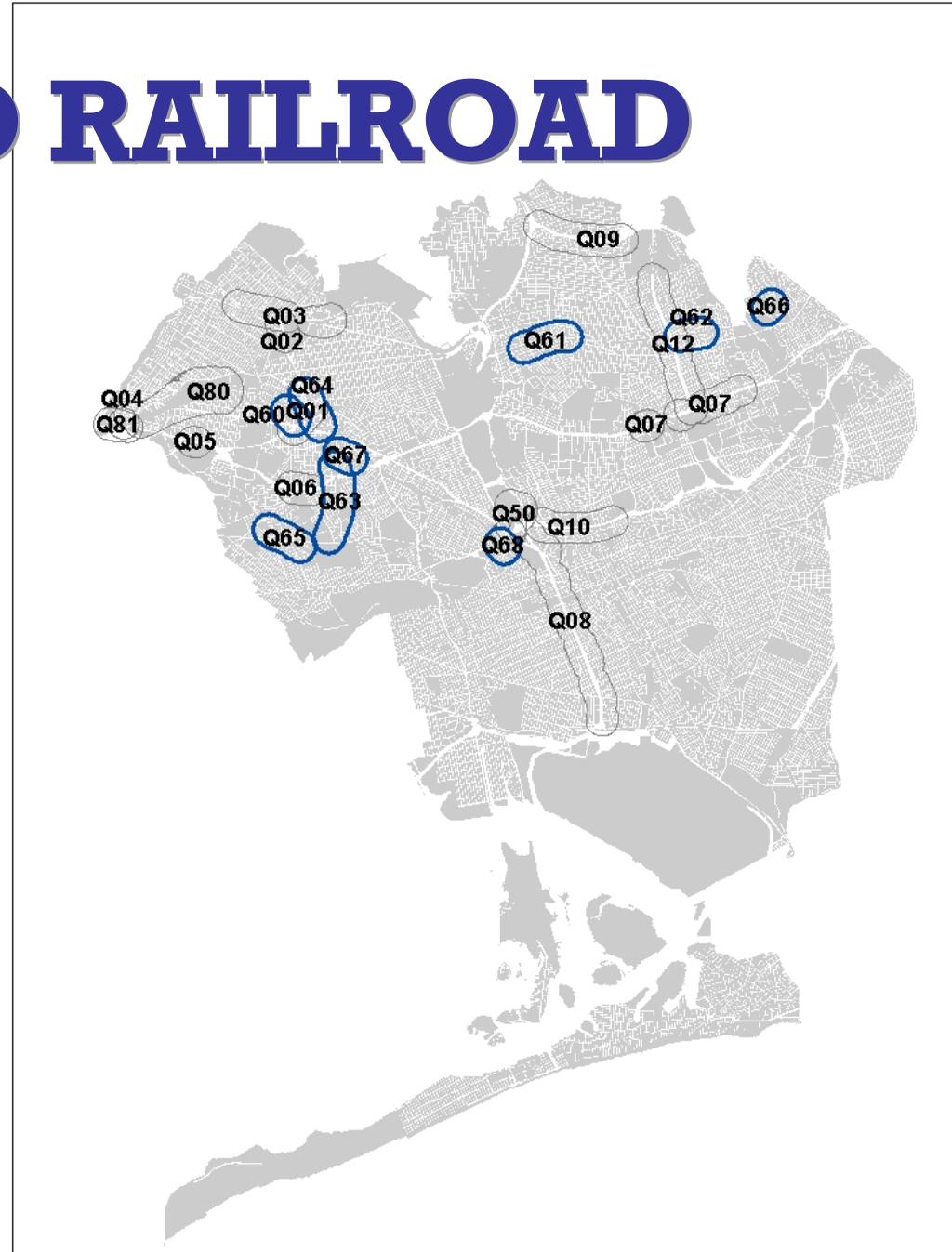


# 6.4: TRANSIT AND RAILROAD

## OPEN CUTS: QUEENS

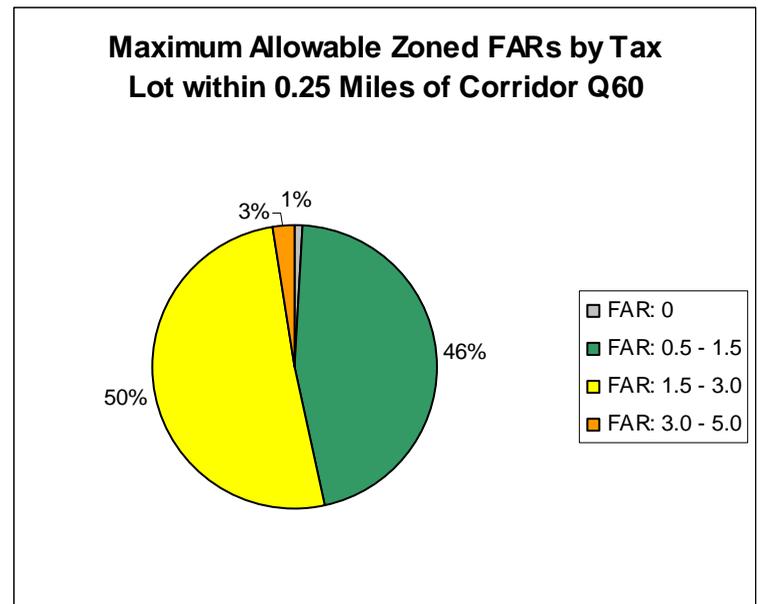
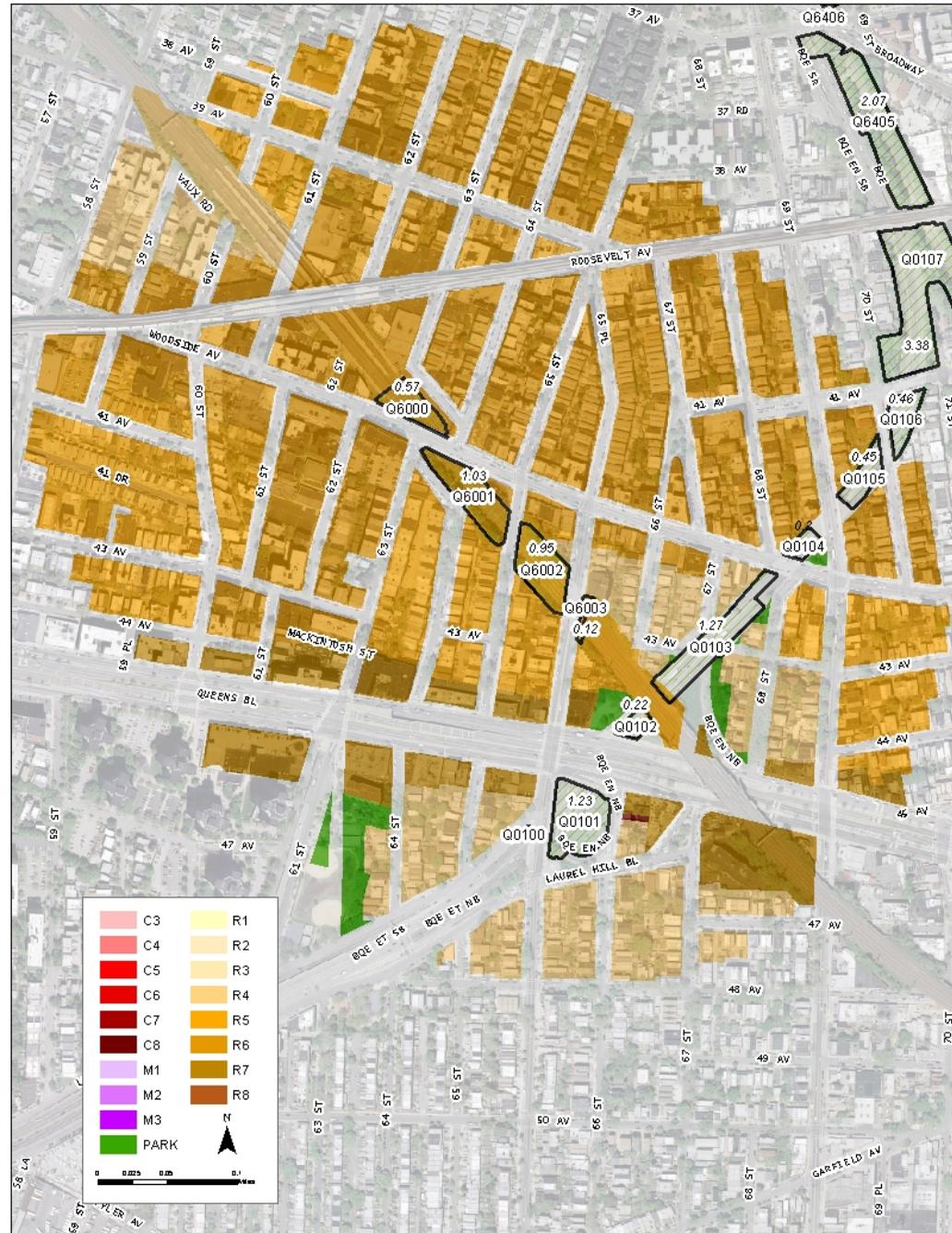
9 corridors,  
43 parcels,  
46.86 acres



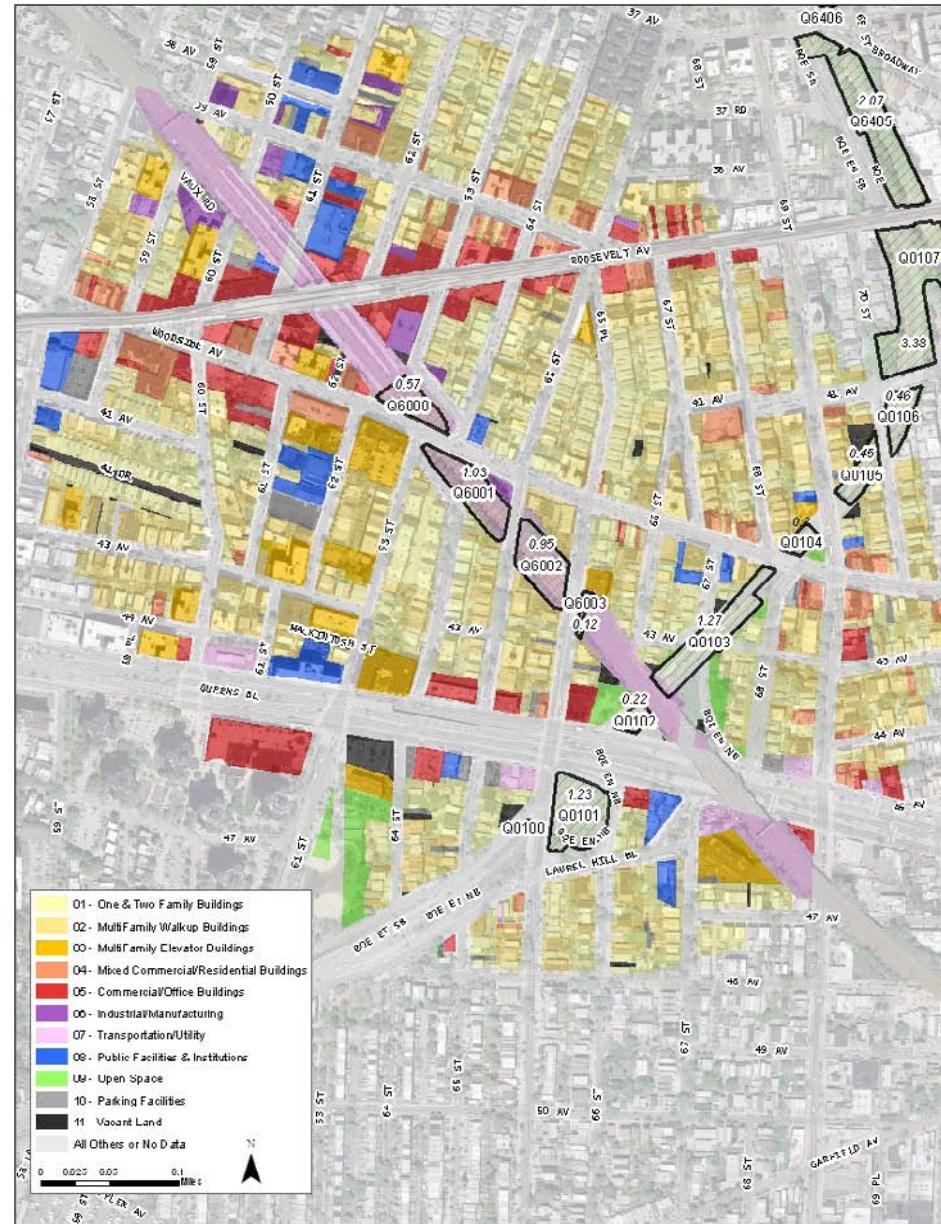
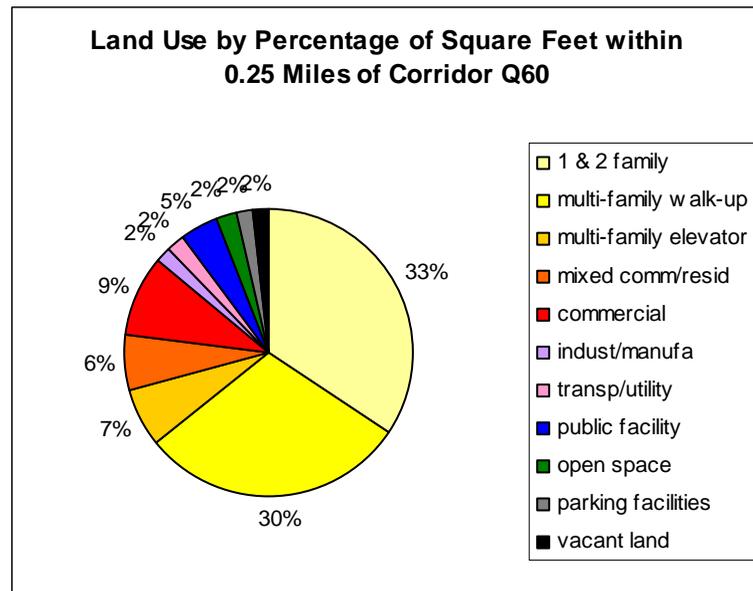
<b>Corridor Code</b>	<b>Description</b>	<b>Parcels</b>	<b>Total Acres</b>
Q60	LIRR Main Line: Northeast Of Woodside Avenue-Southeast Of 65 <sup>th</sup> Place	4	2.67
Q61	LIRR Port Washington Branch: Union Street-East Of Murray Street	9	4.35
Q62	LIRR Port Washington Branch: West Of Corporal Kennedy Street-East Of Bell Boulevard	5	2.02
Q63	CSX Fremont Secondary: Lutheran Cemetery-North Of Grand Avenue	9	16.99
Q64	CSX Fremont Secondary: 45 <sup>th</sup> Avenue-North Of 37 <sup>th</sup> Avenue	6	8.13
Q65	LIRR Montauk Division: West Of Corner Of 59 <sup>th</sup> Place And 60 <sup>th</sup> Road-East Of Metropolitan Avenue/Fresh Pond Road	5	6.51
Q66	LIRR Port Washington Branch: East Of Douglaston Parkway	1	1.29
Q67	LIRR Main Line: East And West Of Grand Avenue	2	2.94
Q68	LIRR Main Line: North Of 80 <sup>th</sup> Road-82 <sup>nd</sup> Avenue	2	1.96

# Q60: LIRR MAIN LINE: NORTHEAST OF WOODSIDE AVENUE- SOUTHEAST OF 65<sup>TH</sup> PLACE

## ZONING



# LAND USE



## **GENERAL INFORMATION:**

**DESCRIPTION** Four parcels totaling 2.67 acres make up this corridor, which begins at the east end of the LIRR Woodside station and continues for approximately 1,150 feet to the southeast. The corridor cuts through the existing street grid at an angle.

The corridor benefits from significant access to transit. Parcel Q6000 is near the 7 Line station, an express stop. The LIRR station is served by all of the railroad's easterly routes.<sup>3</sup> The Q18 bus also serves all four parcels. The corridor is zoned for medium density residential development (R4-1, R5B, R6, R6A).

**OWNERSHIP** All parcels within this corridor abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections that allow sufficient light and air to reach these adjacent properties may exist. Further PLUTO records are unavailable for these parcels.

**TOPOGRAPHY** Due to variations in the surrounding topography, it appears that a deck would be above the surrounding land at the following locations:

- Q6000: Along the parcel's northeastern edge, increasingly so heading northwest.
- Q6003: Along the parcel's southwestern edge, excluding approximately 40 southeast of 65<sup>th</sup> Street and approximately 30 feet northwest of 65<sup>th</sup> Place.

**VENTILATION** No issues related to this corridor are evident.

---

<sup>3</sup> The Woodside LIRR station serves 28 trains to Penn Station between 6:00am and 10:00am weekdays and 25 trains to Jamaica between 4:00pm and 8:00pm weekdays as of March 2007.

**PARCEL INFORMATION:**

<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
Q6000	LIRR Main Line: N. of Woodside Avenue	0.57	LIRR Main Line	R6
Q6001	LIRR Main Line: Woodside Avenue-65th Street	1.03	LIRR Main Line	R4-1, R5B, R6A
Q6002	LIRR Main Line: 65th Street-65th Place	0.95	LIRR Main Line	R5B
Q6003	LIRR Main Line: SE. of 65th Place	0.12	LIRR Main Line	R5B



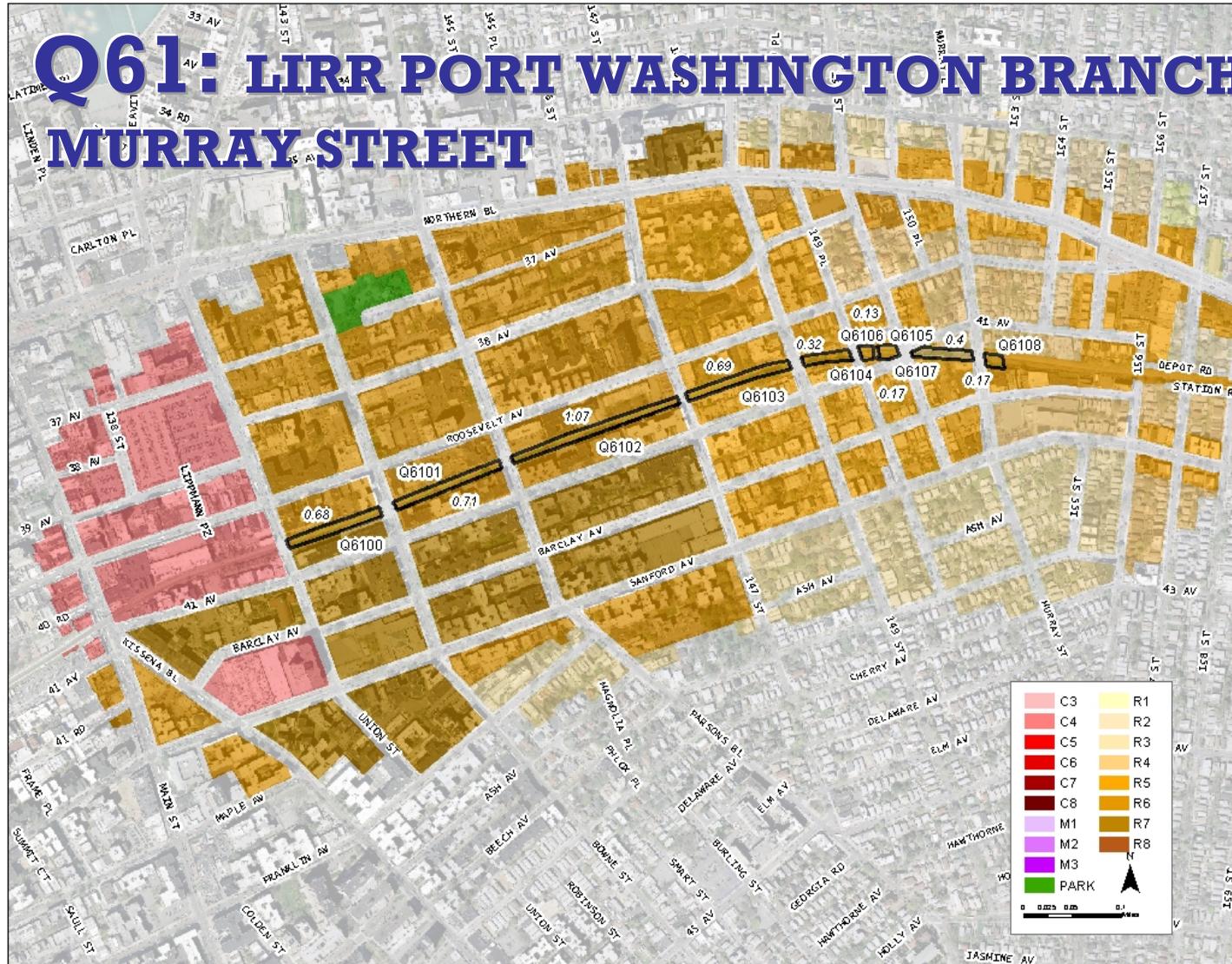
Parcel Q6000 looking southeast from the westbound LIRR Woodside Station's Port Washington Branch platform towards Woodside Avenue.

**POTENTIAL FOR CONNECTING STREETS:**

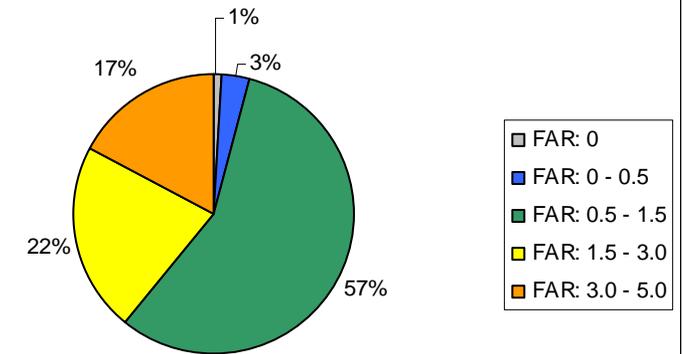
64<sup>th</sup> Street



# Q61: LIRR PORT WASHINGTON BRANCH: UNION STREET-EAST OF MURRAY STREET

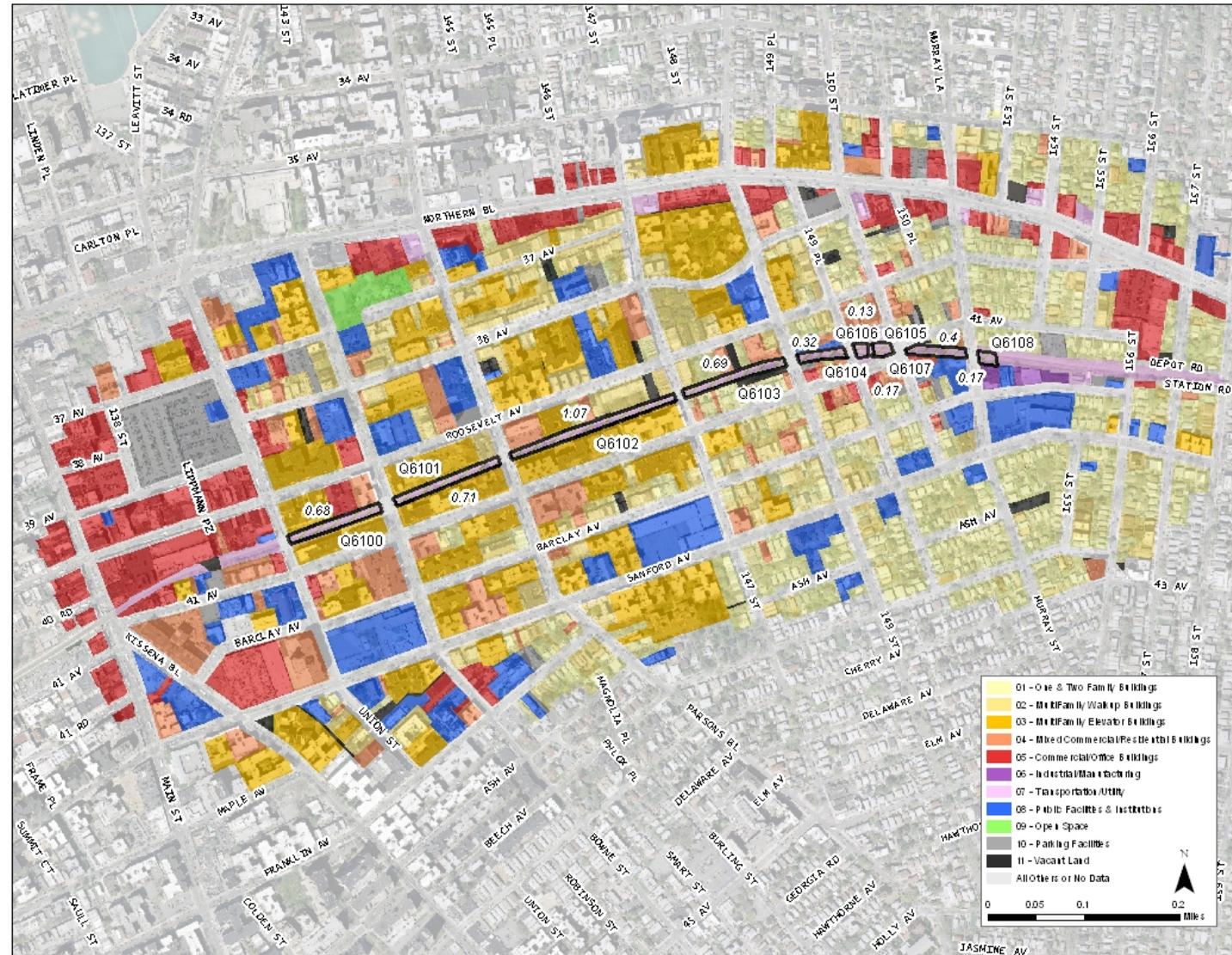
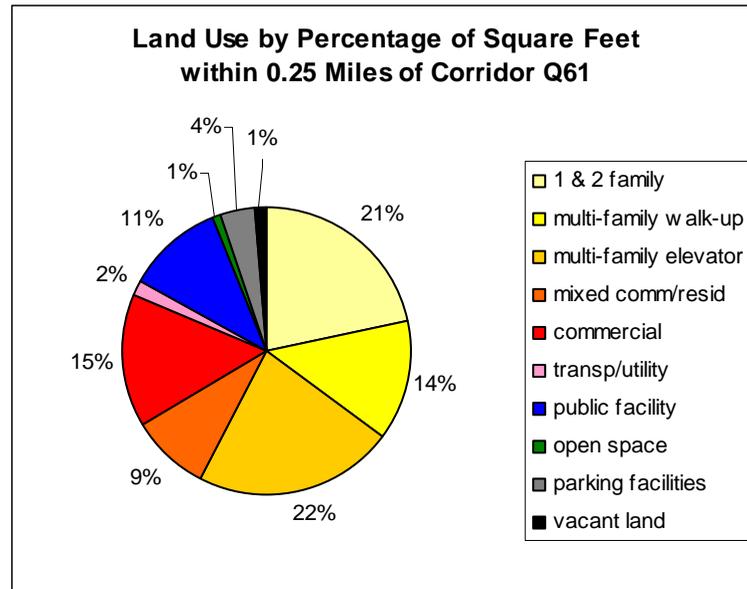


Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor Q61



## ZONING

# LAND USE



## **GENERAL INFORMATION:**

**DESCRIPTION** Through much of Flushing and Murray Hill, the LIRR Port Washington Branch runs through a nine-parcel, 4,100-foot long open cut. The Murray Hill station itself is centered under parcels Q6105 and Q6106. The west end of parcel Q6100 lies less than 900 feet from the Main Street-Flushing station of the 7 (Flushing) Line, and the numerous bus routes that converge upon Downtown Flushing.

Although sufficient room exists in the open cut to construct pillars, the relatively narrow width of the corridor (usually about 50 feet), combined with its course through the backyards of several apartment buildings and houses, may make development of the interior block sections of the lengthier parcels difficult. Construction of a linear park through the corridor is possible, but security concerns from adjacent property owners would need to be addressed.

**OWNERSHIP** DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the Department of Citywide Administrative Services, FDNY, the MTA/LIRR and 45 private landholders have partial or complete ownership of the parcels along this corridor.

In addition, parcels Q6100, Q6101, Q6102, Q6103, Q6104, Q6107 and Q6108 abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections that allow sufficient light and air to reach these adjacent properties may exist.

**TOPOGRAPHY** Due to variations in the surrounding topography, it appears that a deck would be above the surrounding land at the following locations:

- Q6100: Along the parcel's northern and southern edges.
- Q6108. Along the parcel's northern and southern edges.

**VENTILATION** A full deck over the railway over multiple consecutive parcels in this corridor would exceed 2,000 feet in length. A mechanical ventilation system and emergency facilities for the rail line below may be needed if these parcels were to be entirely enclosed by a deck. Approximate maximum lengths for each parcel are listed below.

Q6100: 670 feet	Q6101: 770 feet	Q6102: 1,080 feet
Q6103: 710 feet	Q6104: 390 feet	Q6105: 150 feet
Q6106: 200 feet	Q6107: 470 feet	Q6108: 170 feet

(Existing overpasses, short tunnels and decks are factored into this calculation. All overpasses are counted for each parcel adjoining them, meaning that several overpasses are counted more than once. The combined total of these figures does NOT equal the total corridor length.)

Parcel Q6103 looking east from 147<sup>th</sup> Street towards 149<sup>th</sup> Street.



Parcel Q6106 looking west from 150<sup>th</sup> Street towards the Murray Hill LIRR station.



**PARCEL INFORMATION:**

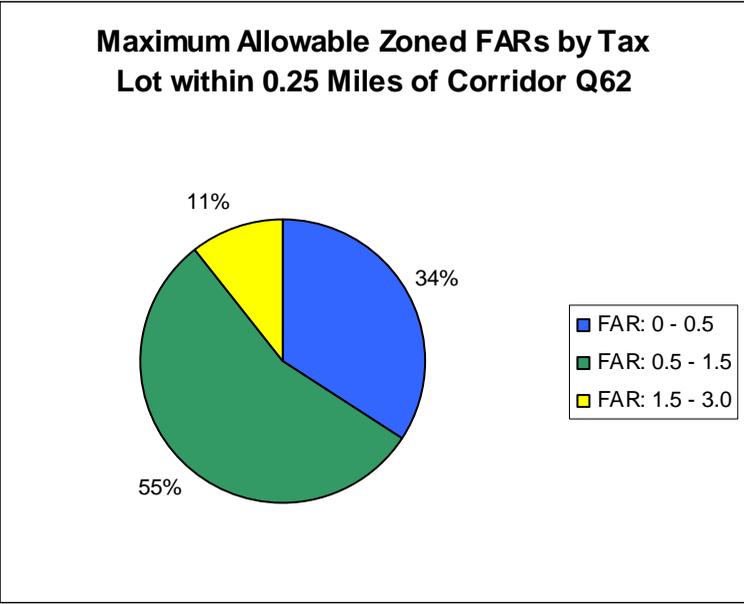
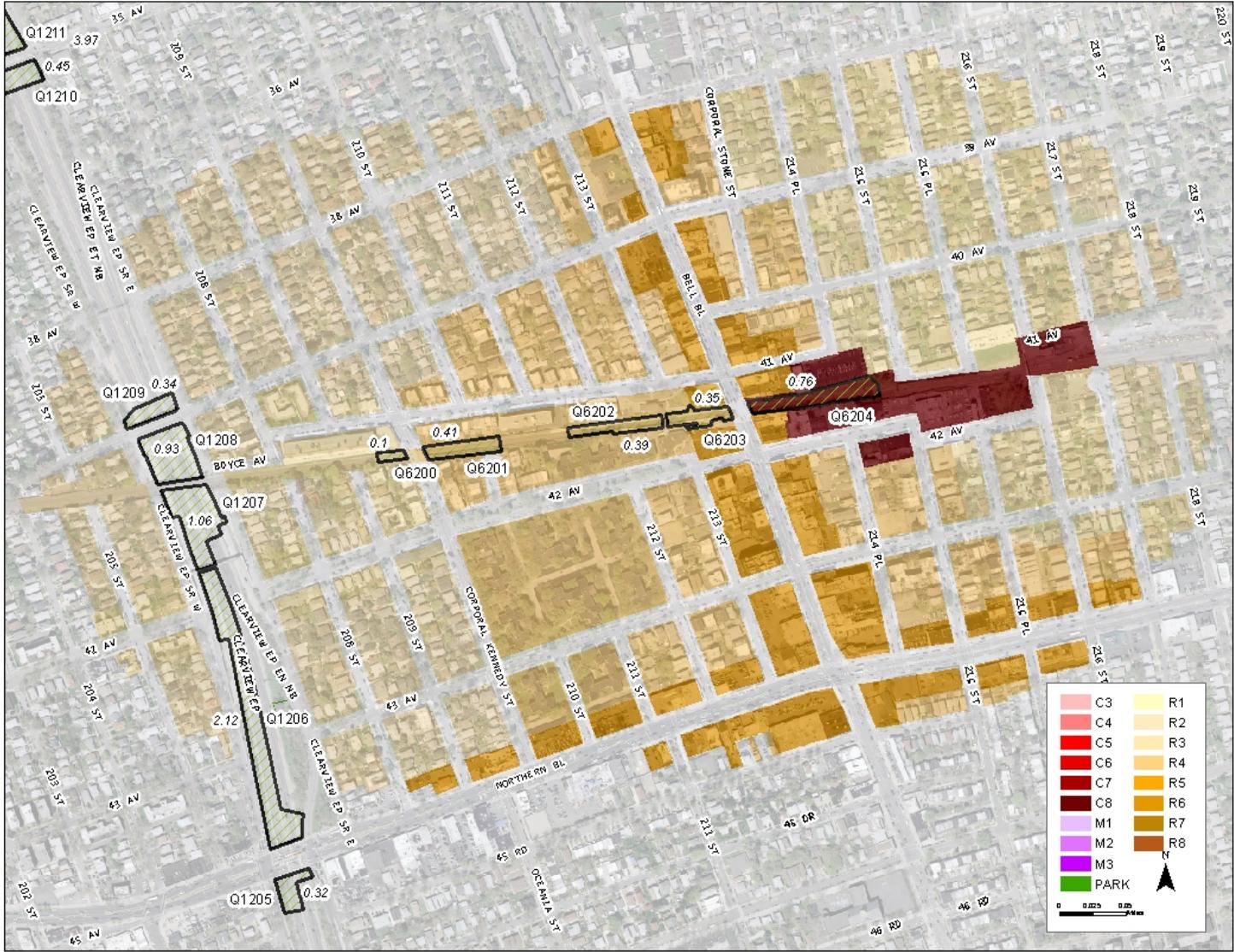
<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
Q6100	LIRR Port Washington Branch: Union Street-Bowne Street	0.68	LIRR Port Washington Branch	C2-2, R6, R7-1
Q6101	LIRR Port Washington Branch: Bowne Street-Parsons Boulevard	0.71	LIRR Port Washington Branch	R6
Q6102	LIRR Port Washington Branch: Parsons Boulevard-147th Street	1.07	LIRR Port Washington Branch	R6
Q6103	LIRR Port Washington Branch: 147th Street-149th Street	0.69	LIRR Port Washington Branch	R5
Q6104	LIRR Port Washington Branch: 149th Street-149th Place	0.32	LIRR Port Washington Branch	C1-2, R5
Q6105	LIRR Port Washington Branch: E. of 149th Place	0.13	LIRR Port Washington Branch	C1-2, R5
Q6106	LIRR Port Washington Branch: W. of 150th Street/41st Avenue	0.17	LIRR Port Washington Branch	C1-2, R5
Q6107	LIRR Port Washington Branch: 150th Street/41st Avenue-Murray Street	0.40	LIRR Port Washington Branch	C1-2, R4-1, R5
Q6108	LIRR Port Washington Branch: E. of Murray Street	0.17	LIRR Port Washington Branch	C1-2, R4A, R5

**POTENTIAL FOR CONNECTING STREETS:**

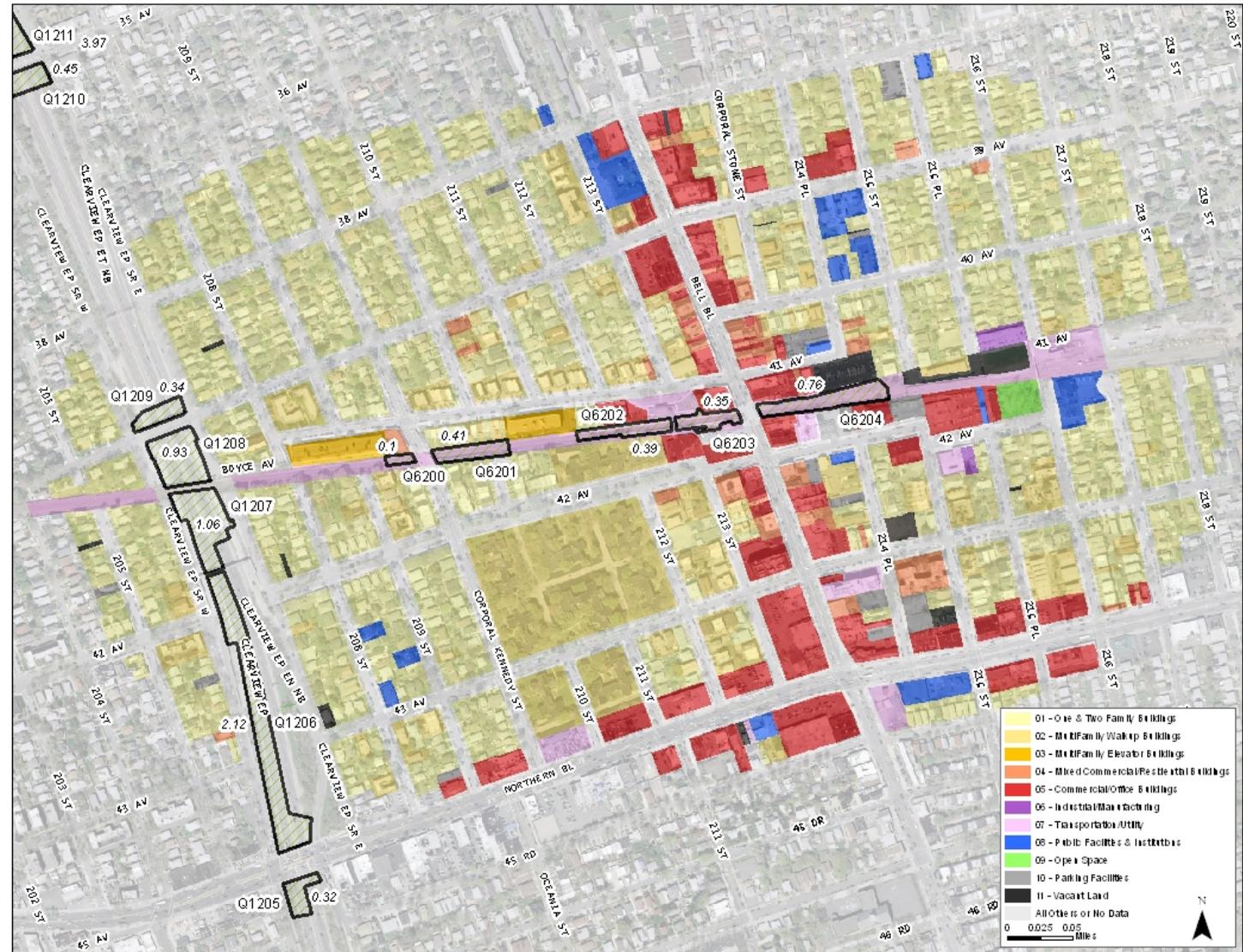
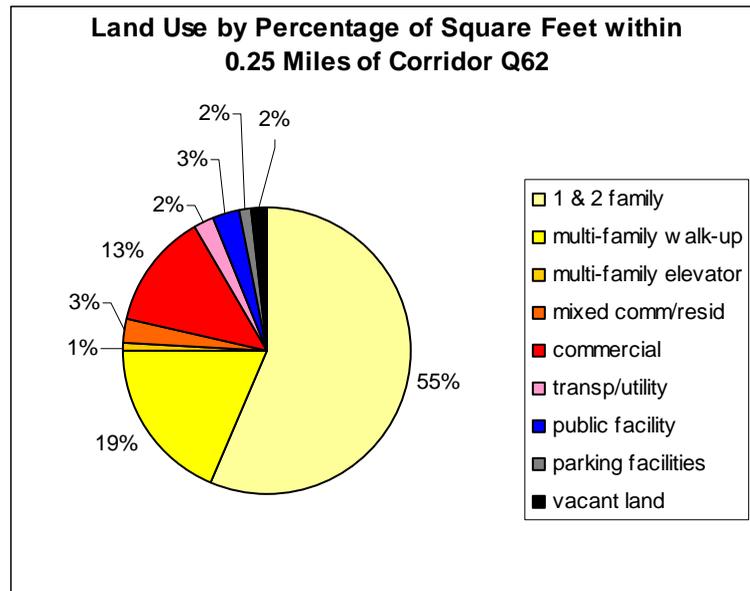
Decking over this ROW would not result in the potential for any street remapping.

# Q62: LIRR PORT WASHINGTON BRANCH: WEST OF CORPORAL KENNEDY STREET-EAST OF BELL BOULEVARD

## ZONING



# LAND USE



## **GENERAL INFORMATION:**

### **DESCRIPTION**

As the Port Washington Branch passes through Bayside, it passes through an open cut, resulting in five parcels spread over approximately 2,000 linear feet. While the combined area of these parcels equals just over 2 acres, parcels Q6202, Q6203 and Q6204 are all located immediately above the Bayside LIRR station. Bell Boulevard, which abuts Q6203 and Q6204, is also served by the Q13 and Q31 bus routes.

LIRR Port Washington trains generally run every half hour, except for late nights.

### **OWNERSHIP**

DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the MTA/LIRR and 30 private landholders have partial or complete ownership of the parcels along this corridor. MTA Long Island Rail Road is the operator.

In addition, all parcels within this corridor abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections that allow sufficient light and air to reach these adjacent properties may exist.

### **TOPOGRAPHY**

Due to variations in the surrounding topography, it appears that a deck would be above the surrounding land at the following locations:

- Q6201: Along the parcel's southern edge. Also, along the parcel's northern edge from approximately 130 feet east of Corporal Kennedy Street to the parcel's eastern end.
- Q6202: Along the parcel's southern edge. Also, along the parcel's northern edge from approximately 120 feet west of the Bayside station pedestrian overpass to the parcel's western end.

### **VENTILATION**

No issues related to this corridor are evident.



Parcel Q6201 looking east from Corporal Kennedy Street. The Bayside LIRR station is in the distance.

**PARCEL INFORMATION:**

<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
Q6200	LIRR Port Washington Branch: W. of Corporal Kennedy Street	0.10	LIRR Port Washington Branch	R3-2
Q6201	LIRR Port Washington Branch: E. of Corporal Kennedy Street	0.41	LIRR Port Washington Branch	R4
Q6202	LIRR Port Washington Branch: W. of Bayside station overpass	0.39	LIRR Port Washington Branch	C1-2, R4
Q6203	LIRR Port Washington Branch: Bayside station overpass-Bell Boulevard	0.35	LIRR Port Washington Branch	C1-2, R4, R6B
Q6204	LIRR Port Washington Branch: E. of Bell Boulevard	0.76	LIRR Port Washington Branch	C1-2, C8-1, R6B

**POTENTIAL FOR CONNECTING STREETS:**

Decking over this ROW would not result in the potential for any street remapping.