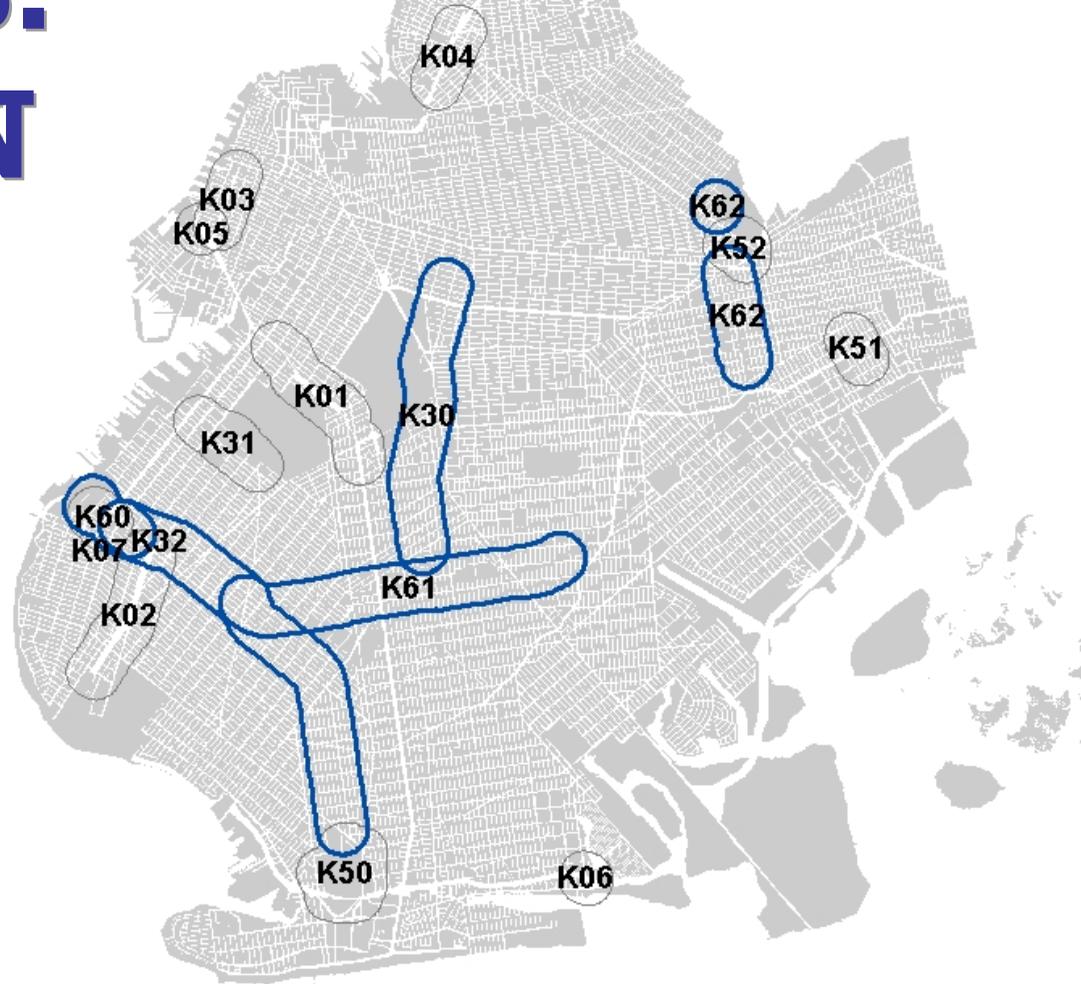


6.2: TRANSIT AND RAILROAD OPEN CUTS: BROOKLYN

5 corridors,
78 parcels,
103.18 acres

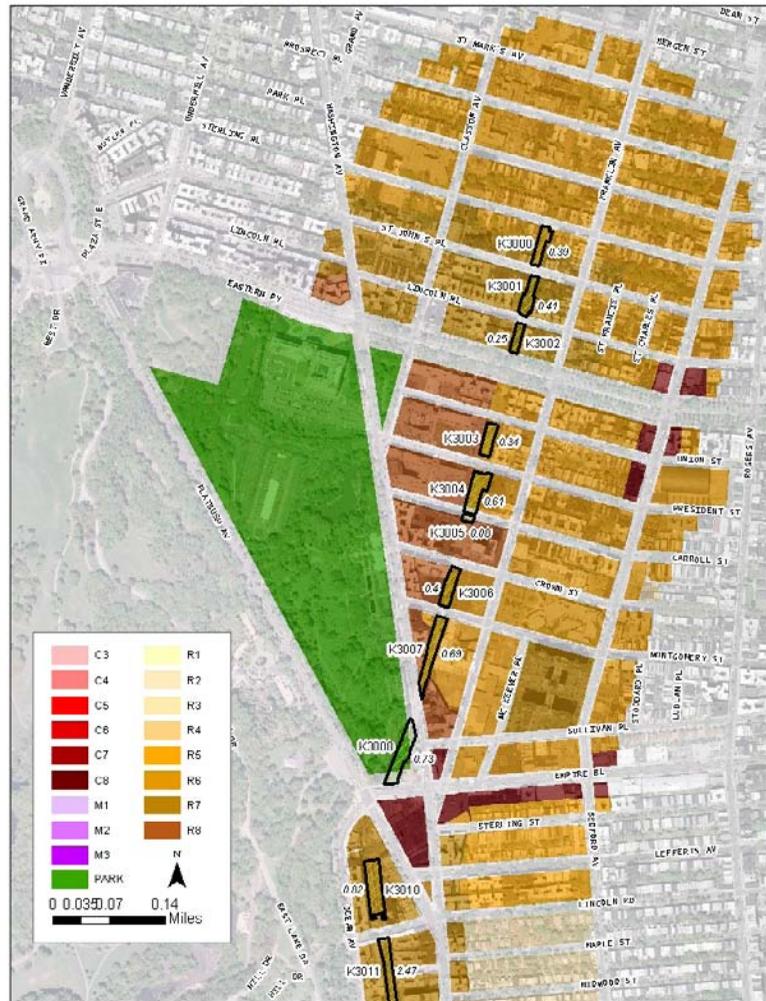


Corridor Code	Corridor Name	Parcels	Total Acres
K30	NYCT B, Q (Brighton), S (Franklin) Lines: Sterling Place-Newkirk Plaza	21	13.79
K32	NYCT N (Sea Beach)/New York & Atlantic Bay Ridge Line: East Of 4 th Avenue-86 th Street	25	44.57
K60	New York & Atlantic Bay Ridge Line: West Of 2 nd East Of 4 th Avenue	3	4.61
K61	New York & Atlantic Bay Ridge Line: 14 th Avenue-East Of Albany Avenue	21	30.68
K62	New York & Atlantic Bay Ridge Line: South Of Livonia Avenue-East Of Evergreen Avenue	8	9.53

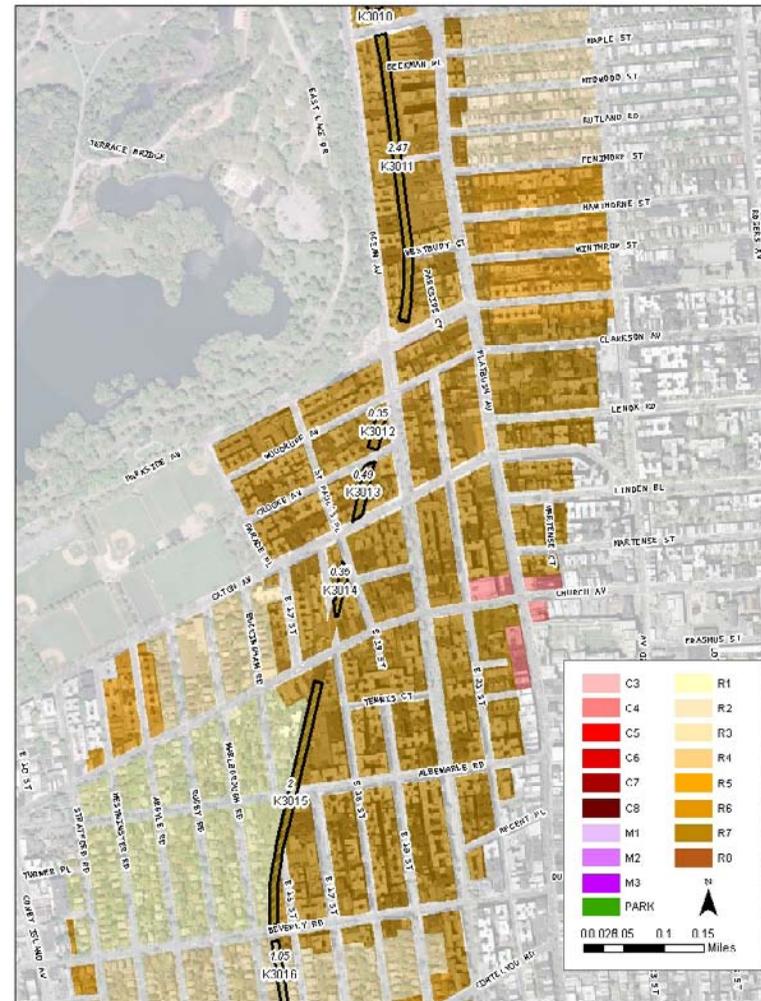
K30: NYCT B, Q (BRIGHTON), S (FRANKLIN) LINES: STERLING PLACE-NEWKIRK PLAZA

ZONING

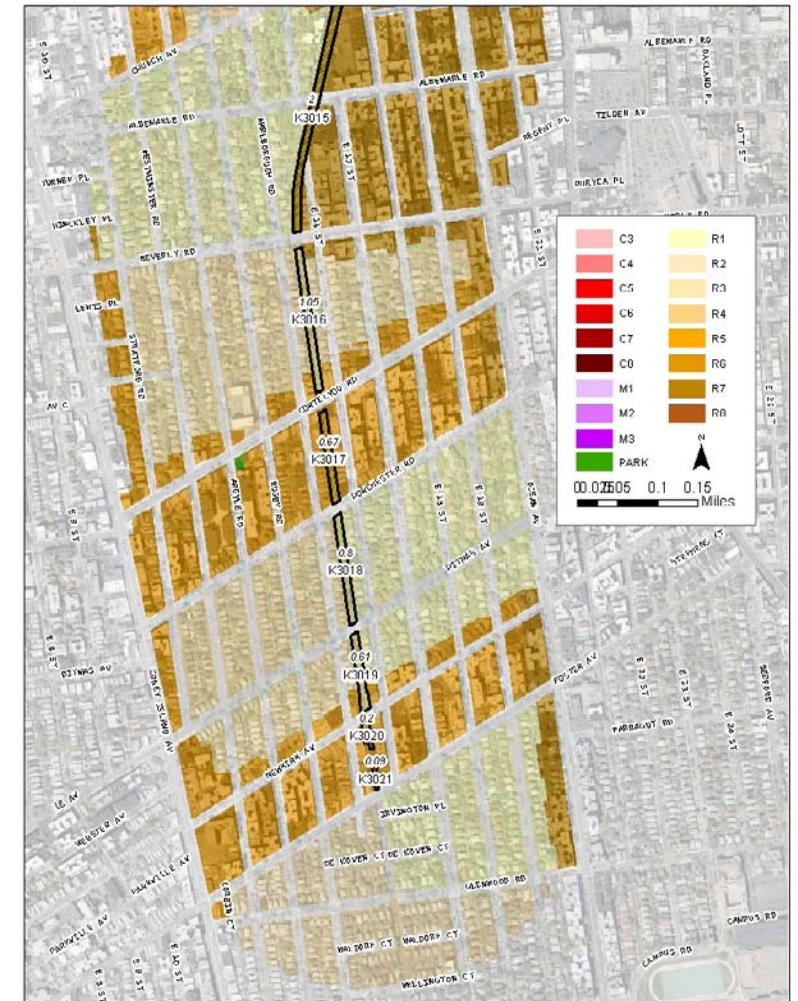
NORTH

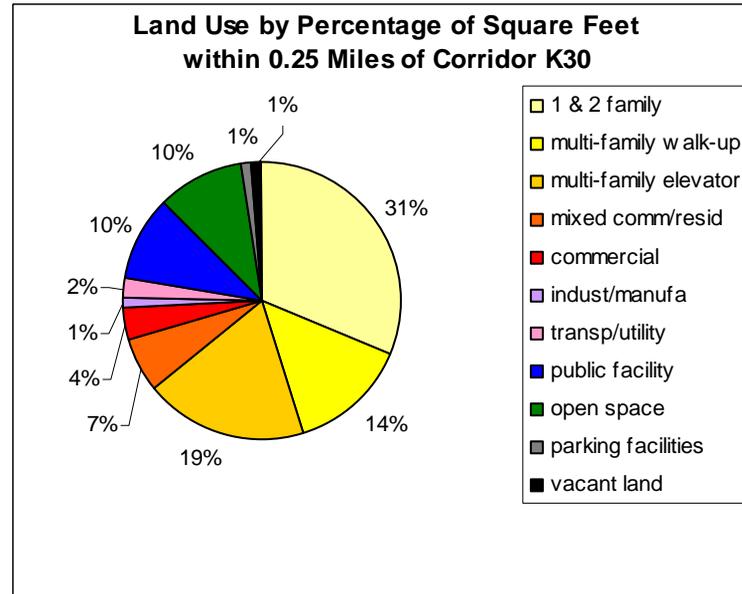
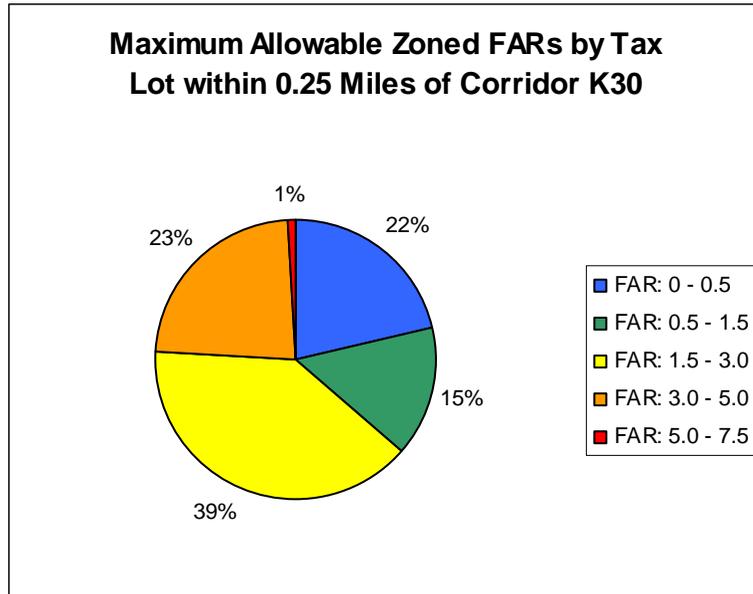


CENTRAL



SOUTH





GENERAL INFORMATION:

DESCRIPTION These two subway lines were the original alignment of a steam excursion railroad to Coney Island opened in 1878. Substantial upgrades of the route were made between about 1895 and 1920; the last of these, which created the tunnel connection between Prospect Park and DeKalb Avenue, resulted in an operational split between Brighton and Franklin services. Today, a mostly two-track alignment is served by the Franklin Avenue Shuttle along parcels K3000 through K3010 (the route is elevated to the north of K3000), while Brighton services run in a four-track open cut from parcels K3010 through K3021 before ramping up to an embankment and continuing south. Parcel K3010 is served by both Brighton and Franklin trains, since Prospect Park is the last stop on the shuttle and a through stop for B and Q trains.

Although interrupted by several short tunnels and existing deck structures, the entire corridor is approximately 2.75 miles long, and traverses Crown Heights, Prospect-Lefferts Gardens, and Flatbush.

Parcels K3020 and K3021 are located within Newkirk Plaza, a century-old midblock shopping center.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that NYCTA, Board of Education, the Department of Citywide Administrative Services, FDNY, the Department of General Services, the Department of Real Estate, and over 100 private landholders have partial or complete ownership of

the parcels along this corridor.

In addition, with the exception of parcel K3008, which is entirely within the Brooklyn Botanic Garden, all parcels in this corridor abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections allowing 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:

- K3000: Along the parcel's eastern edge, and along a short stretch of the parcel's western edge encompassing the backyard half of the lot facing Sterling Place.
- K3001: Along a short stretch of the parcel's eastern edge encompassing the backyard half of the lot facing St. John's Place.
- K3003: Along most of the parcel's eastern edge, except for the northernmost portion.
- K3007: Along the southernmost two-fifths of the parcel's eastern edge.
- K3008: Along the southernmost half of the parcel's eastern edge, except for the 30 to 50 feet immediately adjacent to Empire Boulevard.
- K3010: Along the parcel's western and eastern edges from Lincoln Road to Westbury Court. This is a particularly lengthy, relatively shallow stretch that runs adjacent to private property along its entire length.
- K3015: Along the parcel's western and eastern edges from a point approximately 250 feet south of Church Avenue to approximately the midpoint between Albemarle Road and Beverly Road, where East 16th Street dead-ends. Like K3010, this is a particularly lengthy, relatively shallow stretch that runs adjacent to private property. A pedestrian bridge once existed at Albemarle Road.
- K3019: Along the parcel's western and eastern edges, except for the approximately 70 to 100 feet north of Newkirk Avenue.

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

- K3003: From Union Street down to President Street
- K3004: From President Street down to Carroll Street pedestrian overpass
- K3005: From Tivoli Towers parking deck down to Carroll Street pedestrian overpass
- K3006: From Crown Street down to Montgomery Street
- K3007: From Montgomery Street down to Washington Avenue

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, since this would effectively place the right-of-way in a tunnel. Approximate maximum lengths for each parcel are listed below:

K3000: 400 feet K3001: 390 feet
K3002: 750 feet (includes Eastern Parkway tunnel)

K3003: 820 feet (includes Eastern Parkway tunnel)
 K3004: 410 feet
 K3005: 370 feet (includes Tivoli Towers parking deck)
 K3006: 650 feet (includes Tivoli Towers parking deck)
 K3007: 490 feet
 K3008: 1,170 feet (includes Empire Boulevard tunnel)
 K3010: 1,050 feet (includes Empire Boulevard tunnel)
 K3011: 2,640 feet (includes Parkside Avenue tunnel)
 K3012: 970 feet (includes Parkside Avenue tunnel)
 K3013: 800 feet (includes Caton Avenue tunnel)
 K3014: 1,110 feet (includes Caton Avenue tunnel and Church Avenue tunnel/deck)
 K3015: 2,250 feet (includes Church Avenue tunnel/deck)
 K3016: 1,190 feet K3017: 830 feet K3018: 870 feet K3019: 650 feet K3020: 370 feet
 K3021: 340 feet

(Existing overpasses, short tunnels and decks 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 K3010, looking north from the subway stationhouse located north of Lincoln Road



Parcel K3015, from Albemarle Road east of the Brighton Line, looking north towards the deck south of Church Avenue



Parcel K3011, looking south from Lincoln Road towards Parkside Avenue

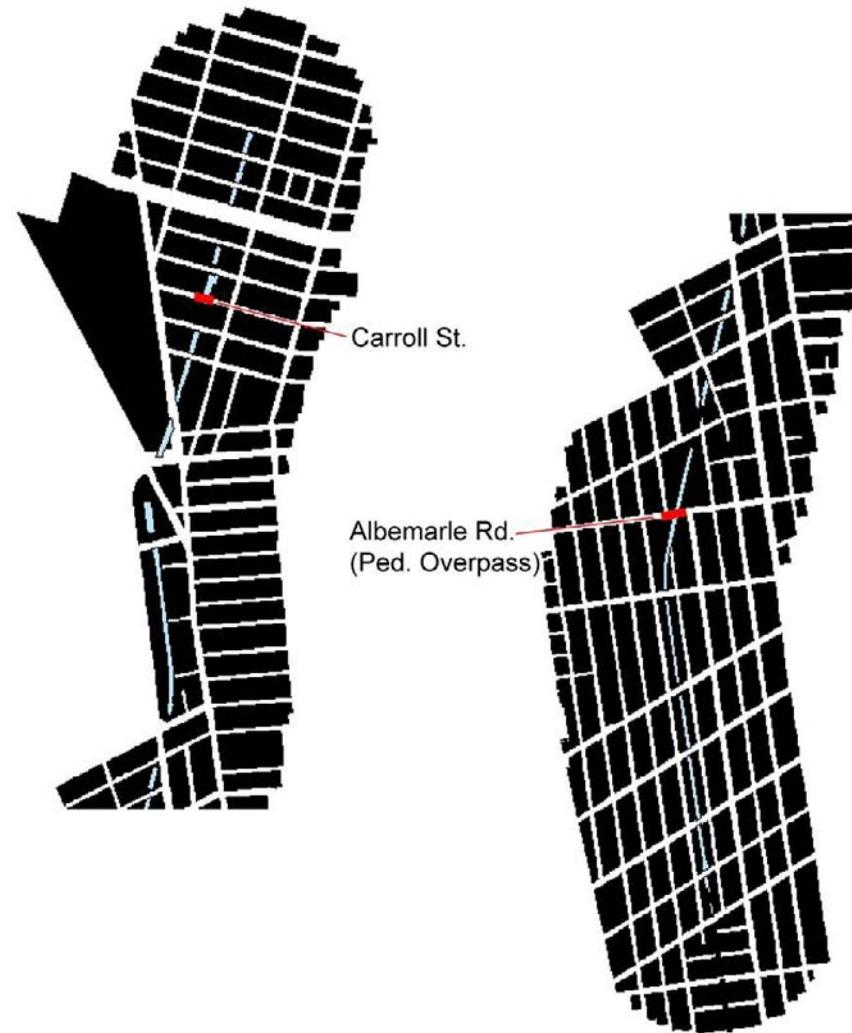


Parcel K3018, from the front of a B (Brighton) Line train, looking north towards Dorchester Road

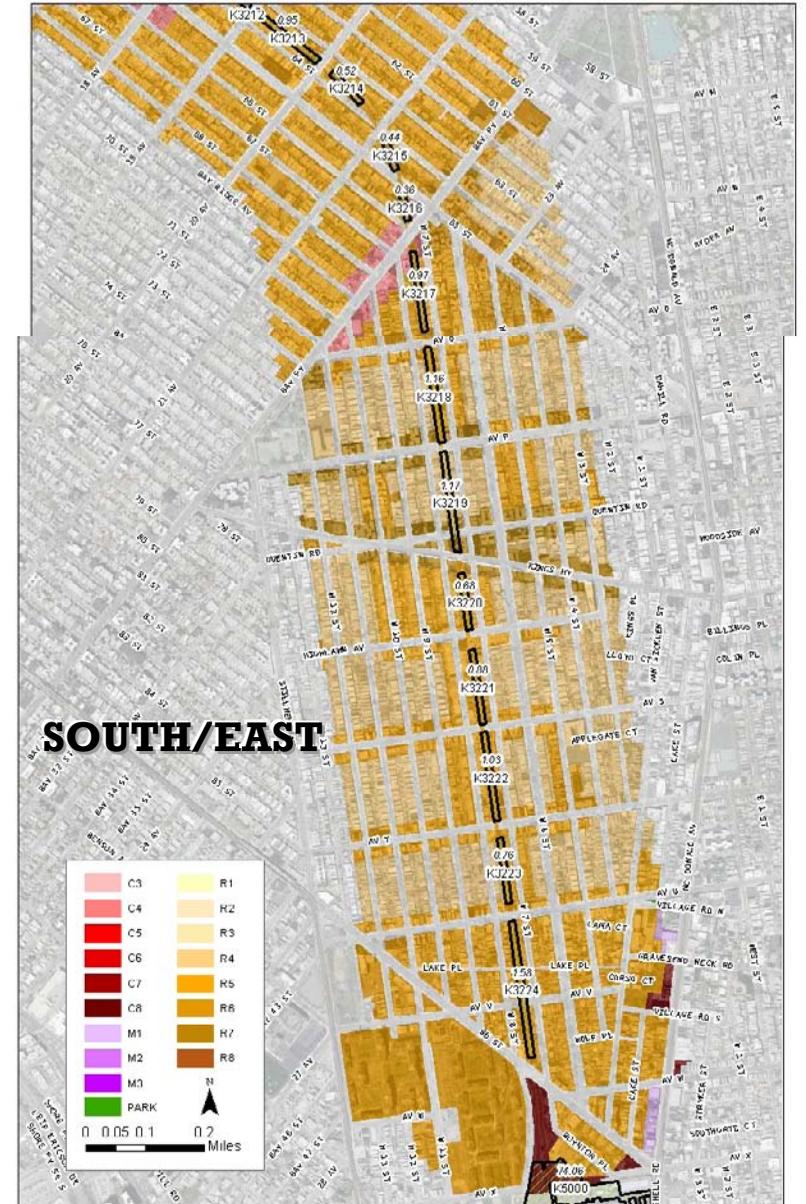
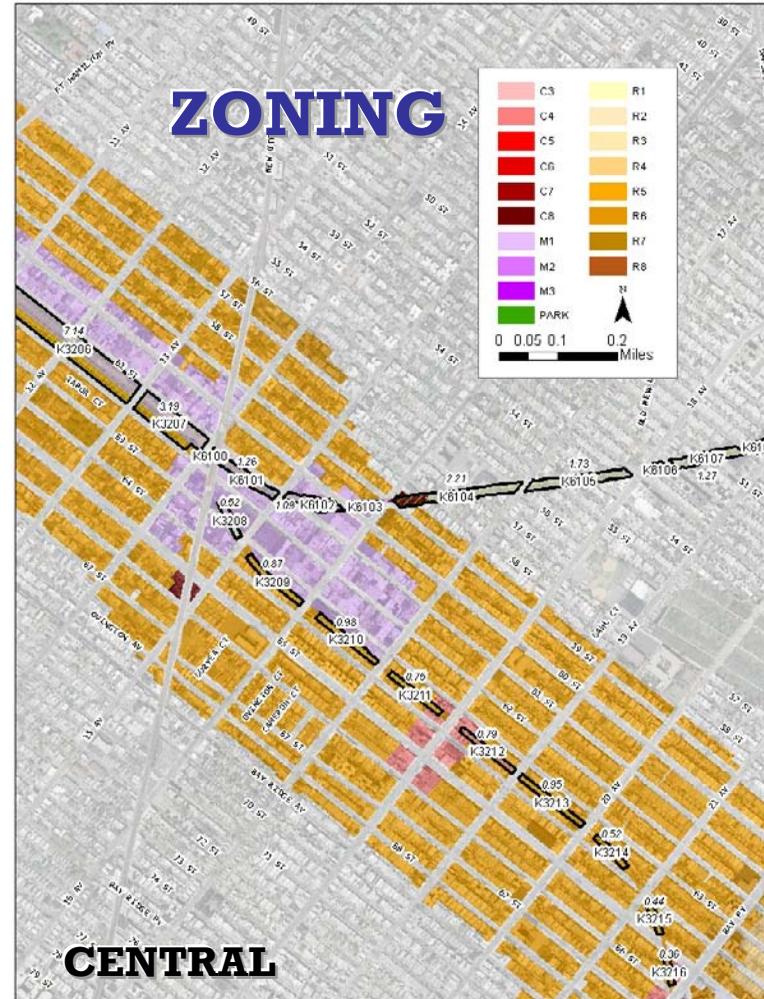
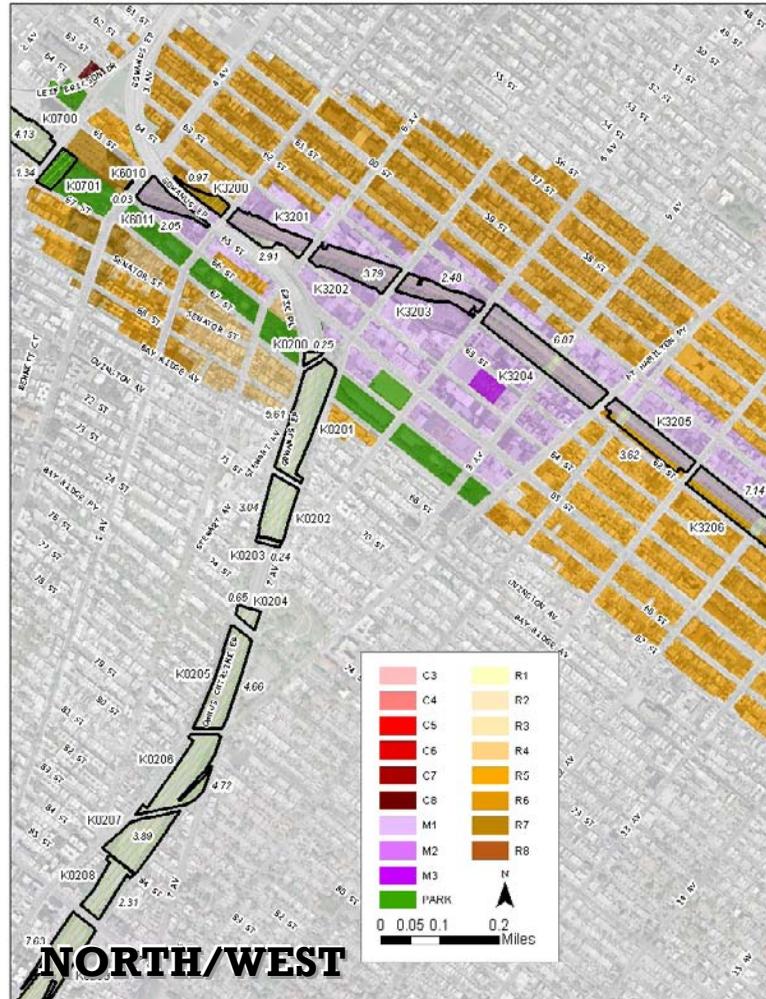
Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
K3000	NYCT Franklin Avenue Line: Sterling Place-St. John's Place	0.39	S (Franklin Avenue) Subway Line	R6, R7-1
K3001	NYCT Franklin Avenue Line: St. John's Place-Lincoln Place	0.41	S (Franklin Avenue) Subway Line	R7-1
K3002	NYCT Franklin Avenue Line: Lincoln Place-Eastern Parkway	0.25	S (Franklin Avenue) Subway Line	R7-1
K3003	NYCT Franklin Avenue Line: Union Street-President Street	0.34	S (Franklin Avenue) Subway Line	R6A, R8A
K3004	NYCT Franklin Avenue Line: President Street-Carroll Street pedestrian overpass	0.61	S (Franklin Avenue) Subway Line	R6A, R8A
K3005	NYCT Franklin Avenue Line: S. of Carroll Street pedestrian overpass	0.08	S (Franklin Avenue) Subway Line	R8A
K3006	NYCT Franklin Avenue Line: Crown Street-Montgomery Street	0.40	S (Franklin Avenue) Subway Line	R6A, R8A
K3007	NYCT Franklin Avenue Line: Montgomery Street-Washington Avenue	0.69	S (Franklin Avenue) Subway Line	R8A (R6A adj.)
K3008	NYCT Franklin Avenue Line: Washington Avenue-Empire Boulevard	0.73	S (Franklin Avenue) Subway Line	NONE: Botanic Gardens
K3010	NYCT Brighton/Franklin Avenue Lines: N. of Lincoln Road	0.82	B,Q (Brighton) and S (Franklin Avenue) Subway Lines	C2-3, R7-1

K3011	NYCT Brighton Line: Lincoln Road-Parkside Avenue	2.47	B,Q (Brighton) Subway Line	R7-1
K3012	NYCT Brighton Line: Woodruff Avenue-Crooke Avenue	0.35	B,Q (Brighton) Subway Line	R7-1
K3013	NYCT Brighton Line: Crooke Avenue-Caton Avenue	0.49	B,Q (Brighton) Subway Line	R7-1
K3014	NYCT Brighton Line: St. Paul's Court-East 18th Street	0.35	B,Q (Brighton) Subway Line	R7-1
K3015	NYCT Brighton Line: Church Avenue-Beverley Road	2.00	B,Q (Brighton) Subway Line	R1-2, R7-1
K3016	NYCT Brighton Line: Beverly Road-Cortelyou Road	1.05	B,Q (Brighton) Subway Line	C1-3, R1-2, R3-2, R7-1
K3017	NYCT Brighton Line: Cortelyou Road-Dorchester Road	0.67	B,Q (Brighton) Subway Line	R1-3, R6
K3018	NYCT Brighton Line: Dorchester Road-Ditmas Avenue	0.80	B,Q (Brighton) Subway Line	R1-2, R3-2
K3019	NYCT Brighton Line: Ditmas Avenue-Newkirk Avenue	0.61	B,Q (Brighton) Subway Line	C1-3, R1-2, R3-2, R6
K3020	NYCT Brighton Line: S. of Newkirk Avenue (Newkirk Plaza)	0.20	B,Q (Brighton) Subway Line	C1-3, R6
K3021	NYCT Brighton Line: N. of Foster Avenue (Newkirk Plaza)	0.09	B,Q (Brighton) Subway Line	C1-3, R6

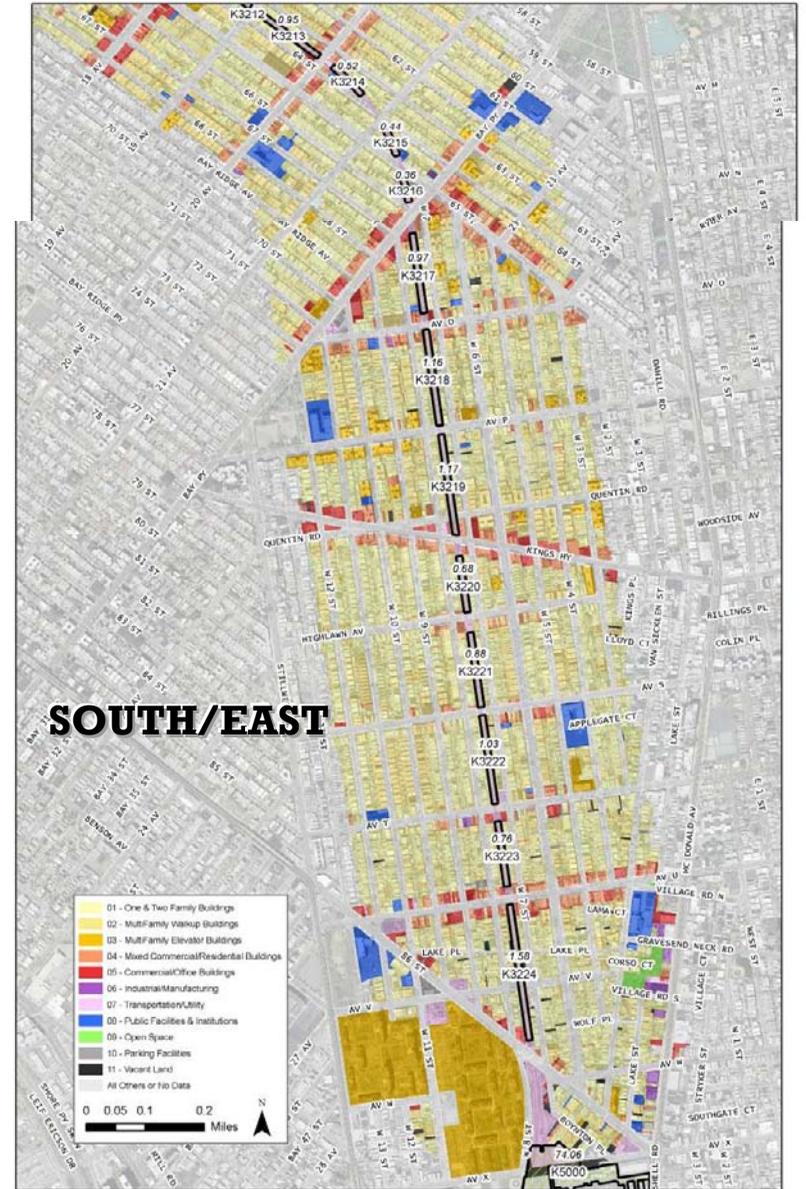
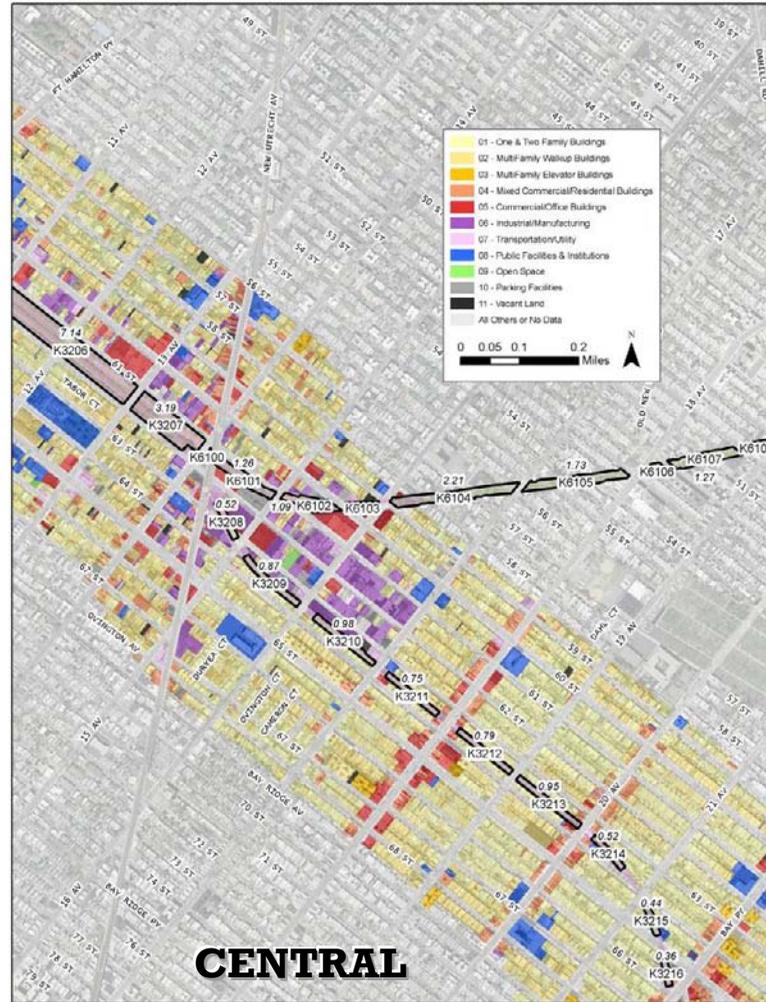
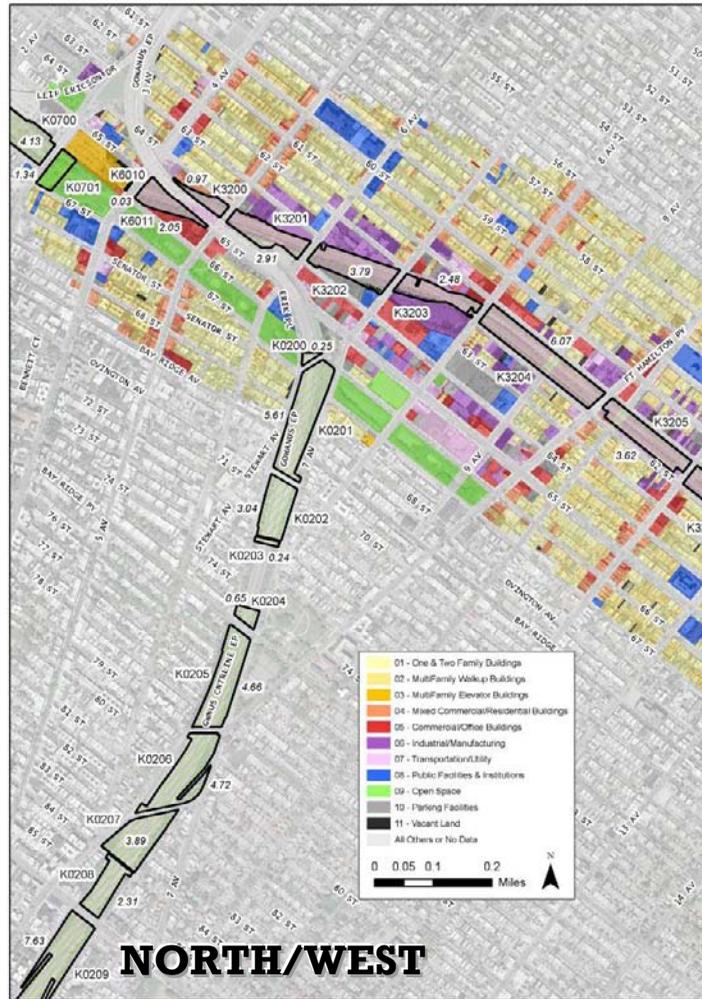
POTENTIAL FOR CONNECTING STREETS:
Carroll Street; Albemarle Road pedestrian overpass.

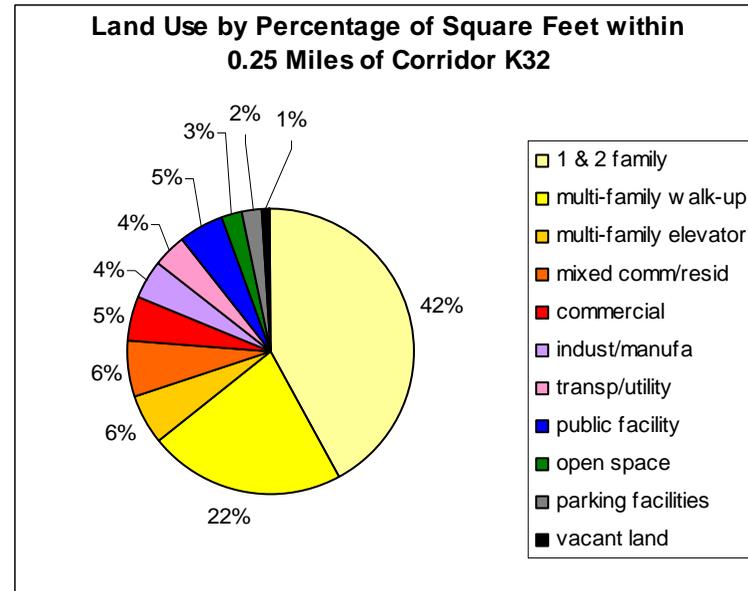
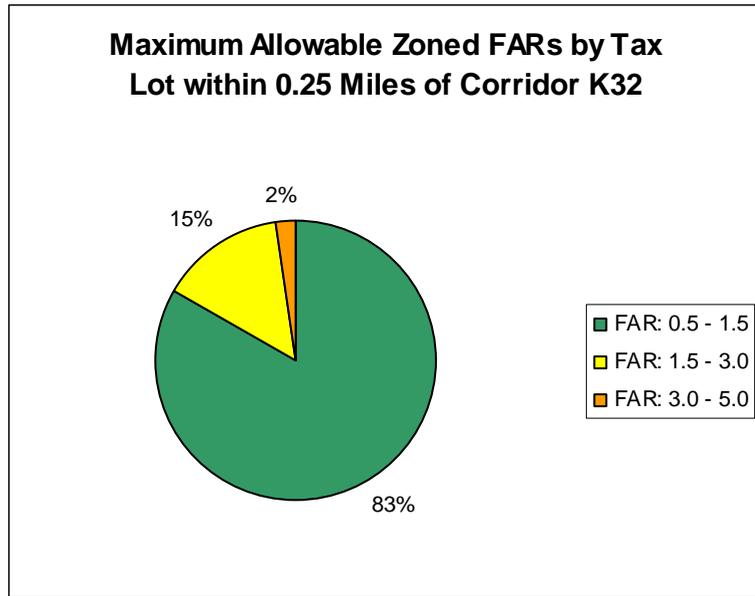


K32: NYCT N (SEA BEACH)/NEW YORK & ATLANTIC BAY RIDGE LINE: EAST OF 4TH AVENUE-86TH STREET



LAND USE





GENERAL INFORMATION:

DESCRIPTION These 25 parcels cover over 44 acres and span over 4.1 miles. They may be the longest unbroken string of deckable parcels in the City. The existing Sea Beach Line open cut largely dates from 1915, although its more westerly reaches predate that. Both the Sea Beach and Manhattan Beach railroads were laid through the area in the 1870s. In 1924, passenger service ceased on the Manhattan Beach line, and what is now the New York and Atlantic Bay Ridge Line became exclusively a freight operation. The Sea Beach Line was by then a rapid transit service.

Parcels K3200 through K3207 contain a joint alignment (but not joint trackage) shared by the N (Sea Beach) and Bay Ridge lines, with N trains along the north side of parcels K3200 through K3203 and along the south side of parcels K3204 through K3207. The latter four parcels are an entire city block wide each, talking up the space between 61st and 62nd streets. From parcels K3208 to K3224, the N runs in its own right-of way, generally down the middle of blocks, with the backyards of private houses abutting the open cut.

The more westerly Bay Ridge/Sea Beach parcels offer vast, untapped potential for transit-oriented uses, since they are served by three subway stops: 8th Avenue, Fort Hamilton Parkway and New Utrecht Avenue. Linear, mixed-use concepts could be contemplated here; a recreational bicycle/pedestrian strip of parkland would pierce far into a part of Brooklyn that has no such facilities. However, any development would need to be cognizant of the surrounding low-to medium-density residential context. Most of the surrounding area is zoned R5; some classifications within the R4 and R6 families also abut the corridor.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYCTA, MTA/LIRR, the City of New York and over 200 private landholders hold complete or partial ownership over the parcels along this corridor.

In addition, parcels K3200, K3201, K3202, K3203, K3208, K3209, K3210, K3211, K3212, K3213, K3214, K3215, K3216, K3217, K3218, K3219, K3220, K3221, K3222, K3223, and K3224 abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections requiring 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:

- K6203: Along a short stretch of the parcel’s southern edge from about 50 to 200 feet west of 8th Avenue.
- K6219: Along the parcel’s western and eastern edges from approximately 150 to 200 feet south of Avenue P to Kings Highway.
- K6220: Along the parcel’s western edge.
- K6221: Along the parcel’s western and eastern edges.
- K6222: Along the parcel’s western and eastern edges.
- K6223: Along the parcel’s western and eastern edges.
- K6224: Along the parcel’s western and eastern edges.

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

- K3201: Along the parcel’s eastern half, from the theoretical extension of 63rd Street down to 64th Street.
- K6203: Along the parcel’s western half, from the theoretical extension of 62nd Street down to the parking lot immediately adjacent to the parcel’s south side.
- K3204: From 62nd Street down to 61st Street
- K3206: Along the parcel’s eastern half, from 62nd Street down to 61st Street.

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, since this would effectively place the right-of-way in a tunnel. Approximate maximum lengths for each parcel are listed below:

K3200: 620 feet	K3201: 900 feet	K3202: 910 feet	K3203: 860 feet	K3204: 1,410 feet
K3205: 1,070 feet	K3206: 1,630 feet			
K3207: 1,260 feet (includes New Utrecht Avenue tunnel)				
K3208: 940 feet (includes New Utrecht Avenue tunnel)				

K3209: 1,010 feet
K3214: 900 feet
K3219: 1,190 feet
K3224: 1,620 feet

K3210: 820 feet
K3215: 880 feet
K3220: 890 feet

K3211: 950 feet
K3216: 740 feet
K3221: 930 feet

K3212: 920 feet
K3217: 1,160 feet
K3222: 1,040 feet

K3213: 930 feet
K3218: 1,100 feet
K3223: 920 feet

(Existing overpasses, short tunnels and decks 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 K3218, looking south from Avenue O towards Avenue P



Parcel K3202, looking east from 6th Avenue towards 7th Avenue

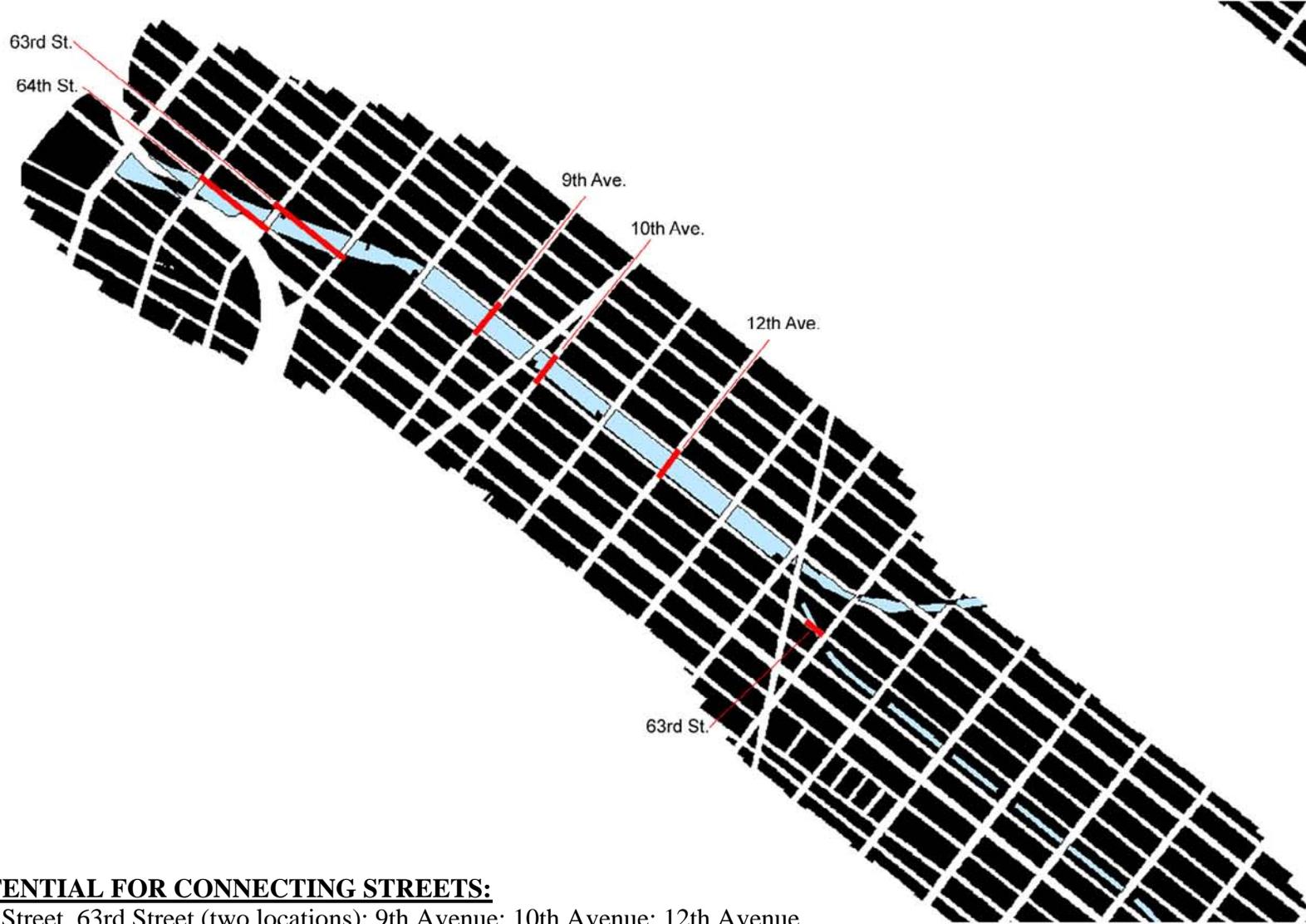


Parcel K3220, looking south from the northbound Kings Highway N (Sea Beach) Line platform

PARCEL INFORMATION:

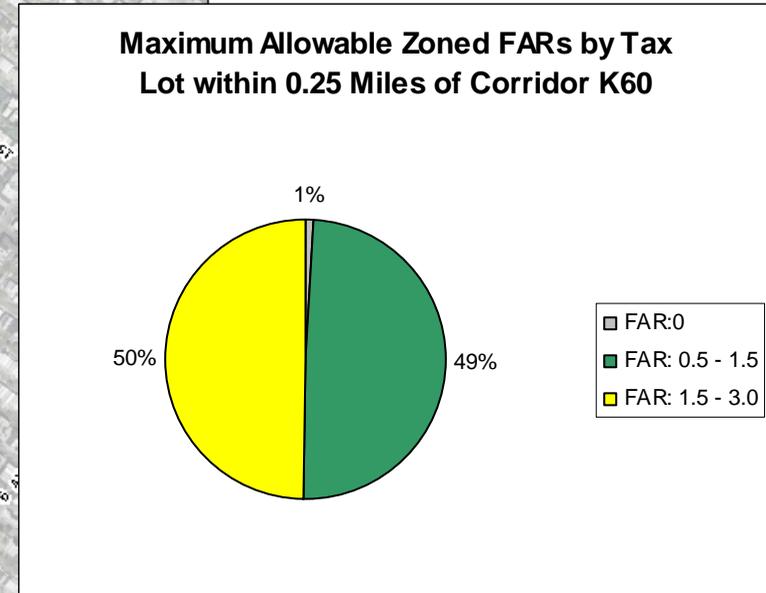
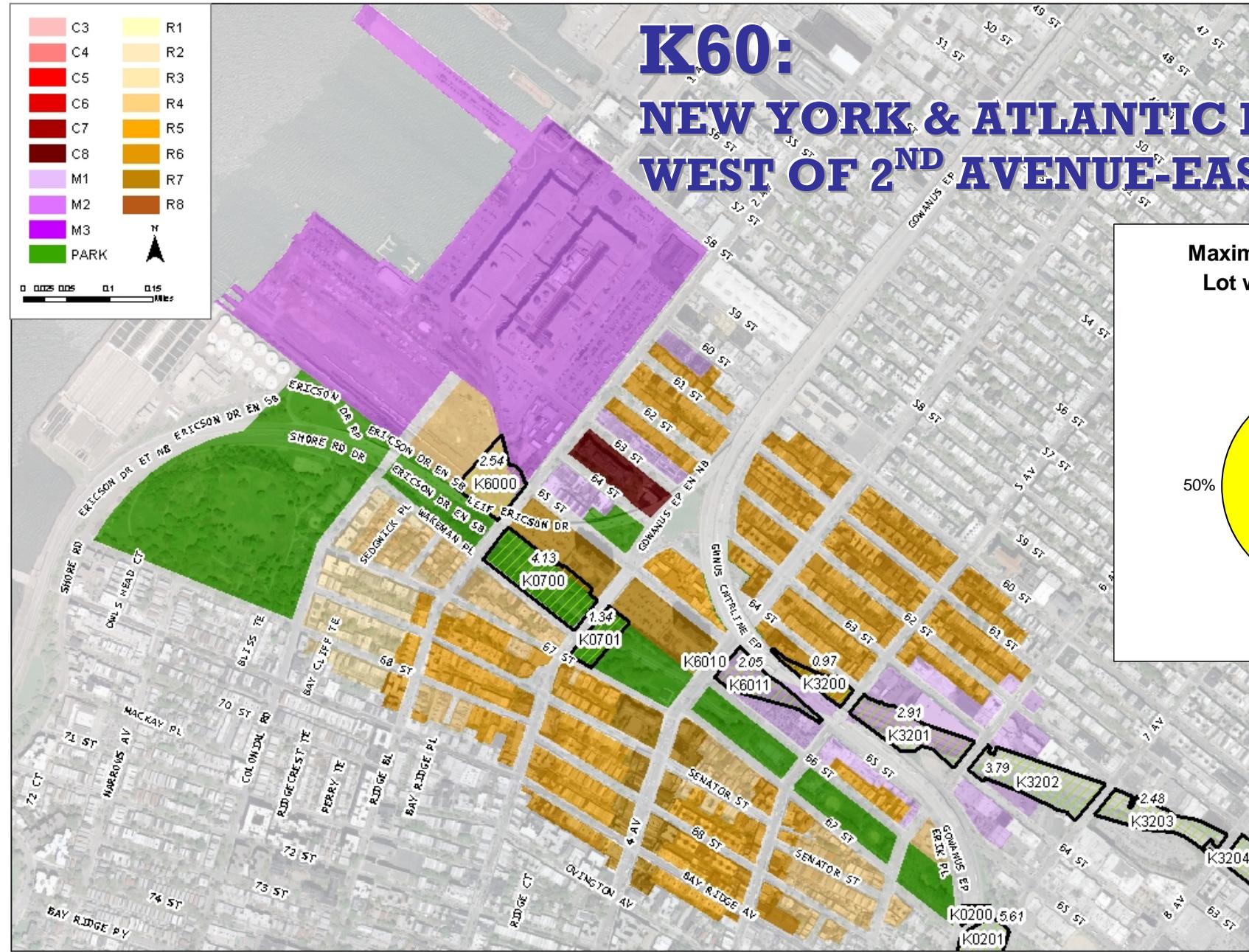
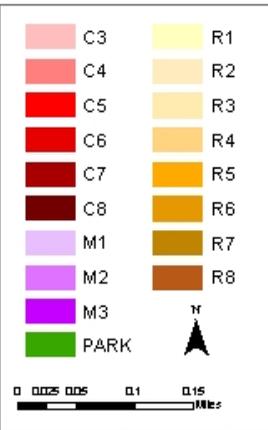
Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
K3200	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 4th Avenue-5th Avenue	0.97	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-1, SPD-BR (R6 adj.)
K3201	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 5th Avenue-6th Avenue	2.91	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-1 (M1-2 adj.)
K3202	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 6th Avenue-7th Avenue	3.79	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-2
K3203	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 7th Avenue-8th Avenue	2.48	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-1
K3204	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 8th Avenue-Fort Hamilton Parkway	6.07	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-1
K3205	NYCT Sea Beach Line/NY&A Bay Ridge Branch: Fort Hamilton Parkway-11th Avenue	3.62	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	C2-1, M1-1, R5 (C1-2 adj.)
K3206	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 11th Avenue-13th Avenue	7.14	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-1, R5 (C1-2 adj.)
K3207	NYCT Sea Beach Line/NY&A Bay Ridge Branch: 13th Avenue-14th Avenue	3.19	N (Sea Beach) Subway Line; NY&A Bay Ridge freight line	M1-1, R5
K3208	NYCT Sea Beach Line: W. of 15th Avenue	0.52	N (Sea Beach) Subway Line	M1-1
K3209	NYCT Sea Beach Line: 15th Avenue-16th Avenue	0.87	N (Sea Beach) Subway Line	M1-1, R5
K3210	NYCT Sea Beach Line: 16th Avenue-17th Avenue	0.98	N (Sea Beach) Subway Line	M1-1, R5
K3211	NYCT Sea Beach Line: 17th Avenue-18th Avenue	0.75	N (Sea Beach) Subway Line	C4-2, R5
K3212	NYCT Sea Beach Line: 18th Avenue-19th Avenue	0.79	N (Sea Beach) Subway Line	C4-2, R5
K3213	NYCT Sea Beach Line: 19th Avenue-20th Avenue	0.95	N (Sea Beach) Subway Line	C1-2, R5
K3214	NYCT Sea Beach Line: 20th Avenue-64th Street	0.52	N (Sea Beach) Subway Line	C1-2, R5
K3215	NYCT Sea Beach Line: 21st Avenue/64th Street-65th Street	0.44	N (Sea Beach) Subway Line	R5
K3216	NYCT Sea Beach Line: 65th Street-Bay Parkway/66th Street	0.36	N (Sea Beach) Subway Line	C4-2A, R5
K3217	NYCT Sea Beach Line: Bay Parkway-Avenue O	0.97	N (Sea Beach) Subway Line	C4-2A, R5B (C2-3 adj.)

K3218	NYCT Sea Beach Line: Avenue O-Avenue P	1.16	N (Sea Beach) Subway Line	C2-3, R4-1, R5B, R7A
K3219	NYCT Sea Beach Line: Avenue P-Kings Highway	1.17	N (Sea Beach) Subway Line	C2-3, R4-1, R7A
K3220	NYCT Sea Beach Line: Kings Highway-Highlawn Avenue	0.68	N (Sea Beach) Subway Line	R5B (C2-3 adj.)
K3221	NYCT Sea Beach Line: Highlawn Avenue-Avenue S	0.88	N (Sea Beach) Subway Line	R5B (C2-3 adj.)
K3222	NYCT Sea Beach Line: Avenue S-Avenue T	1.03	N (Sea Beach) Subway Line	C2-3, R5B
K3223	NYCT Sea Beach Line: Avenue T-Avenue U	0.76	N (Sea Beach) Subway Line	C2-3, R4-1, R5B
K3224	NYCT Sea Beach Line: Avenue U-86th Street	1.58	N (Sea Beach) Subway Line	C1-3, R5



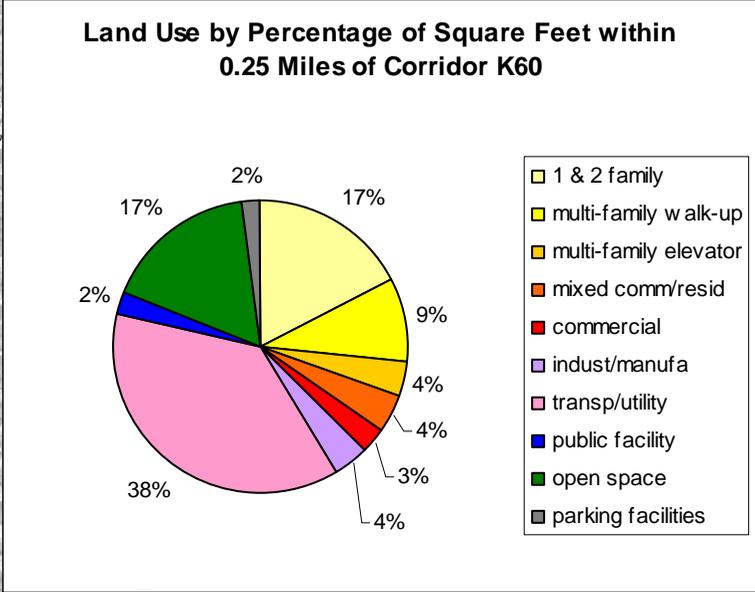
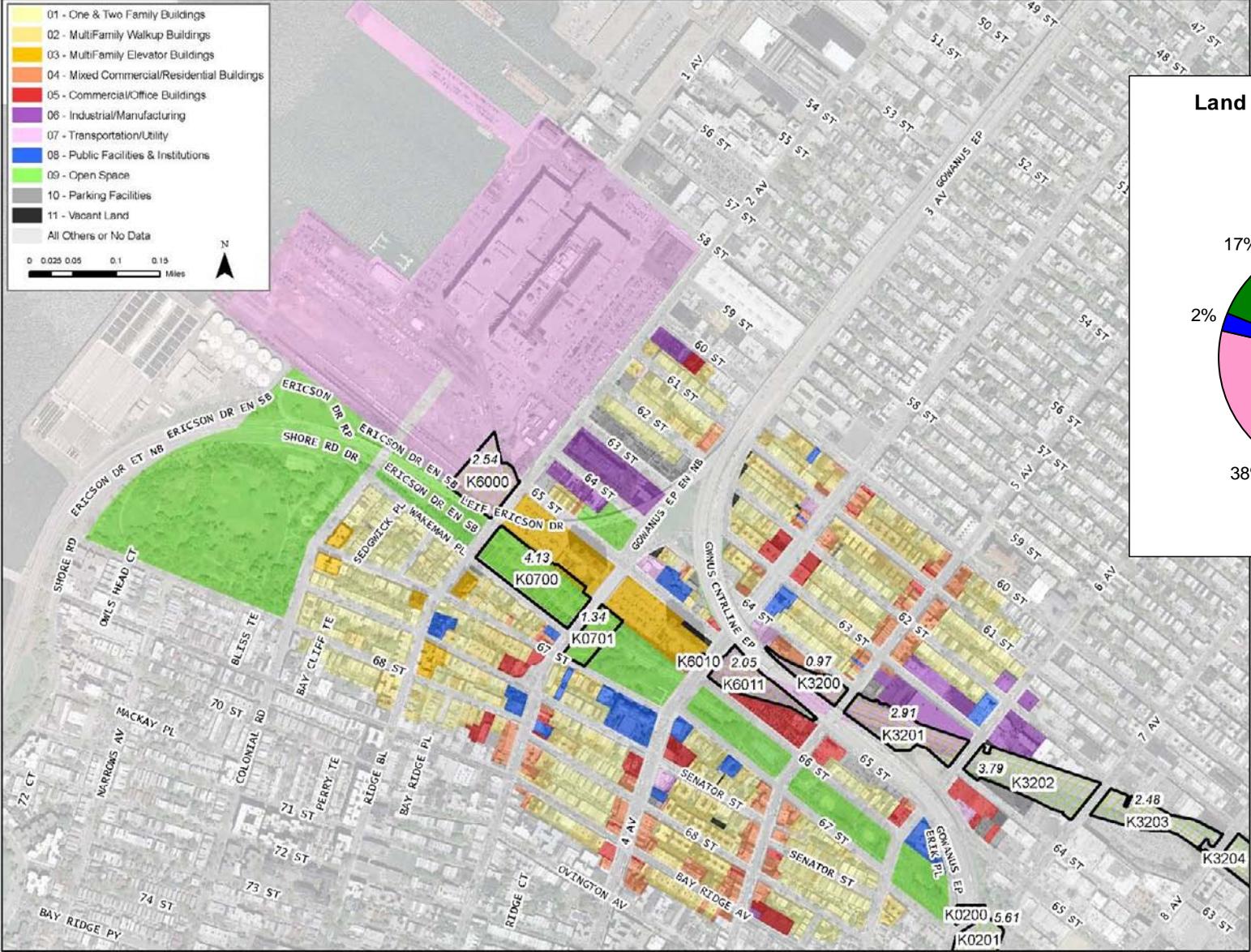
POTENTIAL FOR CONNECTING STREETS:
64th Street, 63rd Street (two locations); 9th Avenue; 10th Avenue; 12th Avenue.

K60: NEW YORK & ATLANTIC BAY RIDGE LINE: WEST OF 2ND AVENUE-EAST OF 4TH AVENUE



ZONING

LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor covers the portion of the Bay Ridge line to the west of its shared alignment with the NYCT N (Sea Beach) Line.

Parcel K6000 currently extends over the 65th Street Rail Yard to about 330 feet west of 2nd Avenue, a plot of about 2.5 acres. The actual railyard size is much larger – up to a total of 33 acres. The parcel size was kept to a minimum due to the lack of any other way to access a potential deck than 2nd Avenue to the east. Upper New York Bay cuts off the parcel on the west. The Belt Parkway, Owl’s Head Park and the Owl’s Head Wastewater Pollution Control Plant cut off access to the parcel from the south. The Brooklyn Army Terminal cuts off access to the parcel to the north, although the potential exists for access via extensions of 63rd Street and 58th Street that cross 2nd Avenue into the terminal area. If additional ways can be found to enter and leave this site (including ferryboats from the west), the railyard’s realistic deckable area could grow considerably.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the Dept. of Business, MTA/LIRR and 1 private landholder hold full or partial ownership of these parcels.

In addition, parcels K6010 and K6011 abut private property. (Parcel K6000 is managed by the New York City Economic Development Corporation.) Aside from the political difficulties of building a platform through such a corridor, legal protections allowing sufficient light and air to reach these adjacent properties may exist.

TOPOGRAPHY A deck at parcel K6000 would have the appearance of a raised platform relative to land to its north.

VENTILATION A full deck over the railway at the following parcels or combinations of parcels would exceed 2,000 feet in length: K6010+K6011 and K6000+K6010+K6011. 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. (Existing overpasses and decks are factored into this calculation.)

Parcel K6010 is a 15-foot-wide strip of open space immediately west of 4th Avenue. Potential building opportunities are limited here, and the parcel provides ventilation for the rail corridor below.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K6000	NY&A Bay Ridge Line: W. of 2nd Avenue	2.54	NY&A Bay Ridge freight line	M2-1 (R3-2, R4-1, R7-1 adj.)
K6010	NY&A Bay Ridge Line: W. of 4th Avenue	0.03	NY&A Bay Ridge freight line	R7-1, SPD-BR
K6011	NY&A Bay Ridge Line: E. of 4th Avenue	2.05	NY&A Bay Ridge freight line	M1-1, SPD-BR

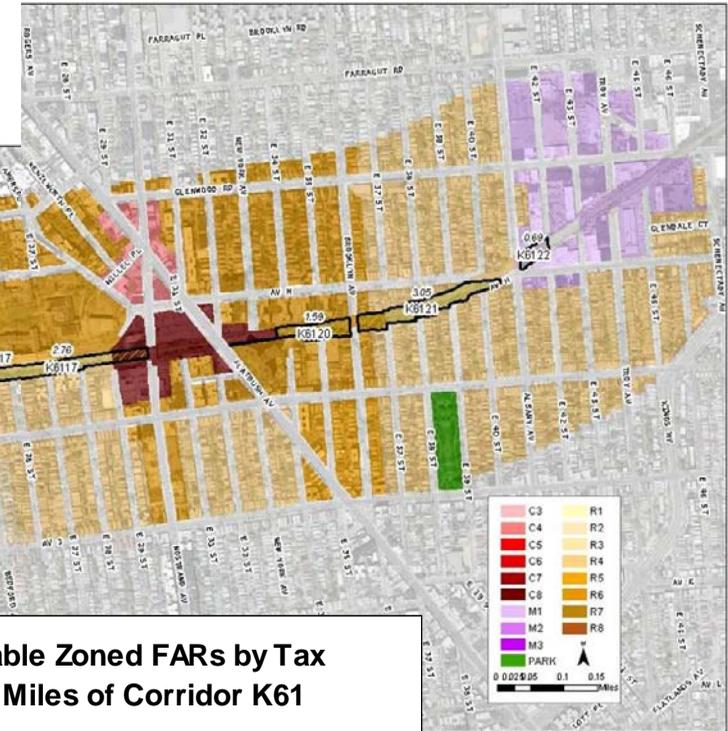
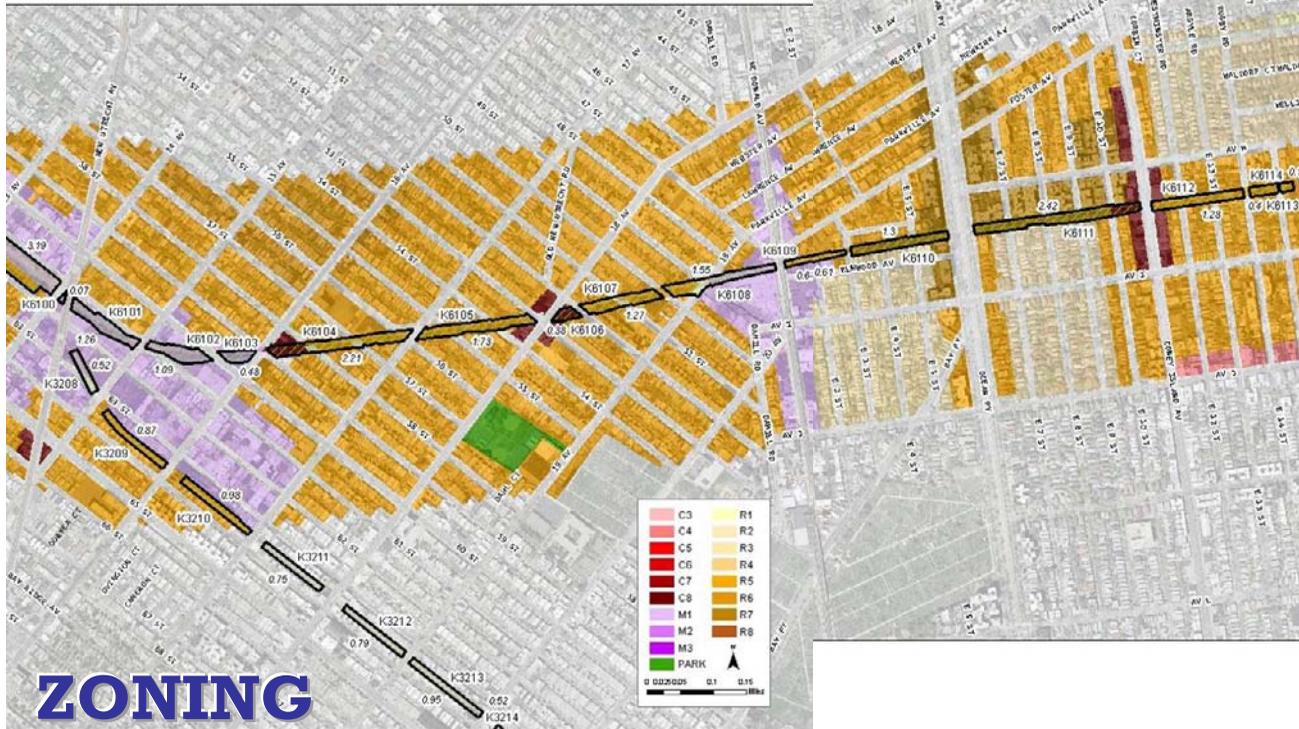
POTENTIAL FOR CONNECTING STREETS:

New streets, or an extension of 65th Street, could be constructed into the ROW to increase access to and from any potential deck. However access from the north, west and south would need to be provided to make any deck size expansion viable.

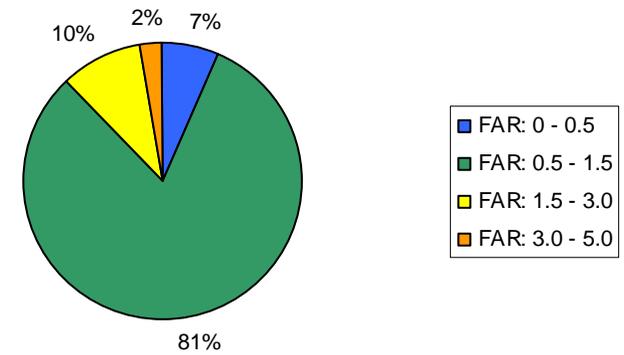


Parcel K6000, looking west from 2nd Avenue towards Upper New York Bay

K61: NEW YORK & ATLANTIC BAY RIDGE LINE: 14TH AVENUE-EAST OF ALBANY AVENUE

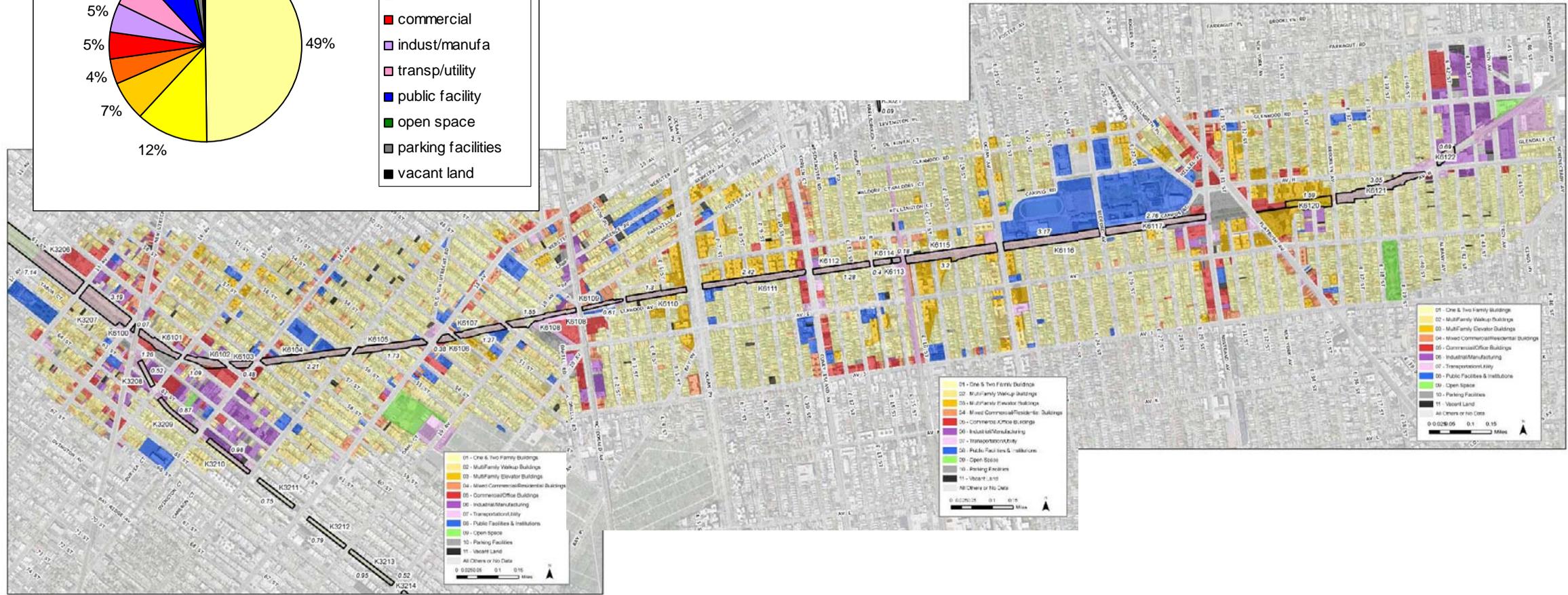
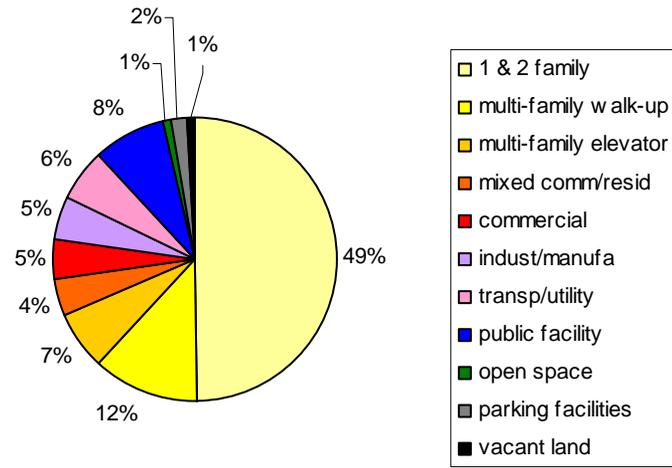


Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor K61



LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor K61



GENERAL INFORMATION:

DESCRIPTION With 21 parcels crossing 3.3 miles of central Brooklyn, this segment of the Bay Ridge Line covers over 30 acres. Yet almost all of it is adjacent to residential, commercial or industrial backyards, creating both challenges and opportunities for developers and community stakeholders alike.

The rail line was laid through the area in the 1870s and placed below grade between approximately 1904 and 1908. In 1924, passenger service ceased on the Manhattan Beach line, and what is now the New York and Atlantic's Bay Ridge Line became exclusively a freight operation.

From parcels K6101 through K6108, the corridor cuts through Borough Park at an angle, severing several east-west streets and one north-south road (19th Avenue). East of this section, from parcels K6109 through K6120, the corridor passes through a different street grid and generally runs at a right angle to north-south streets, about 340 feet south of Avenues H and 550 feet north of Avenue I. Towards the eastern end of the corridor the right-of-way gradually curves north, passing north of Avenue H at Albany Avenue.

A Target shopping center has recently been built between Nostrand and Flatbush Avenues, decking over this segment of the corridor. This new construction does not appear on the aerial photo in this report. The fact that a large retail outlet is being built on such a deck amply illustrates the extent which commercial entities will go to secure increasingly scarce space in relatively high-density areas such as the junction of Flatbush and Nostrand avenues.

Along the northern edge of parcel K6121, it was not possible to get an accurate view of where the land drops to track level. The parcel boundary at this location is approximate.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the MTA/LIRR, the NYC Transit Authority, the Department of Citywide Administrative Services and over 100 private landholders hold full or partial ownership of these parcels.

In addition, all parcels in this corridor abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections allowing sufficient light and air to reach these adjacent properties may exist.

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

- K6104: Along a short stretch of the parcel's northern edge where 56th Street angles north to meet 17th Avenue.
- K6107: Along the parcel's southern edge from the midpoint between 52nd and 51st streets to 50th Street.
- K6108: Along the parcel's southern edge from 19th Avenue to the back (western) edge of the supermarket. This parcel is in a small valley where the Bay Ridge Line's trackbed is closer to surface level than normal; this was the site of Parkville Junction, where trains on the Bay Ridge Line could access tracks along McDonald Avenue below the F (Culver) Line. Both the junction and the tracks under the F Line no longer exist.

- K6115: Along the parcel’s southern edge from the B, Q (Brighton) Line to approximately 70 to 120 feet east of East 19th Street. The grade differential between a deck and the adjacent land would be quite pronounced here. This was the site of the Manhattan Beach Junction station, where passenger trains on the Bay Ridge Line could access the Manhattan Beach Branch, a rail line operated by the LIRR that ran parallel to the Brighton Line until 1924. The pronounced dip in the terrain at East 16th and 17th streets and some unusually-shaped building lots are remnants of a former track connection to this branch. A pedestrian bridge once existed connecting both dead ends of East 18th Street with the rail station.
- K6116: Along the parcel’s northern end, south of Campus Road and north of East 23rd Street. Brooklyn College abuts the Bay Ridge Line to the north. The disparity between a deck and Campus Road would grow heading east until reaching Roosevelt Hall Extension.
- K6117: Along the parcel’s entire southern edge, and along the parcel’s northern edge from the eastern edge of Ingersoll Hall Extension in Brooklyn College to approximately 200 to 250 feet west of Nostrand Avenue. The disparity between a deck and Brooklyn College would grow heading west until reaching Ingersoll Hall Extension.
- K6120: Room exists to extend the existing overhanging parking deck south along a narrow, 5- to 10-foot wide sliver. The deck would continue to have the appearance of a raised platform relative to the adjacent apartment tower gardens. At East 35th Street, a deck would be well above the adjacent dead end, but the right-of-way is wide enough at this location to arch a deck up over the alignment.
- K6121: Along the parcel’s southern edge from midway between Brooklyn Avenue and East 37th Street to midway between East 38th Street and East 39th Street; also along East 40th Street as it angles east to Join Albany Avenue and Avenue H.

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:

K6100: 180 feet	K6101: 750 feet	K6102: 690 feet	K6103: 510 feet	K6104: 1,350 feet
K6105: 1,160 feet	K6106: 420 feet	K6107: 740 feet	K6108: 1,030 feet	K6109: 660 feet
K6110: 1,030 feet	K6111: 1,630 feet	K6112: 870 feet	K6113: 290 feet	K6114: 180 feet
K6115: 1,330 feet	K6116: 1,420 feet			
K6117: 2,010 feet (including new Nostrand-Flatbush tunnel)				
K6120: 1,680 feet (including new Nostrand-Flatbush tunnel)				
K6121: 1,440 feet	K6122: 450 feet			

(Existing overpasses, short tunnels and decks 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 K6120, looking west from Brooklyn Avenue towards the parking deck east of Flatbush Avenue



What would have been parcel K6118, between Nostrand and Flatbush avenues, was decked over for a Target retail outlet.

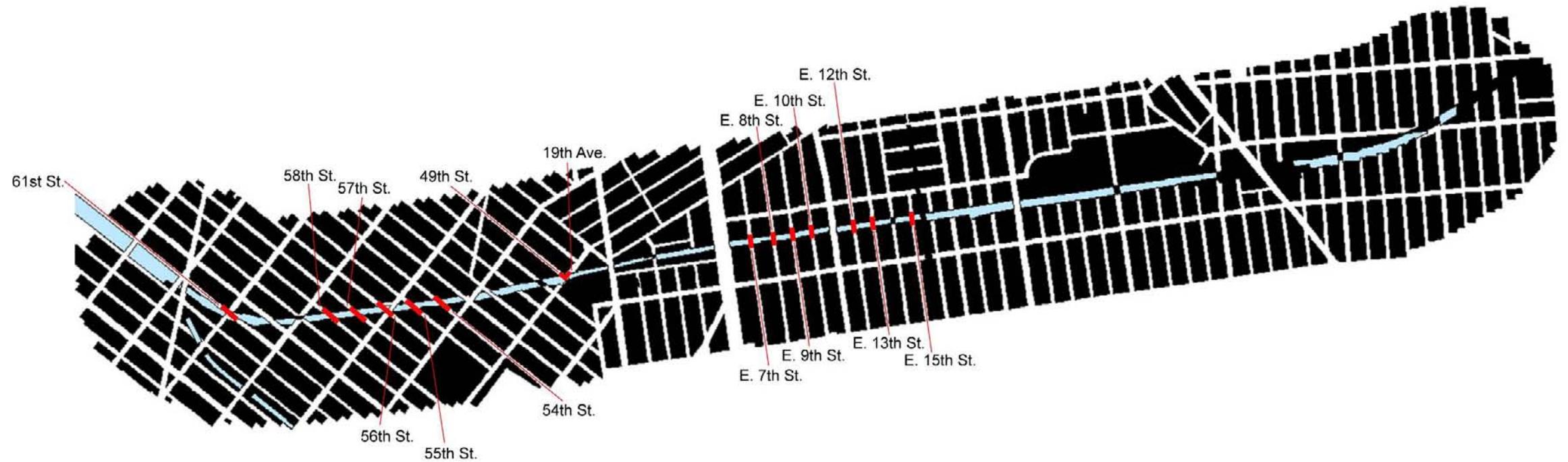
PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K6100	NY&A Bay Ridge Line: 14th Avenue-New Utrecht Avenue	0.07	NY&A Bay Ridge freight line	M1-1
K6101	NY&A Bay Ridge Line: New Utrecht Avenue-15th Avenue	1.26	NY&A Bay Ridge freight line	M1-1
K6102	NY&A Bay Ridge Line: 15th Avenue-60th Street	1.09	NY&A Bay Ridge freight line	M1-1
K6103	NY&A Bay Ridge Line: 60th Street-16th Avenue	0.48	NY&A Bay Ridge freight line	M1-1, R5

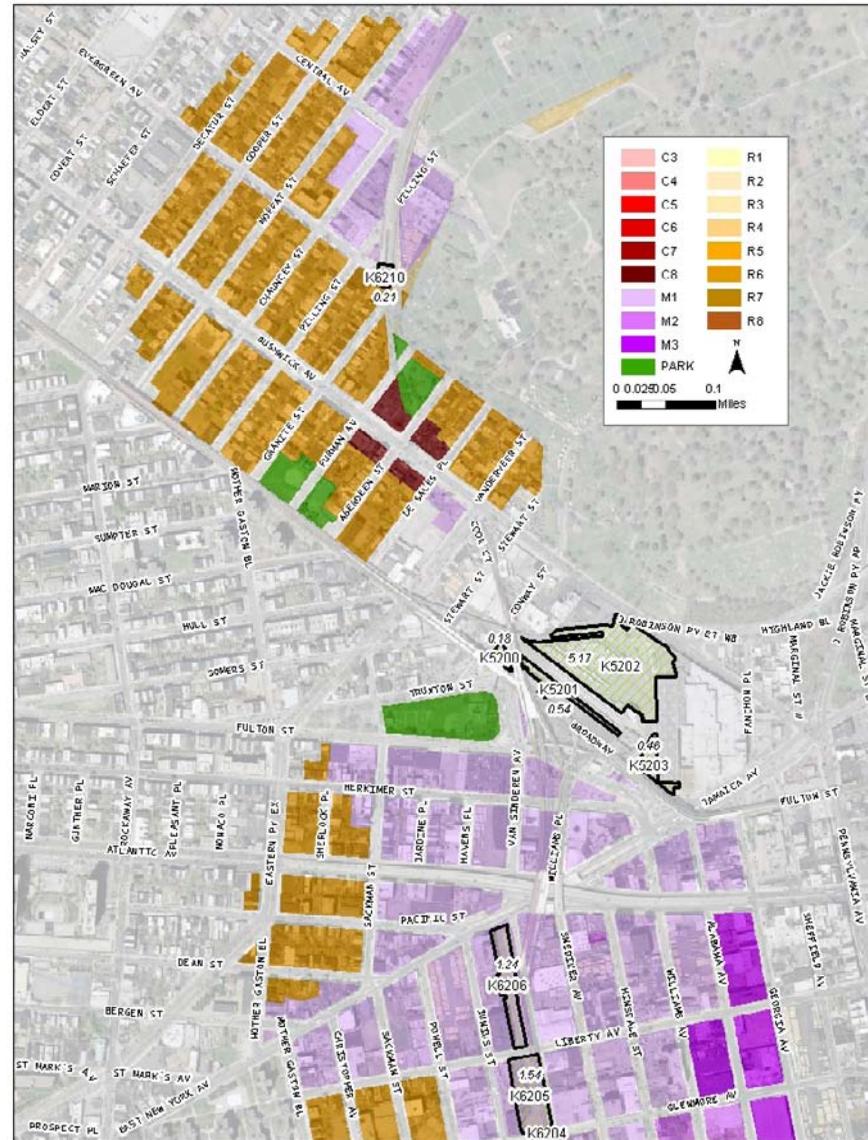
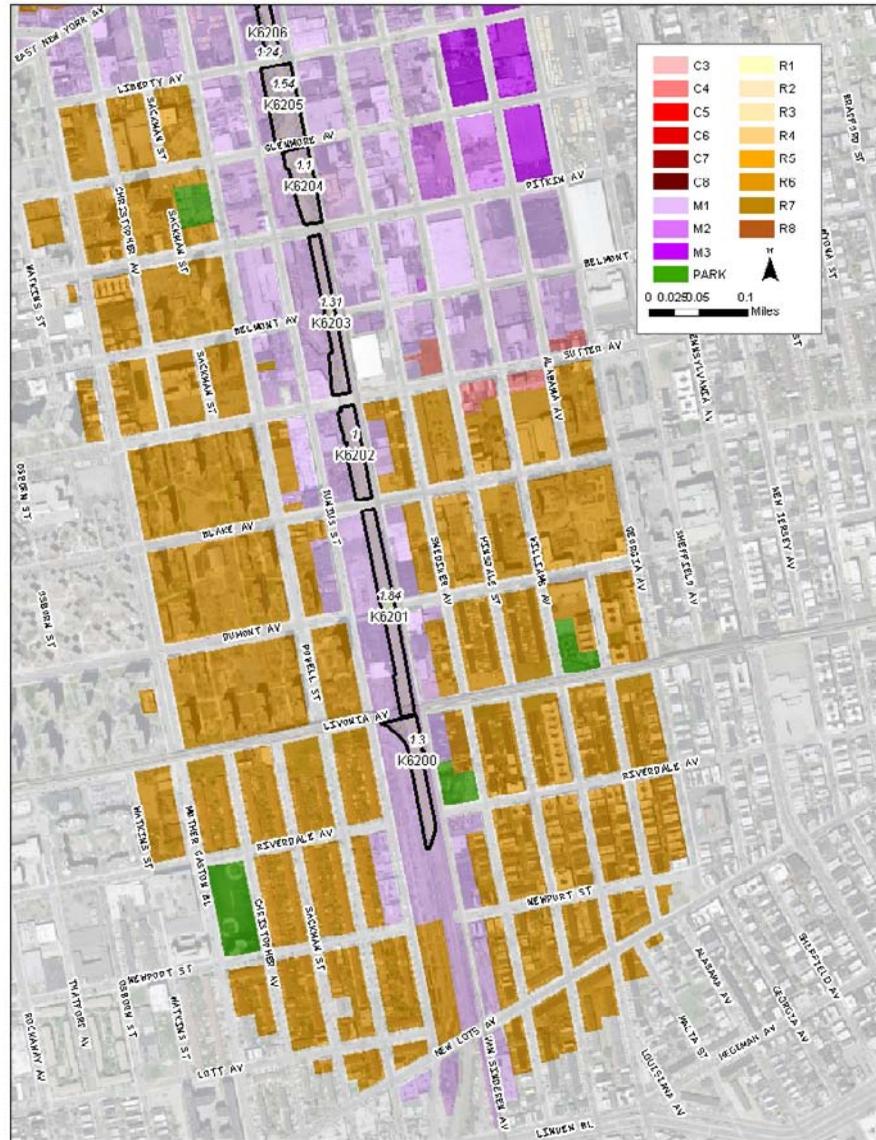
K6104	NY&A Bay Ridge Line: 16th Avenue/59th Street-17th Avenue/56th Street	2.21	NY&A Bay Ridge freight line	C8-1, R5
K6105	NY&A Bay Ridge Line: 17th Avenue/56th Street-18th Avenue/53rd Street	1.73	NY&A Bay Ridge freight line	C8-2, R5
K6106	NY&A Bay Ridge Line: 18th Avenue-52nd Street	0.38	NY&A Bay Ridge freight line	C8-2 (R5 adj.)
K6107	NY&A Bay Ridge Line: 52nd Street-50th Street	1.27	NY&A Bay Ridge freight line	R5
K6108	NY&A Bay Ridge Line: 50th Street-McDonald Avenue	1.55	NY&A Bay Ridge freight line	M1-1, R5
K6109	NY&A Bay Ridge Line: McDonald Avenue-East 3rd Street	0.61	NY&A Bay Ridge freight line	M1-1, R3, R5, SPD-OP
K6110	NY&A Bay Ridge Line: East 3rd Street-Ocean Parkway	1.30	NY&A Bay Ridge freight line	R3, R5, R7A, SPD-OP
K6111	NY&A Bay Ridge Line: Ocean Parkway-Coney Island Avenue	2.42	NY&A Bay Ridge freight line	C8-2, R2X, R5, R7, SPD-OP
K6112	NY&A Bay Ridge Line: Coney Island Avenue-East 14th Street	1.28	NY&A Bay Ridge freight line	C8-2, R5
K6113	NY&A Bay Ridge Line: East 14th Street-East 15th Street pedestrian overpass	0.40	NY&A Bay Ridge freight line	R5
K6114	NY&A Bay Ridge Line: East 15th Street pedestrian overpass-NYCT B,Q (Brighton) Line	0.18	NY&A Bay Ridge freight line	R5
K6115	NY&A Bay Ridge Line: NYCT B,Q (Brighton) Line-Ocean Avenue	3.20	NY&A Bay Ridge freight line	R2, R4, R5, R7A (E-159)
K6116	NY&A Bay Ridge Line: Ocean Avenue-Bedford Avenue	3.17	NY&A Bay Ridge freight line	R4, R6, R7A
K6117	NY&A Bay Ridge Line: Bedford Avenue-Nostrand Avenue	2.76	NY&A Bay Ridge freight line	C8-2, R4, R6
K6120	NY&A Bay Ridge Line: parking deck east of Flatbush Avenue-Brooklyn Avenue	1.59	NY&A Bay Ridge freight line	R6 (C2-2, C8-2 adj.)
K6121	NY&A Bay Ridge Line: Brooklyn Avenue-Avenue H/Albany Avenue	3.05	NY&A Bay Ridge freight line	R4, R6
K6122	NY&A Bay Ridge Line: E. of Albany Avenue	0.69	NY&A Bay Ridge freight line	M1-1

POTENTIAL FOR CONNECTING STREETS:

Realigned 61st Street; 58th Street; 57th Street; possible realigned 56th street with grade change; 55th Street; 54th Street; full vehicular connection between 19th Avenue and 49th Street on north side only; pedestrian overpass to 19th Avenue on south side; East 7th Street; East 8th Street; East 9th Street; East 10th Street; East 12th Street; East 13th Street; full East 15th Street vehicular overpass; full East 15th Street vehicular overpass



K62: NEW YORK & ATLANTIC BAY RIDGE LINE: SOUTH OF LIVONIA AVENUE-EAST OF EVERGREEN AVENUE

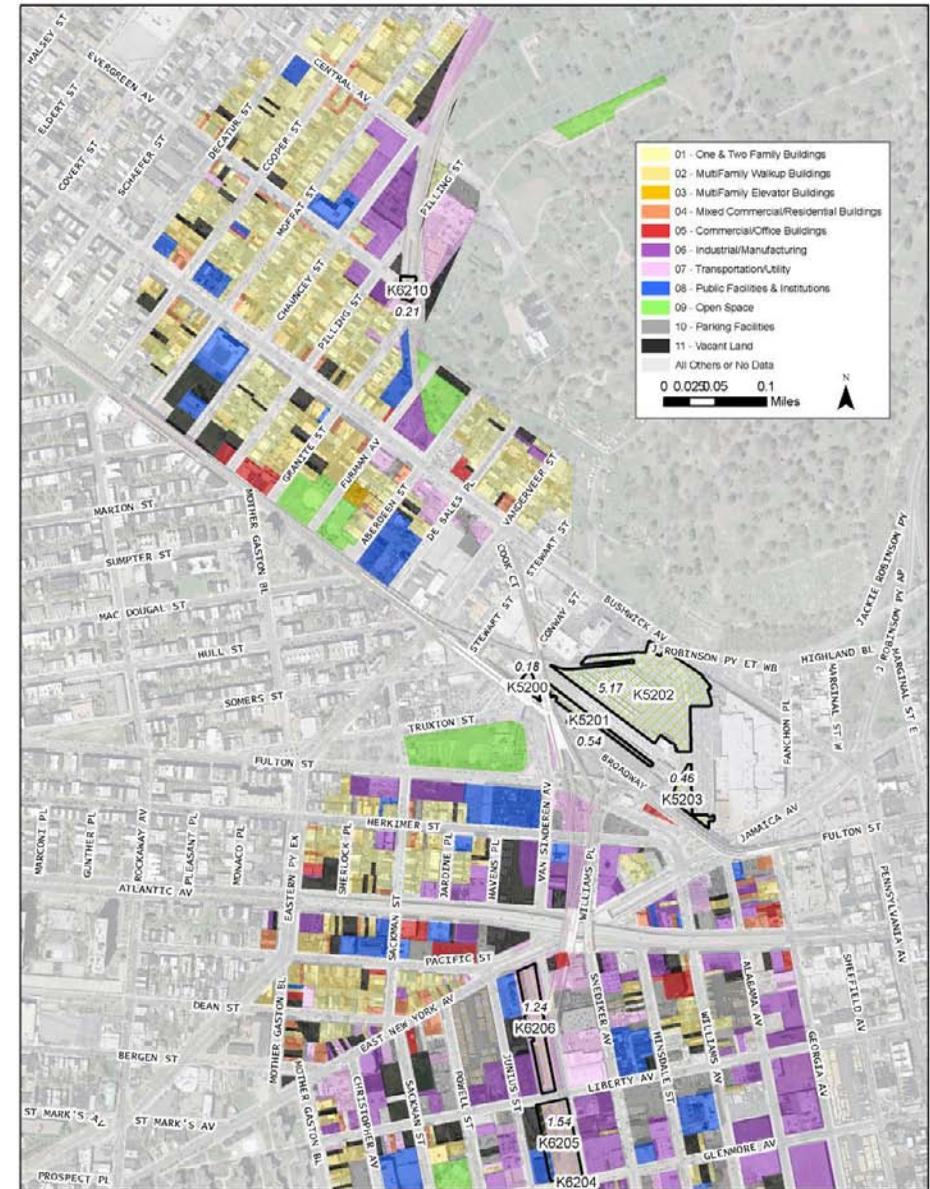
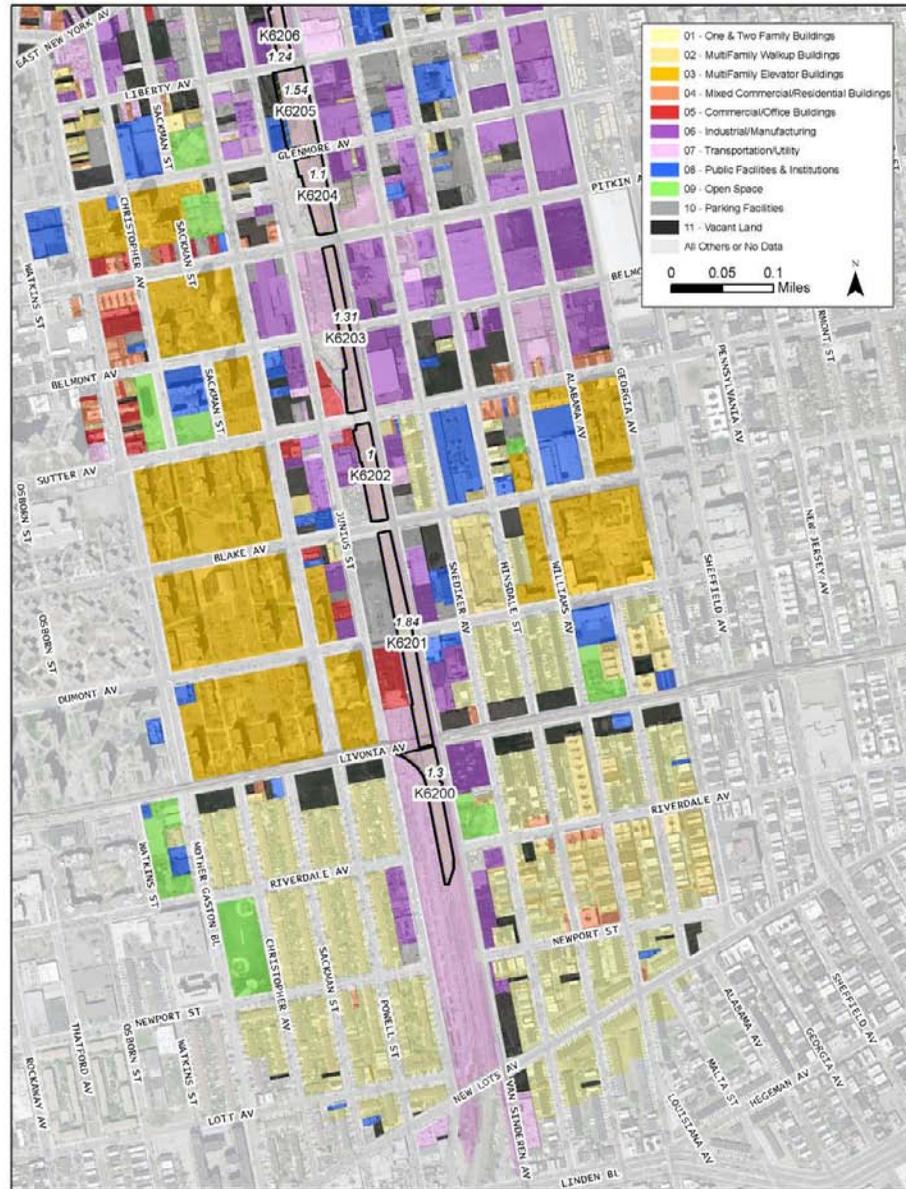


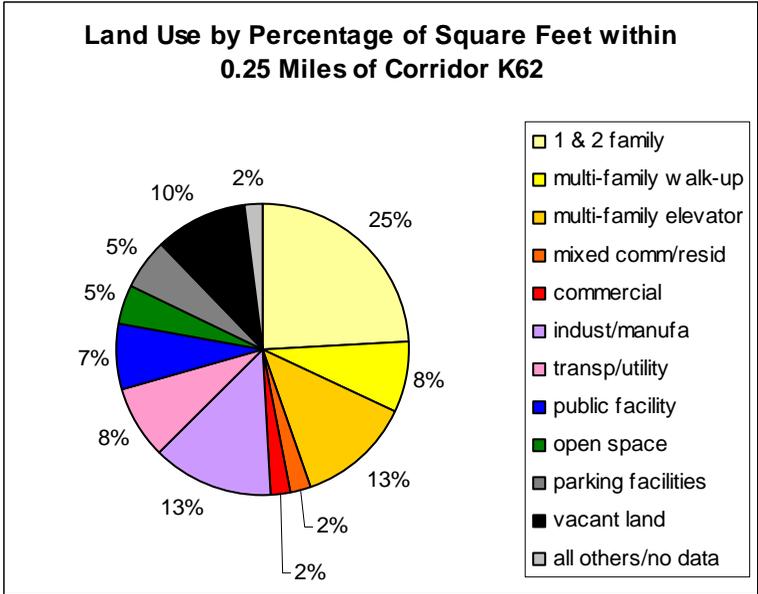
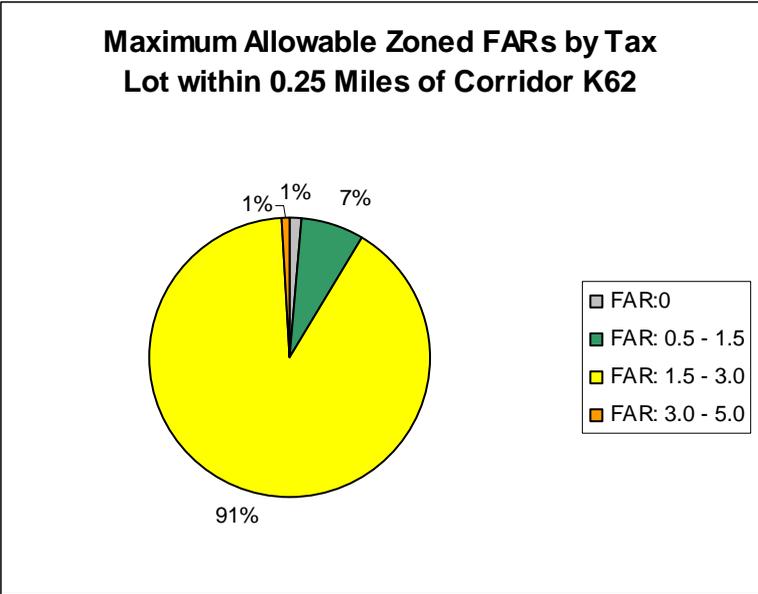
**SOUTH (LEFT)
NORTH (RIGHT)**

ZONING

LAND USE

**SOUTH (LEFT)
NORTH (RIGHT)**





GENERAL INFORMATION:

DESCRIPTION The Bay Ridge Line travels above grade from East Flatbush to East New York, where it turns north and descends to ground level and eventually into an open cut and tunnel. Seven of the eight parcels in this corridor lie to the west of Van Sinderen Avenue; collectively, they are just under a mile long. The eighth parcel is at the other end of a tunnel that carries the Bay Ridge Line beneath the Broadway Junction area.

Most of the parcels in this corridor have trackbeds that are considerably closer to surface grade than are found elsewhere in this inventory. They were included in the inventory because they are immediately adjacent to transit and offer opportunities for transit-oriented development. Parcels K6200 and K6201, which are at street level, were included because they are at the intersection of the L (Canarsie) Line’s Livonia Avenue station and the 3 (New Lots) Line’s Junius Avenue station. Parcels K6202 and K6203 are below the L Line’s Sutter Avenue station, and parcel K6206 is adjacent to both the Atlantic Avenue station on the L Line and the East New York LIRR station.

The L Line runs above Van Sinderen Avenue. At parcels K6204 and K6205, space exists under the elevated structure that can be decked over, but numerous support beams (both lateral and vertical) run through this parcel section. Excess infrastructure left over from the Fulton Elevated also exists from Pitkin Avenue north to the Atlantic Avenue station. While this section of the L Line was streamlined in the past few years by removing unnecessary and redundant

elevated structures, more steel can be removed if this section of the elevated is rebuilt.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the MTA/LIRR, the City of New York and at least 4 private land holders hold full or partial ownership of parcels in this corridor.

In addition, Parcels K6201, K6202, K6203, K6204, K6205, K6206 and K6210 abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections allowing 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:

- K6200: Over the entire parcel, which is located at street level, as described above.
- K6201: Over the entire parcel, which is located at street level, as described above. Also, a deck would be significantly above adjacent land along the parcel's eastern and western edges near Blake Avenue.
- K6202: Along the parcel's eastern and western edges.
- K6203: Along the parcel's eastern and western edges.
- K6204: Along the parcel's eastern edge, and along the western edge for approximately 100 feet south of Glenmore Avenue.
- K6205: Along the parcel's eastern edge.
- K6206: Along the parcel's eastern edge. The parcel's western edge would be on an overhang that would block sunlight from reaching the lower stories of apartment buildings immediately to the west. Any deck and corresponding uses upon it would need to be designed to prevent this from happening.

A deck upon the northern part of parcel K6201 may need to be arched to allow both sufficient clearance for the use below and a level connection with the adjacent land. Parcel K6200 and much of K6201 would be entirely on a raised platform. Access between these parcels and the surrounding communities would need to be addressed.

VENTILATION Currently there are no ventilation systems in place in the East New York Tunnel. NY&A trains must rely on the piston action of the locomotive to fumigate the tunnel (which measures 3,530 feet long). Decking over parcels K6210, K6206, or K6206 plus any consecutive parcels to the south without remedying this condition would only aggravate this situation.

With the exception of parcels K6203+K6204+K6205, any consecutive set of three, four or five parcels between K6200 and K6205 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, since this would effectively place the right-of-way in a tunnel. (Existing overpasses are factored into this calculation.)

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K6200	NY&A Bay Ridge Line: S. of Livonia Avenue	1.30	NY&A Bay Ridge freight line	M1-1 (C2-4 adj.)
K6201	NY&A Bay Ridge Line: Livonia Avenue-Blake Avenue	1.84	NY&A Bay Ridge freight line	M1-1
K6202	NY&A Bay Ridge Line: Blake Avenue-Sutter Avenue	1.00	NY&A Bay Ridge freight line	M1-1
K6203	NY&A Bay Ridge Line: Sutter Avenue-Pitkin Avenue	1.31	NY&A Bay Ridge freight line	M1-4
K6204	NY&A Bay Ridge Line: Pitkin Avenue-Glenmore Avenue	1.10	NY&A Bay Ridge freight line	M1-4
K6205	NY&A Bay Ridge Line: Glenmore Avenue-Liberty Avenue	1.54	NY&A Bay Ridge freight line	M1-4
K6206	NY&A Bay Ridge Line: Liberty Avenue-East New York Avenue	1.24	NY&A Bay Ridge freight line	M1-4
K6210	NY&A Bay Ridge Line: E. of Evergreen Avenue	0.21	NY&A Bay Ridge freight line	M1-1, R6

POTENTIAL FOR CONNECTING STREETS:

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



Parcel K6201, looking north from an eastbound 3 (New Lots) Line train towards Blake Avenue. The Livonia Avenue L (Canarsie) Line station is to the right.

Parcel K6205, looking north from Glenmore Avenues towards Liberty Avenue. The L (Canarsie) Line elevated structure is to the right.

