

JUNE 13TH, 1911.

HON. LAWRENCE GRESSER,

P R E S I D E N T .

S I R:

Your communication of June 9th, enclosing a letter from Mr. Harry P. Nichols, Chief Engineer of the Bureau of Franchises, and a copy of the Lakeville Holding and Development Company to the Board of Estimate and Apportionment of the CITY OF NEW YORK, requesting permission to construct Bridge Crossings over the ALLEY ROAD, LITTLE NECK ROAD and CLINTON AVENUE, in the BOROUGH OF QUEENS; also Map showing proposed Motor Parkway Crossing at LITTLE NECK ROAD, CLINTON AVENUE and ALLEY ROAD, in the BOROUGH OF QUEENS, and Plan and Elevations of the Bridges crossing these Roads - with a request that I submit a Report relative thereto - - received.

This, to my mind, is a matter which should be given serious consideration, before a policy of procedure should be taken. There are several matters to be taken into consideration, which will have a large bearing upon the question of giving permission to this or any other Company for the construction of such a Roadway as they propose.

First: At this date, is it going to be good policy for the great CITY OF NEW YORK to give to a private corporation a franchise for the building of this Motor Parkway, upon which Toll Gates will be erected, and toll collected from those persons who desire to use the said Road?

Second: We must consider that it has been a hard, strenuous struggle on the part of different municipalities or political divisions of the State to wrest from these private corporations the control of the Roads, after

once having given them to the corporations, without any recompense. In some cases, control over Roads has only been secured to the municipalities by the payment of large sums of money.

Third: Is there any reasonable excuse for a Motor-Vehicle Parkway to be constructed within the confines of the City of New York, where we have so many paved streets, leading in all directions through the BOROUGH? As

As I understand it, this Motor Road is to be constructed, with the primary object of allowing motor-vehicles of all descriptions to be operated at any speed desired by the operator; in other words, it is for the purpose of a straight-a-way race course, and the roadway is to follow the present topography of the country, with the exception of where it intersects the present streets and roads, and at which points the Company desires to construct Bridges.

At the present time, the section of the country between the Rocky Hill Road and the Borough Line is sparsely settled, with very few intersecting roads. This Bureau at the present time is diligently at work making Surveys and Maps for a System of Streets and Roads in the whole of this BOROUGH. The TOPOGRAPHIC SURVEY itself has been completed, and I am now making studies for a Street System, and anticipate that within the next two years a System of Streets will be ready for adoption by the Board of Estimate and Apportionment for the Section of the BOROUGH through which this proposed road is to be constructed.

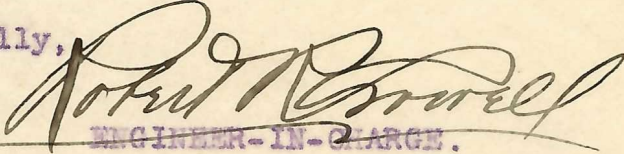
When the TOPOGRAPHIC MAP of the BOROUGH is completed, there is no doubt but what there will be many streets projected across this Motor Parkway, and which would necessitate either the abandonment of the Parkway or the streets across, or the elevation of the whole Parkway above the plane of the streets, and the construction of many bridges over the intersecting streets; and while at this time all assurances may be given for the abandonment of the Parkway when these streets are necessary, experience has taught us that it is a very hard matter to eject a corporation after it has once taken possession of properties for a particular purpose.

The Plans as presented show the construction of a Bridge passing over the different roads for the full width of the road, with a clearance of 14'; and the claim will be made that the Company is not depriving the Public of any part of the present roads. This is true, so far as the width of the road is concerned; but it is fair to presume that in the ultimate treatment of the Street System of this Section, that the width of these Roads will be materially increased, and then it will be necessary to lengthen the Bridges. It has been my aim in the treatment of the Railroad Bridges across the streets in the BOROUGH to have at least 16' clearance, and this has been possible in nearly every case of the L.I. R.R. Bridges and the New York Connecting R.R. Bridges, with the exception of probably five, which were taken care of in the franchise given by the Board of Estimate and Apportionment.

There can be but little doubt but what there will be considerable danger at these intersecting roads, where fast-moving motor-vehicles ascend or descend a steep grade which, of course, would be contiguous to each one of these Bridges.

I return herewith all papers transmitted to me.

Respectfully,


ENGINEER-IN-CHARGE.

RRC/MAC

Enclosures: