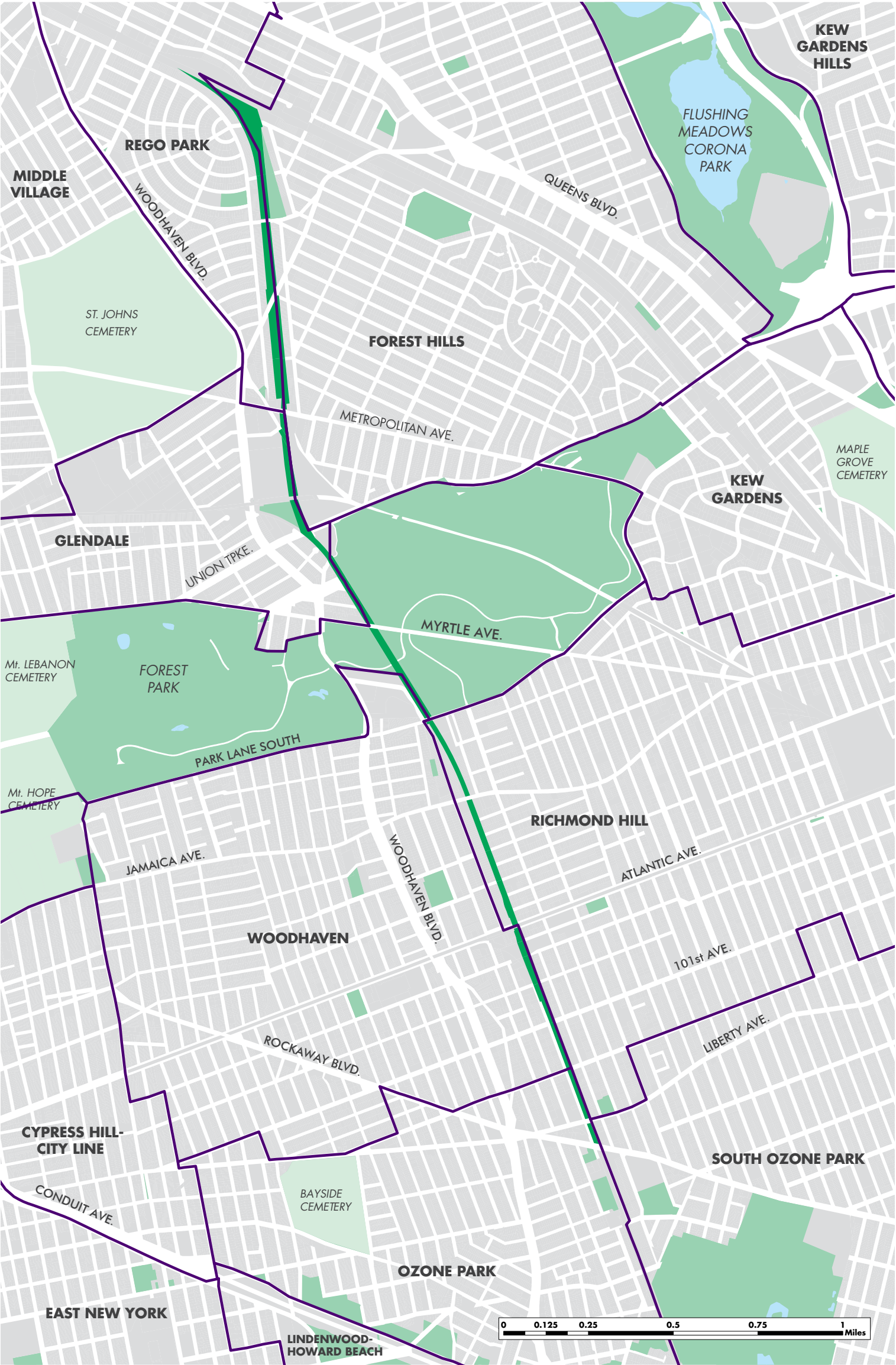


NEIGHBORHOODS



The QueensWay:

6
Neighborhoods

46.8
City-owned Acres

7
Acres of Parkland

9 Bridges

LEGEND

- Queensway Siteline
- Park
- Cemetery
- Neighborhood Tabulation Areas



- The QueensWay:
- The QueensWay site is located at the heart of Queens.
 - The QueensWay sits in 6 neighborhoods and consists of 46.8 acres of city-owned land, including 7 acres of DPR managed parkland.
 - The QueensWay includes 9 bridges and one fallen bridge at over the LIRR Montauk Line just North of Forest Park.
 - The QueensWay lies at the spine of Forest Park, the third largest park in Queens. Forest Park is an active but underutilized gem within the NYC park system.

HISTORY OF THE SITE



Trotting Course Lane Crossing,
Myrtle Ave and Forest Park Drive



Jamaica Avenue under BMT, 1930



Long Island Rail Road Sub-Station at
Woodhaven Junction



Long Island Rail Road Station
at Metropolitan Avenue



Long Island Rail Road at Metropolitan Ave,
View from Trotting Course Lane



Woodhaven Station



Rego Park Station



Rego Park, Whitepot Junction



Rego Park, Whitepot Junction

The QueensWay is the abandoned land from the Rockaway Beach Branch line of the Long Island Rail Road.

The RBBL was created in 1877 with the goal of running from Greenpoint, Brooklyn to Rockaway Beach, Queens.

The RBBL’s 95 year history was fraught with financial and structural issues throughout. Simultaneously, the line was integral to the development of the neighborhoods that it connected.

The line originally ran from just north of Union

Turnpike to the Rockaways, connecting to the LIRR Montauk Line. In 1910 an extension was added to connect to the Main Line in Rego Park.

Central Queens doubled in population during the 1920s and 30s. This line served much of the new housing constructed in Ozone Park, Richmond Hill and Woodhaven – and gave access to the Rockaways.

Woodhaven Boulevard was the main North-South corridor for automobiles. In 1925, this route was expanded from Liberty Avenue to the Rockaways.

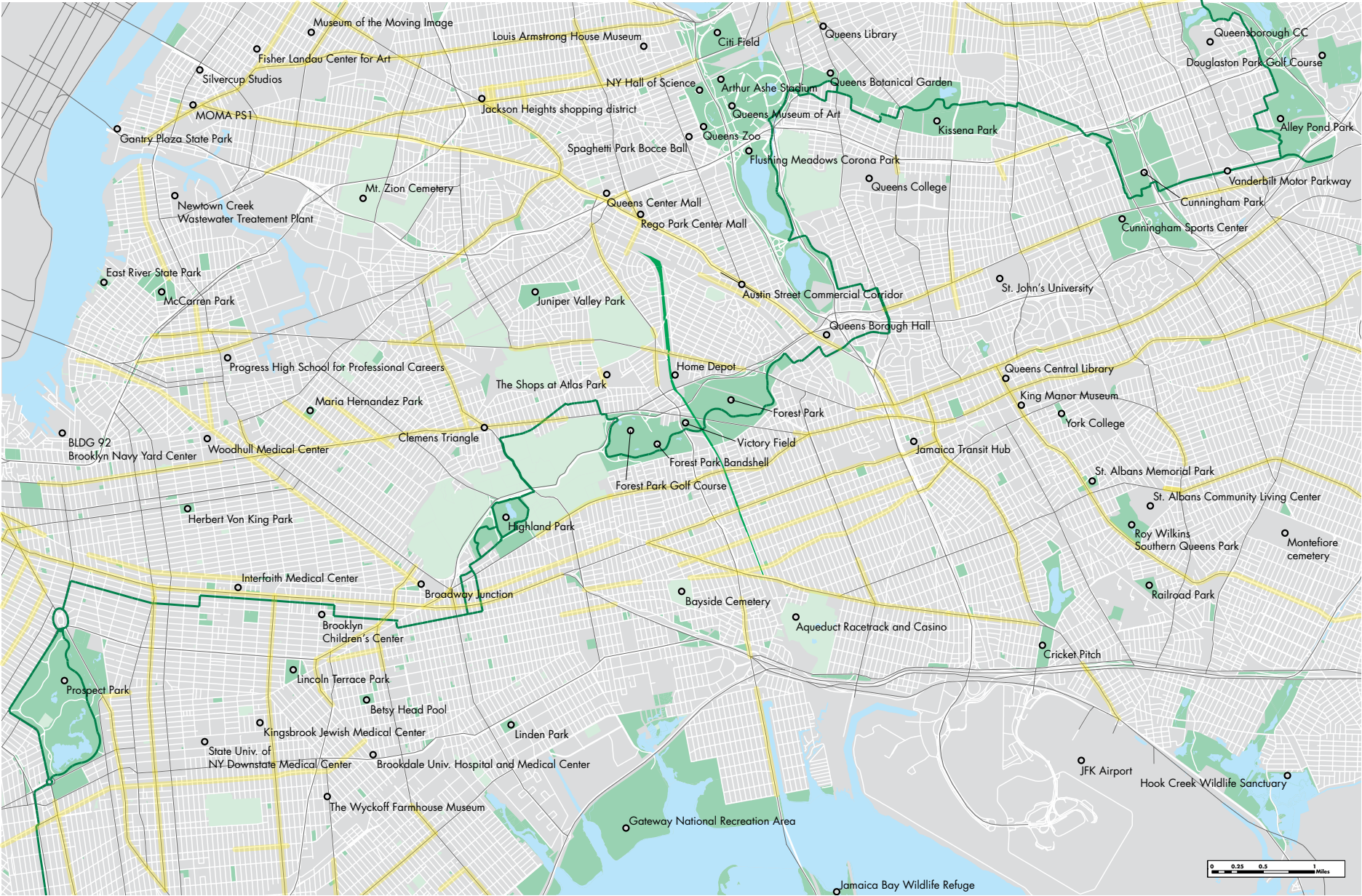
In the 1950s, the Jamaica Bay Bridge fire occurred South of Ozone Park. This made maintenance of the RBBL untenable for the LIRR. The line south of Liberty Avenue was sold to the city, which rehabilitated the line into the IND Rockaway Line – now the A train.

Without the southern connection beyond Liberty Avenue, the RBBL was never highly used and ultimately abandoned in 1962.

In 2001, the MTA suggested routing the proposed AirTrain over the RBBL route. However, this route was opposed by residents.

QUEENSWAY PLAN

QUEENS DESTINATIONS + VISITOR NUMBERS

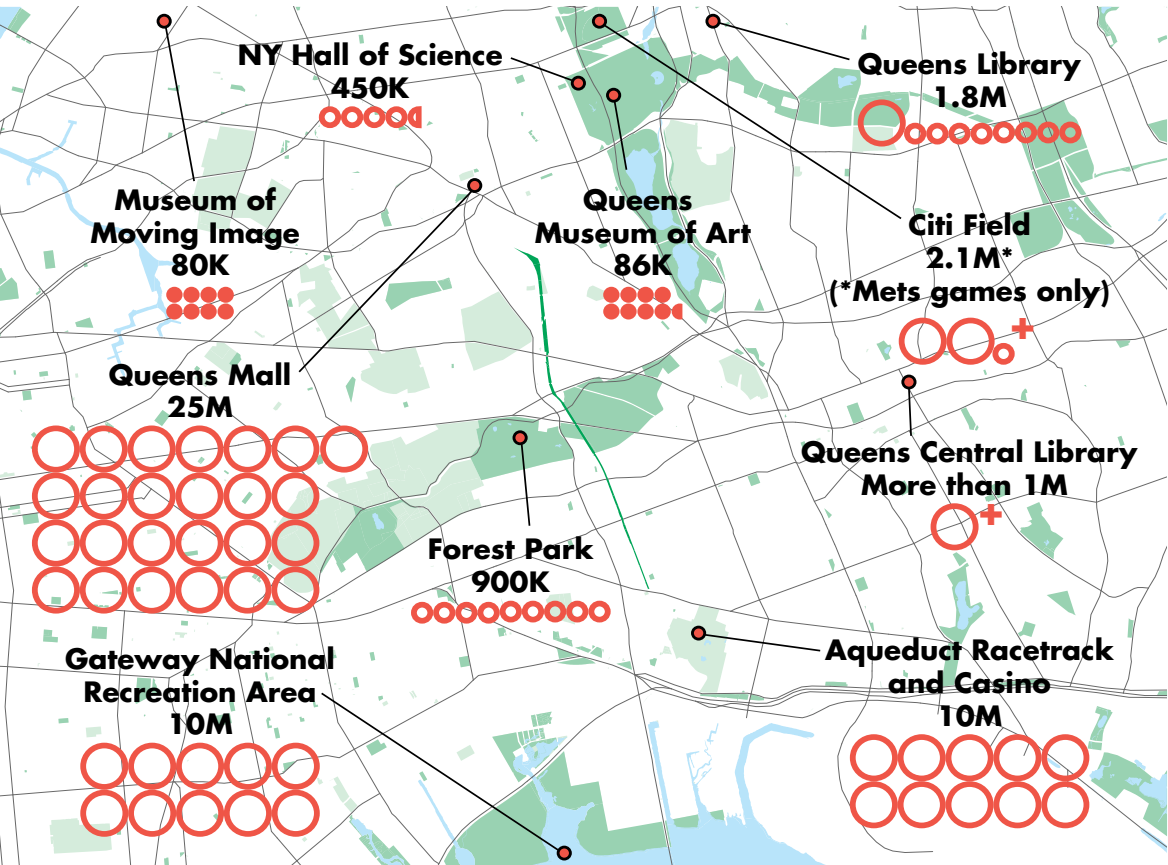


The QueensWay lies at the heart of Queens and could play an important role connecting Central Queens to amenities to the North, Center and South of the borough.

The Brooklyn-Queens Greenway with the QueensWay would create a prime nexus in Forest Park. This set of connections would integrate Central Queens to south-western Queens, Brooklyn, Flushing Meadows-Corona Park along the East-West axis. The QueensWay would connect the surrounding neighborhoods to Queens Boulevard amenities, including Queens Centre Mall, and Gateway National Park and the Rockaways to the South.

LEGEND

- Queensway Sitaline
- Park
- Cemetery
- Queens Destinations
- Brooklyn-Queens Greenway
- Commercial Corridors

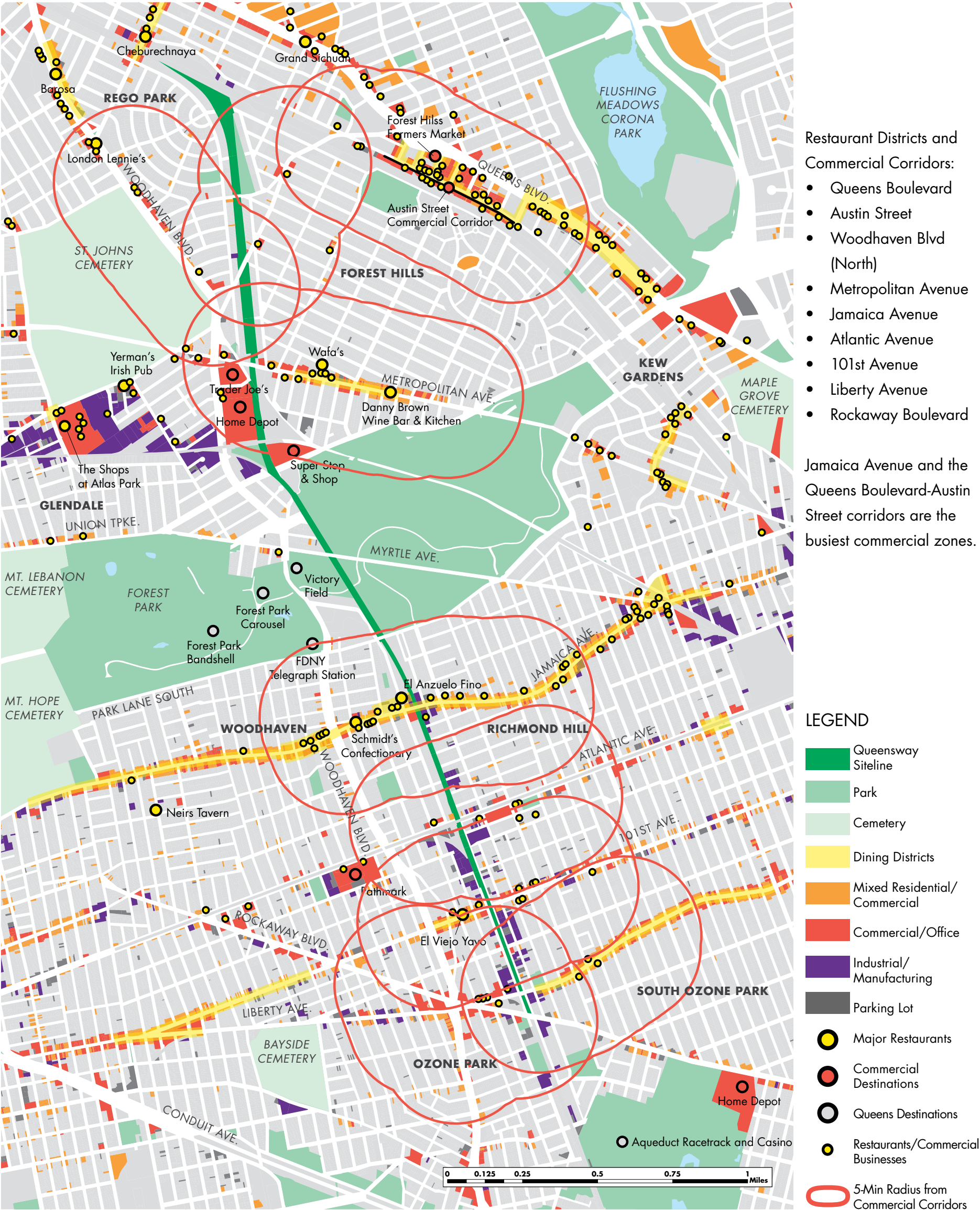


Many key Central Queens destinations lie within a 10 minute walk or short bike ride from the QueensWay:

- Forest Park
- Queens Centre Mall
- Aqueduct Racetrack and Casino
- Flushing Meadows-Corona Park
- The Shops at Atlas Park
- The Queens Museum
- Gateway National Park
- The Brooklyn-Queens Greenway

- 1,000,000 visitors
- 100,000 visitors
- 10,000 visitors

COMMERCIAL DESTINATIONS



The QueensWay connects several East-West commercial corridors along its length, filled with local businesses and restaurant destinations. There is a great opportunity to provide alternatives to vehicular mobility to local residents. The QueensWay also provides linkages between these hubs of commercial activity that could make the route an opportunity for local business-themed events and food festivals.

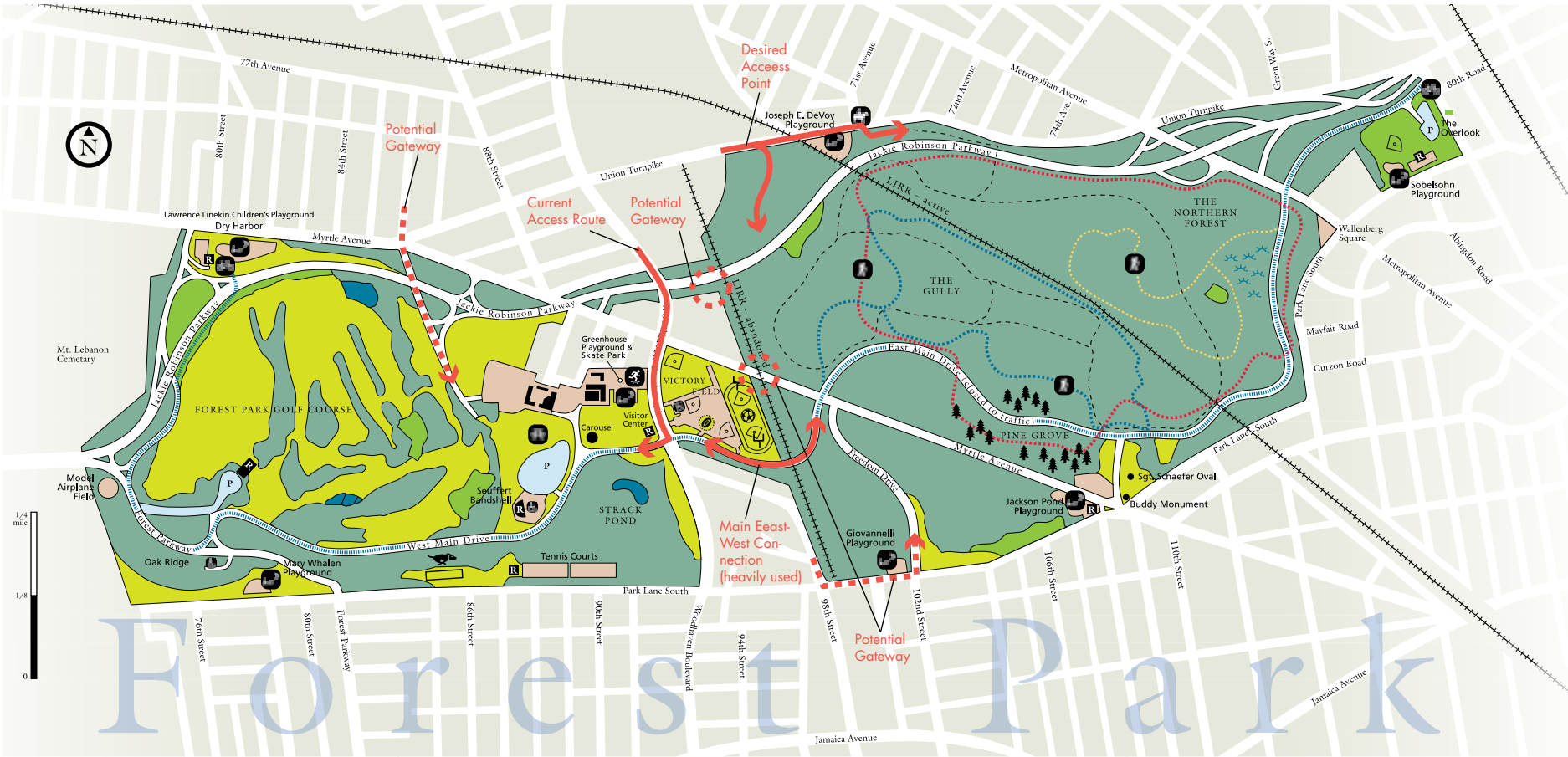
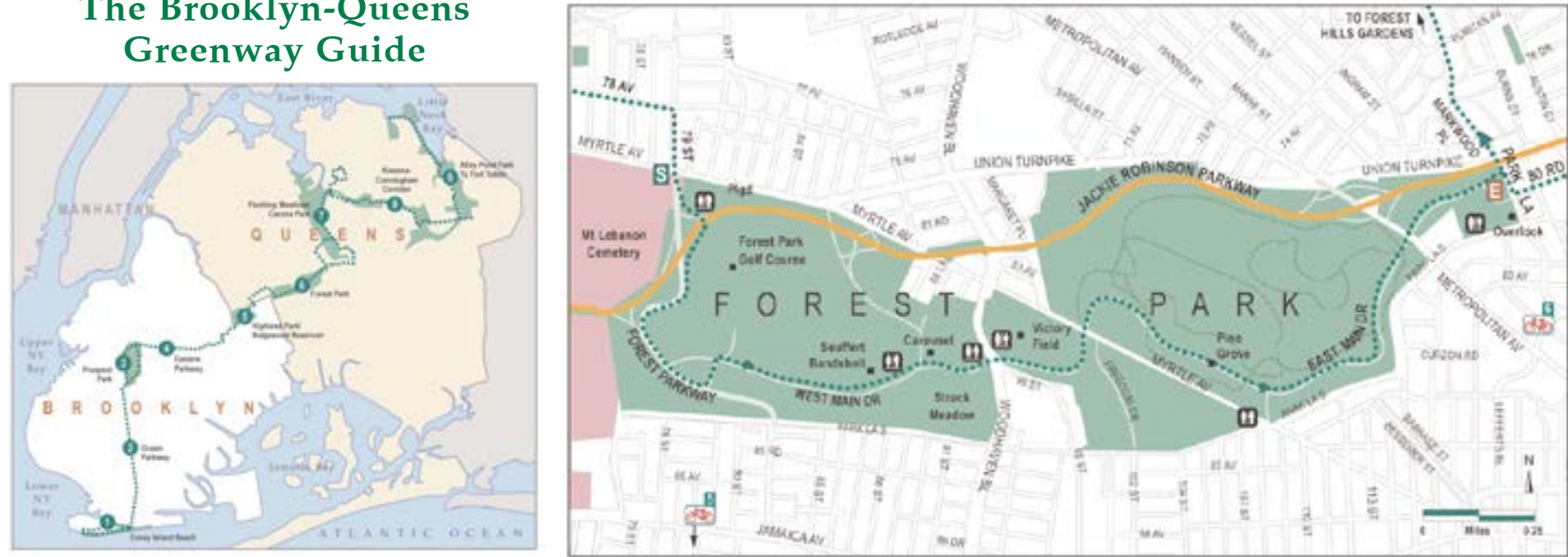
The QueensWay could serve to allow residents to access these local commercial corridors via bike or on foot rather than by car. It would also provide an easy connection for residents to stop at local businesses en route from work, school or recreation amenities. The mapping in the existing conditions report demonstrates the close proximity of the commercial corridors. However, there are no easy connections for walking or biking. The only major North-South connector is Woodhaven Boulevard, which can be highly congested and unsafe or unpleasant for walking and biking.



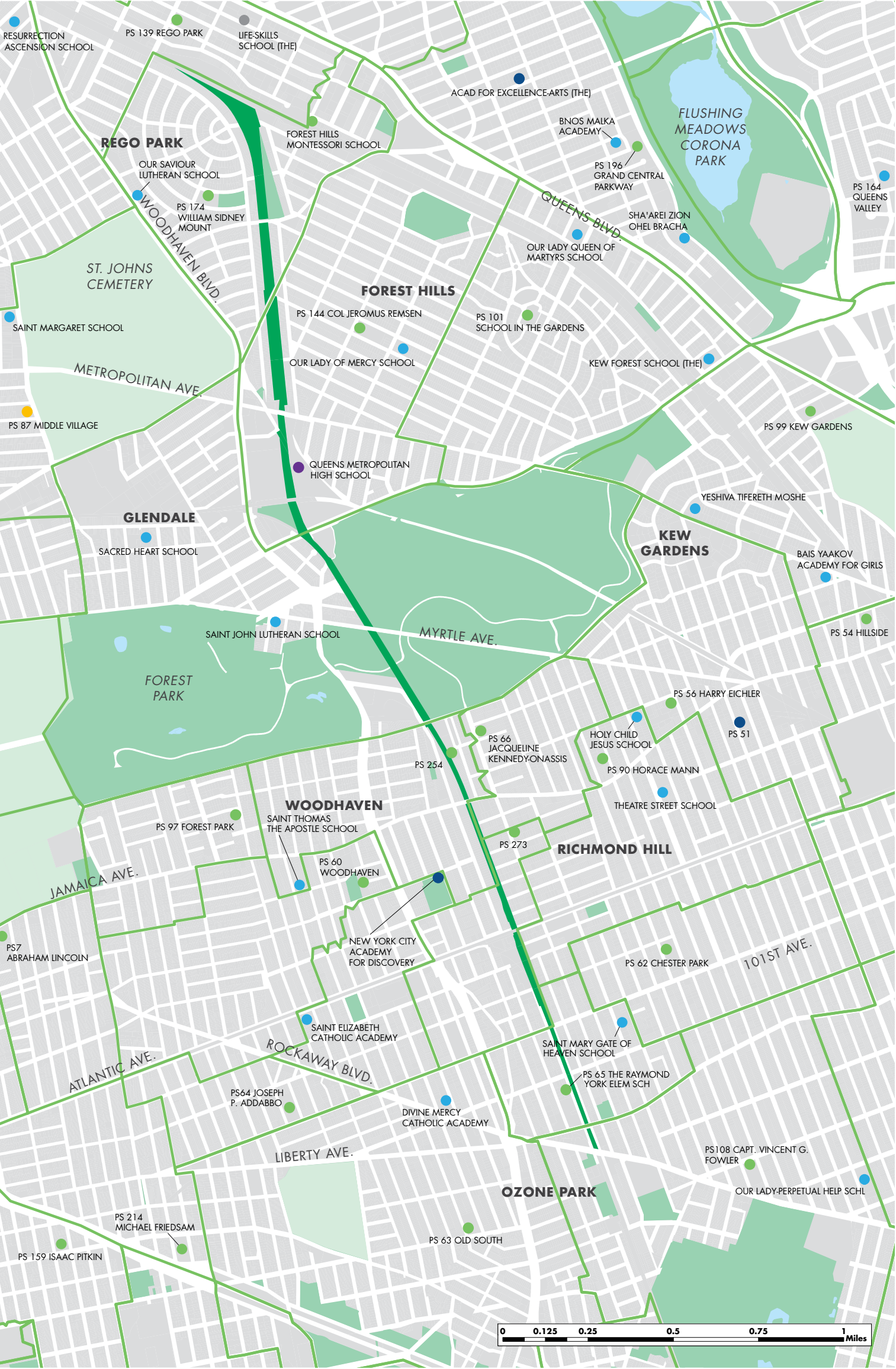
LEGEND

- Queensway
Siteline
- Park
- Cemetery
- Chemical Dependency
Services
- Daycare/Residential
Facilities for Children
- Developmental
Disabilities Services
- Facilities for Seniors
- Residential Facilities/
Food Programs for
Adults+Families
- Mental Health Services
- Recreational/
Cultural Facilities
- Nursing Homes/
Hospitals/Hospices/
Ambulatory Programs
- Public Safety/Criminal
Justice Facilities
- Transportation Facilities
- Waste Management
Facilities

The Brooklyn-Queens
Greenway Guide



ELEMENTARY SCHOOLS



8 Elementary School Zones overlap with the QueensWay

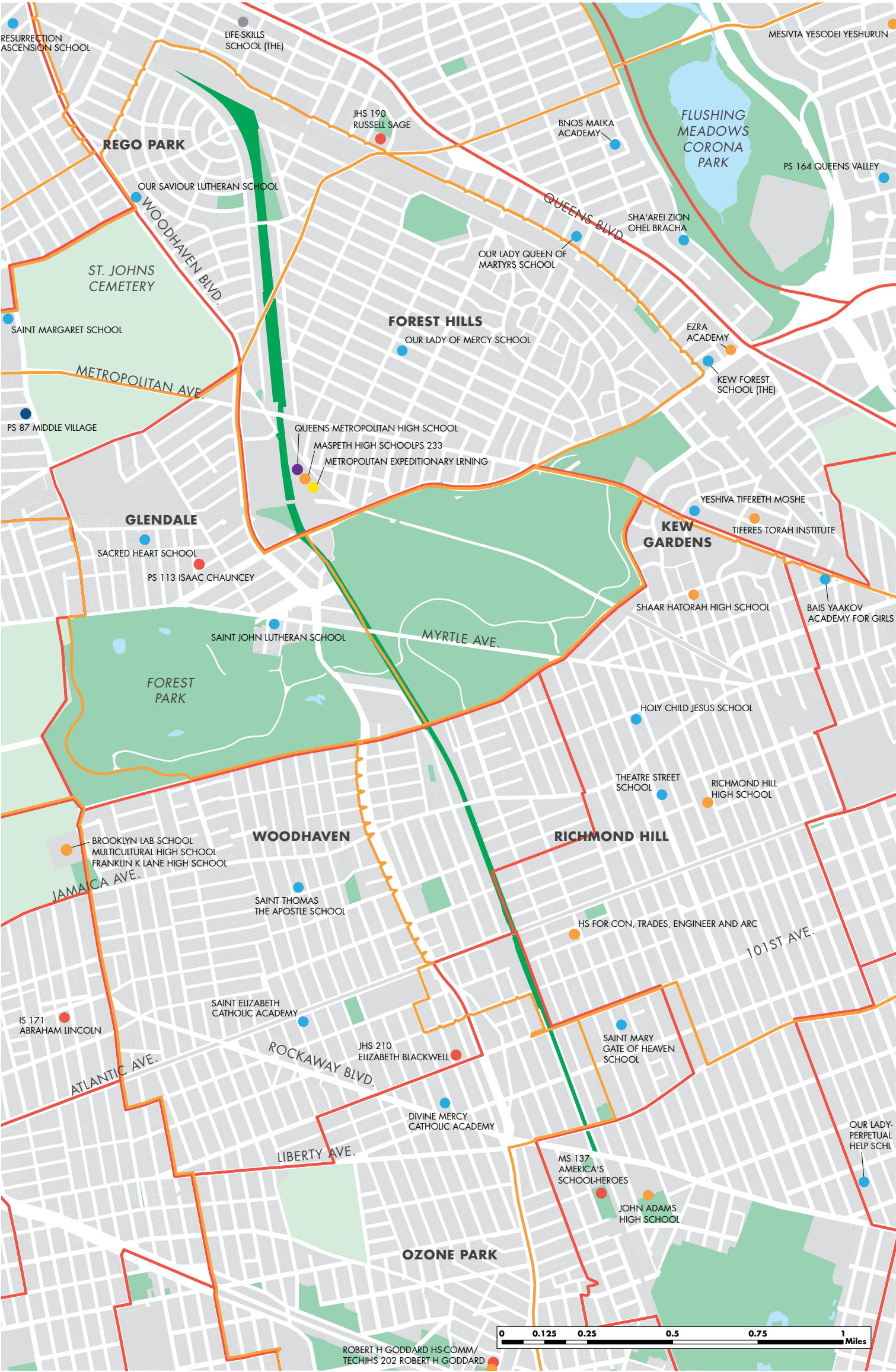
3 Elementary/K-12 Schools sit directly adjacent to the QueensWay

LEGEND

- Queensway Sitaline
- Park
- Cemetery
- Early Childhood
- Elementary
- PreK to 8th Grade
- Kindergarten to 8th Grade
- Kindergarten to 12th Grade
- Ungraded
- Elementary School Zone

- There are many schools surrounding the QueensWay with four directly adjacent school facilities:
- Metropolitan Expeditionary Learning School at Metropolitan Avenue (3 schools: K-12, High School, Secondary School)
 - PS 254 between Park Lane South and Jamaica Avenue (Elementary School)
 - PS 65 Raymond York on 99th Street at 103rd Ave (Elementary School)
 - MS 137 America’s School of Heroes south of Rockaway Boulevard (Middle School)

In addition to the four adjacent schools, the High School for Construction Trades, Engineering and Architecture is only two blocks from the QueensWay. This school could be actively engaged during the design and construction phase of the QueensWay as a learning opportunity for youth in the area.



6 Middle School Zones overlap with the QueensWay

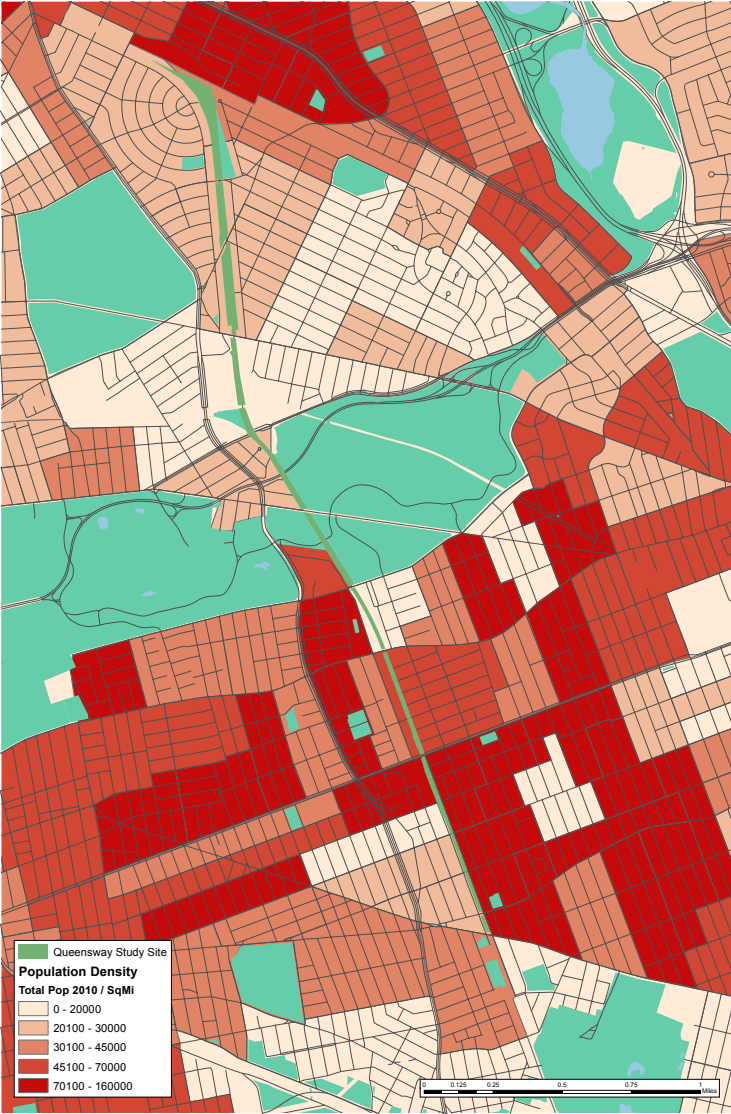
5 High School Zones overlap with the QueensWay

2 Secondary/Middle/ High Schools sit directly adjacent to the QueensWay

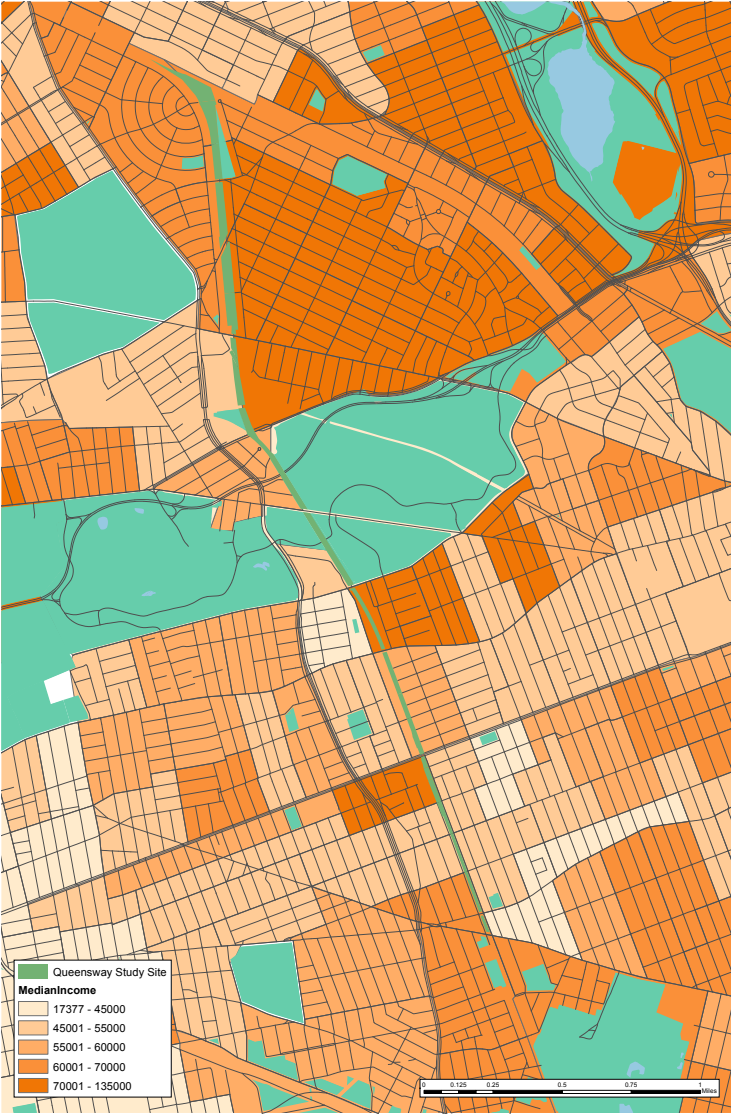
Activity partnership with the adjacent and nearby schools is a key programming opportunity for the QueensWay. There are many children and families in the neighborhoods surrounding the site. The MELS school has already begun classes using the QueensWay as a study site. Activity space for recreation and ecology education are key opportunities.

In addition to school facilities, there are several youth-oriented recreation amenities nearby to the QueensWay, mostly from Forest Park and north. These amenities include the Fleet Street ball fields, the Forest Hills Youth Activities Association, the Myrtle Avenue ball fields and Forest Park greenhouses. Programming ties with organizations that use these fields would offer engaged stewards for the QueensWay. South of Forest Park, particularly in Ozone Park, there is a significant shortage of recreation space and amenities for youth. Representatives from Community Board 10 and parents who attended the QueensWay public workshops repeatedly brought up the lack of safe spaces for youth to recreate in this area.

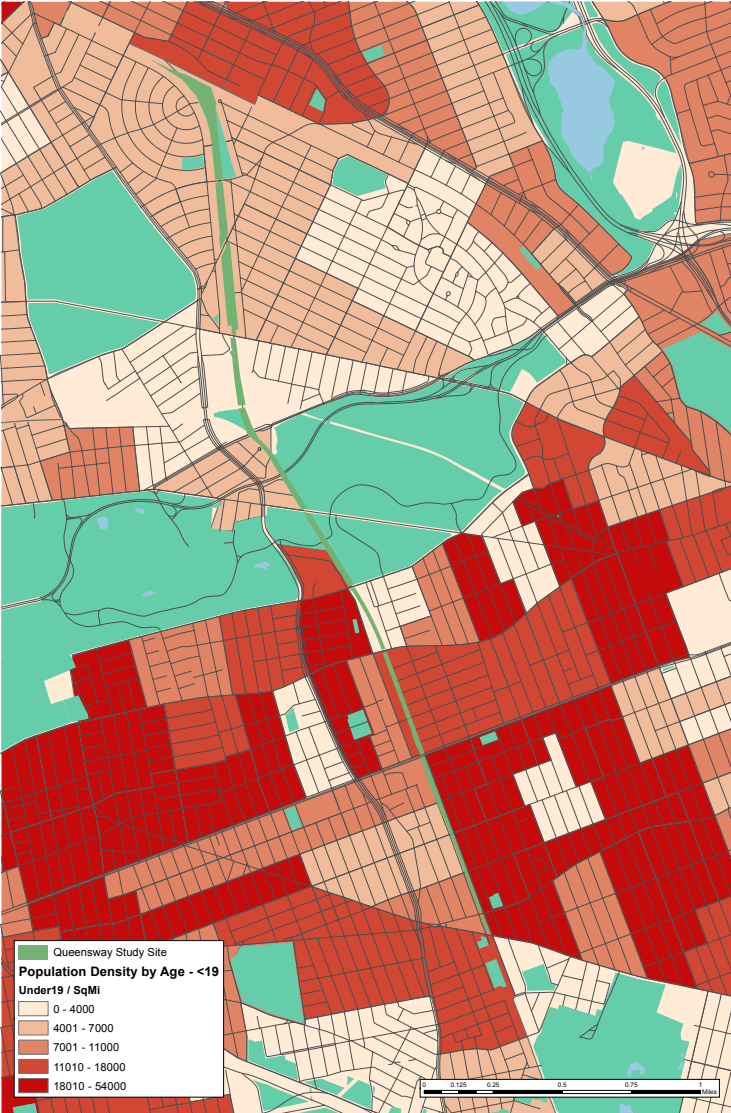
DEMOGRAPHICS



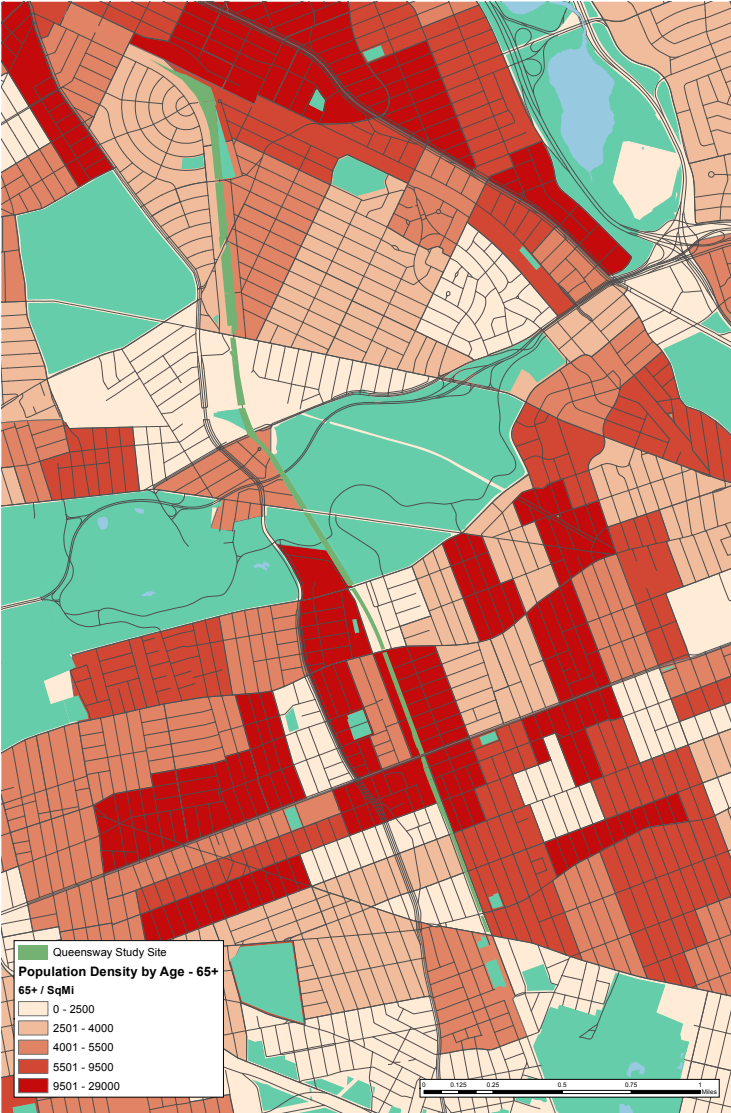
Population Density



Median Income



Population Density - Under 18 Years



Population Density - Over 65 Years

The QueensWay intersects a highly demographically and economically diverse section of Queens. However, due to North-South bifurcation of demographic and economic trends, there are significant pockets of racial, ethnic and socio-economic homogeneity.

The areas to the North of the site have higher income levels than Queens averages, while areas to the South of the site have lower income levels than Queens averages. In general, the communities adjacent to the QueensWay have seen their median household incomes (MHI) increase, for the most part at rates on par with Queens-wide and New York City-wide growth.