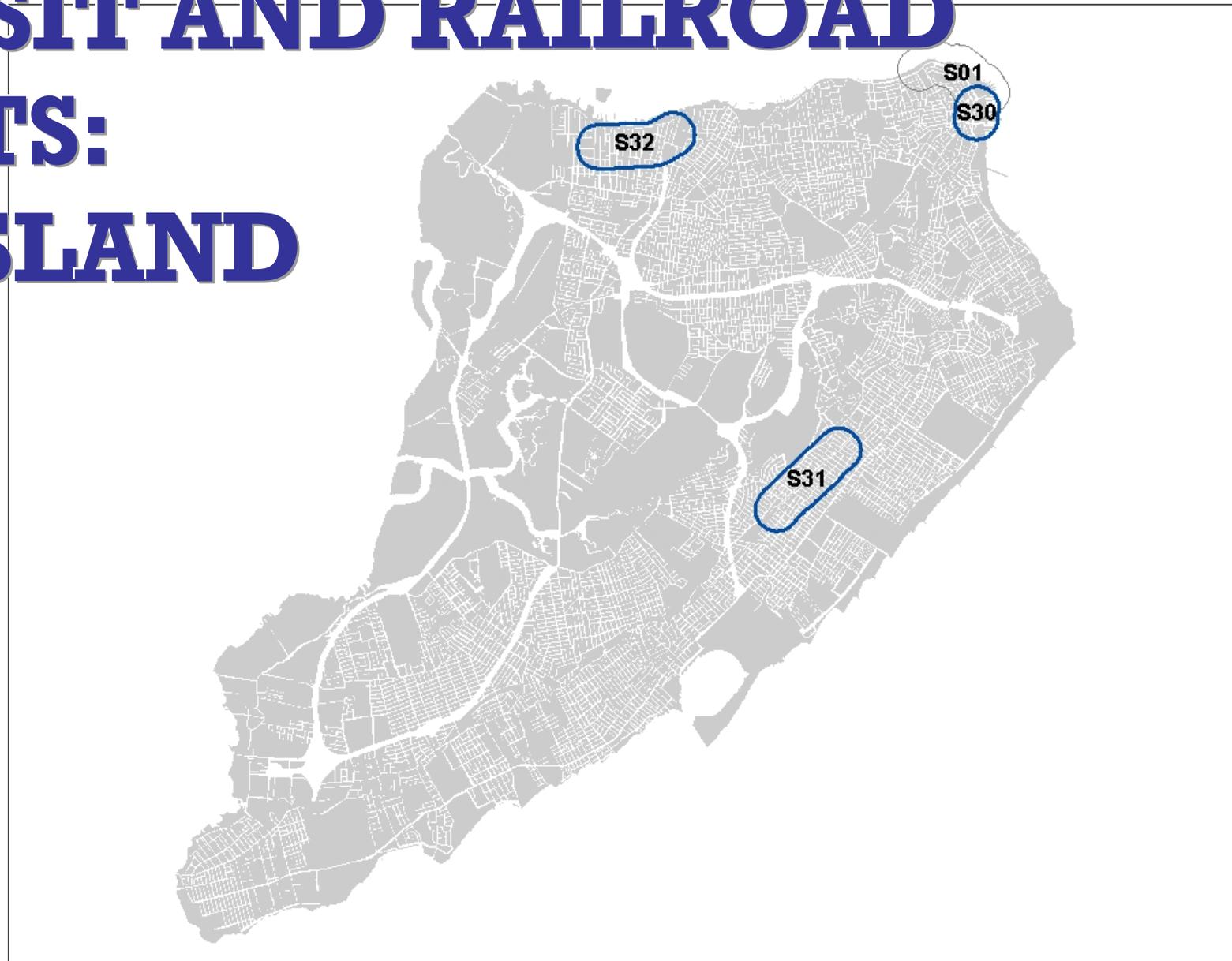
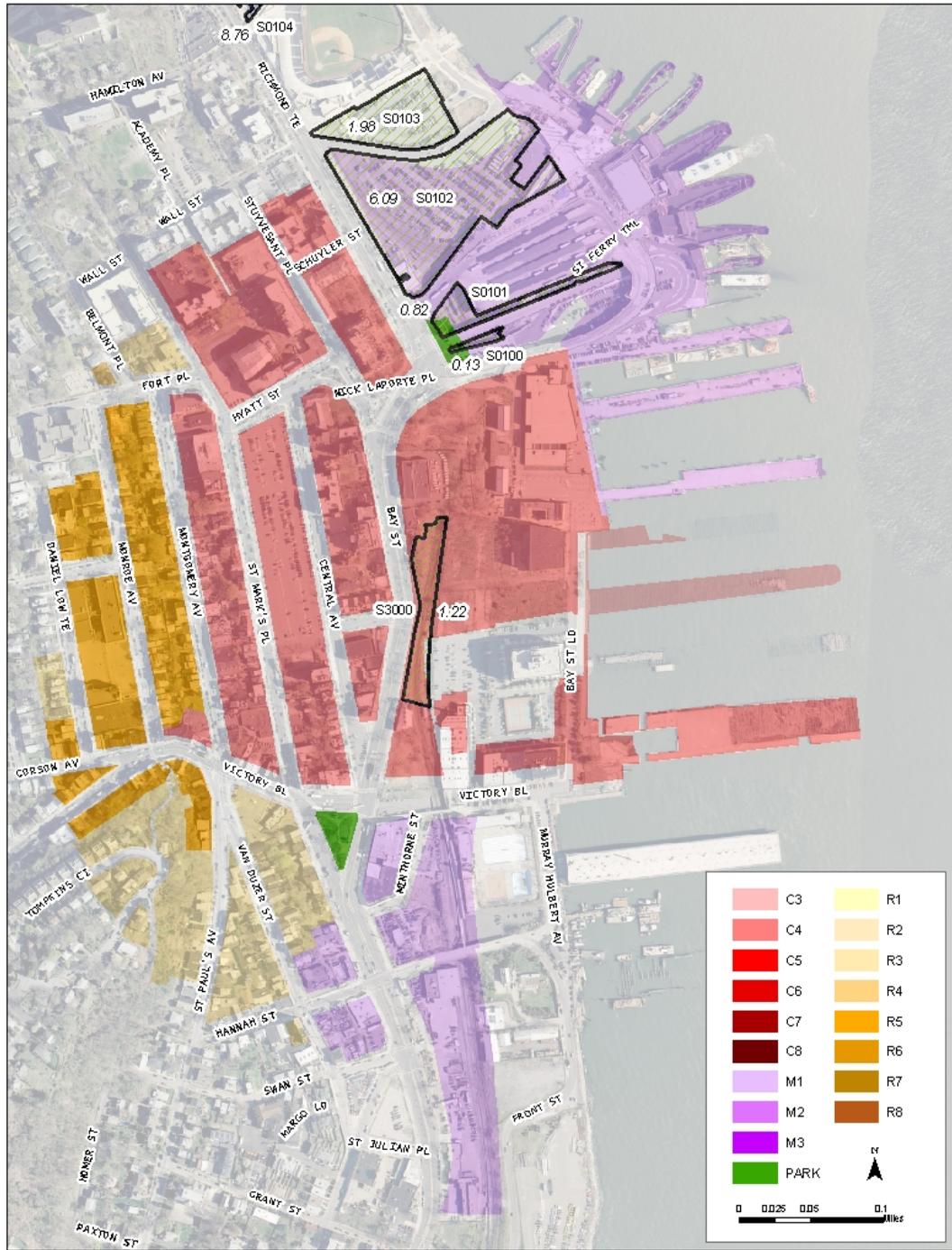


6.5: TRANSIT AND RAILROAD OPEN CUTS: STATEN ISLAND

3 corridors,
21 parcels,
21.06 acres



Corridor Code	Description	Parcels	Total Acres
S30	Staten Island Railway: St. George Tunnel Southern Extension	1	1.22
S31	Staten Island Railway: Bedford Avenue-South Of Beach Avenue	9	9.82
S32	Abandoned North Shore Railroad (NSR): West Of John Street Pedestrian Overpass-Lockman Avenue	11	10.02

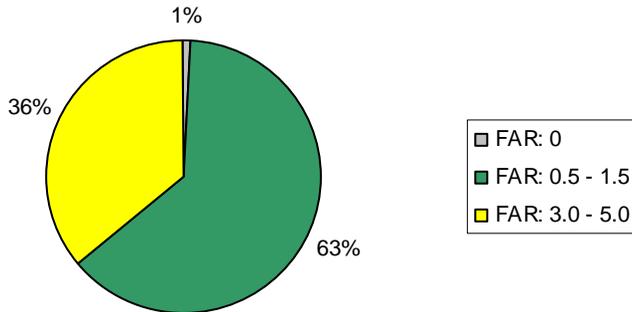


S30: STATEN ISLAND RAILWAY: ST. GEORGE TUNNEL SOUTHERN EXTENSION

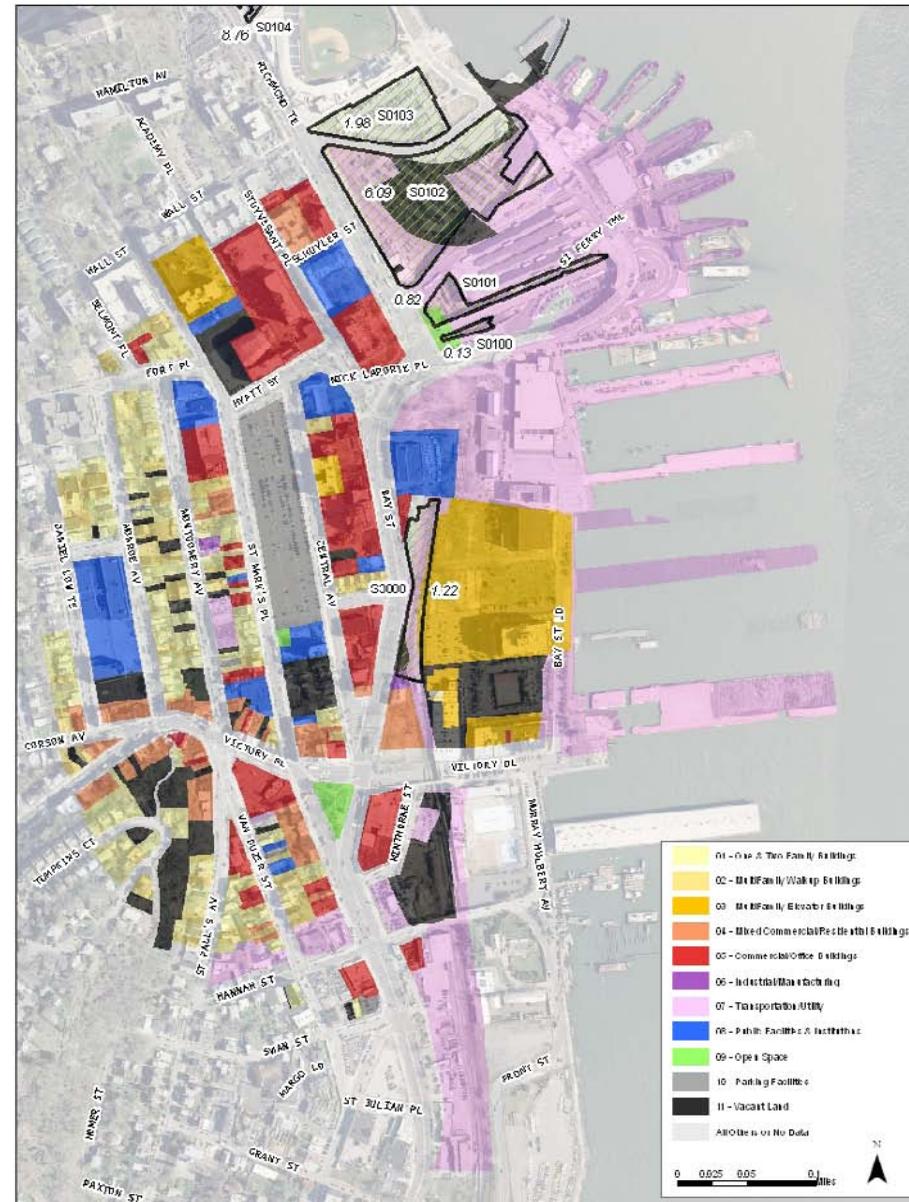
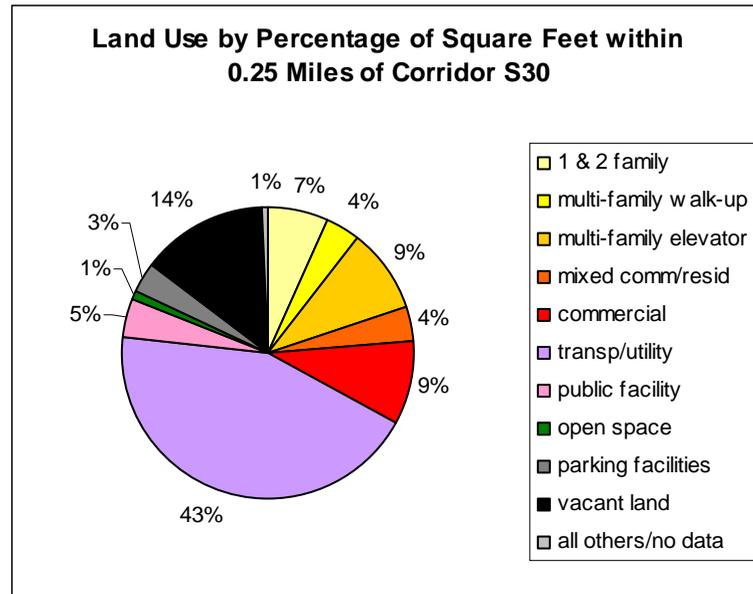
ZONING*

*At press time, the City Planning Commission had approved a rezoning of this district, which was awaiting City Council action.

**Maximum Allowable Zoned FARs by Tax
Lot within 0.25 Miles of Corridor S30**



LAND USE



GENERAL INFORMATION:

DESCRIPTION This parcel abutting Bay Street would create a 480-foot-long, 1.2-acre deck that would almost double the length of the existing SIR St. George Tunnel. The parcel extends from approximately 620 feet south of parcel S0100 to approximately 500 feet north of the SIR Tompkinsville station. A deck here can create a terraced transition between Bay Street and the lowlands to the east, which are not easily accessible from each other.

In September 2008, the City Planning Commission had approved a new Special St. George Zoning District, designed to encourage a pedestrian-friendly streetscape and allow taller buildings while preserving waterfront views.

Parcel S3000's width varies between 50 and 100 feet.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the MTA/SIRTOA and four private landholders have partial or complete ownership of the parcels along this corridor. In addition, parcel S3000 abuts 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:

- S3000: The deck would essentially give the appearance of a raised platform facing the property to the east.

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

- S3000: Along the approximately 590 southernmost feet of the parcel's western edge, mostly abutting Bay Street.

VENTILATION No issues related to this corridor are evident.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
S3000	Staten Island Railway: St. George Tunnel Southern Extension	1.22	Staten Island Railway South Shore Line	C4-2

POTENTIAL FOR CONNECTING STREETS:

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

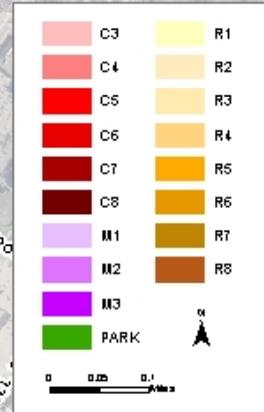
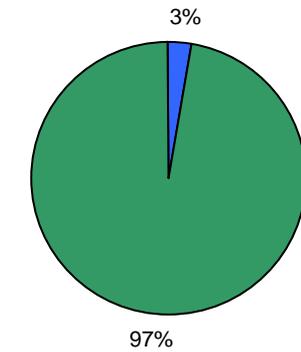


Parcel 3000 looking north from Bay Street towards the SIR St. George tunnel

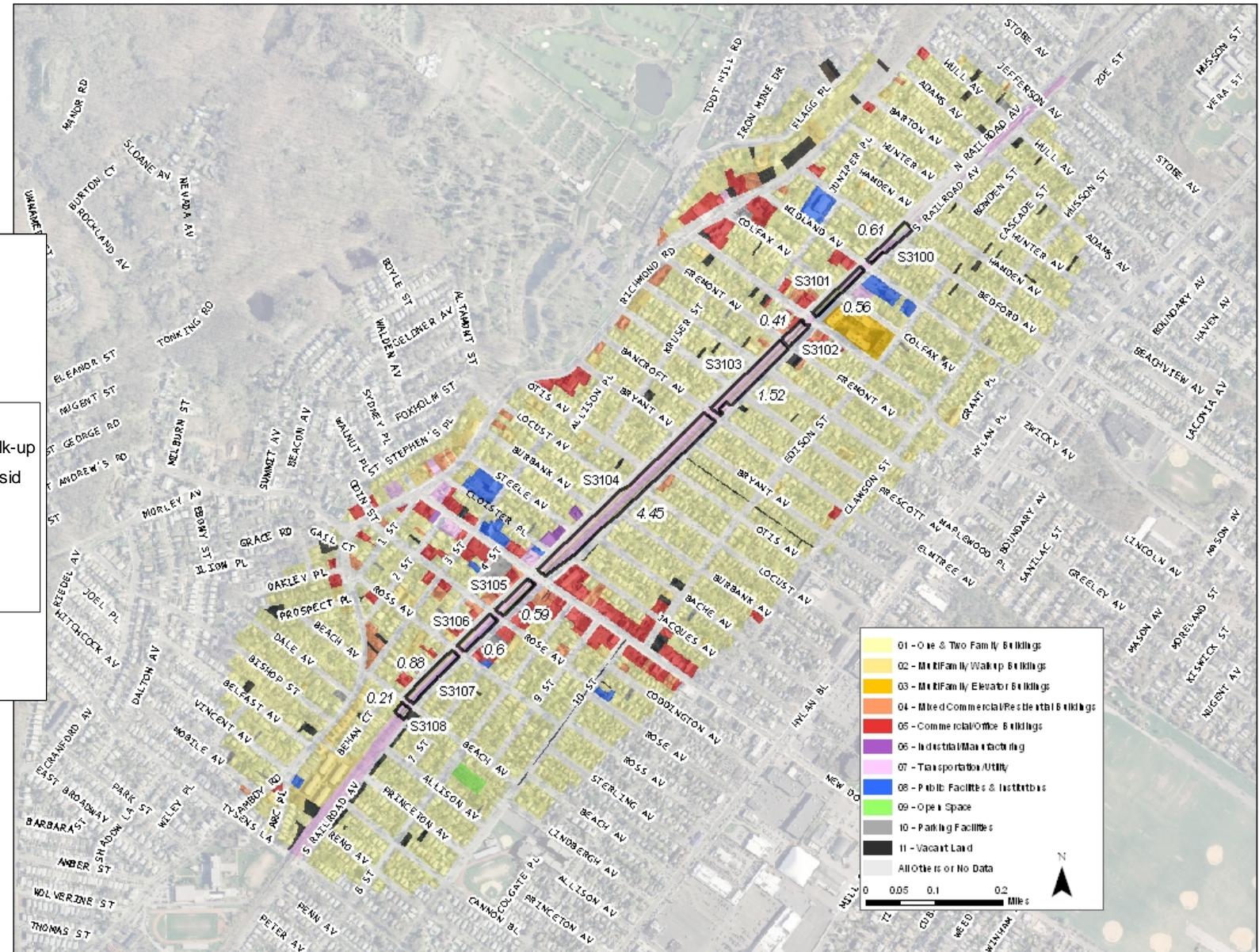
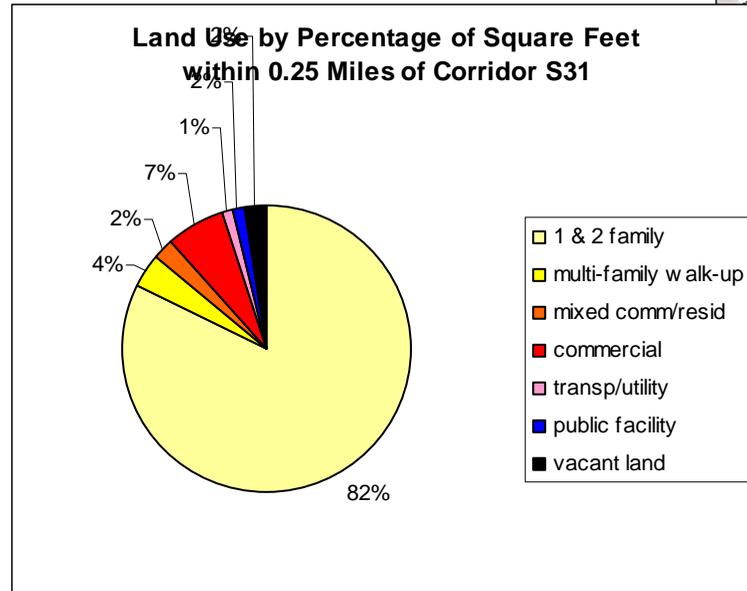
S31: STATEN ISLAND RAILWAY: BEDFORD AVENUE-SOUTH OF BEACH AVENUE

ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor S31



LAND USE



GENERAL INFORMATION:

DESCRIPTION These nine parcels constitute an open-cut section of the SIR which includes both the Grant City and New Dorp train stations. In the mid- to late 1960s, this was the last section of the SIR to be grade-separated.

Measuring 50 to 120 feet wide, this corridor is bracketed along its entire 1.03-mile length by North and South Railroad avenues, both of which go by the name New Dorp Plaza from parcels S3105 through S3108. Over 9.8 acres of deckable airspace occupy these parcels.

The corridor passes through Grant City and New Dorp, which are mostly zoned in the low-density R3 family of designations. A C1-1 overlay surrounds much of the Grant City station area, and a somewhat more built up C2-1 overlay overspreads the New Dorp station vicinity. New Dorp Lane itself has a highly commercial character southeast of the station, and has a C2-2 overlay. The areas in the immediate vicinity of these two train stations could be viable “station squares:” attractive focal points of mixed-use activity similar to those found along several Metro-North stations in lower Westchester County. The relative narrowness of several of the parcels (particularly S3105, above the New Dorp station) may reduce the expense and difficulty of building what would essentially be a tunnel roof.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the New York State Transit Commission, MTA/SIRTOA, the Department of Citywide Administrative Services, the NYC Department of Real Estate and five private landholders have partial or complete ownership of the parcels along this corridor.

TOPOGRAPHY No issues related to this corridor are evident.

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.

S3100: 490 feet	S3101: 670 feet	S3102: 240 feet	S3103: 810 feet	S3104: 1,930 feet
S3105: 510 feet	S3106: 460 feet	S3107: 600 feet	S3108: 150 feet	

(Existing overpasses 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 S3104 looking south from Bancroft Avenue towards New Dorp Lane.



Parcel S3105 looking north from Rose Avenue towards New Dorp Lane

PARCEL INFORMATION:

7 Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
S3100	Staten Island Railway: theoretical Bedford Avenue overpass-Midland Avenue	0.61	Staten Island Railway South Shore Line	R3X
S3101	Staten Island Railway: Midland Avenue-Lincoln Avenue	0.56	Staten Island Railway South Shore Line	C1-1, R3-2, R3X,
S3102	Staten Island Railway: Lincoln Avenue-Grant City station overpass at Fremont Avenue	0.41	Staten Island Railway South Shore Line	C1-1, R3-2
S3103	Staten Island Railway: Grant City station overpass at Fremont Avenue-Bancroft Avenue	1.52	Staten Island Railway South Shore Line	R3X (C1-1, R3-2 adj.)
S3104	Staten Island Railway: Bancroft Avenue-New Dorp Lane	4.45	Staten Island Railway South Shore Line	C2-1, R3-1, R3X (C2-2, R3-2 adj.)
S3105	Staten Island Railway: New Dorp Lane-Rose Avenue	0.59	Staten Island Railway South Shore Line	C2-1, R3-1 (C2-2, R3-2 adj.)
S3106	Staten Island Railway: Rose Avenue-Ross Avenue	0.60	Staten Island Railway South Shore Line	C2-1, R3-1
S3107	Staten Island Railway: Ross Avenue-Beach Avenue	0.88	Staten Island Railway South Shore Line	C2-1, R3-1
S3108	Staten Island Railway: S. of Beach Avenue	0.21	Staten Island Railway South Shore Line	C2-1, R3-2

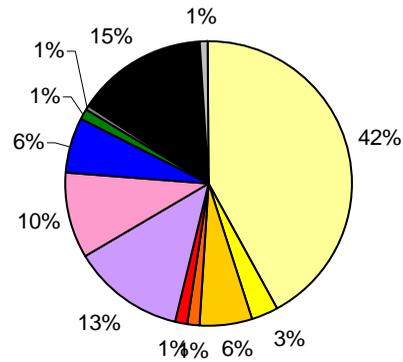


POTENTIAL FOR CONNECTING STREETS:

Bedford Avenue; Colfax Avenue; Fremont Avenue; Greeley Avenue; Prescott Avenue; Bryant Avenue; Otis Avenue; Locust Avenue; Burbank Avenue; Steele Avenue/Bache Avenue; Cloister Place/Jacques Avenue

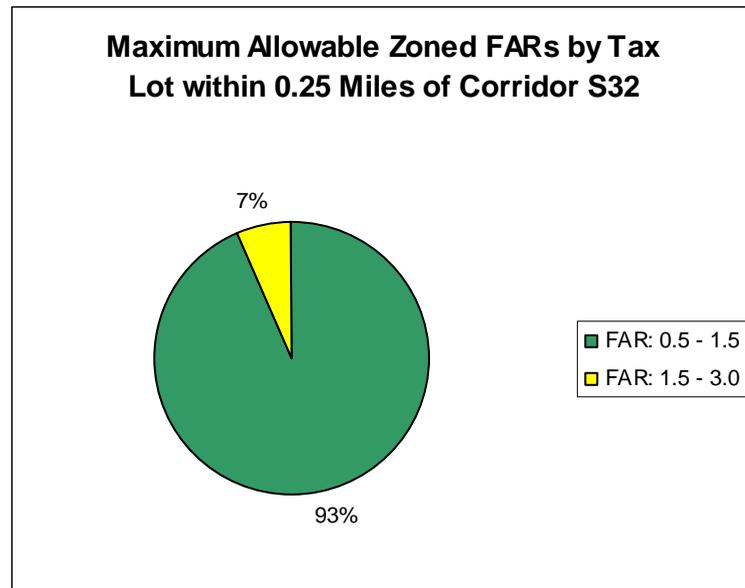
LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor S32



- 1 & 2 family
- multi-family w/alk-up
- multi-family elevator
- mixed comm/resid
- commercial
- indus/manufa
- transp/utility
- public facility
- open space
- parking facilities
- vacant land
- all others/no data





Parcel S3207 looking west from Van Pelt Avenue towards DeHart Avenue.



GENERAL INFORMATION:

DESCRIPTION Last used for passenger service in 1953 and rail freight in 1989, the former Staten Island Rapid Transit North Shore Railroad alignment was purchased by the City in 1993 and is now under NYCEDC jurisdiction – preserved in case the right-of-way is ever rehabilitated and reactivated for some form of rapid transit. The 11 parcels in this corridor represent most of the open cut portion of the alignment, and contain 10 acres of deckable airspace spanning .92 miles.

Numerous proposals for reactivating the line have been put forward. The most recent major study, *Feasibility Study of the Staten Island North Shore Railroad Right-of-Way*, was commissioned by the Staten Island borough president’s office, funded by the Port Authority of New York and New Jersey, and released in March 2004 by the URS Corporation. The study found that all potential forms of rapid transit – diesel multiple unit (DMU) vehicles, streetcars, light rail, heavy rail and bus rapid transit (BRT) – were viable options for the corridor, but that light rail and DMU were the most cost effective.

The study proposed rebuilding six of the 11 former stations along the NSR right-of-way, plus the existing St. George SIR terminal. Two of these stations fall within this corridor. Elm Park would be located within parcel S3201, east of Morningstar Road, and the Mariners Harbor station would be located in parcel S3207, between De Hart and Van Pelt avenues.

The western end of the corridor, from the midpoint of parcel S3208 through S3210 and beyond, has already been rebuilt as part of the restoration of the NSR for freight service across the Arthur Kill Lift Bridge into New Jersey. (A spur down Staten Island's west shore to Travis has also been rebuilt.) Any reestablishment of passenger rail along this segment will have to share the right-of-way (but not co-mingle) with these freight tracks.

This corridor passes through areas zoned in the R3 family (with some C1-2 commercial overlays), M1-1 (light/transitional industrial), or M3-1 (heavy industrial).

Greater potential exists along this corridor to effectively coordinate land use and transportation than almost anywhere else in the City. The NSR, no matter what the transit mode that ultimately occupies it may be, is a tremendous untapped resource with the potential to reshape the neighborhoods around it. Making use of the airspace above these parcels could exemplify such a transformation.

OWNERSHIP The New York City Economic Development Corporation has jurisdiction over this corridor.

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:

- S3201: Along the approximately 80 easternmost feet of the parcel's northern edge. Also, along the approximately 60 easternmost feet of the parcel's southern edge.
- S3202: Along the parcel's northern edge, from approximately 30 to 470 feet west of Morningstar Road. Also, along the parcel's southern edge, from approximately 70 to 420 feet west of Morningstar Road.
- S3203: Along the parcel's northern edge, excluding the approximately 140 feet east of Lake Avenue. Also, along the parcel's southern edge, from approximately 160 to 470 feet west of Granite Avenue.
- S3209: Along the parcel's southern edge, excluding the approximately 40 feet nearest to Harbor Road.
- S3210: Along the parcel's southern edge, excluding the approximately 20 feet nearest to Harbor Road.

The surface land adjacent to the following parcels is on a slope; a deck here would need to be canted downward to conform to adjacent topography:

- S3206: Within the parcel's western third, east of Van Pelt Avenue, from the north down to Heusden Street.
- S3207: Approximately 150 feet east of De Hart Avenue, from Erastina Place down to Linden Avenue and Maple Parkway.

Portions of the trackbed along parcel S3203 are close to surface level, but were ultimately retained as part of the corridor.

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.

S3201: 270 feet	S3202: 800 feet	S3203: 840 feet
S3204: 330 feet	S3205: 430 feet	S3206: 530 feet
S3207: 600 feet	S3208: 350 feet	S3209: 650 feet
S3210: 140 feet		

Open air would exist between a deck upon parcel S3200 and decks upon the rest of the corridor. Therefore, its length was not calculated here. (Existing overpasses 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 INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
S3200	Staten Island Railway: W. of John Street pedestrian overpass	0.25	Staten Island Railway South Shore Line	R3-2
S3201	Staten Island Railway North Shore Line: NY440 (Bayonne Bridge approach)-Morningstar Road	0.43	inactive Staten Island Railway North Shore Line	C1-2, R3-2
S3202	Staten Island Railway North Shore Line: Morningstar Road-Granite Avenue	1.34	inactive Staten Island Railway North Shore Line	C1-2, M3-1, R3-2
S3203	Staten Island Railway North Shore Line: Granite Avenue-Lake Avenue	1.72	inactive Staten Island Railway North Shore Line	M3-1
S3204	Staten Island Railway North Shore Line: Lake Ave.-Simonson Avenue	0.58	inactive Staten Island Railway North Shore Line	R3A
S3205	Staten Island Railway North Shore Line: Simonson Ave.-Van Name Avenue	0.88	inactive Staten Island Railway North Shore Line	R3A

S3206	Staten Island Railway North Shore Line: Van Name Avenue-Van Pelt Avenue	1.18	inactive Staten Island Railway North Shore Line	C1-2, R3A
S3207	Staten Island Railway North Shore Line: Van Pelt Avenue-De Hart Avenue	1.25	inactive Staten Island Railway North Shore Line	C1-2, R3A
S3208	Staten Island Railway North Shore Line: De Hart Avenue-Union Avenue	0.73	inactive Staten Island Railway North Shore Line, Staten Island Railway North Shore Line (freight)	R3A
S3209	Staten Island Railway North Shore Line: Union Avenue-Harbor Road	1.39	Staten Island Railway North Shore Line (freight)	M1-1, R3A
S3210	Staten Island Railway North Shore Line: Harbor Road-theoretical Lockman Avenue overpass	0.26	Staten Island Railway North Shore Line (freight)	M1-1, R3A

POTENTIAL FOR CONNECTING STREETS:

Erastina Place/Maple Parkway

