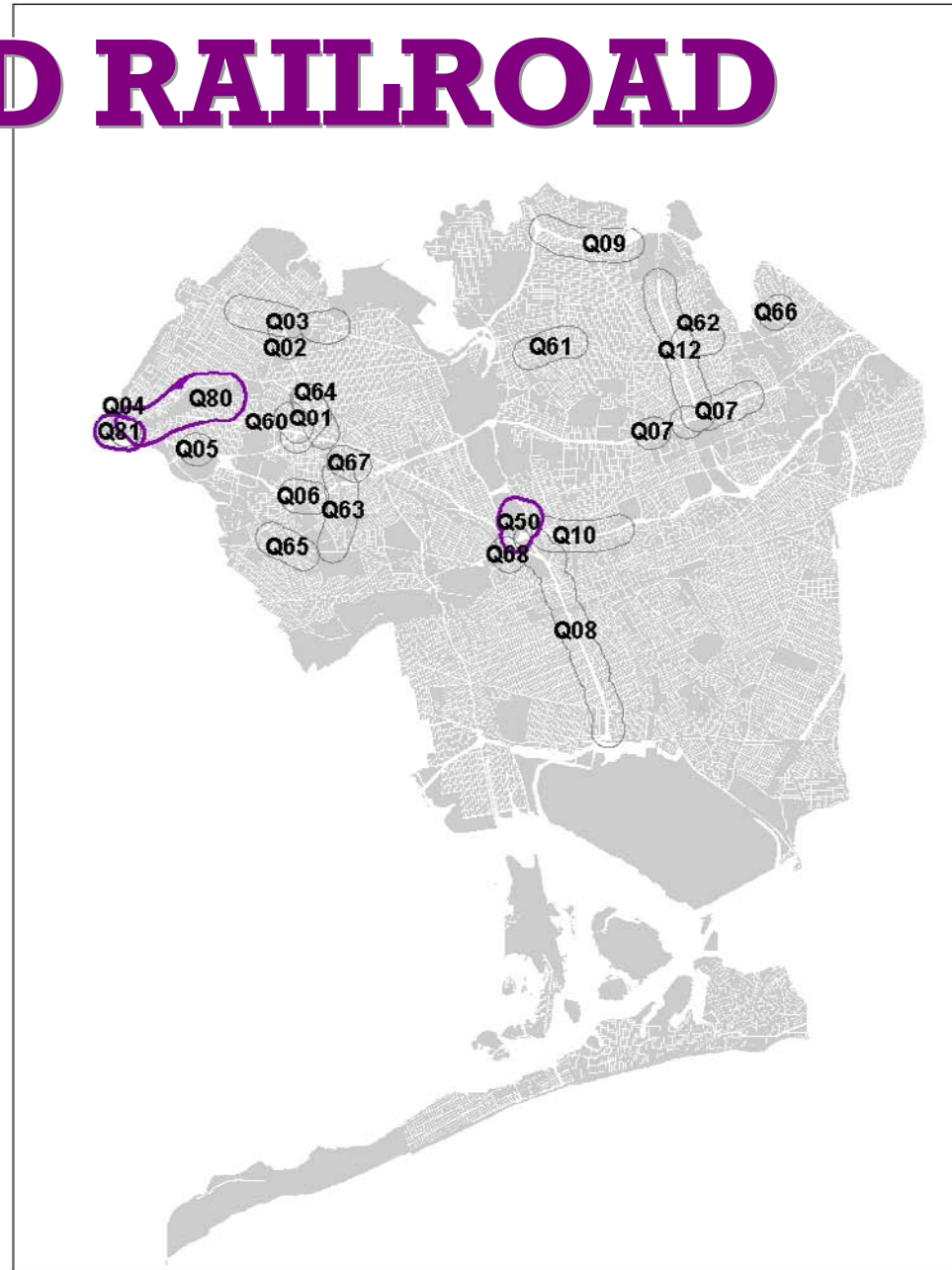
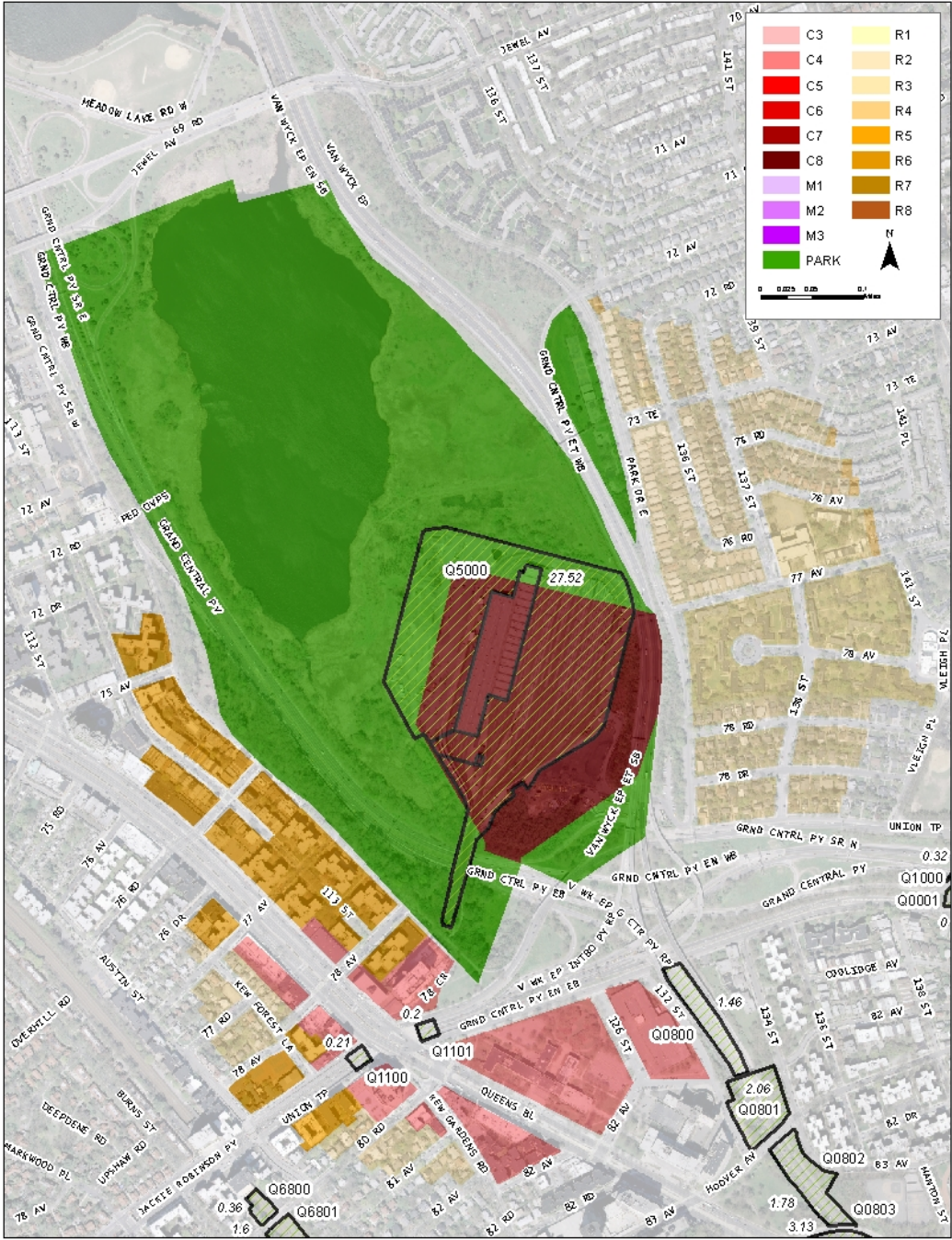


## 6.9: TRANSIT AND RAILROAD YARDS: QUEENS

3 corridors,  
16 parcels,  
202.23 acres

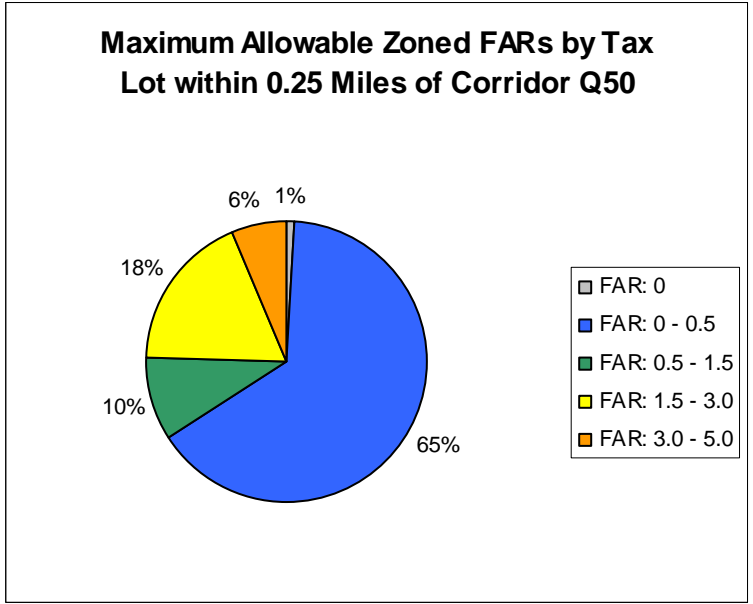


<b>Corridor Code</b>	<b>Description</b>	<b>Parcels</b>	<b>Total Acres</b>
Q50	NYCT Jamaica Maintenance Shop And Yard	1	27.52
Q80	Amtrak Sunnyside Yards	14	167.33
Q81	LIRR Long Island City Station And Yard	1	7.38



# Q50: NYCT JAMAICA MAINTENANCE SHOP AND YARD

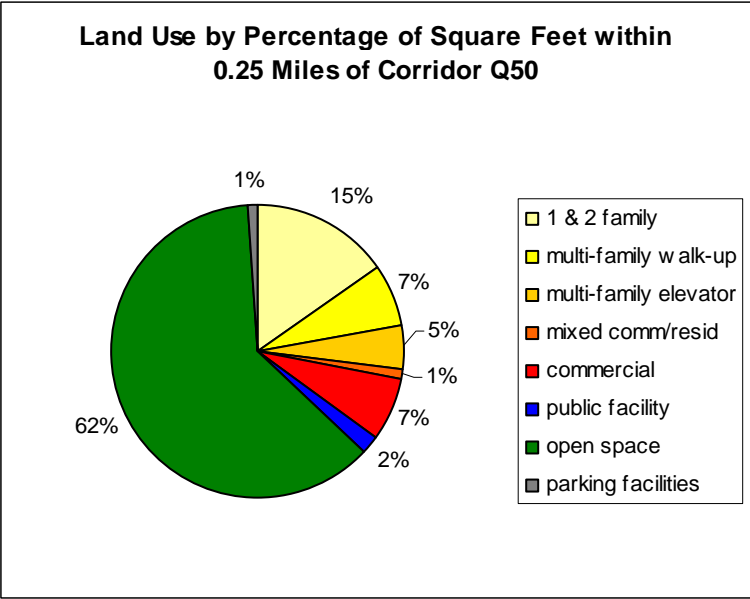
## ZONING\*



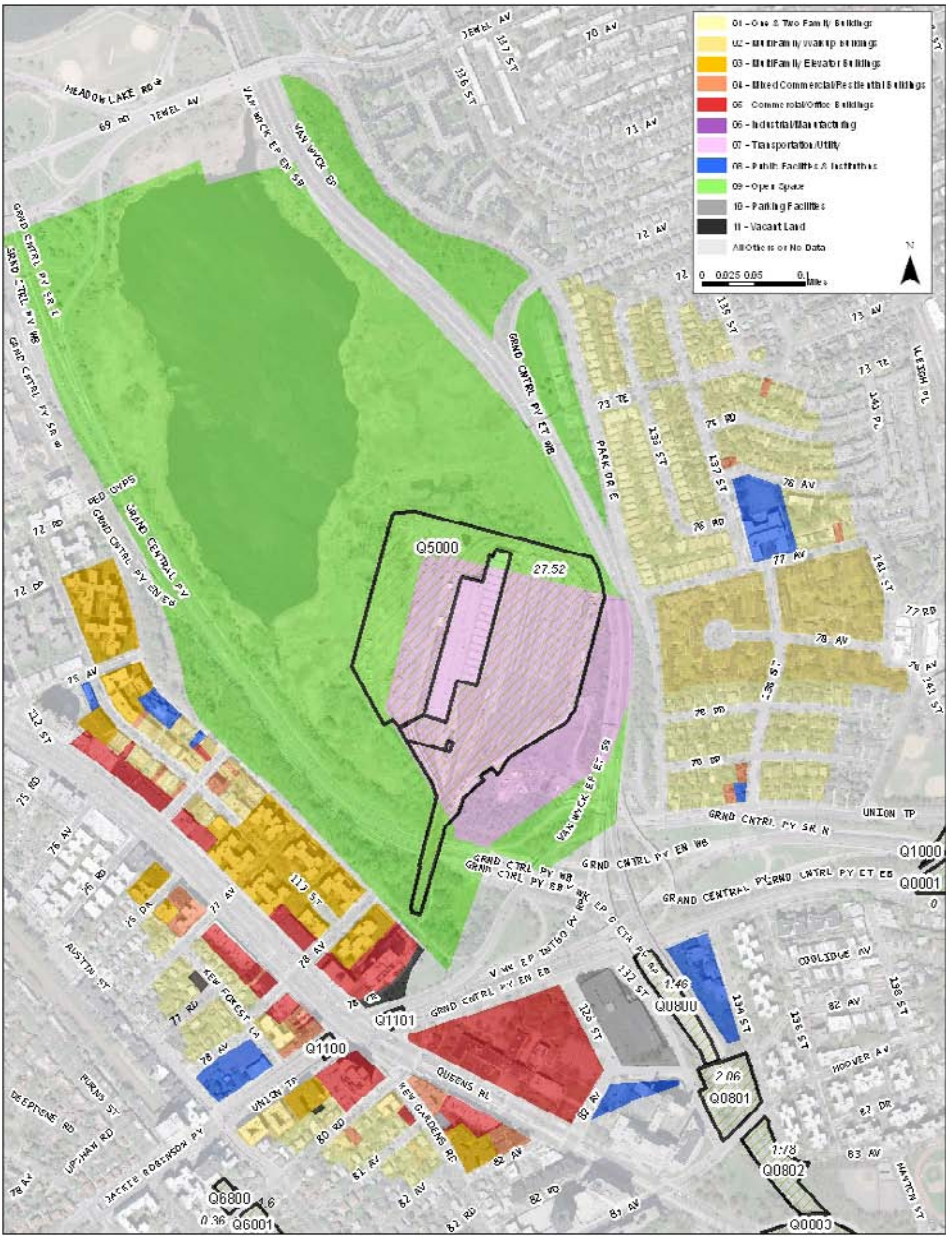
\*The zoning designation on the map at left is misaligned with the actual parcel. This is a software error, and can not be easily rectified. Parcel Q5000 (outlined with diagonal pinstripes) is the yard's correct location.



# LAND USE\*



\*The land use designation on the map at left is misaligned with the actual parcel. This is a software error, and can not be easily rectified. Parcel Q5000 (outlined with diagonal pinstripes) is the yard’s correct location.



**GENERAL INFORMATION:**

**DESCRIPTION** This 27.5-acre parcel is located within the southern end of Flushing Meadows-Corona Park, and is the primary storage and maintenance yard for most Queens Boulevard subway services. The yard includes a wheel truing machine, a car wash facility, and is capable of performing regular rolling stock maintenance. A four-track, 600-foot-long viaduct which passes over the Grand Central Parkway connects the yard to the Queens Boulevard Line.

Any decking above the Jamaica Yards will be defined by New York City Transit’s acute storage track deficiency along the Jamaica Line. Numerous E and F Line trains are stored on the express tracks along Queens Boulevard Line east of 71<sup>st</sup> Avenue, which limits both protection of these cars from vandalism and service planning options. R Line trains, which have also been stored at Jamaica, also need additional storage space; five of them were laid up on the 4<sup>th</sup> Avenue express tracks in Brooklyn during some off-peak periods as of 2007.

Access to the park surrounding Jamaica Yards is limited. A February 2007 site visit found that the two entrance ramps to this part of the park – one at Park Drive East and 73<sup>rd</sup> Terrace and the other at Grand Central Parkway Service Road West and 72<sup>nd</sup> Road – had been fenced off.

**OWNERSHIP** Parkland alienation may be necessary should this parcel be decked. Ownership of this parcel is uncertain.

**TOPOGRAPHY** This “corridor” is entirely on a raised platform. Access between parcels Q5000 and the surrounding communities would need to be addressed. Parcel Q5000 is interrupted by a building or buildings that would break the surface plane of a deck.

Removal or realignment of yard tracks might be necessary to provide room for deck supports. Alternate track locations or alignments might be necessary to allow this yard facility to maintain its existing storage capacity.

**VENTILATION** A ventilation plan will be needed for the yard complex.

**PARCEL INFORMATION:**

<i><b>Parcel Code</b></i>	<i><b>Name</b></i>	<i><b>Size (acres)</b></i>	<i><b>Existing Corridor Uses</b></i>	<i><b>Surrounding zoning</b></i>
Q5000	NYCT Jamaica Yard	27.52	E,F,G,R,V Subway Yards	C8-1

**POTENTIAL FOR REMAPPED STREETS:**

Using the airspace of this rail yard presents opportunities for the creation of streets outside of the existing street grid. However, given the yard's location within Flushing Meadows-Corona Park, any streets would probably be limited to an internal circulator system.

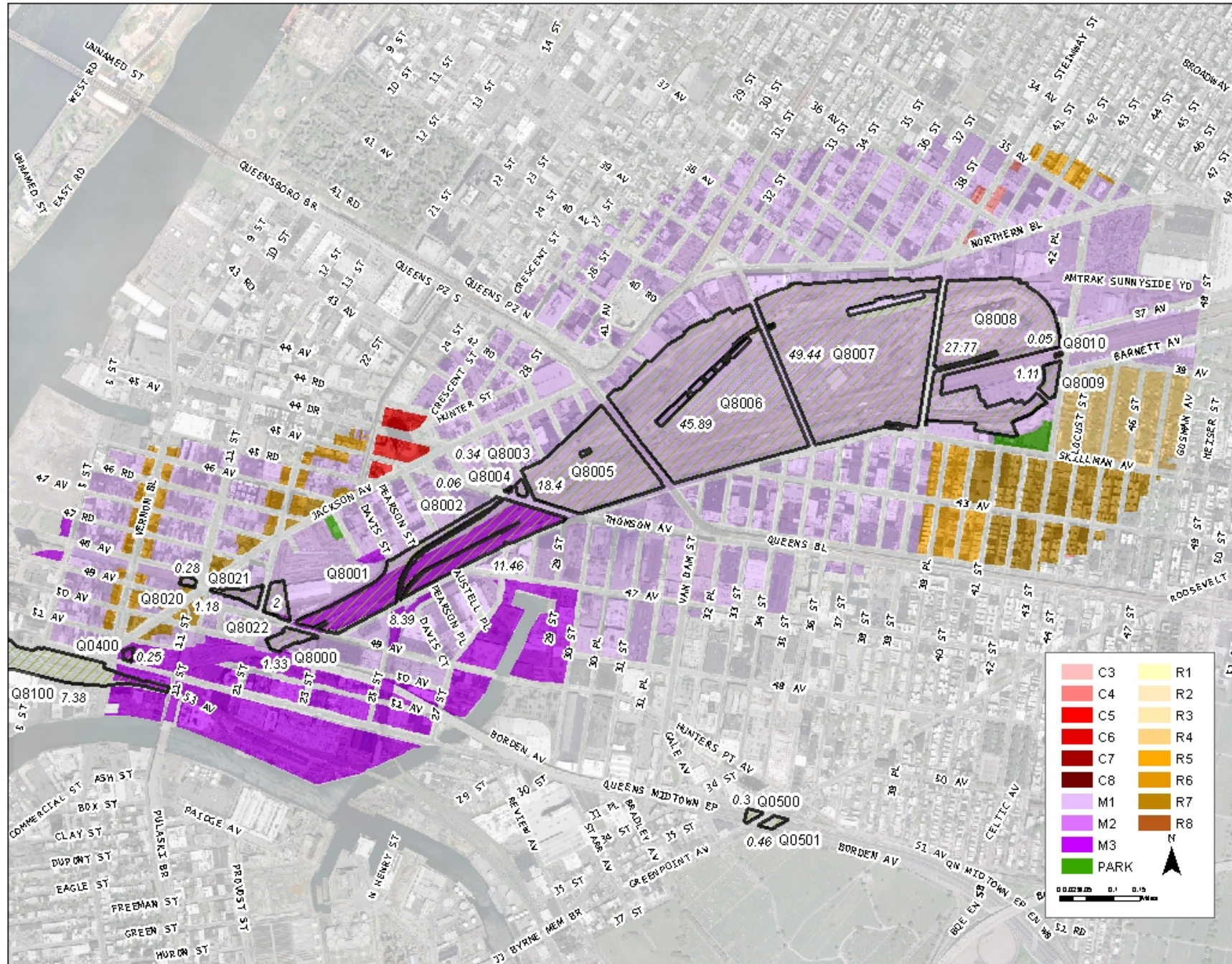


Parcel Q5000 looking southeast from Park Drive East towards the New York City Transit Jamaica Yard.



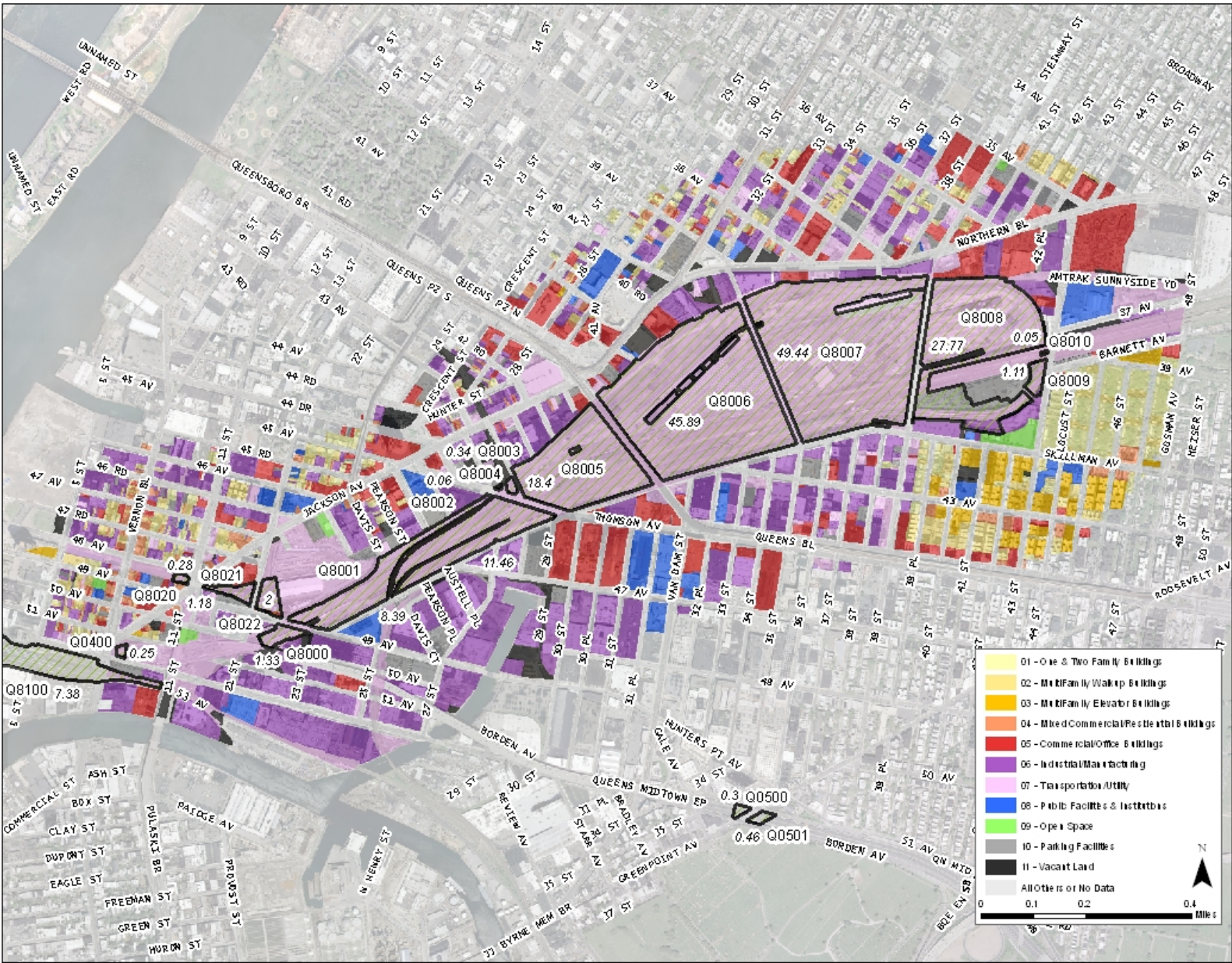
# Q80: AMTRAK SUNNYSIDE YARDS

## ZONING



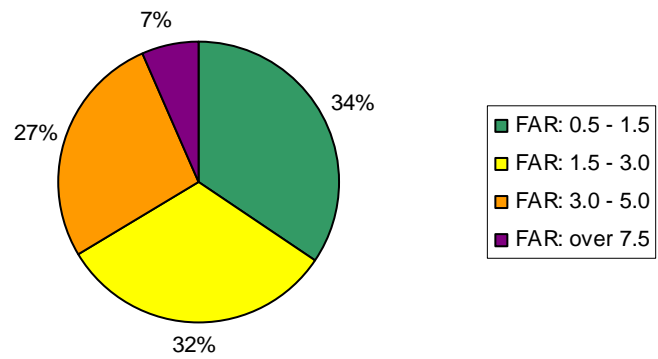


LAND USE

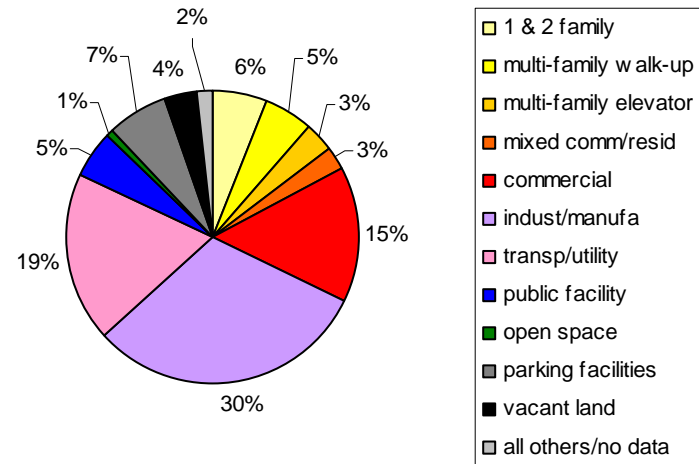




**Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor Q80**



**Land Use by Percentage of Square Feet within 0.25 Miles of Corridor Q80**



Parcel Q8000 looking southwest from 49<sup>th</sup> Avenue.



Parcel Q8001 looking west from Thompson Avenue.

## **GENERAL INFORMATION:**

**DESCRIPTION** Sunnyside Yards, one and three-quarters of a mile long and 1,600 feet across at its widest point, is the largest site in this inventory. The total deckable airspace of its 14 parcels – over 167 acres – is more than double the size of the next largest airspace site, the 74-acre NYCT Coney Island Maintenance Shop and Yards (K5000). This one corridor contains around one-sixth of the entire deckable airspace in this inventory.

The potential for large scale land uses above these yards is extraordinary. With the possible exception of Staten Island’s west shore, no other large tracts of “vacant” land remain in the City. Moreover, Sunnyside Yards is defined by a surrounding context of relatively dense development and plentiful transit access.

At the behest of former Deputy Mayor for Economic Development and Rebuilding Daniel Doctoroff, DCP’s Housing, Economic and Infrastructure Planning (HEIP) unit conducted a preliminary analysis concerning the viability of decking over and developing Sunnyside Yards. The HEIP unit determined that the most desirable sites within the yards were two roughly rectangular areas running from the southwest to the northeast; the northern third of both sites is located northeast of Queens Boulevard. One site hugs the southern edge of the yards and the other hugs the northern edge. Both are roughly parallel to each other until northeast of Queens Boulevard, where the parcels diverge.

Each site is divided into three roughly identical potential floor-area ratio (FAR) districts:

- Moderate densities (5 FAR) would be located within the southwestern portion of each area, southwest of Thomson Avenue. The northern area moderate-density zone would straddle the eastern end of parcel Q8001 and the northern tip of Q8002, which are divided in this inventory by the northern approach ramp of the Montauk Cutoff. The southern 5-FAR area would be located entirely within Q8002, from around Skillman Avenue and 27th Street to Thomson Avenue and extending north about half the entire yard’s width.
- High density (8 FAR) zones would lie between the moderate and highest-density areas, extending northeast from Thomson Avenue to about where Orchard Street would be if it were to be built across the width of the yard. Both of these areas would be entirely within parcel Q8005.
- The highest density areas (12 FAR) would be located at the northeastern end of both areas, extending from the above-mentioned hypothetical Orchard Street extension east past Queens Boulevard to a hypothetical line that would start about 100 feet northeast of 41st Avenue on the yard’s north side and continue southeast, angling south-southeast midway through the yard and reaching Skillman Avenue at 33rd Street. These areas would straddle parcels Q8005 and Q8006.

Encouraging maximum densities within a compact area well served by public transportation is desirable, and the 12 FAR zone would be immediately adjacent to the Queens/Queensboro Plaza subway stations served by the 7, E, G, N, R, V and W subway lines. Additionally, as part of the Long Island Rail Road’s East Side Access project, a new Sunnyside commuter rail station is to be built immediately below one of the proposed maximum-density zones.

To the southwest, the area above the LIRR’s newly rebuilt Arch Street Yard and Shop was singled out for moderate-density mixed use zoning (5 FAR). A fraction of this proposed 2-acre area is represented here as parcel Q8022.



The northeastern edge of Sunnyside Yards east of 39th Street was seen as ideal for manufacturing and public facilities. This area is located in the northern part of parcel Q8008. Full build-out under this proposal would yield approximately 17.3 million square feet of floor area.

The yard currently serves as a primary storage and maintenance facility for Amtrak and New Jersey Transit trainsets. LIRR passenger trains also traverse the length of the yards en route to the East River Tunnels to the west and the Main Line to the east. Freight trains also make use of the yards. The Montauk Cutoff, the northern ramp of which divides parcels Q8001 and Q8002, provides an extended wye track connection to the LIRR Montauk Division, which is now primarily used for freight. More recently, the LIRR has opened a new yard and maintenance shop to the north of the yards' west end, at Arch Street.

Construction related to the LIRR East Side Access project is underway. Ultimately, East Side Access will create a new LIRR terminal beneath the existing Grand Central Terminal. Trains to this new station will diverge from the existing Main Line at the south end of parcel Q8008, run through the south end of parcel Q8007 and then angle northwest through parcel Q8006, ultimately connecting with an existing tunnel built beneath the current F (63rd Street-Queensbridge) Line tunnel.

The project will also result in a new Sunnyside station which will be built beneath the southern end of the Queens Boulevard bridge over the yards, near Skillman Avenue. This new station, which will be served by trains to and from Penn Station, is located at the south end of parcels Q8005 and Q8006.

A new 24-trainset midday storage and light maintenance facility at Yard A will also be built. Yard A is a large parallelogram-shaped area at the north end of parcels Q8005 and Q8006 (and a small wedge of the northwestern portion of Q8007). As of March 2007, the land had been cleared of tracks.

Transit access to much of the yards is plentiful. Parcels Q8000 and the western end of Q8001 are served by the Hunters Point Avenue stations of both the 7 (Flushing) Line and an LIRR station which is utilized by a handful of westbound AM peak trains and eastbound PM peak trains. To the north, Q8021 and Q8022 are about 400 feet south of the 21st Street G (Crosstown) Line station. Besides the future LIRR Sunnyside station, Q8005 and Q8006 are approximately 200 to 250 feet from the Queens Plaza station of the E, F, G, R and V (Queens Boulevard) lines, and an additional 1,000 feet from the elevated Queensboro Plaza station served by the 7 (Flushing), N and W (Astoria) lines. To the southeast, both of these parcels are about 1,000 feet from the 33rd Street stop on the 7 Line. If a pedestrian connection through (or beneath) the wall of buildings that separates the yards from Northern Boulevard can be built, parcel Q8007 would become more accessible to the 36th Street station on the G, R and V lines. (Standard Lane, a very short dead-end street across from 37th Street, is the only current potential public access to Q8007's northern end.)

Numerous bus lines also serve the area, including the B61, Q32, Q39, Q60, Q67, Q69, Q101 and Q102. Transit availability does become more limited towards the yards' eastern end, although the 40th Street stop on the 7 Line and the Q66 bus both are within walking distance of Q8008.

However, use of the airspace above Sunnyside Yards will require resolution to the following issues:

Most of the corridor is zoned either M1-1 or M3-1. Only parcels Q8020, Q8021 and Q8022 lie partly in residential and commercial zones. An unbroken stretch along the north end of the corridor is zoned M1-5, with areas in the Long Island City Special Purpose District zoned M1-5/R7-3 or M1-5/R9. An M1-5 designation allows an FAR of 5.0.

The yard's topography – and the grades of the bridges over Sunnyside Yards – is such that a flat deck would neither line up with these bridges nor allow sufficient clearance for trains below. At some locations, such as Orchard Street, relatively steep gradients may be needed to vault over linear raised areas within the yards.

Sunnyside Yards serves the electric fleets of both Amtrak and New Jersey Transit. Both railroads' electric trainsets get their power supply from overhead (catenary) wire. At various locations throughout the yards, it is likely that some of these numerous support structures – as well as the light and communication towers dotted throughout the yard – would need to be shaved down if a deck were to be built above them.

Some structures in the Yards, such as the Amtrak service and inspection facility on the north side of parcel Q8006 and the Montauk Cutoff ramps in Q8001 and Q8002, are tall enough or require enough vertical clearance to break the deck plane.

Several parcels, especially towards the yard's western end, would be built entirely on a raised platform. Access between these parcels and the surrounding communities would need to be addressed, as would concerns about light and shadows and the aesthetics of an exposed deck abutting these neighborhoods.

Parcels Q8000, Q8001, Q8002: south of 49th Avenue-Thomson Avenue

Parcel Q8001 is an irregularly shaped space bounded by 49th Avenue, the viaduct of the 7 (Flushing) Line, a series of dead ends and industrial buildings, Thomson Avenue, the northerly ramp of the Montauk Cutoff, and Skillman Avenue. Parcel Q8002 lies to the south and east of the cutoff; if a way can be found to bridge, alter or move the cutoff right-of-way, then these two parcels could effectively be treated as a single unit. The yard width is still relatively narrow at this point, ranging from about 270 feet wide at Q8001's western end to about 470 feet at Q8001/Q8002's eastern end.

A portion of the Hunters Point Avenue LIRR station platform crosses into parcel Q8000. Although flush with 49th Avenue, a deck upon this parcel would either overhang or be on a raised platform. The parcel's south end would actually be flush with the elevated Long Island Expressway at this point, although the practical benefit of this is unknown.

Parcels Q8003, Q8004: north of Thomson Avenue

These two miniscule parcels are a by-product of the intersection of Thomson Avenue and the elevated approach roads leading to the Queensboro Bridge. Parcel Q8003, which measures less than .06 acres, lies to the west of the offramp. At over a third of an acre, parcel Q8004 is considerably larger but its position is less desirable than Q8003's: it lies between the onramp and offramp, where few pedestrians dare to tread. (A continuous, semi-enclosed sidewalk exists on the



south side of Thomson Avenue, which almost all pedestrians along this stretch of roadway use.)

Parcels Q8005, Q8006: Thomson Avenue-Honeywell Street

Heading from west to east, parcel Q8005 is the first of four exceptionally large parcels that together equal over 84 percent of the corridor's deckable airspace. Q8005 is the smallest of these, at 18.4 acres. One building approximately 250 feet southeast of Orchard Street is too tall to deck over; a deck would have to be built around it.

The yard is either at or marginally below street level along the northern edge of Q8005, which may cause problems south of Orchard Street, where a deck with a particularly steep gradient of as much as 10 to 12 percent would be needed to vault over an embankment about 350 to 400 feet south of Orchard's dead end.

Parcel Q8006 sits opposite Queens Boulevard from Q8005. Here, the yard truly billows out to nearly its fullest width resulting in nearly 45.9 acres of deckable airspace. The yard remains at surface level along much of the north side of Q8006 (especially to the east), and several industrial/commercial buildings have basement levels which would have their sunlight cut off by a deck. The construction impacts of the LIRR East Side Access project will be felt through this parcel for several years to come – as of August 2008, the connector was scheduled to open in 2015.

An access ramp from Honeywell Street and several portions of a 1,250-foot long building would break the deck plane, almost severing the upper third of this parcel from the two-thirds to the south. Like Q8005, significant track grade differences within the yard will require a deck to slope upward and downward to permit sufficient vertical track clearances. Q8006 is also similar to Q8005 in that the gap between the southernmost active use in the yard and Skillman Avenue is sufficient to allow a deck to sufficiently arch over the yard track nearest to the Skillman Avenue.

Parcels Q8007 through Q8010: Honeywell Street-43rd Street

At over 49.4 acres, parcel Q8007 is the largest deckable airspace in the corridor and the largest in Queens. It has the potential for relatively seamless transitions to the surrounding streets and is largely unimpeded by physical obstacles, except for an Amtrak service and inspection building that would break the deck plane approximately 200 feet south of Standard Lane.

A major challenge to the use of this parcel's airspace is the almost continuous wall of buildings between Northern Boulevard and the parcel's northern edge. Only Standard Lane, a 70-foot-long road that dead ends at the yard's edge across the street from where 37th Street and 37th Avenue meet Northern Boulevard, breaches this wall. The 36th Street subway station of the G, R and V (Queens Boulevard) lines has entrances at both 36th Street and 34th Street and Northern Boulevard. Improving pedestrian access between the station and the parcel's north end is necessary for the viability of this parcel. (The 39th Avenue station of the N and W (Astoria) lines is also about 750 feet from Q8007's northwest corner.)

Parcels Q8008, Q8009 and Q8010 mark the eastern end of the yard area. Q8008 measures almost 27.8 acres, and is the largest of the three. An access ramp to the yards bisects half the distance between 39th Street and the yard's eastern perimeter. The LIRR Main Line's emergence above grade and a commercial

property to the south eat into what would otherwise be deckable airspace.

Q8009 is a 1.1-acre parcel separated from Q8008 by a vehicular overpass to the General Motors commercial facility. Like much of the southern end of Q8008, this parcel lies over the loop track which is used to turn around trains that are returning to Penn Station. Q8010 is a .05-acre parcel wedged into a gap between tracks on the LIRR Main Line, which is by this point elevated. Both Q8009 and Q8010 abut 43rd Street, but the loop tracks are high enough to create a disparity between the street and deck level.

Parcels Q8020, Q8021, Q8022: Vernon Boulevard-east of 21st Street

These three parcels are part of the LIRR Arch Street Yard and Shop, but their proximity and track connections to the yards warranted grouping this cluster of parcels with the rest of the larger corridor.

The Arch Street Yard and Shop was completed in June 2005, and new storage and tail tracks were built west along the former LIRR North Shore Freight Branch to parcel Q8020. This branch once proceeded to the East River; its western end has since been redesigned as Gantry Plaza State Park.

Numerous zoning designations overlay this relatively small cluster of parcels, which cover a combined 3.1 acres and span only 1,100 feet. An M1-4/R6B, M1-5/R7-3, M3-1, R6A, R7X and a C1-5 overlay can be found within various parts of these parcels. The Long Island City Special Purpose District also overlays a portion of the cluster. In general, these multiple designations are geared towards encouraging medium- to –high-density mixed use.

**OWNERSHIP** DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the State of New York, the City of New York, the MTA/LIRR, the Department of Citywide Administrative Services, the Department of Transportation, the Department of Parks and Recreation and at least 30 private landholders have partial or complete ownership of the parcels along this corridor. Parkland alienation may be an issue.

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:  
Q8000: Along the parcel’s northern and southern edges. A deck would have the appearance of a raised platform relative to the approximately 70 northernmost feet of the northern edge, south of 49th Avenue, and the entire southern edge of the deck would be on a raised platform relative to the adjacent private property.  
Q8001: Along the parcel’s northern edge, where the yard is either at ground level or below surface level to a trivial degree. Also, along the parcel’s southern edge, excluding the 120 westernmost feet, nearest 49th Avenue. On the southern edge, a deck would be increasingly above Skillman Avenue heading east. At the Montauk Cutoff, the yard and Skillman Avenue are level with each other, which would result in a deck on a raised platform adjacent to Skillman Avenue.  
Q8002: Along the parcel’s southern edge, excluding the approximately 120 easternmost feet, nearest Thomson Avenue. From the Montauk Cutoff east to 27th Street, the yard and Skillman Avenue are level with each other, which would result in a deck on a raised platform adjacent to Skillman Avenue. The disparity



between a deck and Skillman Avenue would diminish heading east from 27th Street.

Q8005: Along the parcel's northern edge

Q8006: Along the approximately 1,000 easternmost feet of the parcel's northern edge

Q8007: Immediately adjacent to Standard Lane, along the parcel's northern edge.

Q8008: Along the parcel's northern edge, possibly excluding the portion abutting a building approximately 650 feet east of Northern Boulevard. Additionally, a deck would have the appearance of a raised platform relative to approximately 80 feet of the south edge of an access road at the parcel's northern end.

Q8009: Along the parcel's eastern edge.

Q8010: Along the parcel's eastern edge.

Q8021: Along the approximately 290 westernmost feet of the parcel's northern edge. Also, the along the parcel's southern edge where it abuts the parking lot.

Q8022: Along the parcel's northern edge.

In many places the deck would need to be arched to allow both sufficient clearance for the use below and a level connection with the adjacent land.

A deck over Q8003 or Q8004 would have the appearance of a raised platform relative to the properties to the north.

Many parcels are interrupted by a building or buildings that would break the surface plane of a deck. Accommodation of these buildings, such as building a new entrance to the deck level or designing ways of incorporating these structures into the deck area may be desirable.

Although significant spaces exist throughout the yards which would allow supports to be built without interfering with existing tracks, removal or realignment of yard tracks in some locations might be necessary to provide room for deck supports. Alternate track locations or alignments might be necessary to allow this yard facility to maintain its existing storage capacity.

**VENTILATION** Any appreciable deck over any of the yards' major parcels (Q8001, Q8002, Q8005, Q8006, Q8007 and Q8008) would likely require a mechanical ventilation system and emergency facilities.

**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>
Q8000	Sunnyside Yards: S. of 49th Avenue	1.33	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-4
Q8001	Sunnyside Yards: NE. of 49th Avenue, SE. of 7 (Flushing Line), N. & E. of Montauk Cutoff	8.39	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M3-1
Q8002	Sunnyside Yards: N. of Skillman Avenue, S. & E. of Montauk Cutoff, SW. of Thompson Avenue	11.46	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M3-1
Q8003	Sunnyside Yards: N. of Thompson Avenue, W. of Queensboro Bridge exit/Dutch Kills Street west leg	0.06	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8004	Sunnyside Yards: N. of Thompson Avenue, between Queensboro Bridge exit/Dutch Kills Street east and west legs	0.34	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8005	Sunnyside Yards: Thompson Avenue-Queens Boulevard	18.40	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8006	Sunnyside Yards: Queens Boulevard-Honeywell Street	45.89	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8007	Sunnyside Yards: Honeywell Street-39th Street	49.44	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8008	Sunnyside Yards: 39th Street-42nd Place/43rd Street	27.77	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8009	Sunnyside Yards: W. of 43rd Street, S. of tracks of LIRR Main Line/Northeast Corridor	1.11	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1
Q8010	Sunnyside Yards: W. of 43rd Street, between tracks of LIRR Main Line/Northeast Corridor	0.05	NJT storage; Amtrak Northeast Corridor; LIRR Main Line	M1-1

Q8020	LIRR Arch Street Yard: Vernon Boulevard-11th Street	0.28	Arch Street Yard leads	C1-5, R6A, M1-4/R6B, R7X, SPD-LIC
Q8021	LIRR Arch Street Yard: 11th Street-21st Street	1.18	Arch Street Yard leads	M1-4, M1-5/R7-3, SPD-LIC
Q8022	LIRR Arch Street Yard: E. of 21st Street	1.63	LIRR Arch Street Yard	M3-1

**POTENTIAL FOR REMAPPED STREETS:**

Using the airspace above this rail yard presents opportunities for the creation of streets that are either continuations of the existing adjacent street grids or a new street layout plan altogether.



Parcel Q8006 from a westbound 7 (Flushing) Line train, looking northeast

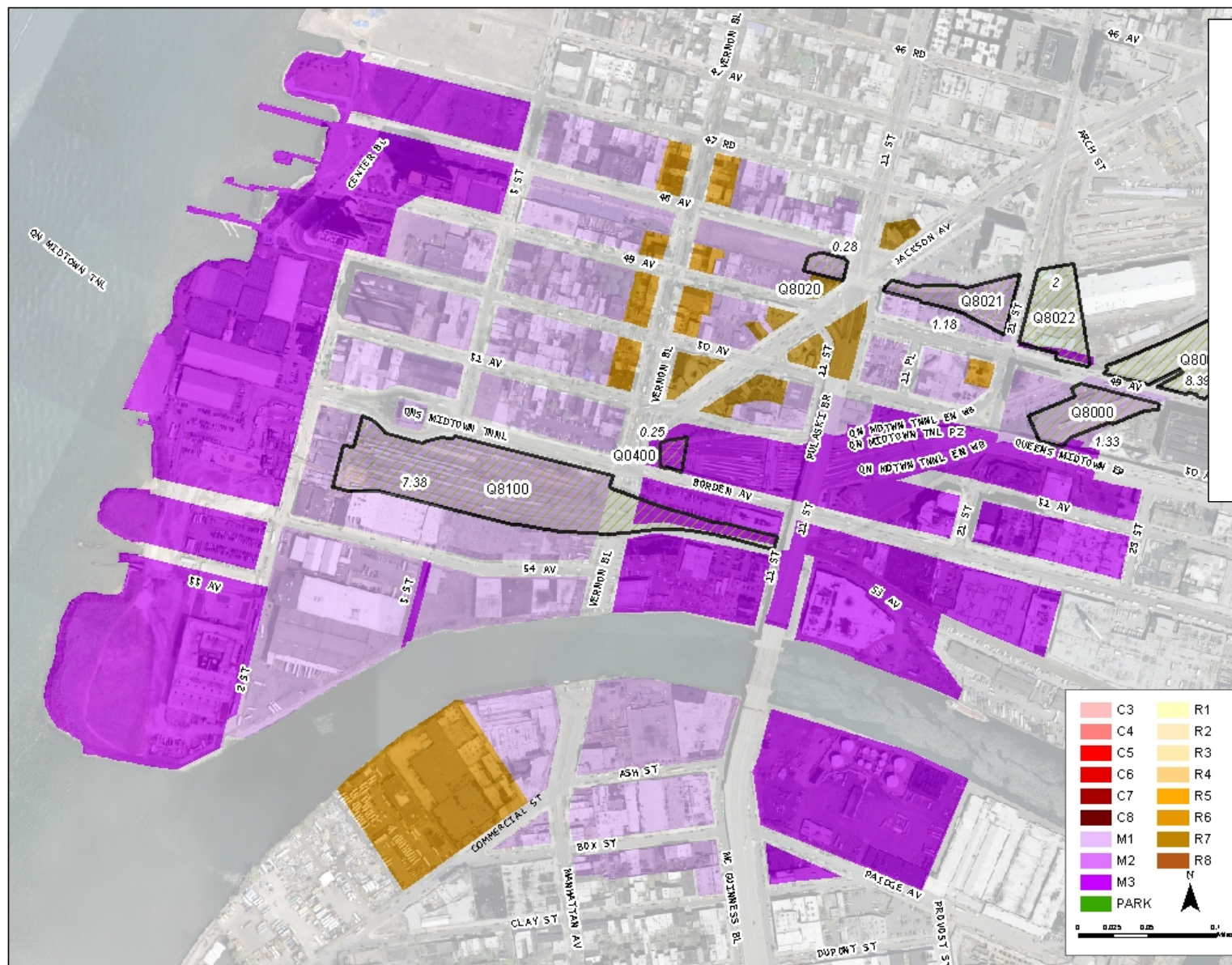


Parcel Q8007 looking east from 39<sup>th</sup> Street towards Honeywell Street

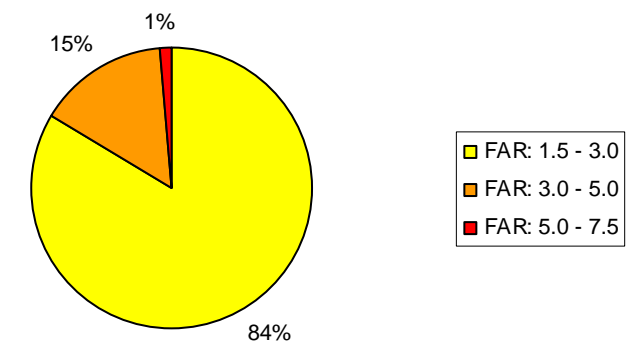


Parcel Q8006 from a westbound 7 (Flushing) Line train, looking northeast





Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor Q81

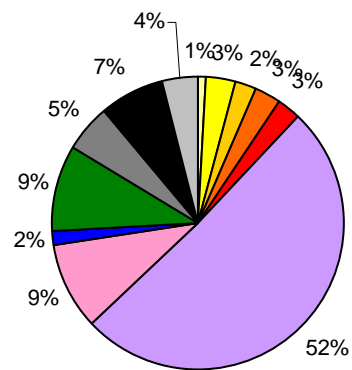


**Q81:  
LIRR LONG ISLAND  
CITY STATION AND  
YARD**

**ZONING**

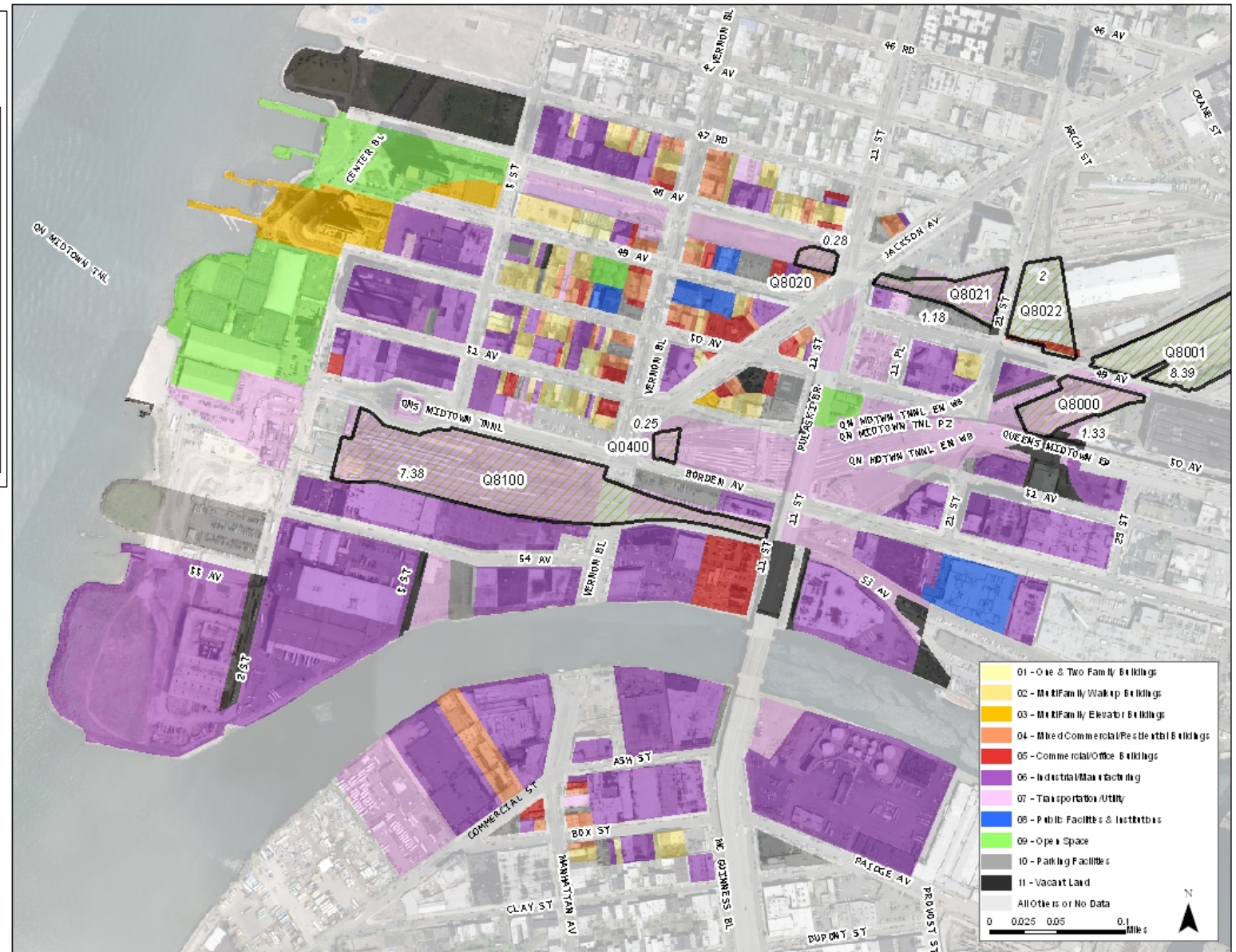


Land Use by Percentage of Square Feet within  
0.25 Miles of Corridor Q81



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

## LAND USE



## **GENERAL INFORMATION:**

**DESCRIPTION** While smaller than Sunnyside Yards, this 7.4-acre, 1,700-foot-long parcel presents opportunities for some novel interfaces with surrounding transportation links.

The parcel is made up of a surface-level, mostly non-electrified storage yard for the LIRR diesel fleet, and of the Long Island City station, a relatively lightly used short island platform that can serve two cars each of two trainsets. The station is served by five trains each in the AM and PM peak periods.

Besides the LIRR station itself, the East River, and New York Water Taxi's peak-period service to its Hunters Point dock, lies approximately 750 feet west of parcel Q8100. The Vernon Boulevard-Jackson Avenue station of the 7 (Flushing) Line is 500 feet north of the parcel's northern edge. The east end of the parcel is less than 50 feet from the western edge of the Pulaski Bridge, where a pedestrian walkway provides access to Greenpoint, Brooklyn. Since any deck would be entirely on a raised platform, the potential exists for a level connection to this sidewalk somewhere above deck level.

Across the street from parcel Q8100 is parcel Q0400, the Queens portal to the Queens-Midtown Tunnel.

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

In addition, parcel Q8100 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** This "corridor" is entirely on a raised platform. Access between parcel Q8100 and the surrounding communities would need to be addressed, as would concerns about light and shadows and the aesthetics of an exposed deck abutting these neighborhoods.

Removal or realignment of yard tracks might be necessary to provide room for deck supports. Alternate track locations or alignments might be necessary to allow this yard facility to maintain its existing storage capacity.

**VENTILATION** Although a deck above this parcel would probably not result in an entirely enclosed LIRR yard and station, and although the parcel is less than 2,000 feet long, the fact that the yard is currently used for diesel train storage may warrant careful consideration of the facility's ventilation needs.



**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>
Q8100	LIRR Montauk Line: Long Island City Yard	7.38	LIRR Montauk Line	M1-4

**POTENTIAL FOR REMAPPED STREETS:**

It is unlikely, though not impossible, that decking over this ROW would result in the potential for any new streets.



Parcel Q8100 looking west from the Pulaski Bridge.