

Section 1

Open House Goals/Brief Neighborhood History

Open House Goals

- Review issues identified in Spring/Summer 2009
- Explore data collected in Fall 2009
- Introduction to Street Classifications Concepts



Neighborhood History

1700's to 1909 – Limited development in the area; primarily farmland owned by a handful of families

1910 – Queensboro Corporation acquires Barclay-Dugro tract of land in present day Jackson Heights

1914 – Laurel Court, first apartment complex in Jackson Heights, opens

1917 – Flushing Line opens in Jackson Heights

1924 – Opening of the Towers apartment complex

Construction begins on first private homes developed by Queensboro Corporation

1930 – Streets in Jackson Heights are renumbered and renamed to current designations

1933 – Queens Boulevard Subway opens with a station at Broadway and Roosevelt Avenue

1937 – Northern Boulevard trolley is replaced by bus routes

1941 – Original Victor Moore Arcade opens

1947 – Travers Park opens

Post-WWII to 1960 – Building boom replaces most vacant lots or recreational lots with new apartments and homes; neighborhood is almost 100% developed by 1960

1964 – Completion of Brooklyn-Queens Expressway between Queens Boulevard and Northern Boulevard results in continuous north-south expressway between Staten Island and the Grand Central Parkway

1984 – First Columbia Independence Day Festival is held at Flushing-Meadows Park

1993 – New York City Landmarks Preservation Commission designates Jackson Heights Historic District

2005 – BQE reconstruction from Broadway to 25th Avenue is completed

Rehabilitation of the Roosevelt Avenue/74th Street Station & Victor Moore Bus Arcade is completed

2009 – New York City Department of Transportation initiates Jackson Heights Neighborhood Transportation Study

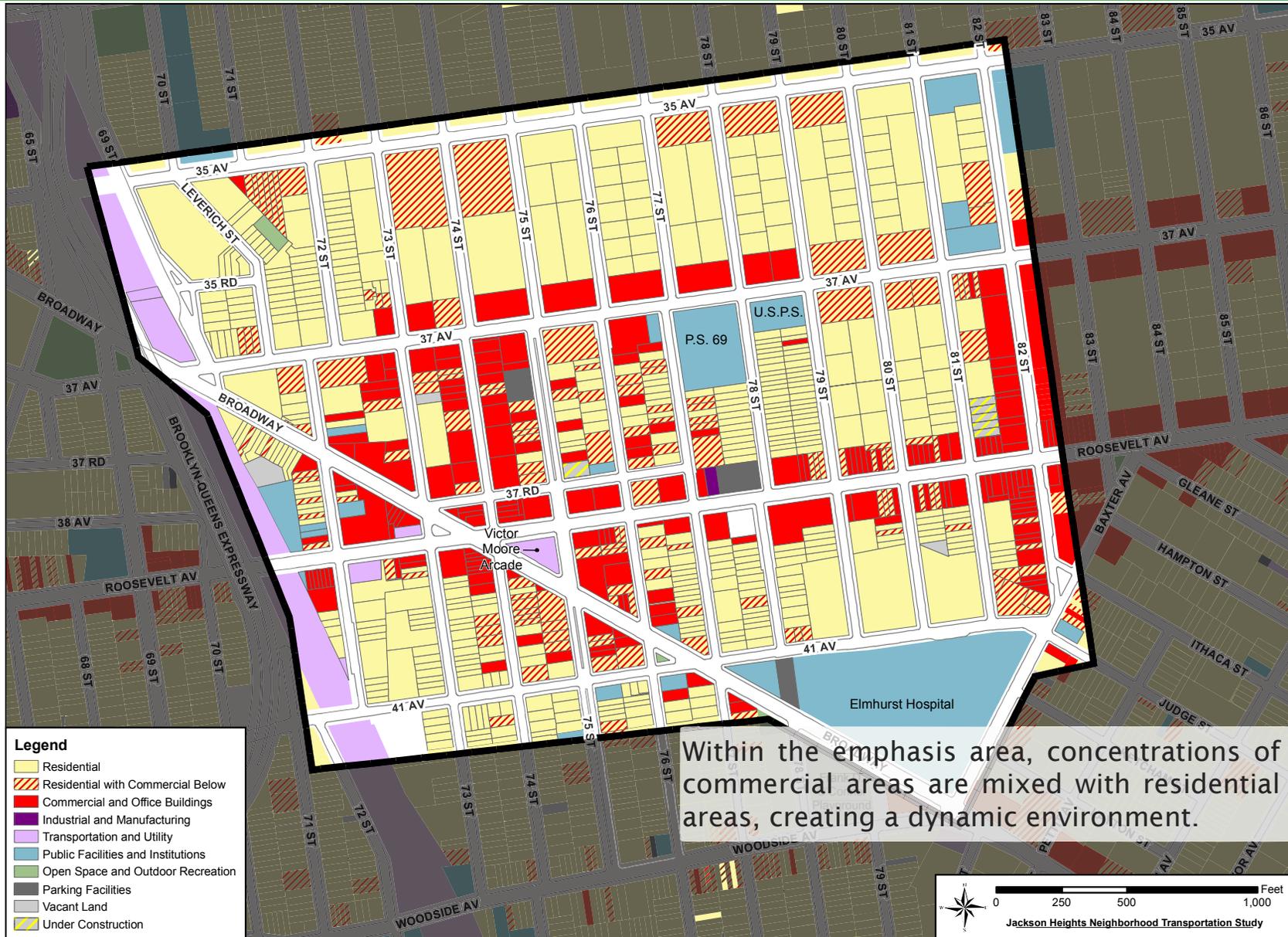


82ND STREET, LOOKING NORTH FROM ROOSEVELT AVENUE, IN 1918. ROWHOUSES BUILT IN 1911 AND LATER, DEMOLISHED CAN BE SEEN AT THE LEFT. WILLOW AND PLYMOUTH COURTS CAN BE SEEN IN THE DISTANCE.

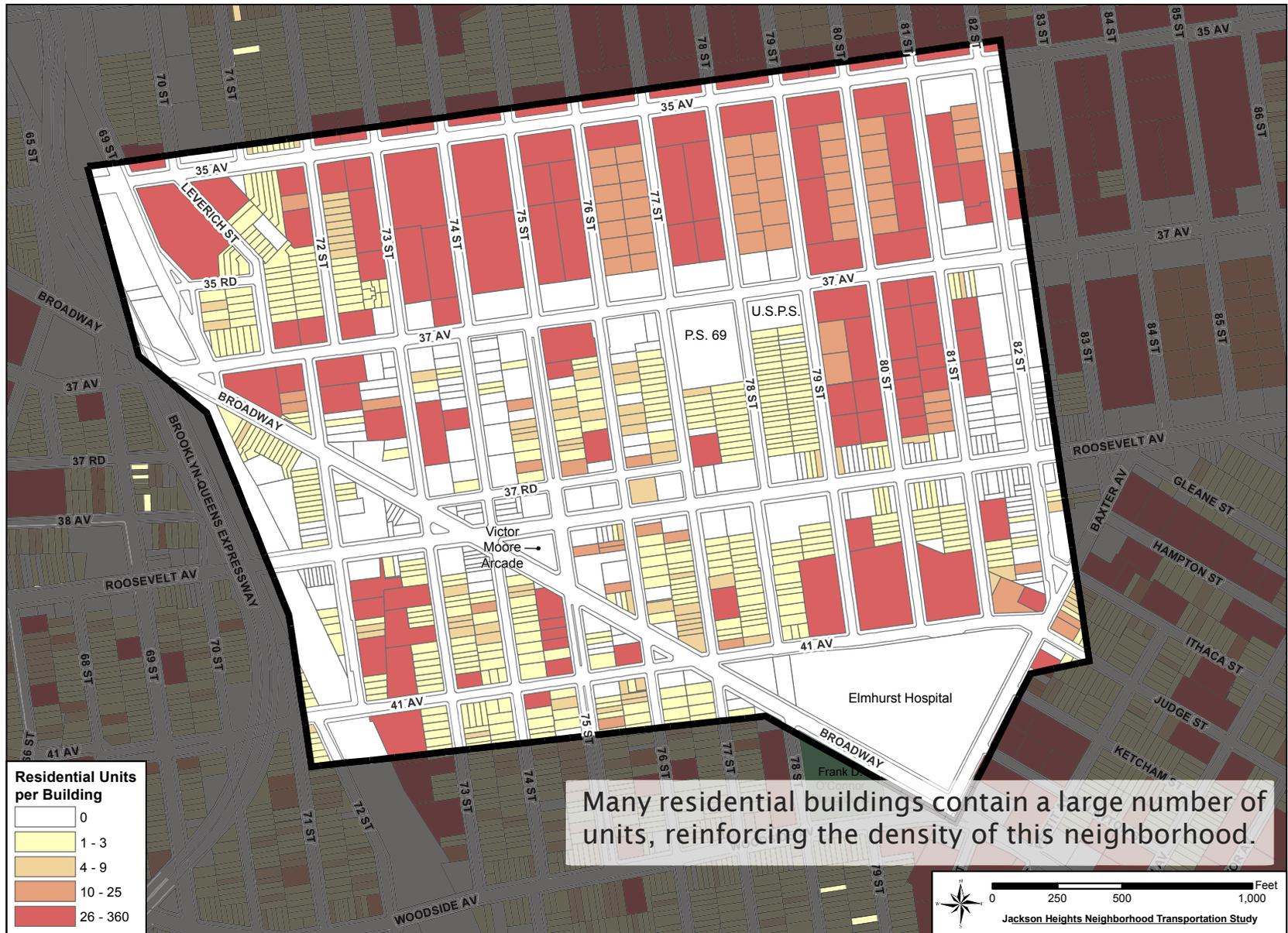
Section 2

Existing Conditions

Land Use



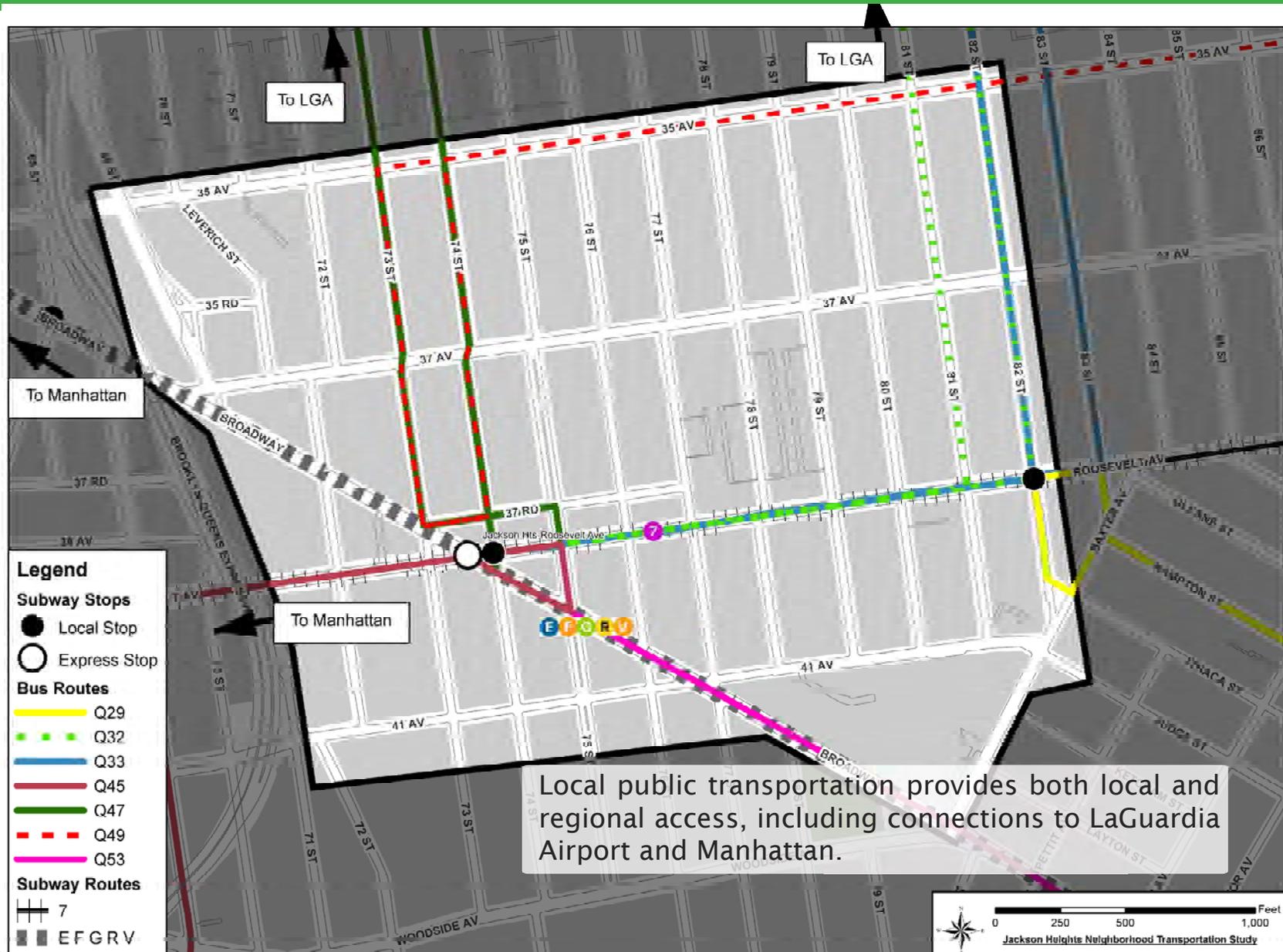
Housing Unit Density



Local Street Attributes



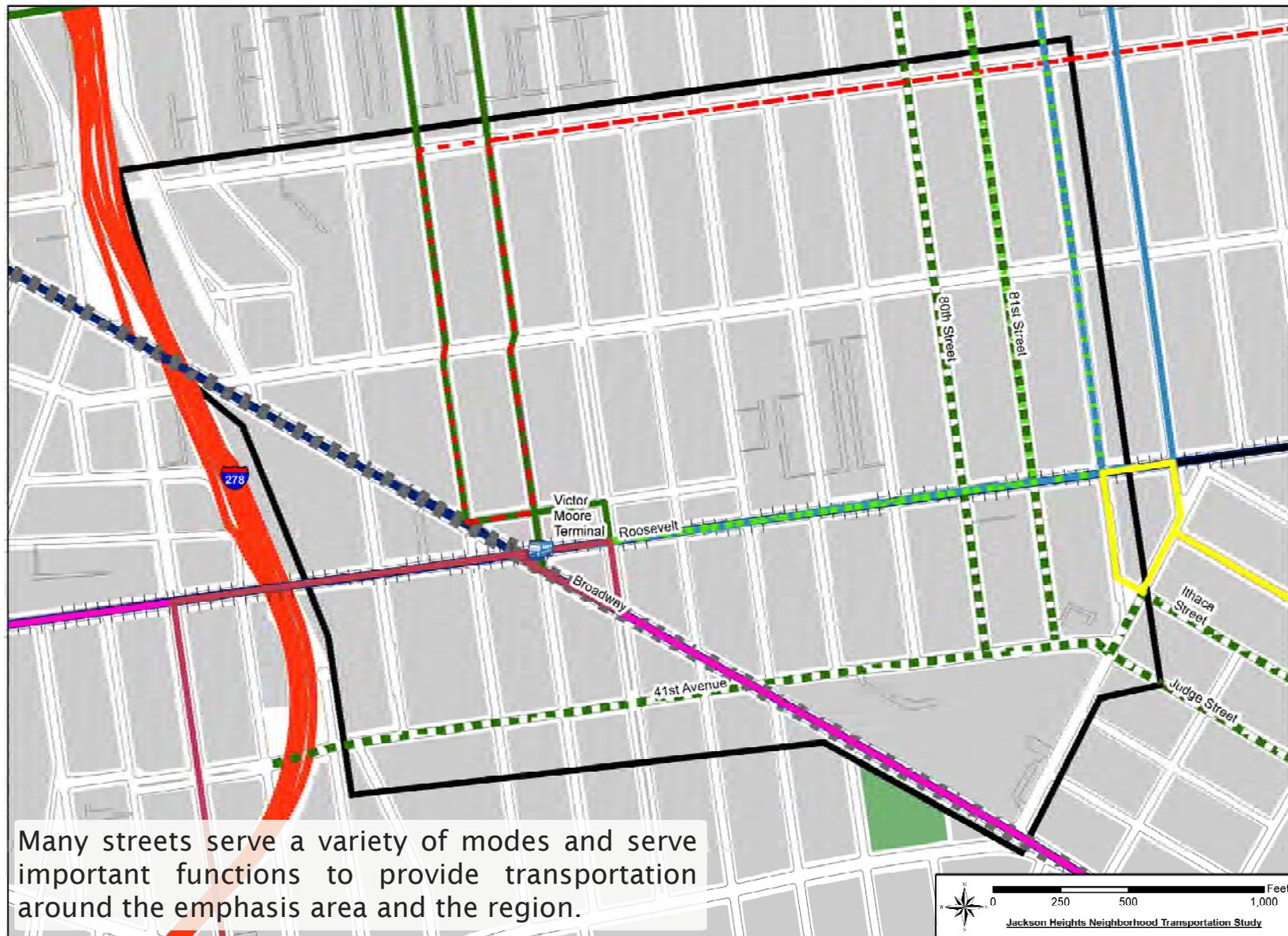
Transit Network



Transportation Network



Street Utilization



Many streets serve a variety of modes and serve important functions to provide transportation around the emphasis area and the region.

Summary of Observations

- **Multiple Needs**

- Retail
- Commercial
- Residential
- Institutional

- **Multiple Modes**

- Pedestrian and Bikes
- Passenger and Commercial Vehicles
- Transit (Bus/Subway)

- **Quality of Life**

- Safety
- Noise
- Pollution

- **Parking**

- **Congestion**