local recession affected the borough economy. Earnings declined, also for the first time on record, by 2.5 percent, but an increase in transfer payments (e.g., welfare, government-provided medical programs, etc.) of 11.6 percent offset the lower earnings.

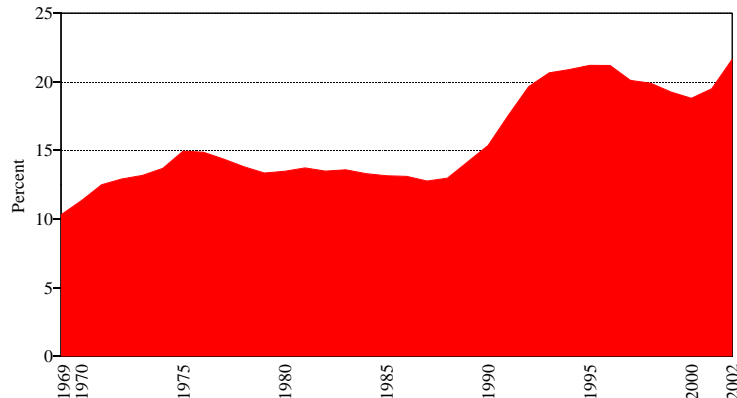
While the contribution of earnings to personal income in Staten Island has declined, the share from transfer payments has grown, increasing from 10 percent in 1969 to more than 21 percent in 2002 (see Figure 2). This trend is the result of increasing medical payments from the government to individuals. Although there was a drop in the contribution of transfer payments during the late 1990s into 2000 (as earnings grew much faster than transfer payments), the trend reversed in 2001 and 2002 when the local recession took hold. Earnings accounted for 66 percent of personal income in Staten Island in 2002, down from over 77 percent in 1969 when

Figure 1
2003 Population Distribution by Race

	Hispanic or Latino	White	Black or African-American	Asian	Other
Bronx	52.3%	12.2%	30.1%	3.0%	2.5%
Brooklyn	20.4%	34.3%	34.0%	8.5%	2.8%
Manhattan	27.8%	45.8%	14.2%	10.2%	2.0%
Queens	26.4%	30.8%	19.9%	21.0%	2.0%
Staten Island	14.4%	68.2%	9.7%	6.4%	1.4%
New York City	28.4%	33.8%	24.2%	11.3%	2.3%

Source: U.S. Census Bureau, American Community Survey

Figure 2
Contribution of Transfer Payments to Personal Income in Staten Island



Source: U.S. Department of Commerce, Bureau of Economic Analysis

this data series began. Even so, earnings in 2002 represented a larger share of personal income in Staten Island than in the City overall (65 percent). Despite fluctuations over the years, the dividends, interest, and rent component contributed 12 percent to personal income in Staten Island in both 1969 and 2002.

Per capita income in Staten Island was \$34,980 in 2002, a decline of almost 1 percent from 2001 levels. While this is lower than per capita income in the City overall (\$37,476) and in Manhattan (\$84,591), it is higher than in the other three boroughs. Because of Staten Island's relative greater dependence on earnings compared to other boroughs, it was also the only borough other than Manhattan to experience a decline in per capita income in 2002.

Transportation

U.S. Census data show that in 2000 about 45 percent of Staten Island's employed residents worked in the borough. Manhattan employed the most Staten Island residents who worked outside their borough, followed by Brooklyn. More of Staten Island's residents commuted to jobs in New Jersey than to jobs in the other two boroughs.

Given Staten Island's location relative to other areas of the region, it is not surprising that many workers face a lengthy commute. U.S. Census Bureau data from the American Community Survey indicate that almost one third of Staten Island commuters traveled more than an hour to get to work in 2003. The commuting time for Staten Island residents is ranked second in the country at 41.3 minutes (Queens ranked first at 41.7 minutes). In 2003, 62.1 percent of the borough's commuters traveled to work by motor vehicle (including carpools), while only a third took public transportation, primarily buses. This was reflected in vehicle ownership data for Staten Island: 80.4 percent of all households owned at least one vehicle and 41.4 percent owned at least two, with both percentages much higher than in the other boroughs.

Traffic congestion in the borough has reached a critical point, as aging roadways and bridges are struggling to meet the needs of a rapidly growing population and increasing car traffic. Traffic has not only caused economic losses resulting from transportation delays, but also has threatened the quality of life for Staten Island residents. In response, the borough has created a joint Traffic Task Force to address measures needed to relieve the congestion. State and City transportation agencies have conducted studies and undertaken initiatives, though many are not yet completed.

One long-term project, a proposal by the Port Authority of New York and New Jersey to construct a twin Goethals Bridge along I-278, has been delayed due to serious concerns raised by government officials and interest groups in both Staten Island and New Jersey. Recently, the Port Authority and the City Economic Development Corporation have begun construction to reactivate and upgrade the Staten Island Railroad, primarily to create a railway link between port facilities at Howland Hook and New Jersey. Upon completion, the project is expected to boost economic activity while also reducing truck traffic on the Goethals Bridge.

A recent poll conducted by the College of Staten Island (CSI) showed that 84 percent of Staten Island residents experienced traffic problems, mostly during weekday rush hours, and 62 percent thought the borough's mass transportation was far from sufficient. A CSI professor estimated that Staten Island needs at least \$1 billion in additional investments for a modern, viable transportation system; and suggested that the borough needs to provide more local and express bus services and extend facilities to connect with mass transit systems in the rest of the City and New Jersey. In a different area of transit, the MTA is adding new ferries to its fleet and renovating the ferry terminal at St. George (see the discussion of St. George and zip code 10301 in Chapter IV, "The Neighborhoods of Staten Island").

Residential Development and Rezoning

Staten Island has a unique housing mix among the City's boroughs and resembles the suburbs more than it resembles the rest of New York City. In the City overall, 31.7 percent of households lived in their own homes in 2002, but in Staten Island that rate reached 64.4 percent—considerably higher than the borough with the second-highest rate of ownership, which was Queens at 46.2 percent. Furthermore, the proportion of home owners in Staten Island who lived in houses rather than in condominiums or cooperative apartments was much higher than elsewhere in the City.

Rental units were home to 35.6 percent of all households in Staten Island in 2002. More apartments in Staten Island were unregulated (68.8 percent) than anywhere else in the City (concentrations ranged from 14.9 percent in Manhattan to 44.9 percent in Queens). In general, unregulated apartments have higher rents than those that are regulated.

Staten Island is in the midst of a residential development controversy. In the 1990s population growth fueled new housing construction, and according to the 2000 Census, during the decade Richmond County had the fastest growth rate for housing units in the State (17 percent), with the number of housing units increasing by about 24,000. This trend has continued, and the New York City Department of City Planning reports that in 2002 Staten Island gained more new dwelling units (2,454) than any borough except Manhattan. Recent development has taxed the resources and changed the character of many Staten Island neighborhoods. In an effort to build as many units as possible, homes (especially townhouses) were built on small lots with inadequate parking, small or nonexistent yards, and building frontages that extended virtually to the street.

This has led to efforts to control and organize the rapid development on Staten Island through rezoning, as the last major revision to the zoning laws occurred in 1961. After City and local officials toured several residential blocks in the borough, the Mayor created the Staten Island Growth Management Task Force in July 2003 to examine issues of overbuilding and development. The task force made rezoning recommendations in December 2003. Staten Island's Borough President also proposed rezoning 40 percent of residential lots. The proposals and amendments were passed by the City Council in December 2003, and the task force's recommendations were approved by the City Council in August 2004.

Additional rezoning applications, affecting South Shore neighborhoods from Tottenville through Great Kills, were recently filed with the City. These proposals would reduce density by increasing lot sizes and favoring detached homes.

The Borough President's office reported that in the one-month period following the City Council's approval of the zoning changes, applications for new house addresses from builders dropped by 41.4 percent. In addition, the Buildings Department reported that while it issued 664 permits for new buildings and major alterations in the month prior to the council approval, it only issued 291 permits in the month that followed. Local officials in other boroughs have expressed interest in using similar recommendations to protect the character of their neighborhoods.

The Staten Island Growth Management Task Force will soon begin to address the rezoning of commercial areas. It will be working with the Department of City Planning, which is conducting a study of approximately 5,700 acres of vacant and underutilized commercial and manufacturing areas on Staten Island's West Shore, covering the neighborhoods from Charleston to Howland Hook. At issue is whether some of the properties in this area can be rezoned for residential use.

Crime

Between 1993 and 2004, the number of reported crimes in Staten Island experienced the largest drop of any borough in the City—a reduction of almost 73 percent. Incidents of motor vehicle theft in Staten Island had the steepest decline of all criminal activity in the borough (88.2 percent), while larceny fell the least (35.7 percent). Only murder, robbery, and larceny fell at a slower rate in Staten Island than in the City as a whole.

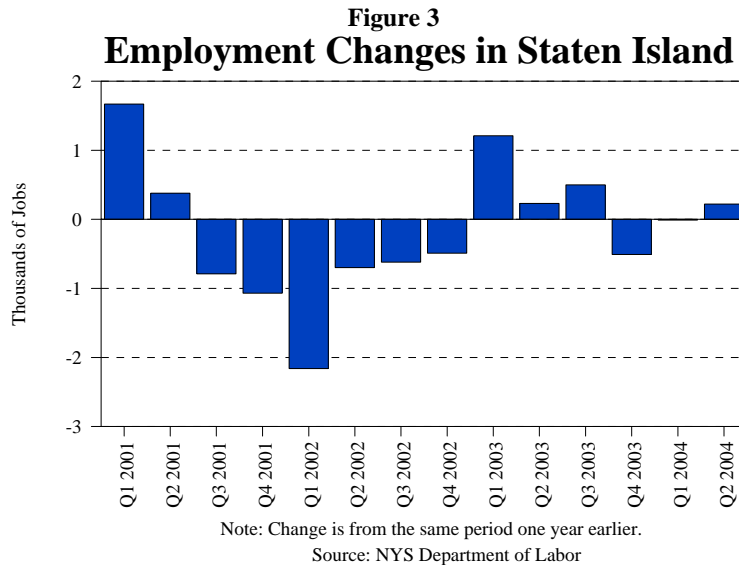
Because the five boroughs vary in terms of population, calculating the number of crimes per 1,000 people helps when making comparisons.² About 8 crimes were committed per 1,000 people in Staten Island in 2003; this was the lowest rate in all five boroughs. By comparison, Manhattan averaged 25 crimes per 1,000 people; both the Bronx and Brooklyn registered about 18 crimes per 1,000 people; and Queens registered 15 crimes per 1,000 people. The relative safety of Staten Island is further reflected in the rates for violent crimes, with less than one occurrence of murder, rape, or robbery per 1,000 people, and 1 assault per 1,000 people.

² Because population data is available through 2003, per capita calculations using 2004 crime statistics are not yet possible.

III. Recent Economic Trends

Employment Trends

Employment has stabilized on Staten Island. The borough lost jobs in the first half of 2001 and throughout 2002, but job growth resumed at the start of 2003. While these gains had turned to losses by the end of 2003, average annual employment for 2003 had increased by 0.4 percent. After a small decline in the first quarter of 2004, job growth resumed in the second quarter, the most recent period for which data is available (see Figure 3). Overall, there was a net gain of 110 jobs (0.1 percent) during the first half of 2004, compared with the same period in 2003.



Among the sectors in which employment increased in the first half of 2004, the leisure and hospitality sector had the strongest gains, adding 420 jobs, mostly in the food service and drinking places subsector. The financial activities sector added 160 jobs, as increases in the finance and insurance subsector more than offset employment declines in the real estate and rental and leasing subsector. Employment in the professional and business services sector grew by 50 jobs, primarily in the administrative and support services subsector because of increases in temporary employment services, and the construction sector gained 10 jobs.

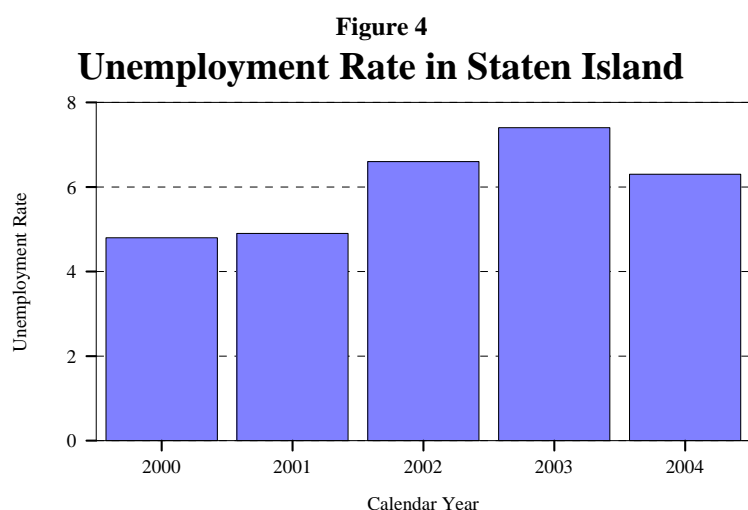
Staten Island's important education and health services sector had the largest decline of all of the borough's employment sectors, losing 310 jobs in the first half of 2004. Within this sector, losses occurred in the health care subsector—primarily in ambulatory health care services and at nursing and residential care facilities—while the social assistance and educational services subsectors added jobs. Employment in ambulatory health care services began to decline in the second quarter of 2003, and losses accelerated during the rest of that year. Jobs were added in the social assistance subsector throughout the recession.

The trade, transportation, and utilities sector in Staten Island lost 110 jobs in the first half of 2004, despite a rebound in the second quarter. The loss was primarily due to job declines in transportation, specifically in the truck transportation subsector, where 140 jobs were lost during the first half of the year. The large retail trade subsector, in which job growth had resumed in early 2002, showed no growth in the first two quarters of 2004. Employment in the borough's information sector fell by 50 jobs in 2004. Since the beginning of 2001 more than 40 percent of Staten Island's employment in this sector has been lost, primarily

positions in the telecommunications subsector (specifically, in the industries of telecommunications resellers and wired telecommunications carriers). The remaining sectors—manufacturing and other services (which includes repair and maintenance services, and personal and laundry services) had modest job losses. Finally, government employment was essentially unchanged in the first half of 2004, although increases in local government were offset by state and federal government declines.

Unemployment

As shown in Figure 4, during 2004 the average unemployment rate on Staten Island



Note: Data for 2000 through 2003 has not yet been revised to reflect a change in methodology.
Source: NYS Department of Labor

(6.3 percent) was about one percentage point lower compared to 2003.³ Staten Island has the second-lowest unemployment rate in the City. Citywide, as the economy strengthened in 2004, the decline in the unemployment rate for that year reflected both an increase in the labor force and a decline in the number of unemployed.⁴ This shows that most people re-entering the labor force during 2004 were able to find jobs.

Wage and Salary Growth

Preliminary data show that wages in Staten Island grew by 4.6 percent in the first half of 2004, which follows growth of 2.2 percent in 2003 and a decline of 1.3 percent in 2002 (the first recorded annual decline in the borough's wages). The recent growth rates are lower than during the last economic expansion (between 1992 and 2000), when wages grew at an average annual rate of 6.5 percent. The financial activities sector was the major contributor to the gains in the first half of 2004, followed by the professional and business services sector. In 2003, solid wage gains were seen in health care and in professional and business services, which more than offset wage declines in the information sector, driven by losses in the

³ The methodology for calculating local unemployment rates has recently been changed. While the borough data for 2004 was revised in March 2005 to reflect the new methodology, borough data for 2000 through 2003 has not yet been restated (it is expected to be released by May 2005). Citywide data for all years has been restated and shows a 1.2 percentage point decline in the unemployment rate in 2004.

⁴ The unemployment rate is measured by the proportion of labor force participants without jobs. Labor force participants are either employed or unemployed and looking for a job. People who are unemployed but are not actively seeking work are not counted as part of the labor force. Labor force data are arranged by residence, while earlier employment data by industry are arranged by the location at which the job is reported.

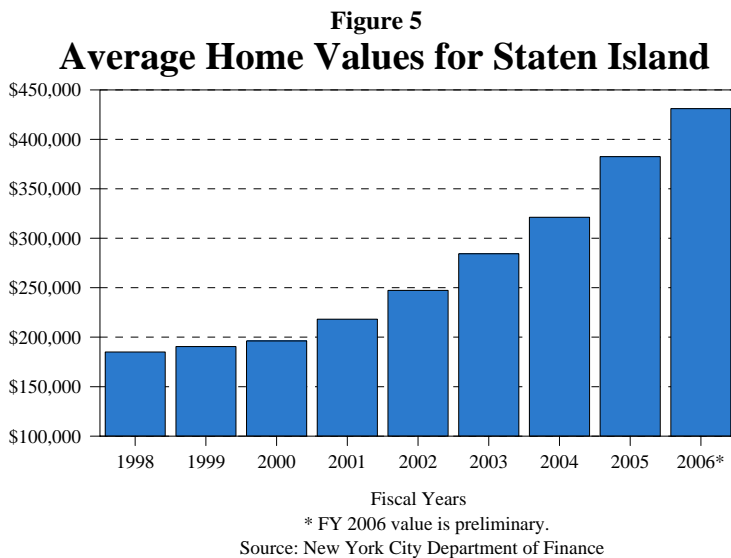
telecommunications industry. According to a forecast from Global Insight, wages in Staten Island were expected to grow by 5.6 percent in 2004, and 5.1 percent in 2005.

During the local recessionary period of 2000 to 2003, Staten Island’s real wages (i.e., inflation-adjusted wages) declined at an average annual rate of 0.4 percent, about equal to the pace during the recession of the early 1990s. However, during the most recent recession the average annual rate of job decline (0.3 percent) was only half the pace of the earlier recession—which indicates that recent job losses were more concentrated in higher-paying sectors. In the late 1990s, when real wages were growing in all five boroughs of the City, the growth rate in Staten Island was second only to Manhattan. However, the wage gain in Manhattan accounted for 92 percent of the City’s entire wage gain, while the gain in Staten Island accounted for only 1 percent. Wage gains in Staten Island’s largest industries—retail trade and health care—helped boost the borough’s relatively small wage base.

In general, average salaries in export-oriented businesses are higher than in local market-oriented ones. Staten Island’s local market-oriented economy keeps the borough’s average salaries lower than in boroughs that have economies with larger export-oriented markets. In 2003, Staten Island’s average salary was \$34,665. Average salary growth in 2003 was subdued, at 1.8 percent, because the borough lost many high-paying jobs gained in the late 1990s—especially in telecommunications—and added low-paying jobs in accommodation and food service, retail trade, and health care and social assistance.

Housing Trends

Data from the City’s Department of Finance for the preliminary FY 2006 tax roll show an average value of \$430,000 for one-, two-, and three-family homes (class one properties) in Staten Island.



Average home values in Staten Island in FY 2006 are lower than the Citywide average of \$495,000, and lower than in all other boroughs except the Bronx. Nonetheless, in the past six years the average value of homes in Staten Island has more than doubled, rising from \$196,000 in FY 2000 (see Figure 5). The total market value of one-, two-, and three-family homes rose by 13.5 percent in FY 2006, which is consistent with values elsewhere in the City.

IV. The Neighborhoods of Staten Island

This chapter surveys the neighborhoods of Staten Island (see Figure 6), as defined by the 12 U.S. Postal Service ZIP code designations in the borough (zip codes were used because they represent small areas for which many types of economic data are available). Each survey provides a review of major features of the area, the highlights of some of the development projects underway, and an overview of economic data (see Appendix B for more detailed tables of economic data for each zip code).

Figure 6
The Neighborhoods of Staten Island



Source: New York City Department of City Planning

Grymes Hill, Livingston, New Brighton, St. George, Randall Manor, Silver Lake, Sunnyside (10301)

St. George, on the northeastern shore of Staten Island, is the seat of borough government and provides a link, via ferry, to Manhattan. Over the past several years, the St. George waterfront has been the focus of a significant redevelopment project—the largest such project in the borough’s history—to build a new gateway to Staten Island (see Figure 7). The redevelopment has three main components: a renovated Staten Island Ferry terminal, featuring a 320-foot-long gateway arch and additional dining and retail facilities; the National Lighthouse Museum, consisting of five historic structures formerly used by the U.S. Coast Guard; and the Richmond County Bank Ball Park, home to the Staten Island Yankees minor league baseball team. The stadium opened in the summer of 2001, but the rest of the

Figure 7
St. George Waterfront Development



Source: New York League of Conservation Voters

project has encountered delays that have pushed completion to the spring of 2005. Other projects completed or under development in the area include a memorial to Staten Islanders who died in the events of September 11, 2001; a discovery center for the Staten Island Institute of Arts and Sciences; expanded parking facilities; a fishing pier; and a new waterfront esplanade.

The 2000 Census recorded more than 38,800 residents in these neighborhoods, an increase of 9.3 percent over the past decade. Compared to other Staten Island neighborhoods, zip code 10301 is made up of a relatively young and single population, and has the borough’s highest percentage of both

18- to 24-year-olds and single-person households. Whites accounted for almost 50 percent of the neighborhood population, blacks or African-Americans constituted 22 percent of the population, and Hispanics or Latinos (of any race) constituted 18.3 percent.

The area accounted for almost 7,500 jobs during 2003, paying an average salary of about \$30,130. Health care and social assistance is the largest employment sector in this zip code (38 percent), followed by the educational services sector (13 percent). Two major private colleges are located in Grymes Hill: St. Johns University’s Staten Island campus, and Wagner College. This contributes to the high percentage of area residents who have at least some college education (56.3 percent); the highest percentage in the entire borough. These neighborhoods also have the highest concentration of people who have postgraduate degrees (13.6 percent).

During 2003, employment rose by 1.1 percent after declining by 13.5 percent in 2002. Job growth in 2003 was concentrated in professional services, construction, and health care, while the largest job losses were in the information and educational services sectors.

Port Richmond (10302)

Port Richmond is located on Staten Island's North Shore. This area includes dry dock and shipyard facilities, and places of historic interest including the Dutch Reformed Church. A job training and educational center, which will offer pre-college and college classes and other services, recently opened in Port Richmond as a cooperative effort between Staten Island University Hospital and Local 1199 of the Service Employees International Union. The center is being funded by a grant from the Community Health Care Conversion Demonstration Project.

Port Richmond's population grew by 22.4 percent in the 1990s. Hispanics or Latinos make up 25.7 percent of the neighborhood population, and 17.8 percent of the population is foreign-born, a greater share than in most Staten Island neighborhoods. Most of these residents have recently entered the country; almost 54 percent entered after 1990. Of these new immigrants, more came from Mexico than from any other country. Port Richmond is an economically distressed community, with the borough's second-lowest median household income (\$42,452), the second-highest poverty rate (17.5 percent), and the highest concentration of older housing in the borough (nearly 60 percent of the units were built before 1950).

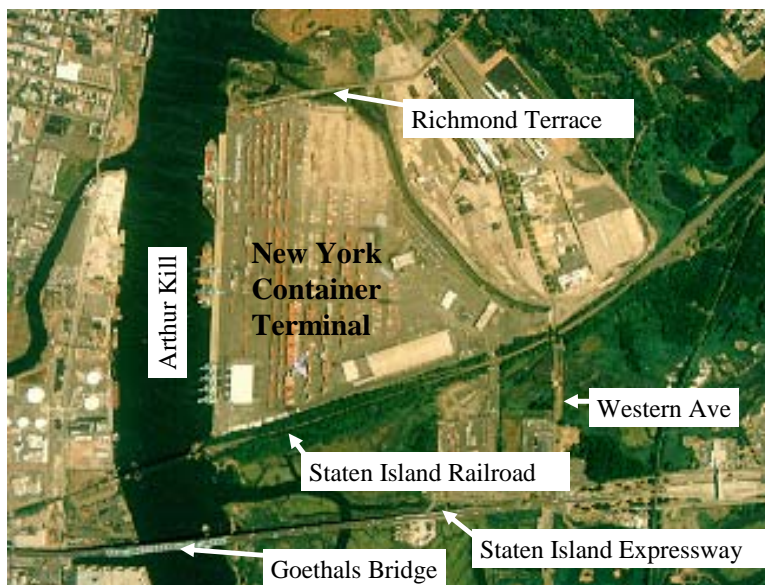
Port Richmond had approximately 3,200 jobs in 2003, an increase of 1.3 percent from 2002. The retail trade sector and the transportation and warehousing sector accounted for 21.5 percent and 16 percent, respectively, of the neighborhood's jobs. Other major sources of employment were the health care and social assistance sector and the accommodation and food service sector. While the retail sector increased in 2003, jobs in transportation and construction declined.

Arlington, Howland Hook, Mariner's Harbor, Port Ivory (10303)

Zip code 10303 is on the northwestern coast of Staten Island, to the west of Port Richmond. This area includes wetland areas, working waterfronts, and the 187-acre Howland Hook Marine Terminal, a container- and cargo-handling facility operated by the Port Authority of New York and New Jersey (see Figure 8). The terminal was purchased by the City for \$47.5 million in 1973 and has one of the highest-volume cargo capacities of any facility in the New York Harbor, which is experiencing significant growth in traffic (most notably in imports from China and elsewhere in Asia).

In 1995 the terminal was leased to Howland Hook Container Terminal Inc., which reactivated the terminal for container operations in 1996 and made extensive infrastructure improvements. In 2002, the Port Authority announced a \$350 million expansion of Howland Hook as part of a \$1.5 billion port redevelopment program. It is estimated that Howland Hook has 480 employees and generates about \$20 million in tax revenue annually for the

Figure 8
Howland Hook Facility



Source: Port Authority of New York and New Jersey

State and the City. The facility is capable of handling three vessels simultaneously and stores 425,000 containers annually.

In order to keep the harbor economically competitive, the Army Corps of Engineers is in the process of dredging portions of the New York and New Jersey port facilities to allow access for new larger and deeper ships. Current depths of 30 feet to 45 feet will in some cases be dredged to a depth of 50 feet. Also, the Arthur Kill and the Kill van Kull channels will be deepened.

The project will be paid for by the federal government and the Port Authority, will cost about \$1.6 billion, and may not be completed until 2014.

Currently all of Howland Hook's cargo is transported on and off the terminal by truck. However, Governor Pataki and Mayor Bloomberg have announced a joint venture between the Port Authority and the City's Economic Development Corporation to reactivate the Staten Island Railroad, connecting New Jersey with the Howland Hook Marine Terminal and other areas in Staten Island, including tracks leading to the Arthur Kill Lift Bridge. The railroad will serve Arlington Yard and a new intermodal rail terminal that the Port Authority is building at the Port Ivory site next to Howland Hook. The railroad will also service Staten Island's commercial and manufacturing facilities. It is expected that the Howland Hook rail facility will handle 250,000 containers a year. The restoration of rail freight service is expected to reduce truck congestion on the Staten Island Expressway and the Goethals Bridge.

The Staten Island Borough President's office and the Port Authority have also conducted a study to examine the feasibility of restoring passenger rail service along the North Shore. Service would follow the former route of the North Shore Railroad along a 5.1-mile corridor between Arlington and St. George (service was terminated in 1953). The study determined that a light-rail system would provide the most benefits and fewest costs, and estimates that ridership on this rail line could eventually equal that of the Staten Island Railway.

Of all the areas in Staten Island in 2002, zip code 10303 had the lowest concentration of whites (31.9 percent) and the highest concentrations of blacks or African-Americans

(31.4 percent) and Hispanics or Latinos (27.6 percent). Children under the age of 18 made up more than one third of the population, the highest concentration of any neighborhood.

Jobs in these neighborhoods had the second-highest average salary in Staten Island in 2003 (about \$42,700), which primarily reflects the well-paid transportation and warehousing jobs that account for nearly one quarter of the neighborhood's employment base. Retail trade was the next largest sector, providing 18.4 percent of the area's jobs. Employment in this zip code rose slightly in 2003 (by 1.3 percent), with the most jobs created in the retail sector.

Clifton, Concord, Park Hill, Stapleton, Todt Hill (10304)

Stapleton is a historic neighborhood located on the eastern shore of Staten Island to the south of St. George, and contains the St. Paul's Avenue–Stapleton Heights Historic District (approved by the City Council in September 2004). During the late 1800s Stapleton was the leading commercial center of Staten Island. In the 19th century, wealthy and middle-class residential developments were built in Stapleton Heights and Stapleton Nook, respectively, which added to the residential character of this neighborhood. Todt Hill is the highest naturally created point in New York City (with an elevation of 410 feet), and the residential areas along its base are some of the most affluent in Staten Island.

Bayley Seton Hospital, founded in 1831 to provide medical care for merchant sailors, is located in Stapleton and still maintains a contract with the U.S. Department of Defense to provide health care for active military personnel, their dependents, and retired military throughout the metropolitan area. The hospital was acquired from the federal government by the Sisters of Charity in 1981, and then became part of the St. Vincent Catholic Medical Center. As part of the provisions governing the transfer, the new owners agreed to operate the hospital until 2011. However, the current owner has announced that because of fiscal pressures it will close the hospital and seek to be released from the transfer agreement so that it can sell the land for other development. The New York State Department of Health is considering a closure plan in which a portion of the facility would be retained for some outpatient services. Most services are expected to be relocated by early 2005. The closure would leave only two major hospital centers on Staten Island.

The Staten Island Homeport is also located in Stapleton. This former U.S. naval facility was developed in the 1980s but then closed in 1995. The City holds the title to the property, but has been unsuccessful in finding a permanent tenant. In an effort to boost the area's economy, in April 2003 the Mayor announced the formation of a 16-member task force made up of community members, Staten Island elected officials, and members of the City's administration to create a detailed development framework for the Homeport. In April 2004, the City's capital budget added \$66 million in funding, allocated over the next five years, for infrastructure improvements, streetscaping, and the construction of an esplanade and parkland on the 36-acre property. Two firms were recently hired by the City to design these site improvements, and a construction manager is expected to be hired in 2006.

In the summer of 2004, the Homeport Task Force completed its planning process and approved a mixed-use waterfront plan that includes a sports complex, banquet hall, restaurant, farmers' market, skating rink, and residential development (see Figure 9).

Figure 9
Stapleton Homeport Development Proposal



Source: NYC Economic Development Corporation

According to the study, the redevelopment will create 400 permanent new jobs and will generate \$3.5 million in property tax revenue and \$19.8 million in lease revenues. The plan must now go through a public approval process. Recently, the City's Economic Development Corporation issued requests for proposals for the development, along with plans by the Department of Parks and Recreation to make improvement to nearby Tappen Park.

In a separate agreement, the City Council has recently approved a five-year lease

of one of the Homeport piers for use by the Navy. The Navy will base one or two supply ships at the facility beginning in January 2006, as part of a program that spreads out supply facilities for overseas operations. The City's Economic Development Corporation has indicated that the lease will not interfere with other development plans for the Homeport.

The population of this zip code 10304 grew by 19.1 percent in the 1990s. The community includes about 28 percent of Staten Island's black or African-American population, as well as 13.4 percent of its Hispanic or Latino population. Nearly 26 percent of the area's residents are foreign-born, which is the highest percentage among all neighborhoods in Staten Island. Zip code 10304 had the lowest median household income in Staten Island in 1999, at \$41,041. The areas also had a higher-than-average share of households that earned \$20,000 a year or less (29 percent), and had the highest poverty level in the borough (21 percent).

The area's economy is struggling. This is the only zip code in Staten Island in which total wages declined in 2003 (by 8.7 percent), and was one of three zip codes where employment declined (by 3.2 percent). Health care and social assistance provided nearly half of all jobs in the area. The next largest sector, retail trade, represented 7 percent of the area's jobs. While retail trade added jobs in 2003, the health care and social assistance sector contracted. The closing of Bayley Seton Hospital will further impact the area's employment.

Arrochar, Dongan Hills, Fort Wadsworth, Grasmere, Ocean Breeze, Old Town, Rosebank, Shore Acres, South Beach (10305)

This zip code is south of Stapleton, and contains the Verrazano-Narrows Bridge—Staten Island’s only highway link to the rest of New York City. At the base of the bridge sits Fort Wadsworth, one of the oldest military installations in the United States. The fort is now a National Park, and includes some of Staten Island’s most popular beaches and the FDR Boardwalk, which is the fourth-largest in the world.

Waterfront development in this part of the borough includes ongoing renovations and improvements along the FDR Boardwalk, which will include a new pavilion and bathhouse. A new playground and ball field have already been completed, and construction of a restaurant and the Vanderbilt Catering Hall are in progress.

To alleviate flooding in the area, the City is working to develop a natural flood-control system—the Mid-Island Bluebelt—for the coastal area from South Beach in zip code 10305 through Oakwood in zip code 10306. The system will use man-made ponds rather than sewers to trap and filter floodwater and route it to the ocean, at about half the cost of traditional sewers. A temporary moratorium on development in the coastal wetlands had been in effect in order to give the City more time to complete planning and design for the project.

Perhaps because of its location and natural attractions, the population in this zip code rose by 26.2 percent in the 1990s, to 38,450. Over 74 percent of the population is white, while Hispanics or Latinos account for 13.5 percent of the population. The median household income in 1999 was \$48,944, and 12.4 percent of the residents lived at or below the poverty level.

Employment rose by 3.1 percent in 2003, to total more than 11,700 jobs. Nearly 57 percent of those jobs were in health care and social assistance, a sector that grew by 5.8 percent in 2003. The significance of the health care industry to the neighborhood economy is due to the presence of the 17-acre North Site campus of the Staten Island University Hospital, which has been in service since 1861 (another campus is located in the Prince’s Bay neighborhood). The hospital is now part of the North Shore-Long Island Jewish Health Care System, and will soon be one of only two remaining major medical centers in Staten Island. Retail trade is the next largest component of the neighborhood’s economy, with about 750 jobs; that sector grew by 3 percent in 2003.

Bay Terrace, Grant City, Lighthouse Hill, Midland Beach, New Dorp, Oakwood, Richmondtown (10306)

Zip code 10306 contains historic Richmond Town, a living-history village and museum. The village covers part of a 100-acre site with about 15 restored residential, commercial, and government buildings. Lighthouse Hill has the largest collection of Tibetan art outside Tibet, at the Jacques Marchais Museum of Tibetan Art. This museum is housed in the only Himalayan-style monastery building in the United States.

The area is rich with park facilities. Miller Field, once an active airfield in the early days of aviation, is now part of the Gateway National Recreation Area. The park includes two military aircraft hangers, 64 acres of athletic fields, picnic areas, and a community garden. The Greenbelt is a natural preserve that covers about 2,800 acres of woodlands, wetlands, fields, and other sites primarily in the center of Staten Island, especially in zip codes 10306 and 10314. A new nature center opened in the preserve last year.

Almost 13 percent of Staten Island's population is located in the area, making it the borough's third-largest zip code. The area grew by 11.3 percent in the 1990s, to almost 55,700 people. The population is also relatively older—the concentration of residents aged 65 and over is the highest in Staten Island, and accounts for 15.1 percent of the zip code's population.

Zip code 10306 provides nearly 2,200 retail jobs, which amounts to 23 percent of all jobs in these neighborhoods. Most retail jobs are located around Hylan Boulevard, a major commercial corridor. Compared to the rest of the borough, this area is high in retail employment. It provides 15 percent of all retail jobs in Staten Island, but only 11 percent of the overall job base. Only zip code 10314, which contains the Staten Island Mall, has more retail jobs. Retail employment in zip code 10306 dropped by 6.8 percent in 2003, and this decline was primarily responsible for the 4.6 percent drop in the area's total employment.

Health care and social assistance is the largest source of jobs in the area (nearly 35 percent), and employment in this sector experienced a 1.2 percent decline in 2003. The health care jobs in the neighborhood are some of the lowest-paying health care jobs anywhere in Staten Island, averaging about \$26,200 in 2003. When combined with the large number of low-paying retail jobs (averaging \$19,915), zip code 10316 was virtually tied with zip code 10308 for providing the lowest average annual salary in Staten Island in 2003 (\$24,360).

Tottenville (10307)

Tottenville is in the southwest corner of the borough and is the location of a national historic landmark, the Conference House (also known as the Billop House), which was built in 1680. The City's Department of Parks and Recreation manages the grounds and is currently building a new waterfront pavilion; it has also developed a \$10 million master plan proposal that includes a visitors center and scenic overlooks and trails.

Although Tottenville is the least populated neighborhood in Staten Island (11,669 residents), it recorded the fastest population growth in the borough during the 1990s (54 percent). Almost 37 percent of Tottenville's existing housing units were constructed in the 1990s. Along with Great Kills, this area has the least racial diversity in Staten Island; more than 91 percent of the residents are white. Only 10.3 percent of the population is foreign-born, which is the lowest concentration of all neighborhoods in the borough, and only 3.7 percent of the population are not U.S. citizens. Of Tottenville's immigrant population, 62 percent entered the country before 1980. (Borough-wide, 39 percent of immigrants entered the United States before 1980.) Nearly 70 percent of Tottenville's immigrants are from Europe, and English is spoken in 80 percent of all households.

In 2002, the median household income was \$64,159, one of the highest in Staten Island, and the poverty rate was tied with Eltingville for the lowest rate in Staten Island (3.9 percent). However, the area had the smallest job base in the borough—only 870 jobs in 2003—and it contracted by 3.1 percent that year. One quarter of the area’s jobs are in the administrative and support and waste management and remediation services sector, and another 14.4 percent are in construction.

Great Kills (10308)

Great Kills is located on the South Shore, and includes part of Great Kills Park along the waterfront. The area was developed primarily during the 1960s and 1970s, when more than half of its housing was constructed. New housing is still being constructed, including a new proposed townhouse development, Sweetwater, which has generated considerable controversy. Area residents are concerned about drainage issues and increased density and congestion. In response to concerns the developer has scaled back his plans, but is still looking to build 123 one- and two-family homes on the 7.7-acre site. Recent rezoning proposals, however, could further reduce the size of the development.

More than 90 percent of Great Kills residents are white, and more than 90 percent of all residents were born in America. Of those born overseas, more than half entered the country before 1980, and most came from Europe. The population of Great Kills expanded by 6.5 percent in the 1990s, the slowest gain of any Staten Island neighborhood.

Employment in Great Kills remained unchanged in 2003, providing more than 1,700 jobs. The health care and social assistance sector grew by 6 percent, and now accounts for almost one quarter of the area’s jobs. Retail trade is the next largest sector, accounting for 15 percent of the jobs following a 7 percent gain in 2003. Like jobs in zip code 10306, however, these jobs are relatively low-salaried. The average annual salary for all jobs in Great Kills was \$24,345, the lowest in Staten Island in 2003. Many of the traditional retail centers in Staten Island, such as Great Kills Village, have been forced to compete with big-box stores and large shopping malls to attract customers and maintain their economic vitality

Charleston, Pleasant Plains, Princes Bay, Richmond Valley, Rossville, Woodrow (10309)

Zip code 10309, located on the southwestern shore between Tottenville and Eltingville, had the second-highest rate of population growth in Staten Island in the 1990s—nearly 46 percent—and housing construction boomed. Nearly 38 percent of the neighborhood’s housing units were constructed in the 1990s (after almost 35 percent were built in the 1980s). Despite the rapid development, the area still includes many parks, greenspaces, and recreational facilities, including the 260-acre Clay Pit Ponds State Park Reserve and the 194-acre Mount Loretto Nature State Preserve.

The pace of development in the zip code has become a major issue, as increased congestion strains infrastructure and affects the quality of the area. Despite these concerns, small 1920s homes built on large plots in the Huguenot area are being torn down and subdivided for new

housing. In Charleston, a senior housing development received City Planning Commission approval in July 2004. This project calls for the construction of 190 townhouses on land along Arthur Kill Road that was formerly zoned for manufacturing. A developer has recently purchased the former Camp St. Edward site—a 12-acre waterfront property in Pleasant Plains that had been owned by a religious order—where he plans to construct 100 homes.

Commercial projects, especially in retail, are also moving forward in the area. A City-owned, 42-acre lot in Charleston was sold to Charleston Enterprises LLC for the development of what is being called Bricktown Centre. Current plans include three big-box stores: Home Depot (154,000 square feet), Target (144,000 square feet), and Bed Bath & Beyond (90,000 square feet). Situated near the intersection of the West Shore Expressway and Richmond Parkway, the project is expected to create approximately 630 construction jobs and 550 permanent jobs. Land has begun to be cleared at the site, and the \$64 million project could be completed by the end of 2005. The project site is part of a larger 120-acre plot, and the City plans to use the remaining property for parks, preserved open space, a senior retirement community, and possibly a school. In nearby Rossville, approximately two miles north of the proposed Bricktown Centre, a Lowe's store is scheduled for construction on a 16-acre site.

Like many of the neighborhoods in the southwestern part of the borough, the residents of zip code 10309 are primarily white (86.7 percent). Almost 13 percent of the population is foreign-born, and about half of that population entered the country before 1980. Immigration has recently increased and new residents are coming from Asia and Eastern Europe—primarily Russia and Ukraine. The zip code has the second-highest median household income in the borough (\$65,397). More than 25 percent of neighborhood households earned \$100,000 or more—the highest share of such households in any neighborhood in Staten Island.

Employment in the area grew by 3.1 percent in 2003. Much of the gain was in retail trade, which now accounts for about 13 percent of the 6,270 jobs in the neighborhood. Health care and social assistance is the largest employment sector and accounts for nearly one quarter of the jobs. (Prince's Bay houses the South Site campus of Staten Island University Hospital, which offers psychiatry, substance abuse, and sleep disorder services.) The pace of development in this zip code has made construction the second-largest source of jobs in the neighborhood, with a 14 percent share of employment.

West Brighton, Livingston (10310)

This zip code is located on the North Shore, to the west of St. George. The neighborhood of Livingston contains Staten Island's premier cultural center, Snug Harbor, which is an 83-acre national historic landmark district that contains a collection of 26 buildings including the Staten Island Botanical Garden, the Chinese Scholar's Garden, the Newhouse Center for Contemporary Art, the Staten Island Children's Museum, and other art galleries, performance spaces, shops, and cafés. The Staten Island Zoo is also located in the area, and contains a major reptile collection, a tropical forest, an African savannah exhibit, and a children's

center. The City Planning Commission recently approved the application for the Forest Avenue business improvement district, which is Staten Island's first BID.

Plans are underway for a waterfront park and marina on 10 acres of waterfront in West Brighton. In February 2004, the Port Authority purchased Blissenbach Marina for \$3 million and gave it to the City's Department of Parks and Recreation for development.

The zip code's population grew by 11.8 percent in the 1990s to reach 22,852 in 2000. Immigrants make up 15.1 percent of the area's population, and almost 38 percent of the immigrants entered the country in the 1990s, mostly from Mexico and the Caribbean. Overall, whites account for 53.6 percent of the population, while Hispanics or Latinos account for 19.4 percent and blacks or African-Americans account for 20.3 percent. The zip code's poverty rate is relatively high (15.4 percent), as in the nearby zip codes 10301 and 10302. Although the median household income was \$46,198, one quarter of the area's households had annual incomes below \$20,000.

Nearly half of the 6,000 jobs in zip code 10310 are in the health care and social assistance sector. The neighborhood's St. Vincent's Hospital was founded in 1903 and offers a wide range of services, including a reproductive medical center. Health care jobs increased by 3.3 percent in 2003, but many other sectors experienced job declines. Total employment in the area increased by 1.1 percent in 2003.

Annadale, Arden Heights, Eltingville, Greenridge, Huguenot (10312)

Annadale, Eltingville, and Huguenot are located on the south shore of Staten Island and run from Raritan Bay into the southern center of the island. The neighborhoods were mostly rural until the opening of the Verrazano-Narrows Bridge, in the mid-1960s, began the transformation of the South Shore. Three quarters of the neighborhoods' housing stock has been built since 1970, and today some custom homes in the area sell for more than \$1 million. Mass transit options are relatively good, as residents can easily reach the Staten Island Railway from the main bus lines along Richmond Avenue, which transfer to and from buses along Hyland Boulevard.

The area's population grew by 18.7 percent in the 1990s. With 58,867 residents in 2000, zip code 10312 is the second-largest zip code in Staten Island. Of the residents, 90 percent are white and 11.2 percent are foreign-born. Almost 56 percent of foreign-born residents came to the United States before 1980, mostly from Europe, and about 18 percent immigrated in the 1990s. These neighborhoods have the largest concentration of households that are composed of families (80.5 percent) in all of Staten Island.

Annadale, Eltingville, and Huguenot had the highest median household income in the borough during 1999 (\$67,728), and along with Tottenville had the lowest share of residents living in poverty (3.9 percent). The unemployment rate, at 4.1 percent, is tied with Charleston and Prince's Bay for the lowest rate in the borough. Employment is mostly concentrated in the health care and social assistance sector (25.5 percent of all jobs) and the retail trade sector (18 percent of all jobs). Overall employment grew by 4.5 percent in 2003, the fastest rate of job growth of any neighborhood in Staten Island.

Bloomfield, Bulls Head, Castleton Corners, Chelsea, Graniteville, Heartland Village, New Springville, Travis, Westerleigh (10314)

Zip code 10314 is the most populous area in Staten Island, with 84,821 residents recorded in the 2000 Census. This amounts to 19 percent of all residents in the borough. During the 1990s, the population grew by 9 percent. Similarly, the area has more jobs than any other part of Staten Island—over 20,500 in 2003. Employment growth was strong in 2003, with a gain of 4.3 percent.

The Staten Island Mall in New Springville is one of the largest shopping malls in New York City and is the heart of retail activity on Staten Island. The success of the mall has attracted additional development to the adjoining area. A Levitz Furniture store is a recent addition, and a new Stop & Shop superstore is under construction on Richmond Avenue near the edge of the mall. Other smaller retail establishments are also being planned.

Retail trade is by far the largest industry in this zip code, accounting for 31.8 percent of the neighborhood's job base (it also accounts for more than 45 percent of Staten Island's retail jobs). Another significant sector in these neighborhoods is health care and social assistance, which accounts for 12.5 percent of neighborhood employment. Many of those jobs are connected with the Sea View Hospital Rehabilitation Center and Home, owned by the New York City Health and Hospitals Corporation. The accommodation and food services sector provides 9.1 percent of area jobs. Both the health care and social assistance sector and the accommodation and food services sector expanded by more than 10 percent in 2003.

Commercial development in zip code 10314 includes Staten Island's only suburban-style office park, a 150-room hotel, and The Teleport, a complex consisting of office buildings, a fiber-optic network center, and satellite transmission dishes. The Teleport opened in 1984 and is a joint project of the Port Authority of New York and New Jersey, New York City, and the Teleport Communication Group. In addition, Pratt Industries (formerly Visy Paper), a paper recycling company, plans to expand its operations in the Travis section of Staten Island.

The International Speedway Corporation (ISC) is contemplating entry into the northeastern market for NASCAR.⁵ ISC has paid \$100 million to purchase the 450-acre GATX oil tank farm and the adjacent 240-acre Duke Energy site along the West Shore Expressway near the Goethals Bridge, and has proposed the construction of a racetrack with seating for 80,000 spectators. ISC claims that the racetrack would add significantly to Staten Island's economy, including 50 to 70 full-time jobs and thousands of temporary jobs. The ISC built a speedway in Kansas City, which New York City public officials have visited, that is estimated to add approximately \$160 million annually to Kansas City's local economy. The racetrack project is in its early phases, and detailed development plans have yet to be issued (although 50 acres might be used for a big-box retail complex). The cost of the project is estimated at \$600 million and the track would be opened in 2009 or 2010. Concerns about traffic, the environmental impact, and tax incentives have already been raised, as well as

⁵ The International Speedway Corporation constructs racetracks for use by NASCAR and others.

claims that the racetrack would be used sparingly and could be better utilized for other purposes.

Another development project is the 515-unit Seaview Senior Housing development on Brielle Avenue, which the City Planning Commission has approved. This project requires the sale of 15 acres of City-owned land to private, nonprofit housing developers. The units would be rentals targeted to middle-income residents, and half of the units would be reserved for Staten Island residents.

The most ambitious project currently under development on Staten Island is the restoration of the 2,200 acre Fresh Kills Landfill. The landfill operated from 1948 until 2001, and covers approximately 11 percent of Staten Island. Only about 1,200 acres were used for the disposal of garbage, primarily household waste. Although the landfill closed on March 22, 2001, it was temporarily reopened to accept debris from the World Trade Center disaster site.

Figure 10
Rendering of the Restored Fresh Kills Park



Source: NYC Department of City Planning

The City plans to transform the landfill, which is the largest in the world, into a state-of-the-art park (see Figure 10) that would include a site for cycling competitions if the City is awarded the 2012 Olympic Games. At 3.4 square miles, Fresh Kills is more than twice the size of Manhattan's Central Park.

The restoration of the Fresh Kills parkland will dramatically change the way Staten Island uses its land. Before closing the landfill, 40 percent of Staten Island was designated as industrial or vacant. With the new parkland, however, more than 75 percent of the borough's land area will support nature, recreation, and residential programs, and 30 percent of this land will be designated as open space.

As the master plan for the site continues to evolve, a public planning process has begun to encourage input from community interests and groups. Currently, it is expected that the master plan will be completed around the summer of 2005. Following that, the environmental impact statement process will take approximately one year to complete before construction can begin. The initial phase is planned to last about 10 years, with the first area—in the North Mound site near Travis—opening to the public as early as 2007. Part of the plan includes the

creation of park drives and new roadways, which will alleviate current traffic congestion problems. Another possible feature could be electricity-generating windmills.

Although the conversion of landfills to parkland has been accomplished around the world, it has never been attempted on the scale of Fresh Kills. Byproducts of the landfill must be monitored by the New York City Department of Sanitation and the New York State Department of Environmental Control for a period of at least 30 years.⁶ Since the closure of the Fresh Kills Landfill, emissions from the site have been decreasing as emissions control devices and strategies continue to be implemented.

⁶ As the landfill's contents decompose they generate leachate, a liquid byproduct, and landfill gases.

Appendix A

Citywide Private Sector Job Concentration in 2003

(Percent Distribution)

Sector	Bronx	Brooklyn	Manhattan	Queens	Staten Island
Construction	4.9	5.4	1.7	9.4	7.5
Manufacturing	4.7	8.0	2.7	8.2	1.6
Durable Manufacturing	2.3	2.7	0.7	4.0	0.7
NonDurable Manufacturing	2.3	5.2	2.0	4.2	0.7
Trade, Transportation, and Utilities	20.1	22.8	13.4	29.1	25.7
Wholesale Trade	5.1	5.2	4.6	5.4	1.8
Retail Trade	11.8	13.1	7.0	11.2	18.0
Transportation, Warehousing, and Utilities	3.2	4.5	1.7	12.5	5.9
Information	2.1	1.8	7.4	2.1	2.5
Financial Activities	7.0	7.0	19.9	6.4	4.9
Professional and Business Services	6.5	7.3	24.4	8.0	9.6
Education and Health Services	43.2	36.2	15.2	23.8	34.4
Educational Services	6.6	4.5	4.2	2.9	3.3
Health Care and Social Assistance	36.6	31.6	11.0	20.9	31.1
<i>Ambulatory Health Care Services</i>	6.5	7.6	2.9	5.8	8.4
<i>Hospitals</i>	11.3	7.7	4.1	5.6	10.6
<i>Nursing and Residential Care</i>	9.4	4.5	1.0	3.8	6.3
<i>Social Assistance</i>	9.4	11.8	3.1	5.7	5.8
Leisure and Hospitality	6.9	5.3	10.2	7.5	8.6
Other Services	3.8	4.9	4.6	4.6	4.2
Unclassified	0.8	1.3	0.5	1.1	1.0
Sectoral Orientation (excluding unclassified)					
Export-Oriented	20.6	24.1	57.9	25.4	19.4
Local Market-Oriented	78.7	74.6	41.6	73.6	79.5

Note: Columns may not add to 100 because of rounding.

Source: NYS Department of Labor, ES202 Insured Employment Series

Appendix B

Neighborhood Economic Statistics

	Zip Codes					
	10301	10302	10303	10304	10305	10306
Population (2000)	38,805	16,406	25,530	38,972	38,450	55,698
Race/Ethnicity (2000)						
Not Hispanic or Latino						
<i>White alone</i>	49.7%	51.3%	31.9%	44.2%	74.3%	85.9%
<i>Black or African-American alone</i>	22%	17.5%	31.4%	28.3%	3.1%	1.1%
<i>American Indian or Alaskan Native alone</i>	0.2%	0.1%	0.3%	0.2%	0.1%	0.1%
<i>Asian alone</i>	6.6%	2.7%	5.0%	5.9%	6.2%	3.3%
<i>Native Hawaiian alone</i>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<i>Other alone</i>	0.3%	0.2%	0.4%	0.3%	0.2%	0.1%
<i>Two or more</i>	2.9%	2.4%	3.4%	2.6%	2.5%	1.1%
Hispanic or Latino	<u>18.3%</u>	<u>25.7%</u>	<u>27.6%</u>	<u>18.4%</u>	<u>13.5%</u>	<u>8.4%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Age (2000)						
Less than 18 years old	23.5%	27.9%	33.8%	28.6%	23.4%	23.2%
18-24 years old	10.9%	9.8%	9.7%	8.7%	8.3%	7.6%
25-34 years old	16.1%	15.2%	14.3%	13.9%	15.3%	13.6%
35-49 years old	23.1%	21.7%	23.0%	23.5%	24.5%	23.8%
50-64 years old	14.1%	13.9%	11.7%	13.8%	15.2%	16.8%
65 years old or greater	<u>12.3%</u>	<u>11.5%</u>	<u>7.5%</u>	<u>11.5%</u>	<u>13.2%</u>	<u>15.1%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Place of Birth (2000)						
Native born	79.3%	82.2%	80.0%	74.1%	81.2%	86.5%
Foreign-born	<u>20.7%</u>	<u>17.8%</u>	<u>20.0%</u>	<u>25.9%</u>	<u>18.8%</u>	<u>13.5%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Year of Entry for Foreign-Born (2000)						
1990s	47.3%	53.6%	35.5%	46.0%	37.2%	33.6%
1980s	23.1%	22.4%	35.0%	27.8%	25.7%	20.7%
Before 1980	<u>29.5%</u>	<u>24.0%</u>	<u>29.6%</u>	<u>26.3%</u>	<u>37.1%</u>	<u>45.7%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Median Household Income (1999)	\$45,620	\$42,452	\$42,463	\$41,041	\$48,944	\$55,413
Annual Household Income (1999)						
Less than \$20,000	20.8%	25.5%	23.0%	29.0%	22.3%	18.4%
\$20,000-\$34,999	16.9%	15.3%	17.9%	14.5%	14.6%	12.6%
\$35,000-\$49,999	16.4%	14.7%	14.9%	13.7%	13.7%	13.4%
\$50,000-\$74,999	18.0%	20.2%	21.3%	16.8%	21.4%	20.8%
\$75,000-\$99,999	11.7%	13.2%	11.4%	9.0%	13.4%	14.2%
Greater than \$100,000	<u>16.2%</u>	<u>11.1%</u>	<u>11.6%</u>	<u>16.8%</u>	<u>14.4%</u>	<u>20.5%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Poverty Rate (1999)	15.2%	17.5%	17.4%	21%	12.4%	7.5%

Note: Totals may not add due to rounding.

Source: U.S. Census Bureau

Appendix B (Continued)

Neighborhood Economic Statistics

	Zip Codes					
	10307	10308	10309	10310	10312	10314
Population (2000)	11,669	26,451	27,207	22,852	58,867	84,821
Race/Ethnicity (2000)						
Not Hispanic or Latino						
<i>White alone</i>	91.1%	91.2%	86.7%	53.6%	89.9%	76.1%
<i>Black or African-American alone</i>	0.6%	0.3%	2.4%	20.3%	0.6%	2.7%
<i>American Indian or Alaskan Native</i>	0.1%	0.0%	0.1%	0.2%	0.1%	0.1%
<i>Asian alone</i>	2.2%	2.3%	3.6%	3.8%	3.9%	10.7%
<i>Native Hawaiian alone</i>	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<i>Other alone</i>	0.1%	0.1%	0.0%	0.3%	0.1%	0.2%
<i>Two or more</i>	0.6%	0.7%	0.8%	2.4%	0.7%	1.7%
Hispanic or Latino	<u>5.3%</u>	<u>5.3%</u>	<u>6.4%</u>	<u>19.4%</u>	<u>5.7%</u>	<u>8.4%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Age (2000)						
Less than 18 years old	29.0%	24.0%	27.0%	29.4%	24.9%	23.7%
18-24 years old	7.0%	7.6%	7.7%	8.2%	8.9%	8.2%
25-34 years old	15.1%	13.7%	15.7%	13.5%	13.9%	13.7%
35-49 years old	27.2%	24.0%	26.9%	23.9%	24.1%	23.5%
50-64 years old	13.1%	19.0%	14.9%	14.2%	18.8%	18.2%
65 years old or greater	<u>8.6%</u>	<u>11.7%</u>	<u>7.7%</u>	<u>10.8%</u>	<u>9.4%</u>	<u>12.7%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Place of Birth (2000)						
Native born	89.7%	89.6%	87.3%	84.9%	88.8%	82.6%
Foreign-born	<u>10.3%</u>	<u>10.4%</u>	<u>12.7%</u>	<u>15.1%</u>	<u>11.2%</u>	<u>17.4%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Year of Entry for Foreign-born (2000)						
1990s	22.6%	29.6%	31.0%	37.6%	18.0%	31.0%
1980s	15.7%	20.0%	19.6%	27.9%	26.6%	26.5%
Before 1980	<u>61.7%</u>	<u>50.5%</u>	<u>49.5%</u>	<u>34.5%</u>	<u>55.5%</u>	<u>42.5%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Median Household Income (1999)	\$64,159	\$61,868	\$65,397	\$46,198	\$67,728	\$59,560
Annual Household Income (1999)						
Less than \$20,000	11.4%	10.8%	11.0%	25.3%	10.2%	14.8%
\$20,000-\$34,999	10.1%	13.0%	11.0%	15.0%	9.8%	11.8%
\$35,000-\$49,999	15.2%	14.0%	14.1%	11.8%	12.2%	13.7%
\$50,000-\$74,999	22.2%	24.0%	22.3%	18.5%	23.9%	22.8%
\$75,000-\$99,999	17.1%	17.2%	16.1%	14.1%	19.1%	15.5%
Greater than \$100,000	<u>24.0%</u>	<u>21.2%</u>	<u>25.4%</u>	<u>15.3%</u>	<u>24.9%</u>	<u>21.4%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Poverty Rate (1999)	3.9%	5.3%	5.6%	15.4%	3.9%	6.6%

Note: Totals may not add due to rounding.

Source: U.S. Census Bureau

Appendix B (Continued)

Neighborhood Economic Statistics

	Zip Codes					
	10301	10302	10303	10304	10305	10306
Number of Households (2000)	14,443	5,542	7,388	13,258	14,142	20,793
Household Size and Type (2000)						
1-Person Households	33.5%	25.2%	19.1%	24.2%	27.1%	24.3%
2-Person or Larger Households:						
Married-Couple Family	37.5%	47.4%	45.1%	44.7%	50.7%	56.4%
Other Family:						
<i>Male Householder (no wife)</i>	4.5%	5.5%	5.8%	15.6%	4.5%	3.9%
<i>Female Householder (no husband)</i>	17.0%	17.2%	26.1%	21.1%	13.5%	12.0%
Non-Family Households	<u>7.6%</u>	<u>4.7%</u>	<u>3.9%</u>	<u>4.5%</u>	<u>4.3%</u>	<u>3.3%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Number of Housing Units (2000)	15,393	5,912	7,910	14,100	15,030	21,565
Age of Housing (2000)						
Built before 1950	49.3%	59.6%	27.3%	30.2%	28.2%	22.7%
Built in 1950s	13.3%	11.3%	7.9%	14.1%	10.2%	14.2%
Built in 1960s	15.0%	8.8%	10.1%	23.2%	18.0%	23.5%
Built in 1970s	10.4%	7.8%	16.0%	10.1%	15.6%	14.4%
Built in 1980s	6.3%	3.5%	19.9%	10.7%	13.9%	13.8%
Built 1990 to March 2000	<u>5.6%</u>	<u>9.1%</u>	<u>18.9%</u>	<u>11.6%</u>	<u>14.1%</u>	<u>11.3%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Educational Attainment of the Population Aged 25 and Older (2000)						
Through 8th grade	5.7%	8.0%	5.3%	6.3%	5.9%	4.3%
Through high school	36.5%	52.3%	50.9%	44.3%	49.9%	49.4%
Some college	24.9%	22.8%	26.5%	23.6%	23.1%	24.7%
Bachelor degree	17.8%	9.0%	10.1%	13.9%	12.0%	12.6%
Graduate school	<u>13.6%</u>	<u>5.6%</u>	<u>5.4%</u>	<u>10.1%</u>	<u>6.4%</u>	<u>7.9%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Unemployment Rate (2000)	7.9%	8.5%	9.8%	9.4%	6.1%	4.6%
Number of Business Establishments by Size (2001)						
1-4 employees	372	190	161	338	437	629
5-9 employees	100	73	62	88	115	167
10-19 employees	78	42	38	59	63	73
20-49 employees	37	29	35	41	69	70
50-99 employees	13	12	9	8	14	20
100-249 employees	8	3	6	4	8	6
250-500 employees	3	2	5	3	2	2
500 or more employees	1	0	1	2	2	3
Total	612	351	317	543	710	970

Note: Totals may not add due to rounding.

Source: U.S. Census Bureau

Appendix B (Continued)

Neighborhood Economic Statistics

	Zip Codes					
	10307	10308	10309	10310	10312	10314
Number of Households (2000)	4,047	9,439	8,828	8,092	20,056	30,313
Household Size and Type (2000)						
1-Person Households	21.4%	20.0%	18.0%	25.1%	17.0%	22.5%
2-Person or Larger Households:						
Married-Couple Family	75.5%	77.8%	79.1%	70.7%	80.5%	74.2%
Other Family:						
<i>Male Householder (no wife)</i>	3.4%	3.6%	2.8%	5.2%	3.2%	3.6%
<i>Female Householder (no husband)</i>	9.9%	10.2%	9.6%	19.7%	9.7%	11.1%
Non-Family Households	<u>3.1%</u>	<u>2.3%</u>	<u>2.8%</u>	<u>4.3%</u>	<u>2.5%</u>	<u>3.3%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Number of Housing Units (2000)	4,461	9,721	9,187	8,574	20,791	31,349
Age of Housing (2000)						
Built before 1950	35.5%	14.6%	11.7%	60.4%	7.1%	15.0%
Built in 1950s	4.1%	8.8%	2.5%	11.1%	5.0%	8.6%
Built in 1960s	3.6%	23.2%	5.3%	10.4%	13.9%	17.0%
Built in 1970s	4.8%	28.8%	8.1%	5.5%	31.7%	27.8%
Built in 1980s	15.2%	14.5%	34.5%	6.3%	23.1%	21.9%
Built 1990 to March 2000	<u>36.9%</u>	<u>10.1%</u>	<u>37.9%</u>	<u>6.2%</u>	<u>19.3%</u>	<u>9.8%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Educational Attainment of the Population Aged 25 and Older (2000)						
Through 8th grade	2.9%	2.4%	3.0%	3.9%	2.6%	3.5%
Through high school	46.0%	47.3%	47.3%	43.7%	43.9%	43.2%
Some college	29.8%	28.3%	25.6%	26.5%	29.1%	25.6%
Bachelor degree	13.6%	13.7%	14.2%	14.3%	14.9%	16.1%
Graduate school	<u>7.0%</u>	<u>7.5%</u>	<u>8.6%</u>	<u>10.3%</u>	<u>8.9%</u>	<u>10.7%</u>
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Unemployment Rate (2000)	4.2%	4.6%	4.1%	7.9%	4.1%	4.8%
Number of Business Establishments by Size (2001)						
1-4 employees	144	251	338	260	593	986
5-9 employees	32	59	90	68	120	270
10-19 employees	13	29	52	52	63	192
20-49 employees	4	14	37	29	29	111
50-99 employees	0	2	11	5	11	35
100-249 employees	2	0	3	9	4	12
250-500 employees	0	0	1	0	0	5
500 or more employees	0	1	1	1	0	4
Total	195	356	533	424	820	1,615

Note: Totals may not add due to rounding.

Source: U.S. Census Bureau

Appendix B (Continued)

Neighborhood Economic Statistics

	Zip Codes					
	10301	10302	10303	10304	10305	10306
Employment Levels (2003)						
Construction	381	243	591	407	219	420
Manufacturing	31	70	171	74	222	49
Wholesale Trade	43	45	440	95	112	47
Retail Trade	350	705	1,067	409	751	2,190
Transportation & Warehousing	99	525	1,344	69	256	467
Utilities	N/A	N/A	196	N/A	N/A	N/A
Information	121	N/A	357	69	512	37
Finance & Insurance	87	161	31	200	132	308
Real Estate, Rental, & Leasing	188	86	29	193	124	157
Professional, Tech., & Scientific	859	127	93	389	249	265
Management of Companies	N/A	N/A	N/A	N/A	8	N/A
Admin., Support & Waste Mgmt. Svcs.	149	134	136	46	446	350
Education Services	1,004	3	N/A	223	314	333
Health Care & Social Assistance	2,846	296	444	2,848	6,648	3,292
Arts, Entertainment, & Recreation	293	N/A	N/A	128	42	126
Accommodation & Food Services	439	319	278	226	547	814
Other Services	167	137	159	194	331	556
Government	N/A	N/A	N/A	N/A	721	N/A
Unclassified	39	20	29	70	84	98
Total	<u>7,474</u>	<u>3,278</u>	<u>5,787</u>	<u>5,861</u>	<u>11,717</u>	<u>9,522</u>
Percent Change:						
Construction	37.4%	-15.4%	-21.5%	-13.3%	-0.7%	4.3%
Manufacturing	-21.2%	1.8%	-11.3%	-8.9%	-8.3%	-7.5%
Wholesale Trade	6.2%	-14.6%	2.8%	20.7%	13.7%	3.9%
Retail Trade	2.1%	4.8%	11.7%	2.4%	3.0%	-6.8%
Transportation & Warehousing	10.3%	-4.3%	1.1%	-26.1%	-1.7%	-3.8%
Utilities	N/A	N/A	-2.1%	N/A	N/A	N/A
Information	-33.8%	N/A	-11.3%	-10.4%	-4.8%	-37.3%
Finance & Insurance	-5.7%	10.1%	6.1%	3.6%	-0.6%	-4.3%
Real Estate, Rental, & Leasing	-3.6%	-10.9%	143.8%	20.7%	-11.2%	17.0%
Professional, Tech., & Scientific	15.4%	8.3%	-11.6%	3.9%	-17.2%	-6.0%
Management of Companies	N/A	N/A	N/A	N/A	-57.5%	N/A
Admin., Support & Waste Mgmt. Svcs.	-20.8%	76.2%	42.0%	-32.5%	16.6%	-35.8%
Education Services	-5.4%	N/A	N/A	0.3%	-2.0%	-2.6%
Health Care & Social Assistance	3.5%	-2.6%	1.5%	-5.0%	5.8%	-1.2%
Arts, Entertainment, & Recreation	-12.7%	N/A	N/A	-5.4%	-6.7%	14.4%
Accommodation & Food Service	0.9%	-2.8%	8.0%	6.0%	15.4%	-5.4%
Other Services	-8.2%	-9.3%	26.0%	-9.1%	-10.2%	-0.4%
Government	N/A	N/A	N/A	N/A	N/A	N/A
Unclassified	<u>-26.3%</u>	<u>11.0%</u>	<u>5.4%</u>	<u>46.4%</u>	<u>8.4%</u>	<u>8.9%</u>
Total	1.1%	1.3%	1.3%	-3.2%	3.1%	-4.6%

Note: Totals may not add due to data confidentiality constraints in some industries. More than three firms must exist in an industry before the Department of Labor can release employment detail for that industry. However, totals contain all data.

Source: NYS Department of Labor

Appendix B (Continued)

Neighborhood Economic Statistics

	Zip Codes					
	10307	10308	10309	10310	10312	10314
Employment Levels (2003)						
Construction	124	166	886	308	603	1,596
Manufacturing	13	48	41	203	130	196
Wholesale Trade	46	42	153	146	56	186
Retail Trade	110	265	807	243	943	6,624
Transportation & Warehousing	73	21	688	87	62	409
Utilities	N/A	N/A	N/A	N/A	N/A	N/A
Information	N/A	24	136	N/A	102	149
Finance & Insurance	25	70	221	155	139	712
Real Estate, Rental, & Leasing	15	23	111	64	92	359
Professional, Tech., & Scientific	37	75	166	285	193	623
Management of Companies	N/A	N/A	N/A	N/A	N/A	226
Admin., Support & Waste Mgmt Svcs.	215	146	340	209	231	607
Education Services	42	62	58	66	195	239
Health Care & Social Assistance	17	424	1,539	2,816	1,332	2,594
Arts, Entertainment, & Recreation	26	46	93	79	78	116
Accommodation & Food Services	66	138	216	344	630	1,884
Other Services	31	133	265	382	356	607
Government	N/A	N/A	N/A	N/A	N/A	3,414
Unclassified	<u>16</u>	<u>52</u>	<u>73</u>	<u>39</u>	<u>87</u>	<u>195</u>
Total	864	1,733	6,267	6,030	5,227	20,800
Percent Change:						
Construction	-13.9%	-6.4%	-12.2%	-3.7%	5.8%	4.6%
Manufacturing	3.9%	-4.5%	42.2%	-6.3%	30.9%	-8.9%
Wholesale Trade	20.3%	8.4%	-10.7%	-4.9%	7.1%	101.9%
Retail Trade	-6.2%	8.3%	19.3%	0.8%	5.6%	-1.9%
Transportation & Warehousing	6.2%	-71.2%	9.7%	-5.7%	13.9%	13.5%
Utilities	N/A	N/A	N/A	N/A	N/A	N/A
Information	N/A	-25.0%	14.3%	N/A	-17.7%	-6.7%
Finance & Insurance	4.3%	23.5%	15.8%	40.0%	-28.3%	-5.4%
Real Estate, Rental, & Leasing	-23.4%	7.1%	-5.5%	-7.3%	14.3%	5.5%
Professional, Tech., & Scientific	-17.2%	-7.7%	-3.2%	7.4%	8.9%	4.2%
Management of Companies	N/A	N/A	N/A	N/A	N/A	104.8%
Admin., Support & Waste Mgmt Svcs.	2.0%	-6.3%	25.4%	11.9%	-12.8%	-7.9%
Education Services	-3.5%	-3.9%	-5.4%	-7.1%	0.7%	-9.1%
Health Care & Social Assistance	39.6%	3.2%	1.4%	3.3%	3.6%	11.3%
Arts, Entertainment, & Recreation	-17.5%	5.1%	12.1%	-5.1%	-12.3%	-7.8%
Accommodation & Food Service	-1.1%	-0.2%	-8.1%	9.0%	16.7%	10.1%
Other Services	8.0%	21.7%	-5.4%	-7.6%	11.4%	-0.7%
Government	N/A	N/A	N/A	N/A	N/A	9.5%
Unclassified	<u>-46.1%</u>	<u>37.1%</u>	<u>77.4%</u>	<u>11.6%</u>	<u>28.3%</u>	<u>30.2%</u>
Total	-3.1%	0.0%	3.1%	1.1%	4.5%	4.3%

Note: Totals may not add due to data confidentiality constraints in some industries. More than three firms must exist in an industry before the Department of Labor can release employment detail for that industry. However, totals contain all data.
Source: NYS Department of Labor

Major contributors to this report include:

Kenneth B. Bleiwas	Deputy Comptroller for the City of New York
Michael Brisson	Director, Bureau of Tax and Economic Analysis
Adam Freed	Director, Bureau of Economic Development and Policy Analysis
Imogen Taylor	Deputy Director, Bureau of Economic Development and Policy Analysis
Jane Moore	Report Editor

James Chen
Diane Diamond
Aliya Flake
Bob Kepple
Felix Rosado
Sandy Stevenson
Tania Tinley-Porter
Marina Weisz

Interns:

Carlos Gutierrez
Eric George Ugalde