

6.11: ROADWAY OPEN CUTS: BROOKLYN

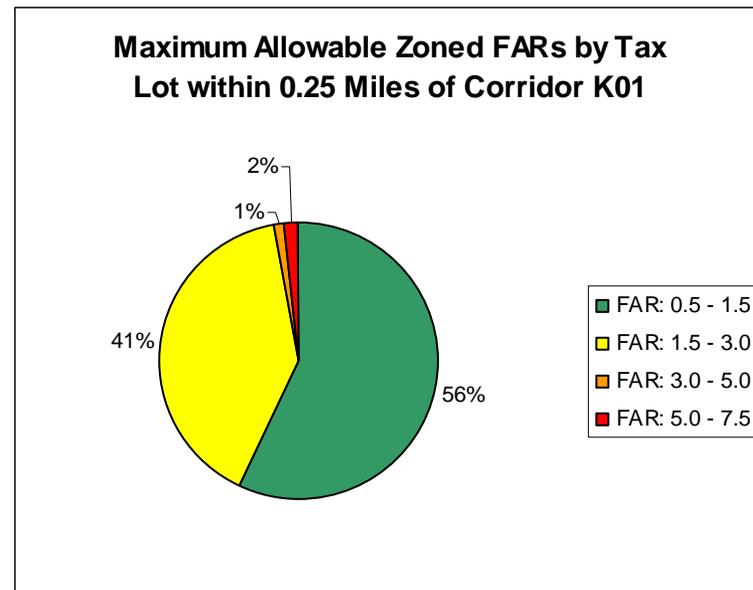
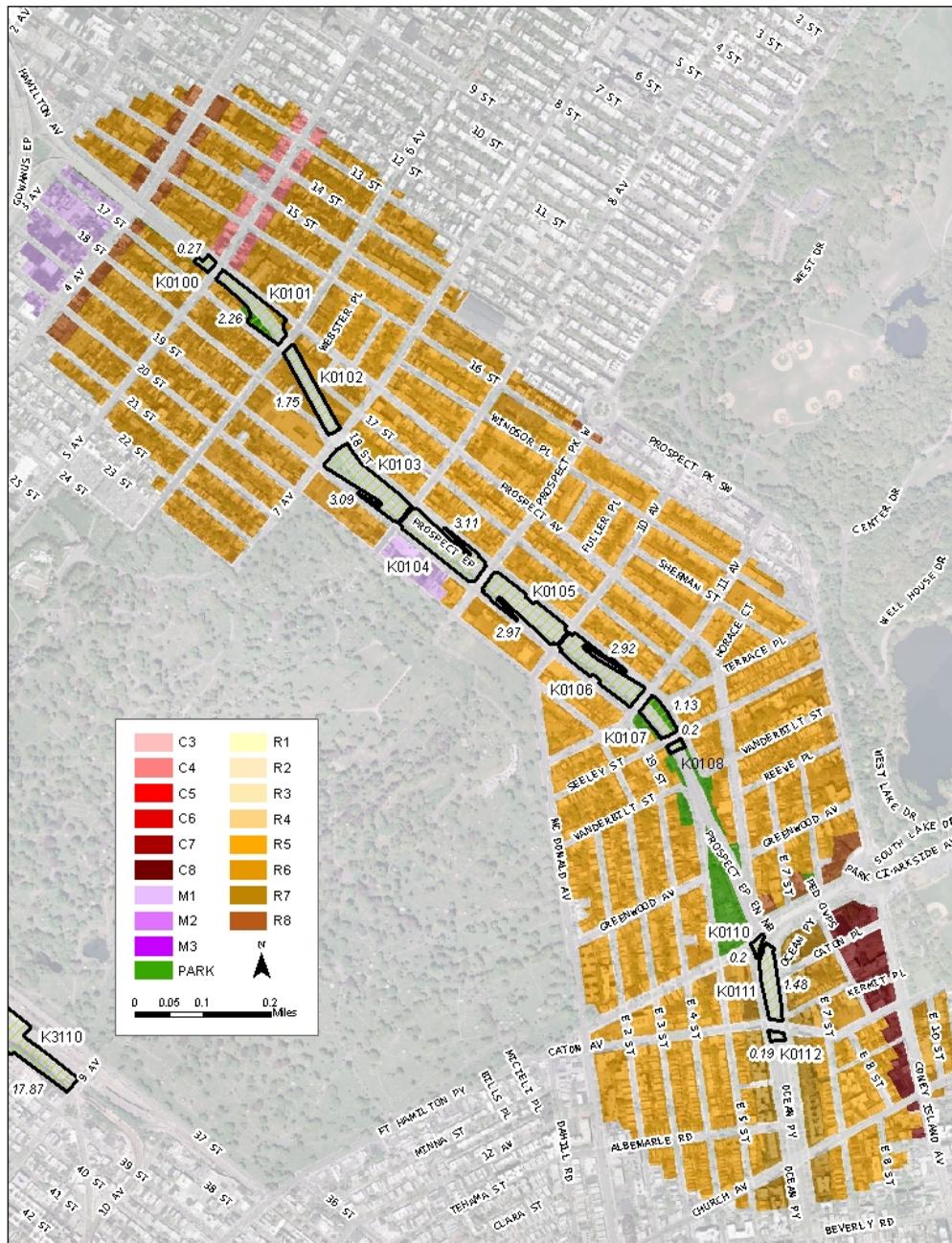
7 corridors,
45 parcels,
71.91 acres



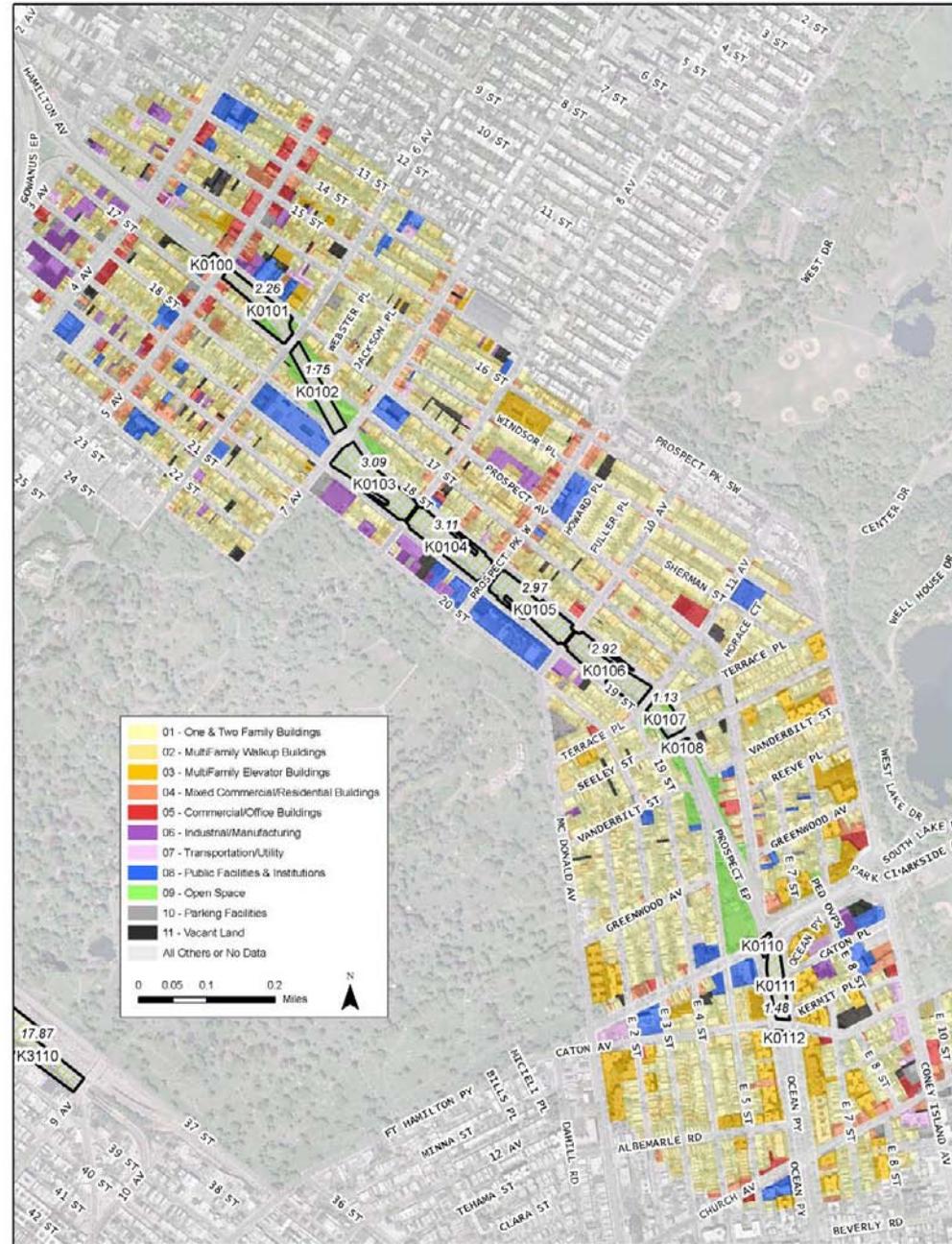
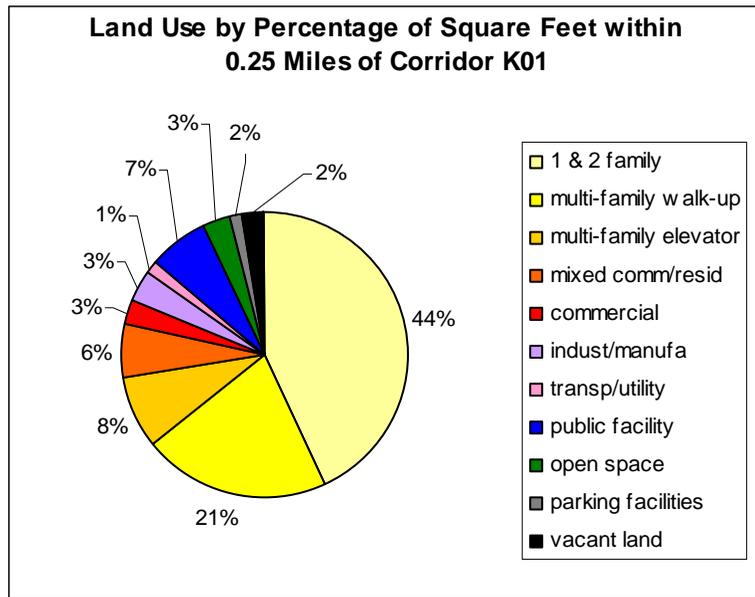
Corridor Code	Corridor Name	Parcels	Total Acres
K01	Prospect Expressway: West Of 5 th Avenue-South Of Caton Avenue	12	19.56
K02	Gowanus Expressway: North Of 7 th Avenue/66 th Street-South Of 92 nd Street	11	33.69
K03	Brooklyn-Queens Expressway: North Of Congress Street-South Of Union Street	5	4.50
K04	Brooklyn-Queens Expressway: Southwest Of Bedford Avenue-East Of Marcy Avenue At South 2 nd Street	12	7.89
K05	Brooklyn-Battery Tunnel: Brooklyn Portal	1	0.39
K06	Belt Parkway: East And West Of Knapp Street	2	0.41
K07	Shore Road Drive: 2 nd Avenue-East Of 3 rd Avenue	2	5.47

K01: PROSPECT EXPRESSWAY: WEST OF 5TH AVENUE- SOUTH OF CATON AVENUE

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION

This corridor sits atop New York State Route 27, known here as the Prospect Expressway. The expressway passes through what is increasingly coming to be known as “the South Slope,” followed to the southeast by Windsor Terrace and the northern edge of Kensington. From west of 5th Avenue to south of Seeley Street, the expressway is in a trench for just over one mile – one of the longer continuous subgrade highway segments in the City.

OWNERSHIP

DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the Department of Parks and Recreation has partial or complete ownership of the parcels along this corridor. In addition, although this corridor is part of the City’s expressway system, vegetation and/or Parks property abuts the roadway at parcels K0100, K0101, K0103, K0104, K0105, K0106, K0107, K0110 and K0111. Therefore, any attempt to deck over these locations would likely require parkland alienation. Parts of parcels K0103 and K0104 also appear to have been landscaped.

Parkland exists immediately adjacent to both sides of parcel K0102 at surface level, but none was evident within the expressway trench itself. A deck here would have to take into consideration these surrounding park properties, especially if there is a desire to remap 17th Street through the deck.

Parcels K0100, K0101 and K0102 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:

- K0110: The deck would have the appearance of a raised platform relative to part of a pedestrian underpass within adjacent parkland.

VENTILATION

A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length. A mechanical ventilation system and emergency facilities for the highway below would be needed if these parcels were to be entirely enclosed by a deck. Locations with a long history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. Approximate maximum lengths for each parcel are listed below:

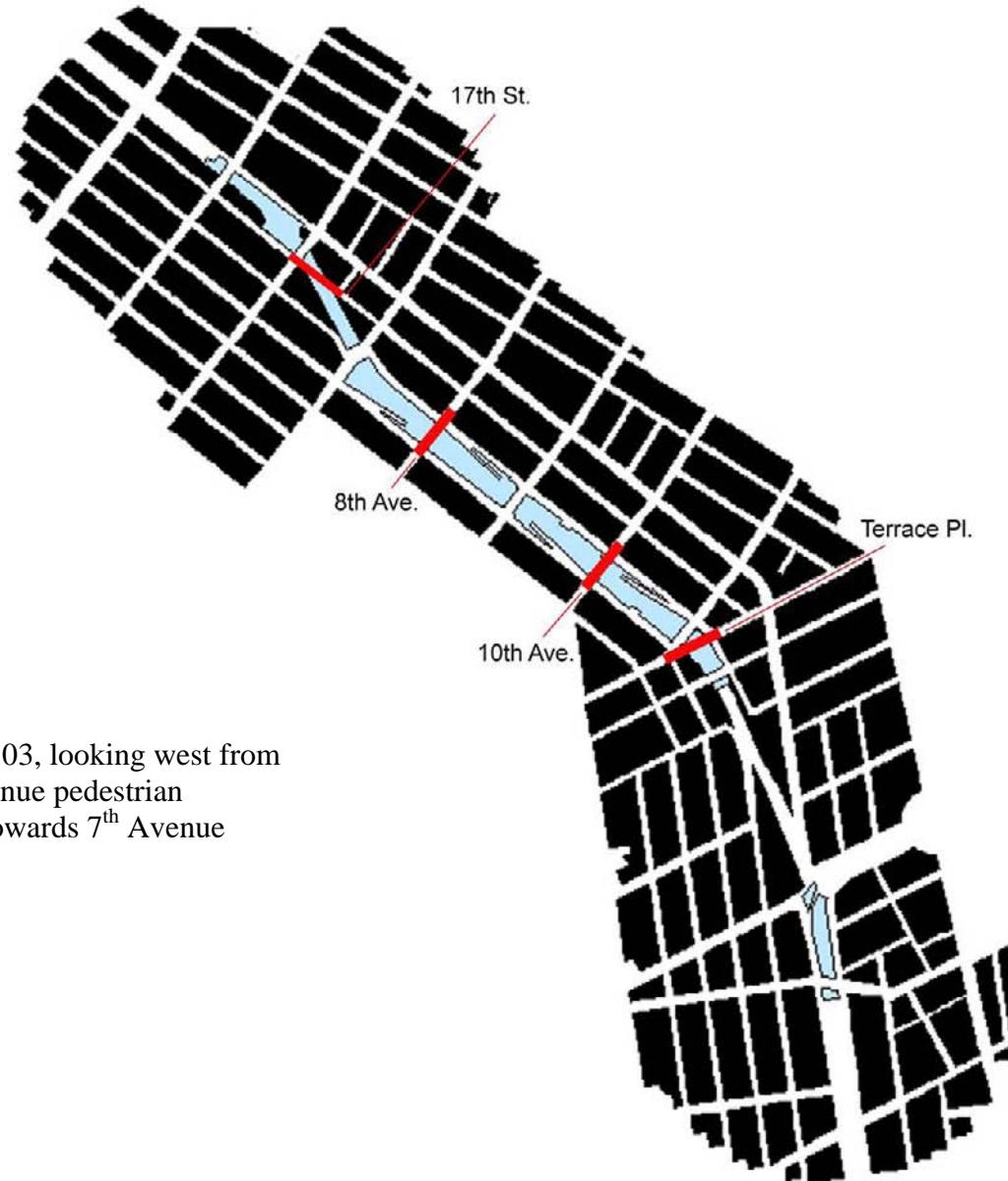
K0100: 160 feet	K0101: 870 feet	K0102: 950 feet	K0103: 870 feet
K0104: 830 feet	K0105: 830 feet	K0106: 820 feet	K0107: 440 feet
K0108: 140 feet			

(Existing overpasses 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.)

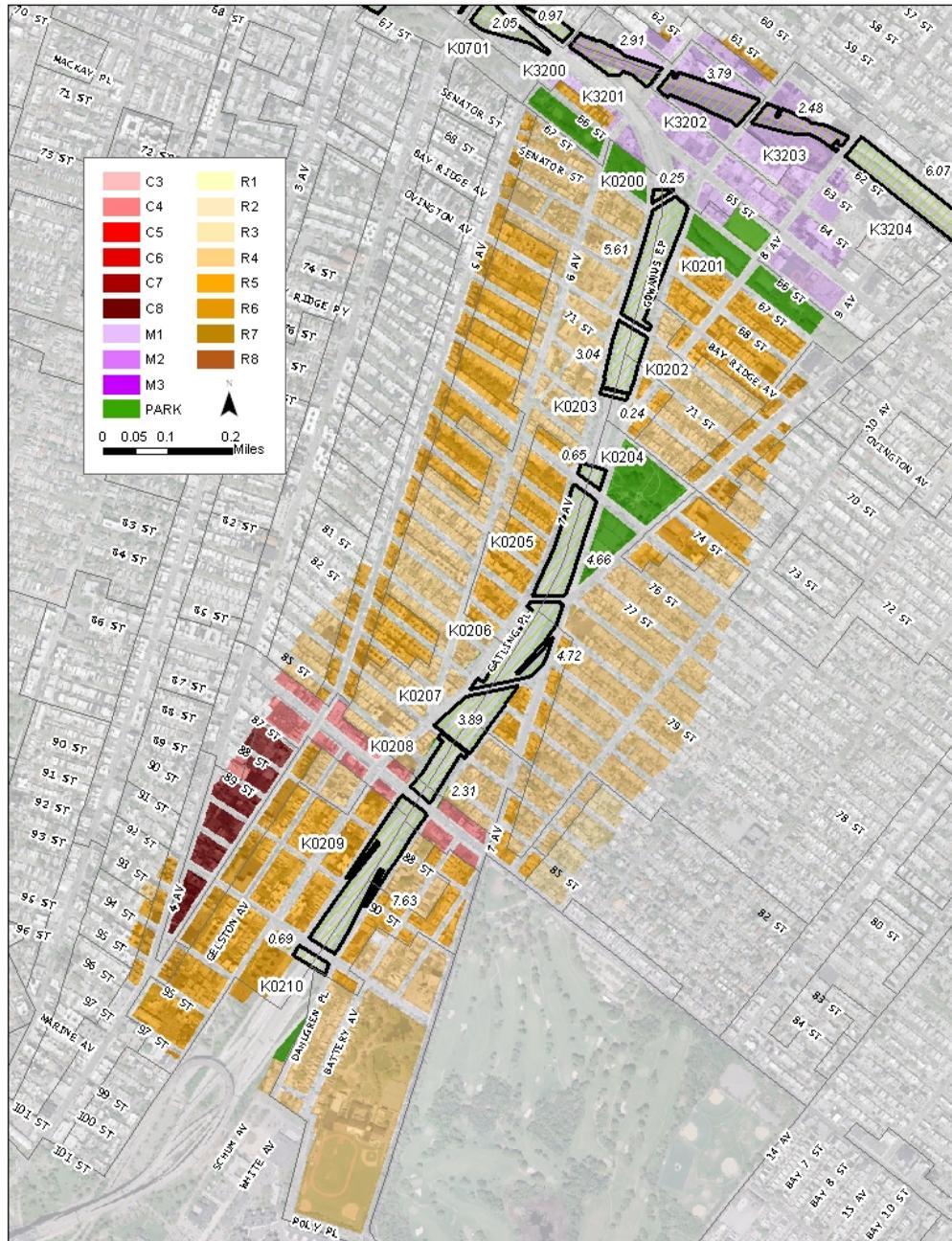
PARCEL INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
K0100	NY27: W. of 5th Avenue	0.27	NY27 (Prospect Expressway)	C2-4, R6B
K0101	NY27: 5th Avenue-6th Avenue	2.26	NY27 (Prospect Expressway)	C2-4, R6B
K0102	NY27: 6th Avenue-7th Avenue	1.75	NY27 (Prospect Expressway)	R6B
K0103	NY27: 7th Avenue-8th Avenue pedestrian overpass	3.09	NY27 (Prospect Expressway)	R5B (M-1-1 adj.)
K0104	NY27: 8th Avenue pedestrian overpass-Prospect Park West	3.11	NY27 (Prospect Expressway)	R5B (C2-4,M-1-1,R5 adj.)
K0105	NY27: Prospect Park West-10th Avenue pedestrian overpass	2.97	NY27 (Prospect Expressway)	R5, R5B (C2-4 adj.)
K0106	NY27: 10th Avenue pedestrian overpass-11th Avenue	2.92	NY27 (Prospect Expressway)	R5, R5B
K0107	NY27: 11th Avenue-Seeley Street	1.13	NY27 (Prospect Expressway)	R5, R5B
K0108	NY27:S. of Seeley Street	0.20	NY27 (Prospect Expressway)	R5, R5B
K0110	NY27: Fort Hamilton Parkway-expressway entrance	0.20	NY27 (Prospect Expressway)	R6, R7A, R8B, SPD-OP
K0111	NY27: expressway entrance-Caton Avenue	1.48	NY27 (Prospect Expressway)	R7A, SPD-OP
K0112	NY27: S. of Caton Avenue	0.19	NY27 (Prospect Expressway)	R7A, SPD-OP

POTENTIAL FOR CONNECTING STREETS:
17th Street, 8th Avenue, 10th Avenue, Terrace Place.



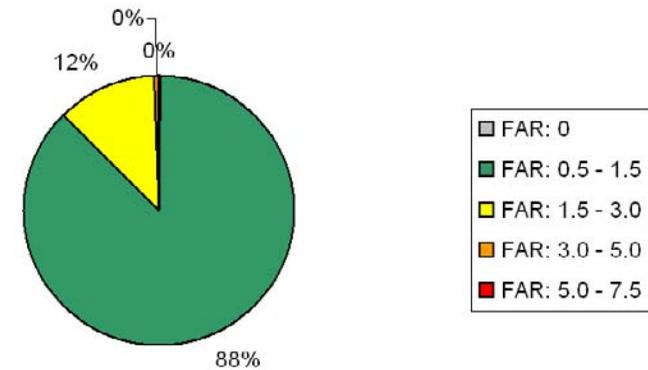
Parcel K0103, looking west from the 8th Avenue pedestrian overpass towards 7th Avenue



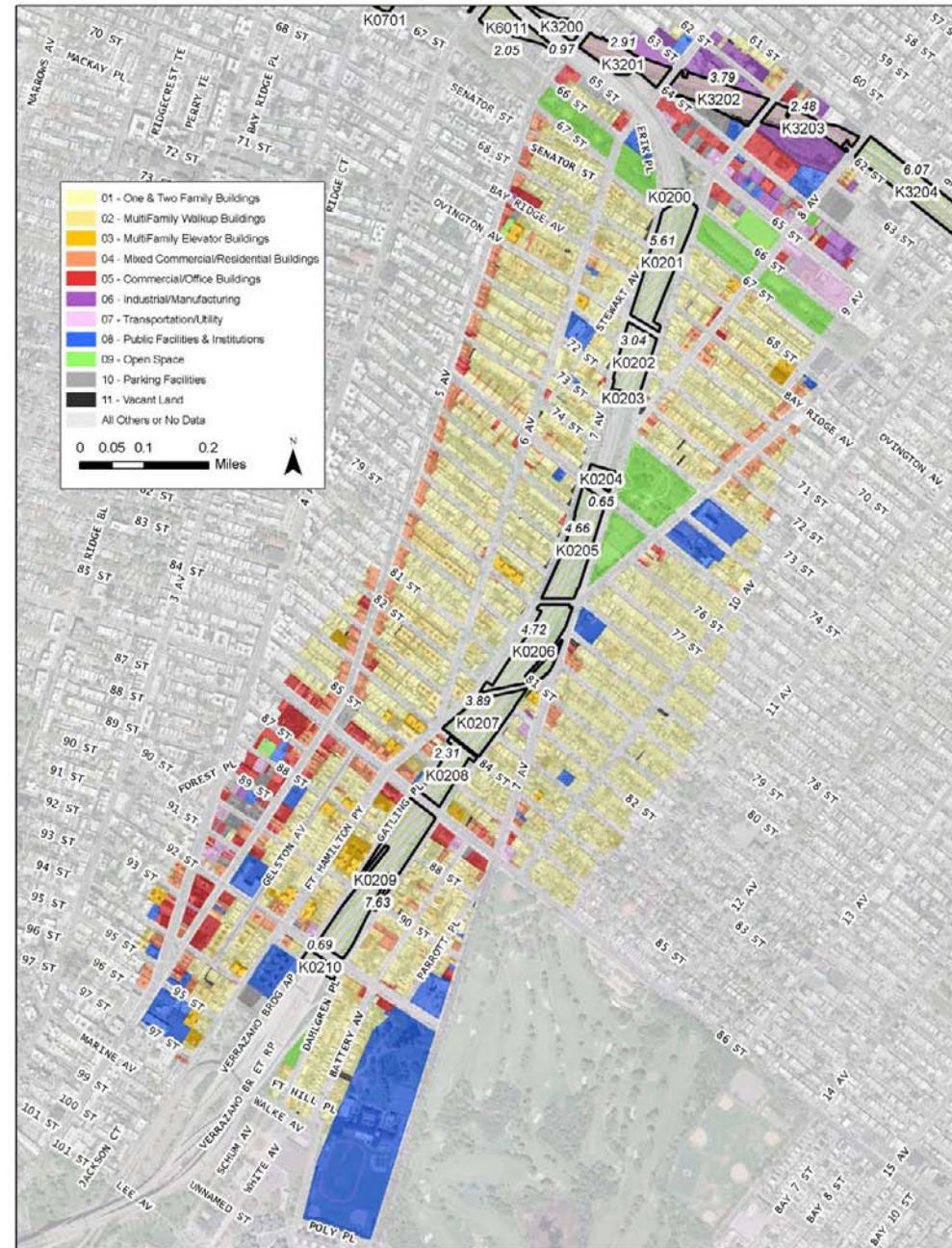
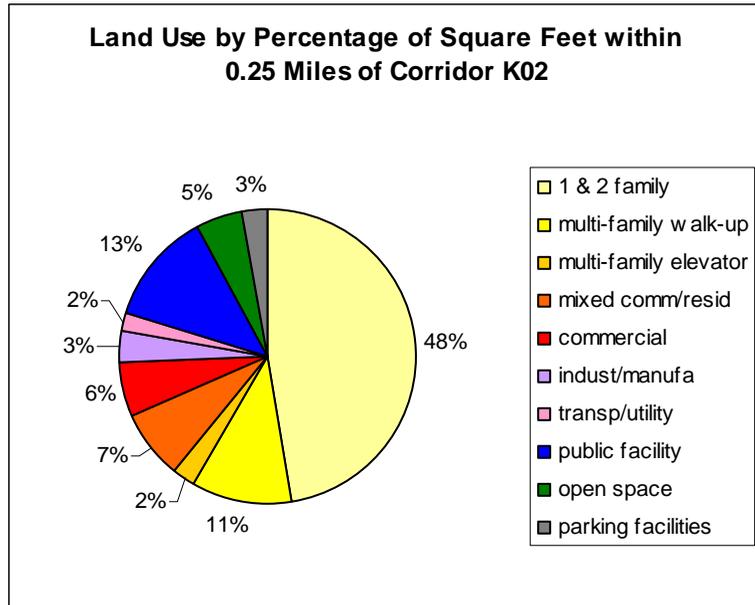
K02: GOWANUS EXPRESSWAY: NORTH OF 7TH AVENUE/66TH STREET- SOUTH OF 92ND STREET

ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor K02



LAND USE



GENERAL INFORMATION:

DESCRIPTION

This corridor sits atop I-278, known here as the Gowanus Expressway. This wide right-of-way is at least 200 feet across and demarcates the eastern edge of Bay Ridge. A one-way pair of roads, known in various locations as either 7th Avenue or Fort Hamilton Parkway, run adjacent to the expressway corridor, acting as service roads.

OWNERSHIP

DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the City of New York has partial or complete ownership of the parcels along this corridor.

A significant portion of the expressway is bordered by thick vegetation and parkland. Although this corridor is part of the City's expressway system, vegetation and/or Parks property abuts the roadway at all parcels in this corridor. Therefore, any attempt to deck over these locations would likely require parkland alienation.

Parcels K0207 and K0208 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:

- K0110: The deck would have the appearance of a raised platform relative to part of a pedestrian underpass within adjacent parkland.

VENTILATION

A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length. A mechanical ventilation system and emergency facilities for the highway below would be needed if these parcels were to be entirely enclosed by a deck. Locations with a long history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. Approximate maximum lengths for each parcel are listed below:

K0200: 130 feet	K0201: 1,110 feet	K0202: 600 feet	K0203: 60 feet
K0204: 220 feet	K0205: 1,060 feet	K0206: 940 feet	K0207: 580 feet
K0208: 620 feet	K0209: 1,580 feet	K0210: 190 feet	

(Existing overpasses 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 INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
K0200	I-278: N. of 7th Avenue southbound	0.25	I-278 (Gowanus Expressway)	M1-1, R5B, SPD-BR (R4-1 adj.)
K0201	I-278: 7th Avenue southbound-Ovington Avenue/70th Street	5.61	I-278 (Gowanus Expressway)	R4-1, R5B, SPD-BR
K0202	I-278: Ovington Avenue/70th Street-72nd Street pedestrian overpass	3.04	I-278 (Gowanus Expressway)	R4-1, R5B, SPD-BR
K0203	I-278: S. of 72nd Street pedestrian overpass	0.24	I-278 (Gowanus Expressway)	R4-1, R5B, SPD-BR (C2-3 adj.)
K0204	I-278: N. of Bay Ridge Parkway	0.65	I-278 (Gowanus Expressway)	R4-1, R5B, SPD-BR
K0205	I-278: Bay Ridge Parkway-Fort Hamilton Parkway southbound	4.66	I-278 (Gowanus Expressway)	R4-1, R5B, SPD-BR
K0206	I-278: Fort Hamilton Parkway southbound-Fort Hamilton Parkway northbound	4.72	I-278 (Gowanus Expressway)	R4-1, R5B, SPD-BR
K0207	I-278: Fort Hamilton Parkway northbound-84th Street pedestrian overpass	3.89	I-278 (Gowanus Expressway)	R4-1, R4B, R5B, SPD-BR
K0208	I-278: 84th Street pedestrian overpass-86th Street	2.31	I-278 (Gowanus Expressway)	C4-2A, R4-1, R4B, SPD-BR
K0209	I-278: 86th Street-92nd Street	7.63	I-278 (Gowanus Expressway)	C4-2A, R4B, R5B, SPD-BR
K0210	I-278: S. of 92nd Street	0.69	I-278 (Gowanus Expressway)	R5B, SPD-BR (R4B adj.)

POTENTIAL FOR CONNECTING STREETS:

67th Street, 71st Street; 72nd Street, 76th Street; 77th Street; 78th Street, 82nd Street; 83rd Street; 84th Street, 88th Street.

Parcel K0205, looking north from Fort Hamilton Parkway southbound towards Bay Ridge Parkway

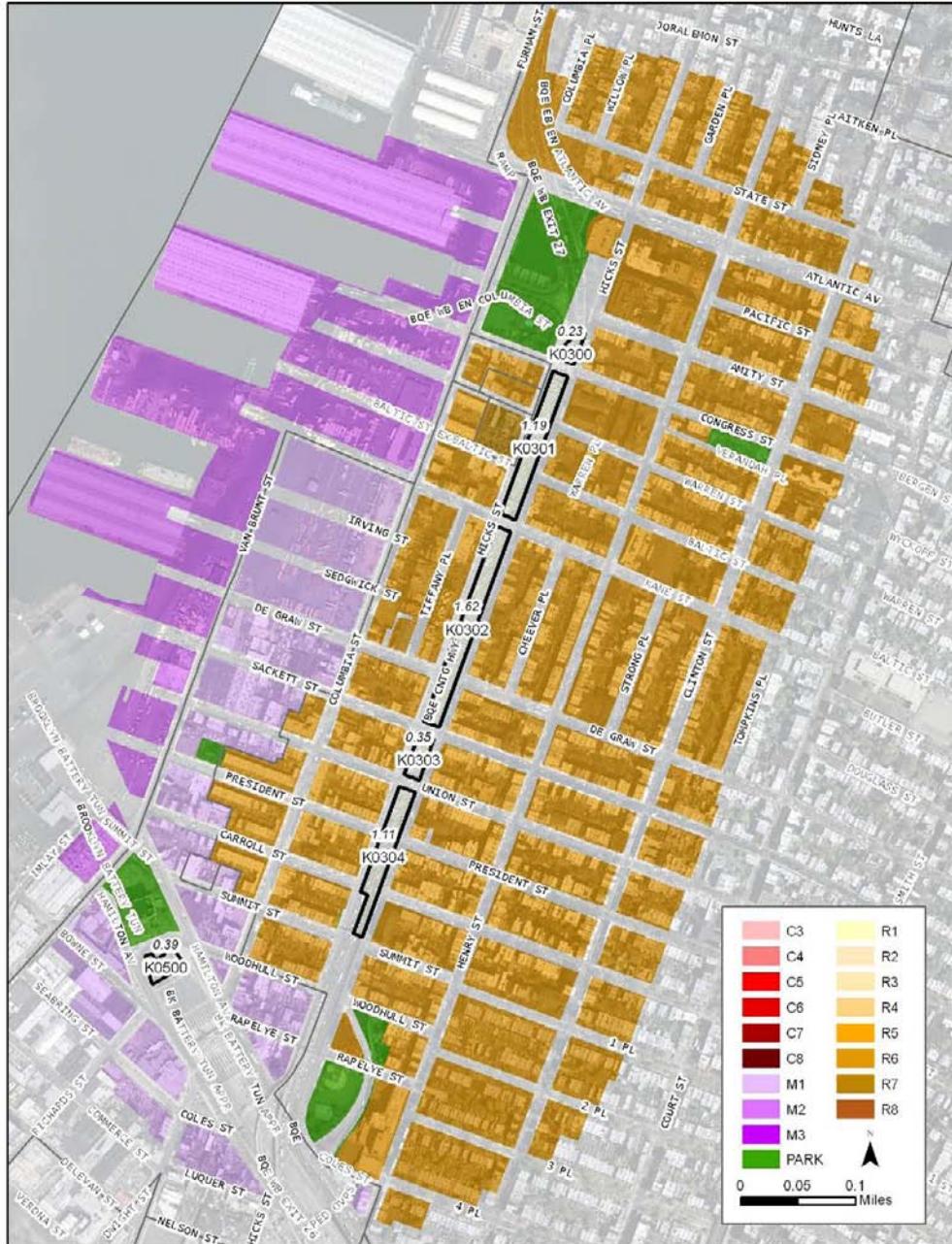
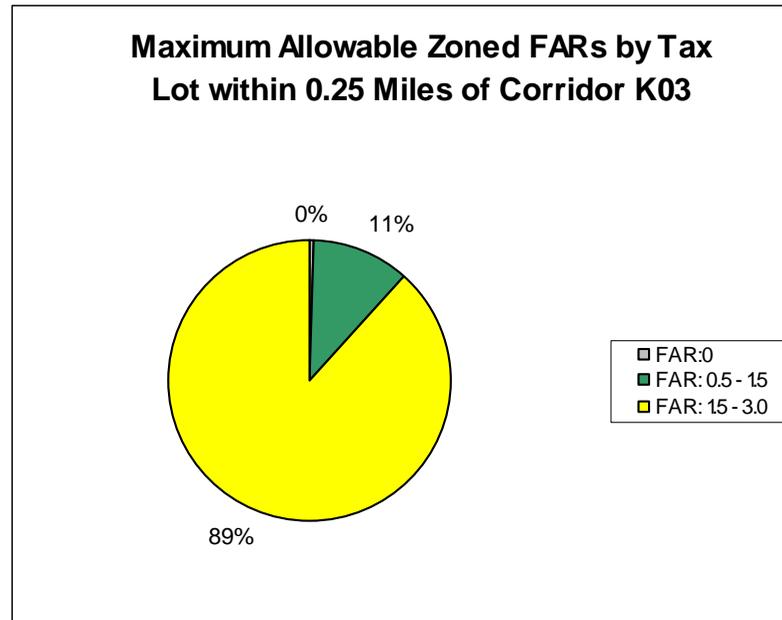


Parcel K0207, looking north from the 84th Street pedestrian overpass towards Fort Hamilton Parkway northbound

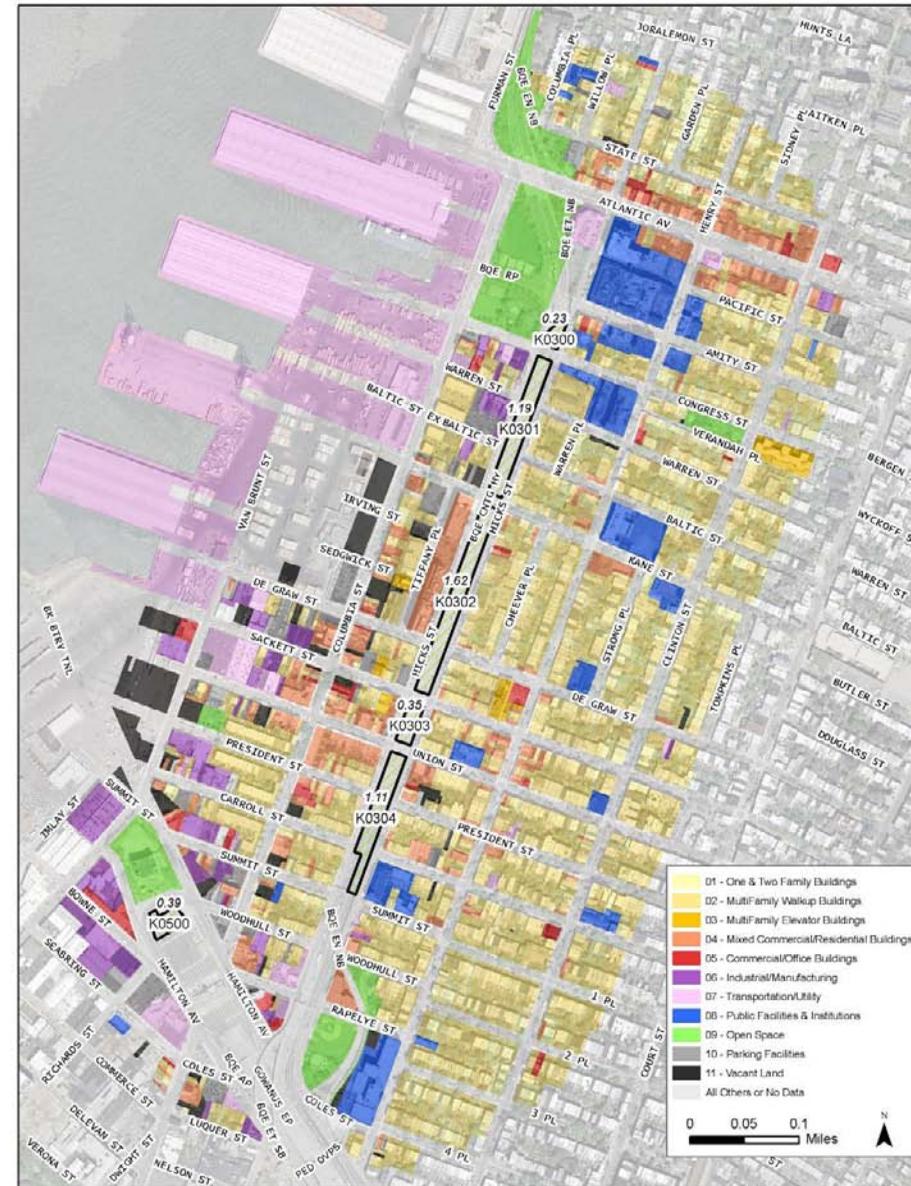
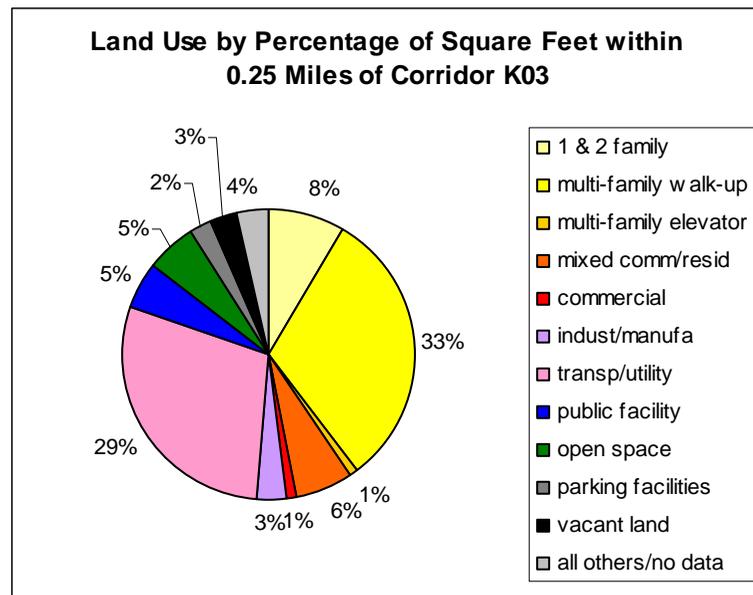


K03: BROOKLYN-QUEENS EXPRESSWAY: NORTH OF CONGRESS STREET-SOUTH OF UNION STREET

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor is an open cut section of I-278, known here as the Brooklyn-Queens Expressway. The BQE runs through a narrow, half-mile long trench through Cobble Hill and Carroll Gardens at this location. Unlike corridor K02 to the south, this section of I-278 runs along a fairly narrow 75-foot-wide right-of way.

If a deck were built at this location, the street grid could be reconnected fairly easily. Moreover, the western (southbound) flank of Hicks Street, which was created by demolishing the original blockfronts and pushing the block faces west when the expressway was built, could be demapped and/or rejoined to the original path of Hicks Street (which lies to the east of the open cut), thus restoring half a mile of blockfronts to this neighborhood. New southbound lanes for Hicks street can be built on the eastern edge of the decks over the BQE.

OWNERSHIP Although this corridor is part of the City's expressway system, vegetation and/or Parks property abuts the roadway at parcel K0300. Therefore, any attempt to deck over these locations would likely require parkland alienation.

This section of the Brooklyn-Queens Expressway is owned by the New York State Department of Transportation.

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

- K0304: Along the parcel's west side, adjacent to the western (southbound) side of Hicks Street near President Street and Carroll Street.

VENTILATION Since this segment of the BQE has a long and well-known history of chronic congestion, the piston motion generated by free-flowing traffic would not normally recirculate the air through even a short tunnel segment created by a deck. Therefore, it would be reasonable to assume that decking any portion of this corridor at all will require ventilation and emergency facilities.

PARCEL INFORMATION:

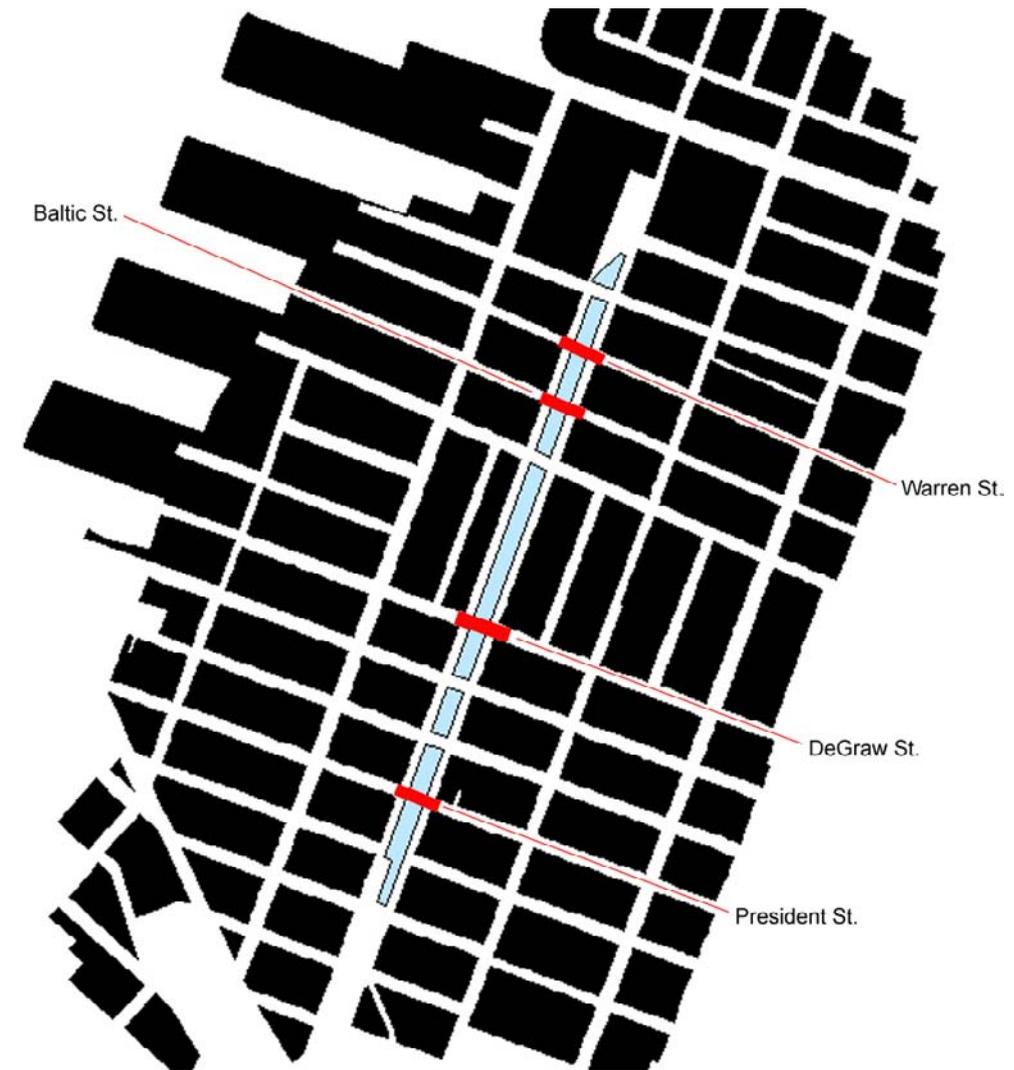
Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
K0300	I-278: N. of Congress Street	0.23	I-278 (Brooklyn-Queens Expressway)	R6 (mapped park) (SPD-LH-I adj.)
K0301	I-278: Congress Street-Kane Street	1.19	I-278 (Brooklyn-Queens Expressway)	R6 (M1-1, R6A, R6B, R7A, SPD-LH-I adj.)
K0302	I-278: Kane Street-Sackett Street	1.62	I-278 (Brooklyn-Queens Expressway)	R6 (SPD-LH-I adj.)
K0303	I-278: Sackett Street-Union Street	0.35	I-278 (Brooklyn-Queens Expressway)	C1-3, R6
K0304	I-278: S. of Union Street	1.11	I-278 (Brooklyn-Queens Expressway)	C1-3, R6



Parcel K0302, looking south from Kane Street towards Sackett Street

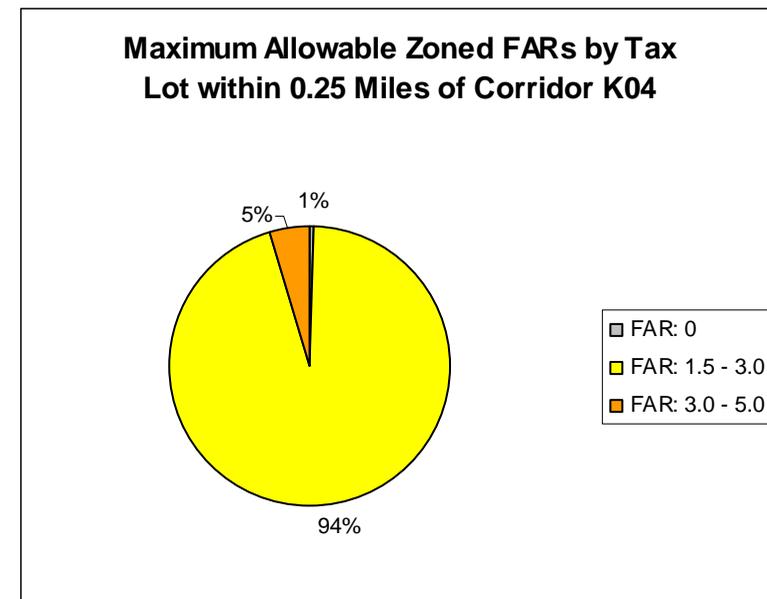
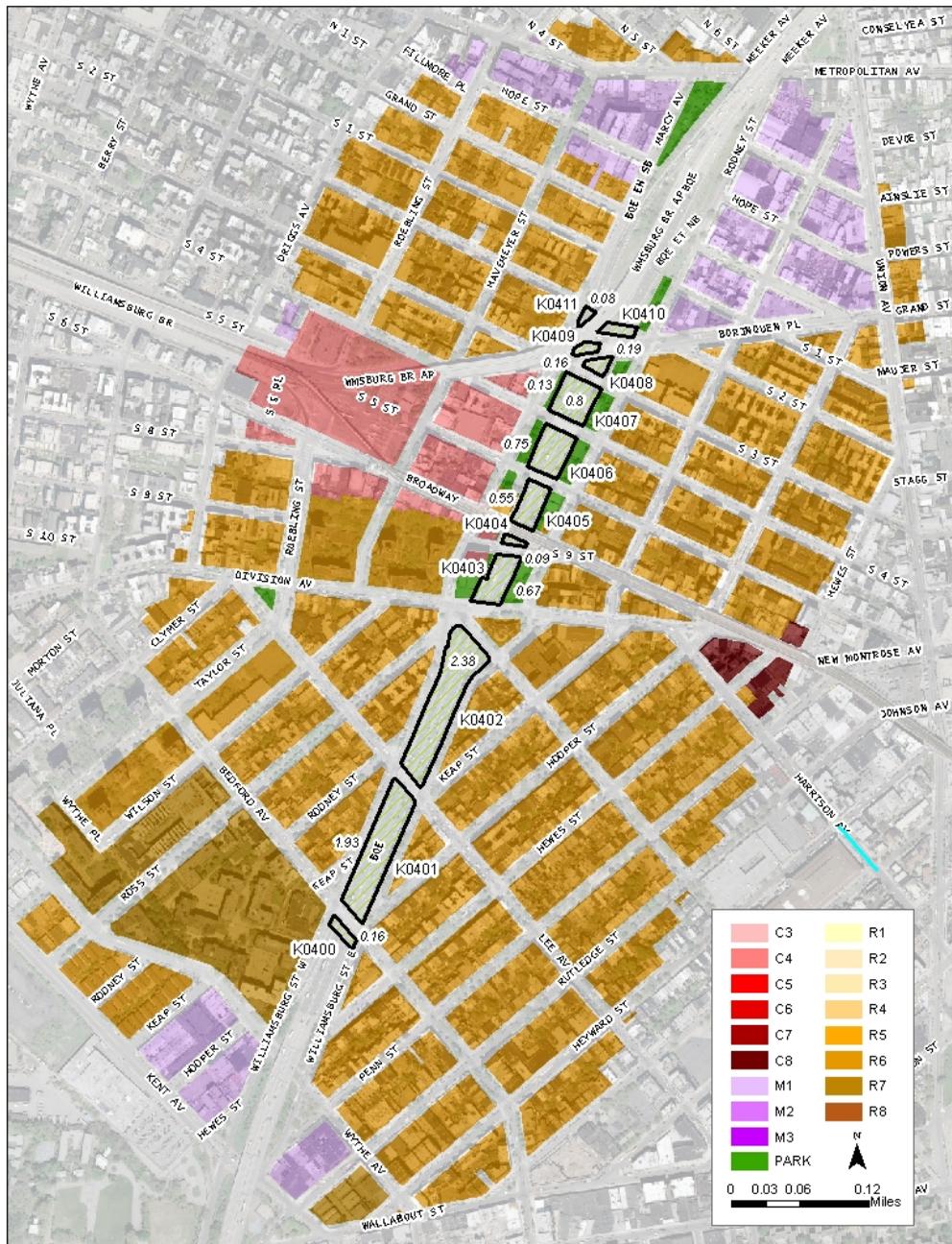
POTENTIAL FOR CONNECTING STREETS:

Warren Street; Baltic Street; Degraw Street; President Street

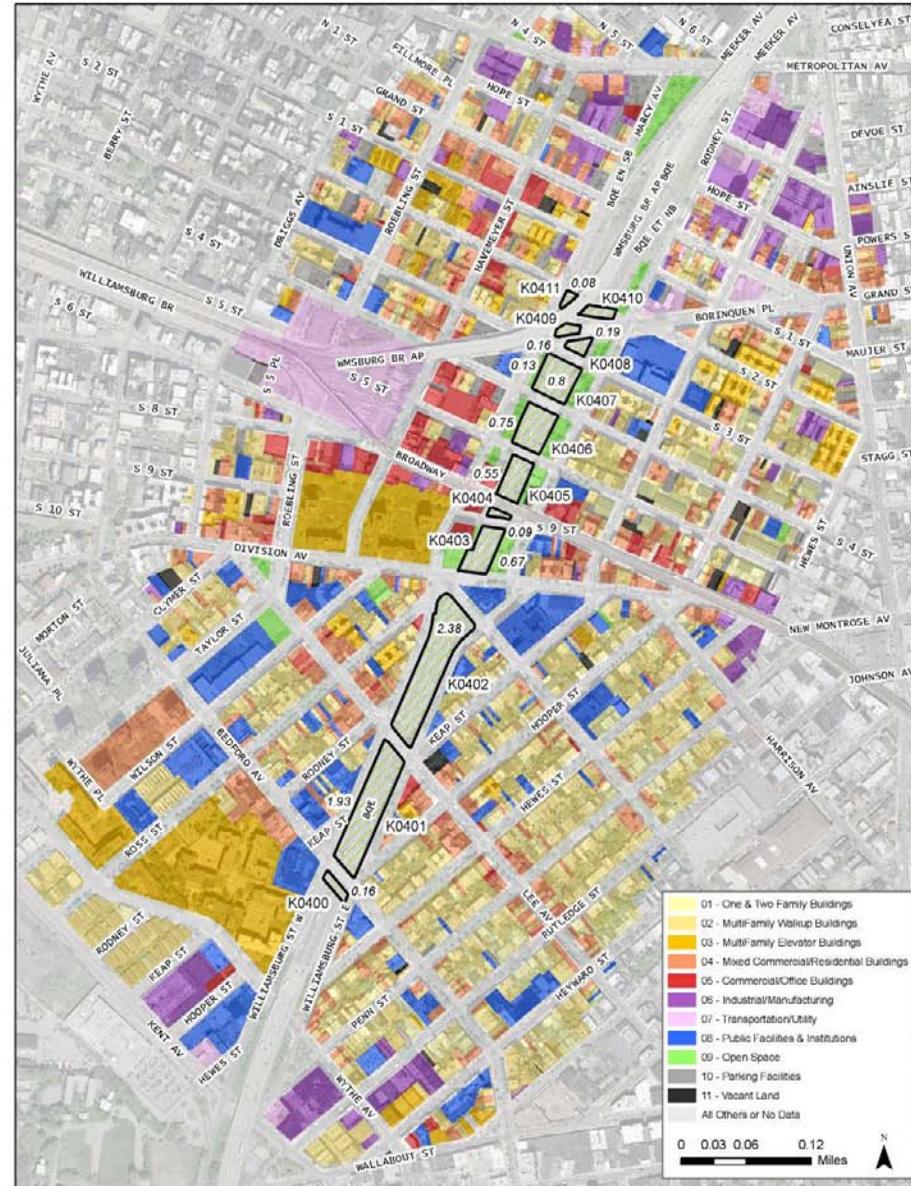
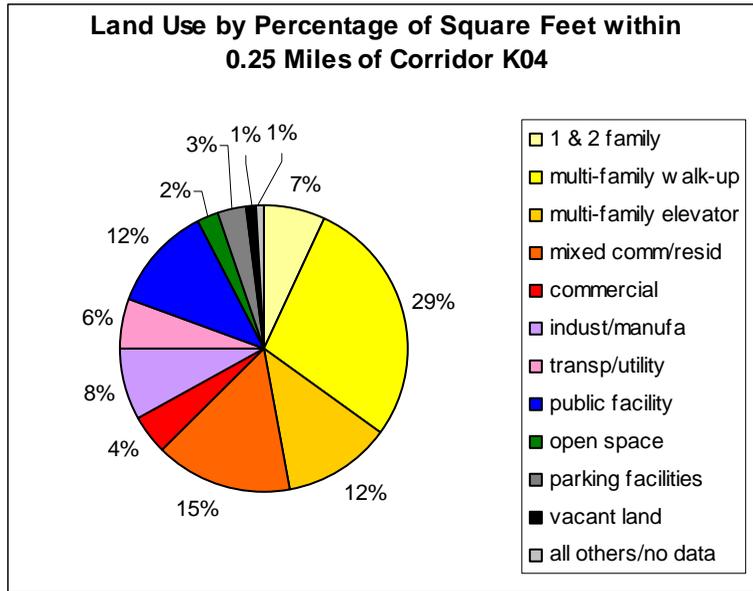


K04: BROOKLYN-QUEENS EXPRESSWAY: SOUTHWEST OF BEDFORD AVENUE- EAST OF MARCY AVENUE AT SOUTH 2ND STREET

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor is located on I-278, known here as the Brooklyn-Queens Expressway. It passes through Williamsburg. The north end of the corridor is located in Mixed Use Special Purpose District 8. The J/Z and M subway services stop at Marcy Avenue, the eastern end of which is above the corridor. Williamsburg Bridge Plaza, a terminal for several bus routes, is west of the corridor.

Parcels K0400 through K0402 are flanked by service roads. Parcels K0403 through K0411 abut other uses; Marcy Avenue and Rodney Street act as de facto service roads along this stretch.

OWNERSHIP Although this corridor is part of the City's expressway system, vegetation and/or Parks property abuts the roadway at parcels K0400, K0401, K0402, K0403, K0405, K0406, K0407, K0408, K0409, K0410, and K0411. Therefore, any attempt to deck over this location would likely require parkland alienation.

This section of the BQE is owned by the New York State Department of Transportation.

Parcels K0403, K0404 and K0405 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:

- K0400: Along the parcel's eastern edge, at Williamsburg Street East.

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:

- K0401: From Bedford Avenue down to Lee Avenue
- K0407: From parkland adjacent to Marcy Ave. down to parkland adjacent to Rodney Ave.
- K0410: From the west to the east north of Borinquen Place.

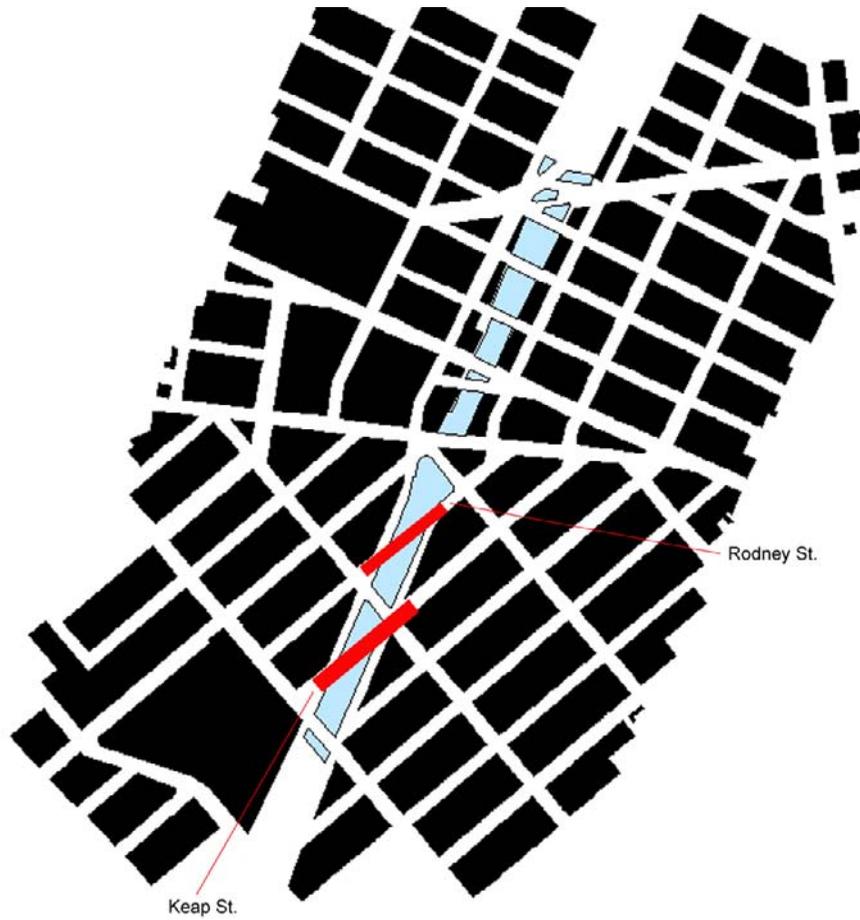
VENTILATION Since this segment of the BQE has a long and well-known history of chronic congestion, the piston motion generated by free-flowing traffic would not normally recirculate the air through even a short tunnel segment created by a deck. Therefore, this study assumes that decking most portions of this corridor will require ventilation and emergency facilities. However, parcel K0404 is relatively small and may not trigger the need for mechanical ventilation. Similarly, if only one, two or three out of the four parcels that are K0408, K0409, K0410 and K0411 are decked, ventilation facilities may not be necessary.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K0400	I-278: SW. of Bedford Avenue	0.16	I-278 (Brooklyn-Queens Expressway)	R6, (R7-1 adj.)
K0401	I-278: Bedford Avenue-Lee Avenue	1.93	I-278 (Brooklyn-Queens Expressway)	C1-3, R6
K0402	I-278: Lee Avenue-Marcy Avenue	2.38	I-278 (Brooklyn-Queens Expressway)	C1-3, R6
K0403	I-278: Division Street-South 9th Street	0.67	I-278 (Brooklyn-Queens Expressway)	R6 (C4-3 adj.)
K0404	I-278: South 9th Street-Broadway	0.09	I-278 (Brooklyn-Queens Expressway)	R6 (C4-3 ad.)
K0405	I-278: Broadway-South 5th Street	0.55	I-278 (Brooklyn-Queens Expressway)	R6
K0406	I-278: South 5th Street-South 4th Street	0.75	I-278 (Brooklyn-Queens Expressway)	R6
K0407	I-278: South 4th Street-South 3rd Street	0.80	I-278 (Brooklyn-Queens Expressway)	R6
K0408	I-278: South 3rd Street-Borinquen Place eastbound	0.16	I-278 (Brooklyn-Queens Expressway)	R6 (C2-3 adj.)
K0409	I-278: Borinquen Place eastbound-Borinquen Place westbound	0.13	I-278 (Brooklyn-Queens Expressway)	M1-2/R6A, SPD-MX8
K0410	I-278: N. of Borinquen Place westbound	0.19	I-278 (Brooklyn-Queens Expressway)	M1-2/R6A, SPD-MX8
K0411	I-278: E. of Marcy Avenue, W. of K0410	0.08	I-278 (Brooklyn-Queens Expressway)	M1-2/R6A, SPD-MX8

POTENTIAL FOR CONNECTING STREETS:

Keap Street; Rodney Street.

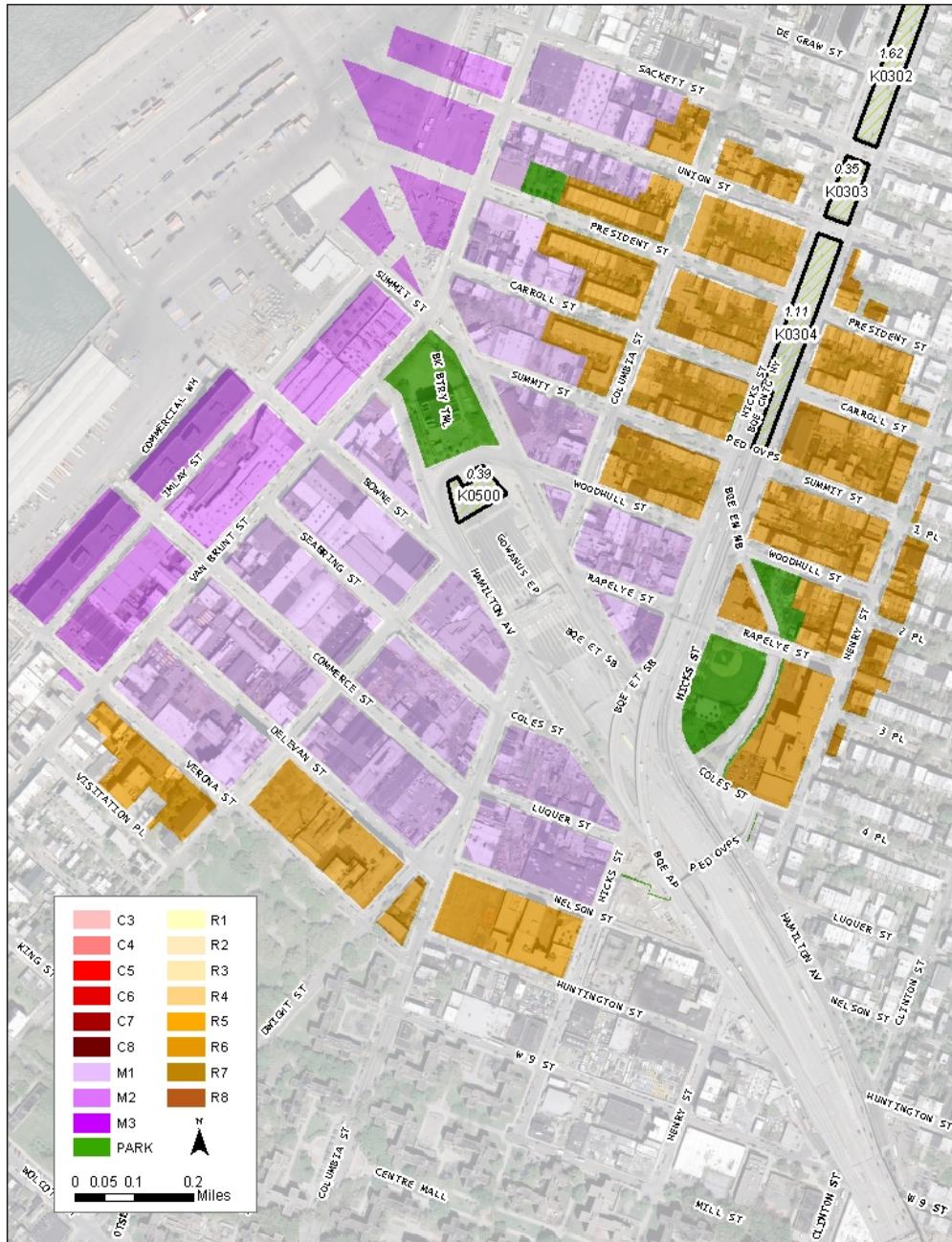


Parcel K0405, looking south from South 5th Street towards Broadway



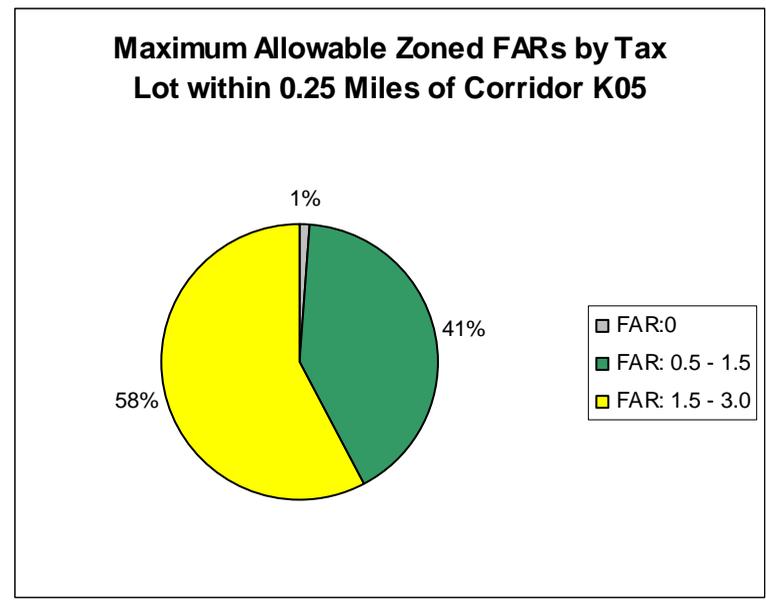
Parcel K0404, looking east between Broadway to the left (north) and South 9th Street to the right (south)





K05: BROOKLYN-BATTERY TUNNEL: BROOKLYN PORTAL

ZONING



GENERAL INFORMATION:

DESCRIPTION This .39-acre parcel is located above the entrance to the Brooklyn-Battery Tunnel, near Hamilton Avenue, Woodhull Street and Bowne Street at the northwestern edge of Red Hook. The tunnel and its approach roads are technically designated I-478, though no road signs conspicuously state this to motorists.

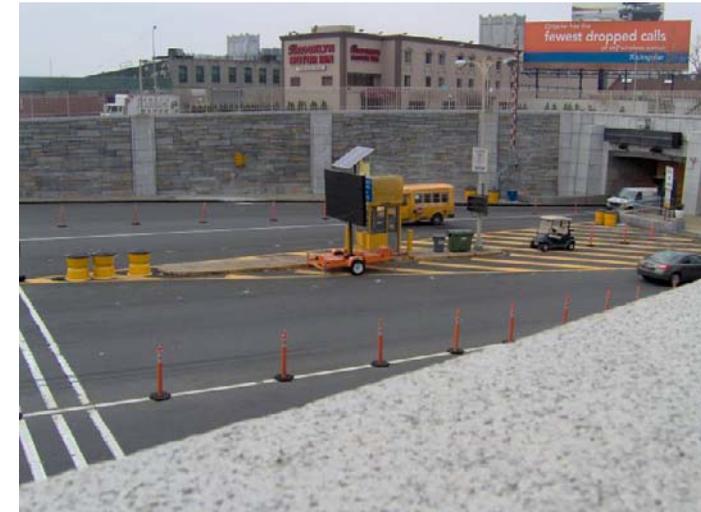
The parcel, K0500, is zoned M1-1.

OWNERSHIP The Brooklyn-Battery Tunnel is owned by MTA Bridges and Tunnels.

TOPOGRAPHY No issues related to this corridor are evident.

VENTILATION Since parcel K0500 is immediately adjacent to the Brooklyn-Battery Tunnel itself, it should be assumed that the existing tunnel ventilation system will either be able to absorb the exhaust generated in the extra tunnel length or that the system would need retrofitting or upgrading.

Parcel K0500, looking west across the Brooklyn-Battery Tunnel portal approach

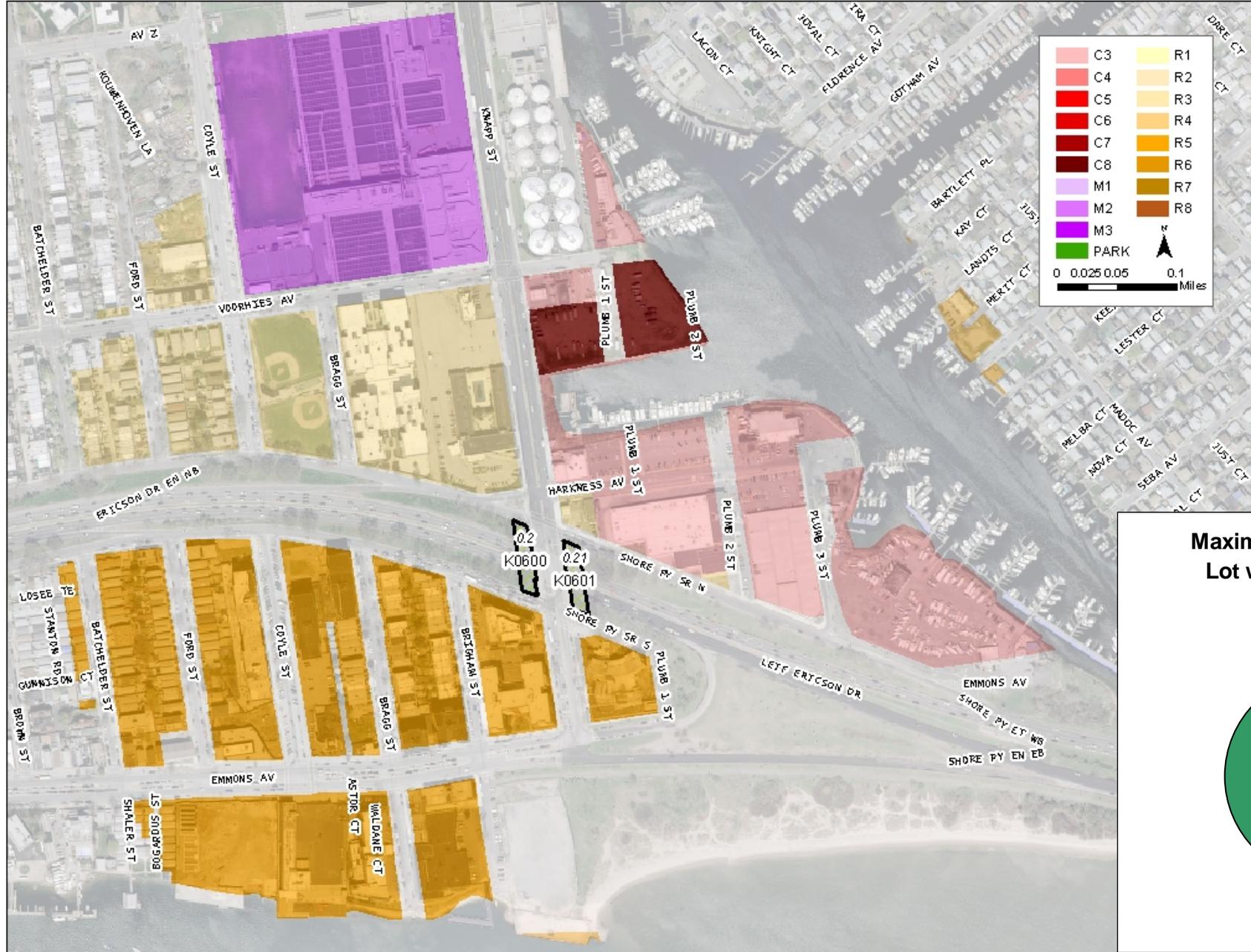


PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K0500	I-478: Brooklyn-Battery Tunnel portal	0.39	I-478 (Brooklyn-Battery Tunnel)	M1-1

POTENTIAL FOR CONNECTING STREETS:

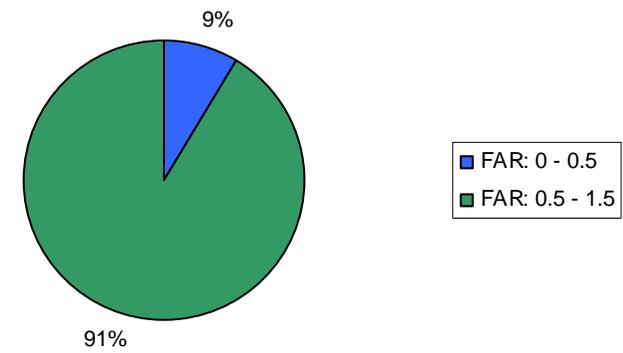
Decking over this ROW would not result in the potential for any street remapping.



K06: BELT PARKWAY: EAST AND WEST OF KNAPP STREET

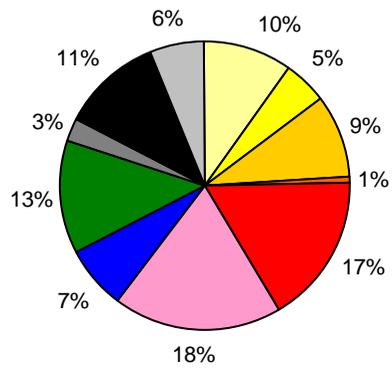
ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor K06



LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor K06



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



GENERAL INFORMATION:

DESCRIPTION Decking over these two parcels would restore visual continuity along Knapp Street, connecting the inland and waterfront portions of the Plumb Beach/Sheepshead Bay area.

The B44 bus route, which runs both local and limited-stop service to Williamsburg Bridge Plaza and Nostrand Avenue and New York/Bedford avenues, has its southern terminus here. In 2007 it was the sixth busiest bus route in the entire city, carrying an average of 41,446 passengers per weekday. The B44 corridor has been chosen as the Brooklyn candidate for development of a bus rapid transit (BRT) route by NYCDOT and the MTA. Decking both sides of Knapp Street could combine retail or residential uses with a dispatching center/bus terminal.

OWNERSHIP Parcels K0600 and K0601 are part of the City’s parkway system. Vegetation exists adjacent to these parcels. Therefore, any attempt to deck over this location would likely require parkland alienation. Jurisdictional issues regarding specific ownership of this land may be in dispute, and will need to be thoroughly researched before proceeding.

The Belt Parkway is owned by the City of New York’s Department of Parks and Recreation.

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

- K0601: Along the eastern half of the parcel’s southern edge, adjacent to the southern service road (Shore Parkway).

VENTILATION Since parcel K0500 is immediately adjacent to the Brooklyn-Battery Tunnel itself, it should be assumed that the existing tunnel ventilation system will either be able to absorb the exhaust generated in the extra tunnel length or that the system would need retrofitting or upgrading.

PARCEL INFORMATION:

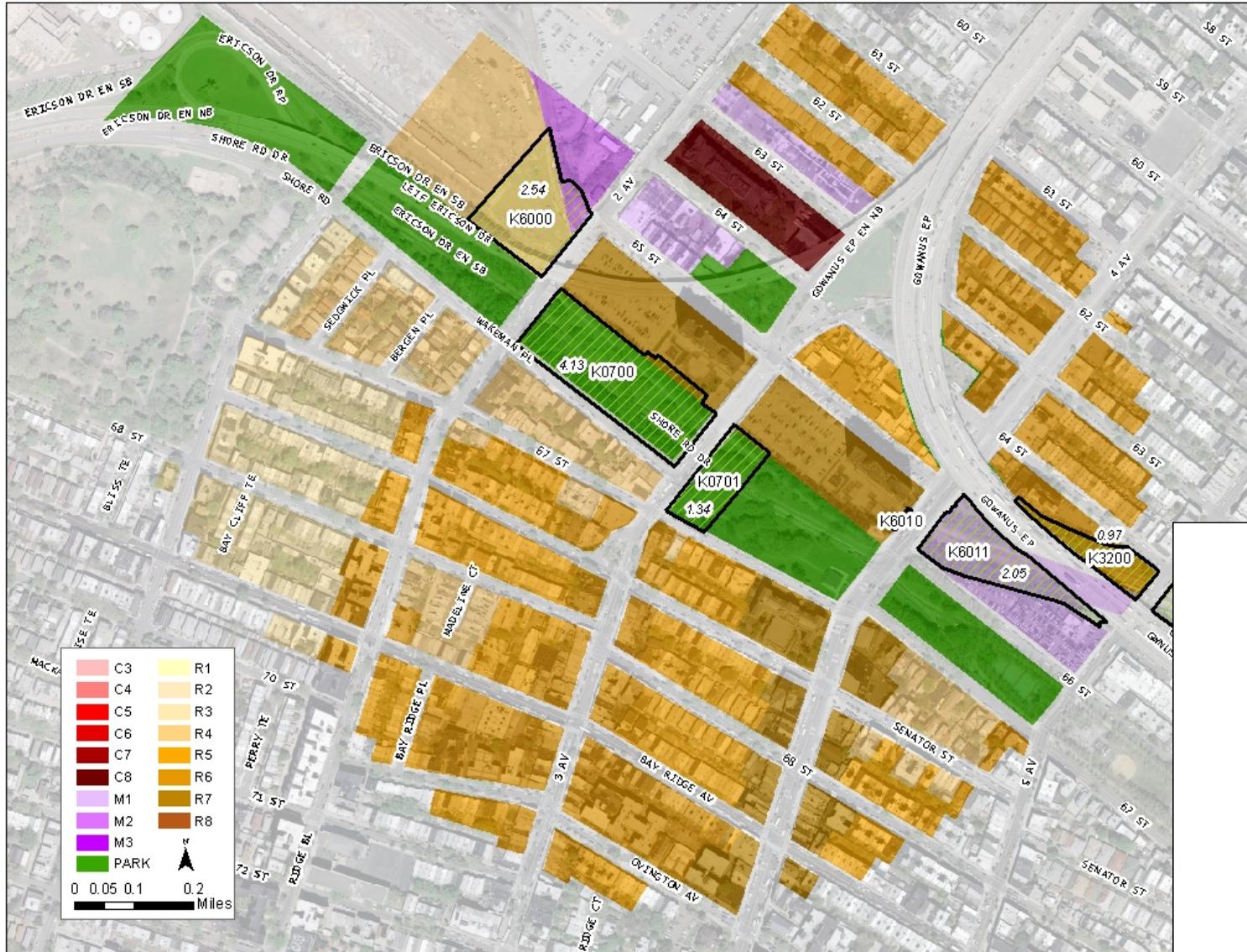
<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K0600	Belt Parkway, W. of Knapp Street	0.20	Belt Parkway	R5
K0601	Belt Parkway, E. of Knapp Street	0.21	Belt Parkway	C2-2, R5

POTENTIAL FOR CONNECTING STREETS:

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

Parcel K0601, looking south across the
Belt Parkway east of Knapp Street

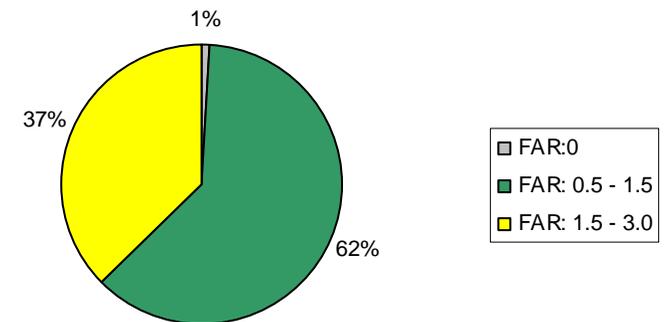




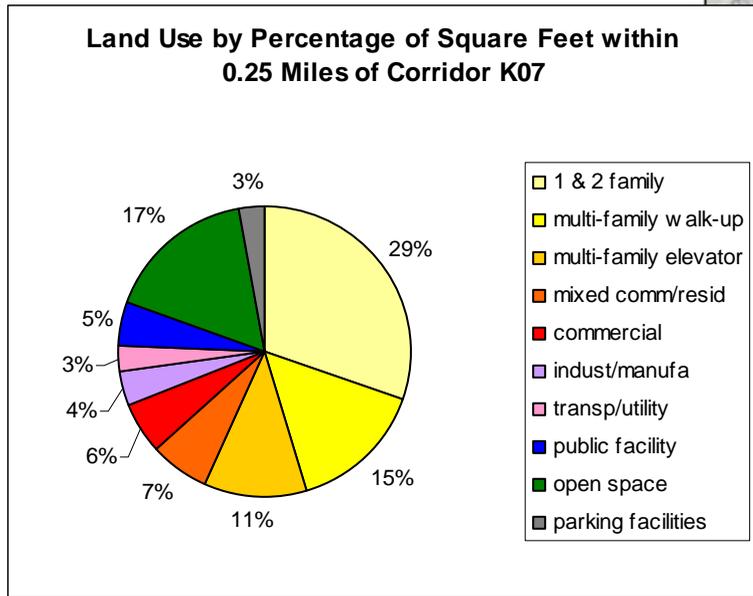
**K07:
SHORE ROAD DRIVE:
2ND AVENUE-EAST OF
3RD AVENUE**

ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor K07



LAND USE



GENERAL INFORMATION:

DESCRIPTION These two parcels are part of Shore Road Drive, a limited-access extension to the western end of the Belt Parkway. The roadway, which is located south of where 66th Street would be if it were mapped through to the shoreline, travels in a verdant trench between west of 2nd Avenue and west of 5th Avenue, passing under 2nd and 3rd avenues.

This roadway actually considerably predates the Belt Parkway. The City's 1924 Fairchild aerials show Shore Road Drive continuing all the way to Fort Hamilton Parkway. The road has been somewhat straightened and truncated to west of 5th Avenue; Leif Ericson Park follows its former path.

Unlike most highways in this inventory, the adjacent parkland is publicly accessible. A pedestrian path skirts the northern edge of these parklands from 2nd Avenue to 4th Avenue, and a similar (currently truncated) path is on the south side of the park from 3rd Avenue to 4th Avenue. Parcels K0700 and K0701 are exceptional for an existing subgrade roadway in that they already provide public access and aesthetic appeal.

Immediately north of these parcels lie a 28-story and a 30-story building collectively known as Bay Ridge Towers. Opened in 1972, these two buildings are by far the tallest in the area. It was their construction that in part galvanized the adjacent neighborhood against future out-of-scale development and led to the creation of the Bay Ridge Special Purpose District in 1978 (The Bay Ridge SPD was further refined in 2005.)

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the Department of Parks and Recreation and 1 private landholder have partial or complete ownership of the parcels along this corridor.

Parcels K0700 and K0701 are part of the City's parkway system. Any attempt to deck over this location would likely require parkland alienation. Jurisdictional issues regarding specific ownership of this land may be in dispute.

Parcels K0700 and K0701 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 below the surrounding land at the following locations:

- K0700: To varying degrees, this parcel's north edge would be slightly above the grounds of the adjacent Bay Ridge Towers.

VENTILATION A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length: K0700, K0700+K0701. A mechanical ventilation system and emergency facilities for the highway below would be needed if these parcels were to be entirely enclosed by a deck. Locations with a long history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. (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>
K0700	Shore Road Drive, 2nd Avenue-3rd Avenue	4.13	Shore Road Drive, park	R4-1, SPD-BR (C1-3,R7-1 adj.)
K0701	Shore Road Drive, E. of 3rd Avenue	1.34	Shore Road Drive, park	R4-1, SPD-BR (C1-3,R7-1 adj.)

POTENTIAL FOR CONNECTING STREETS:

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



Parcel K0700, looking west from 3rd Avenue towards 2nd Avenue