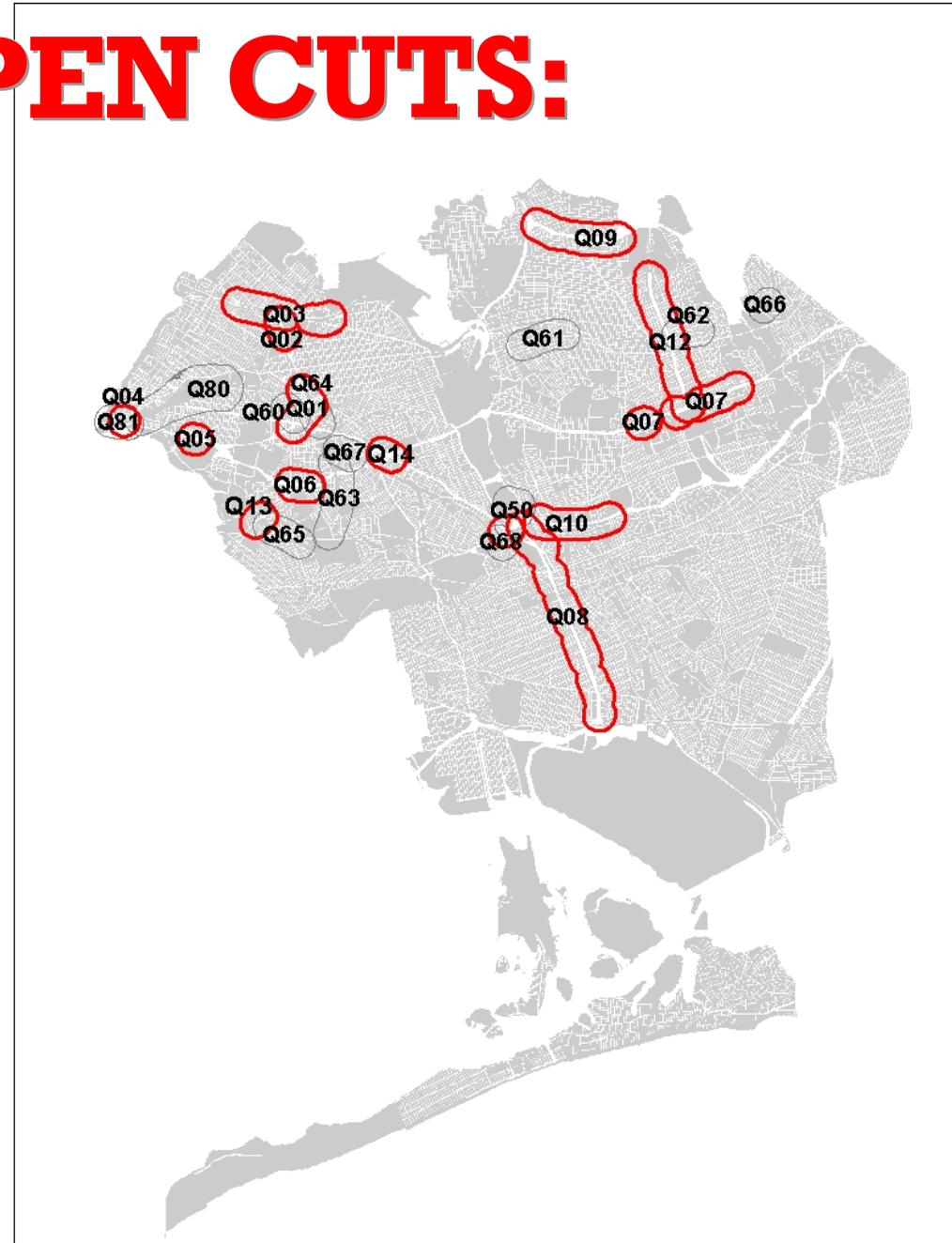


6.13: ROADWAY OPEN CUTS: QUEENS

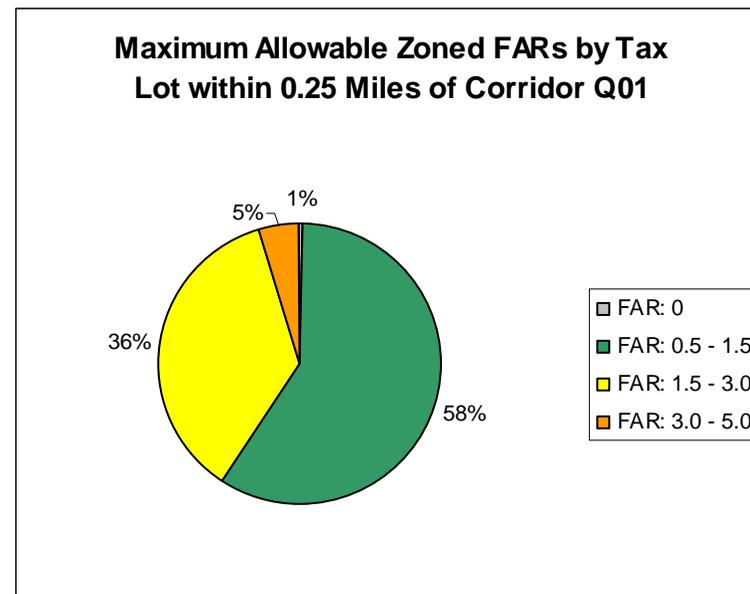
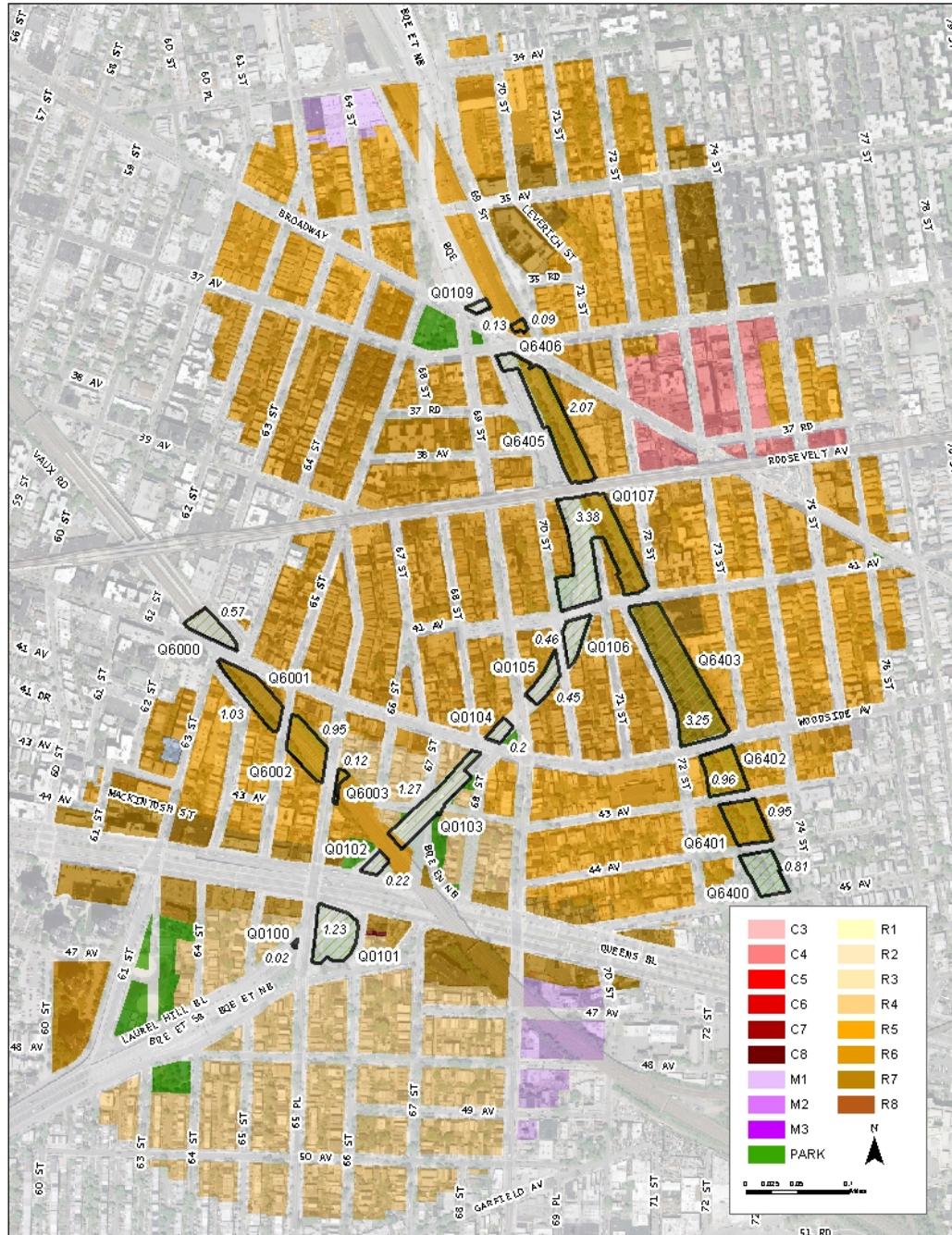
14 corridors,
107 parcels,
148.30 acres



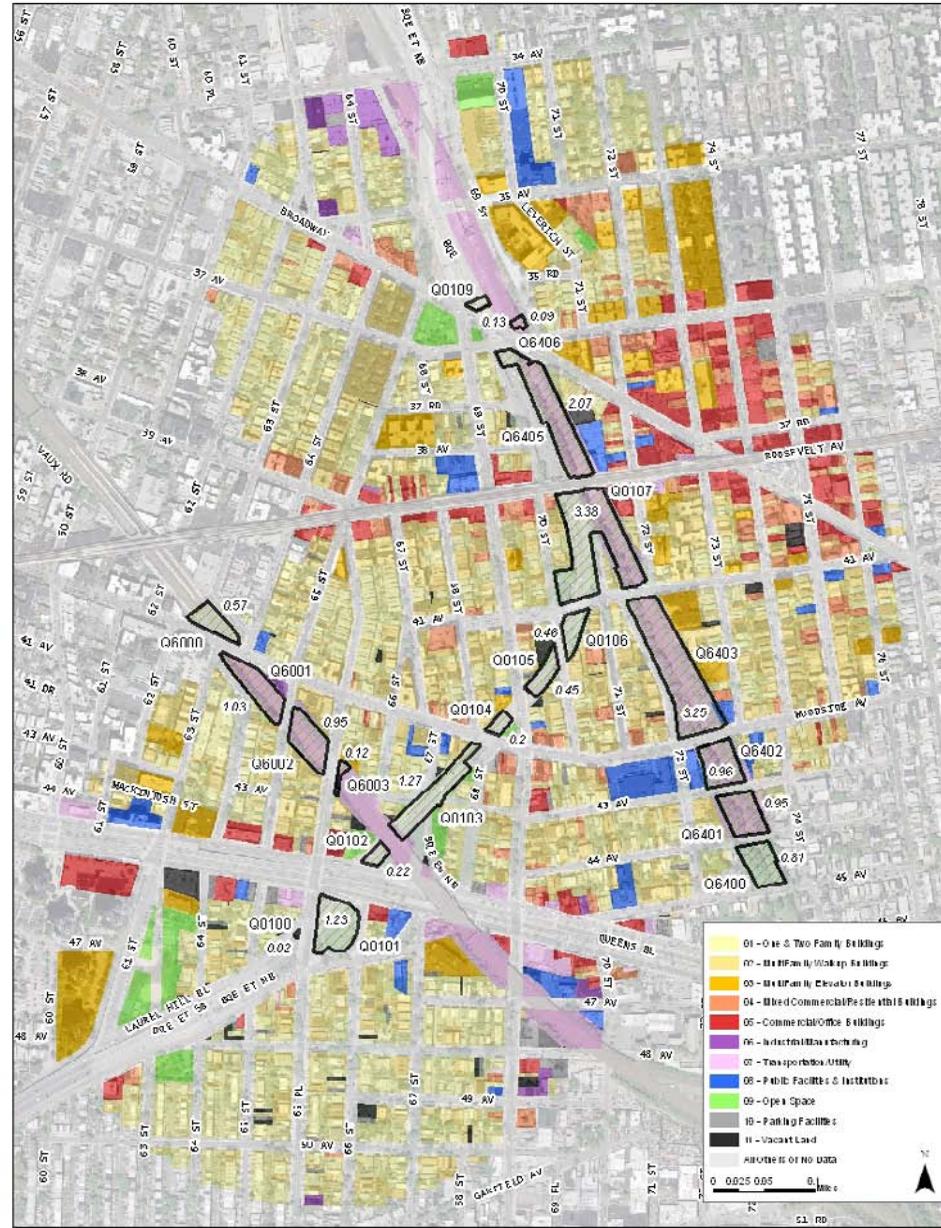
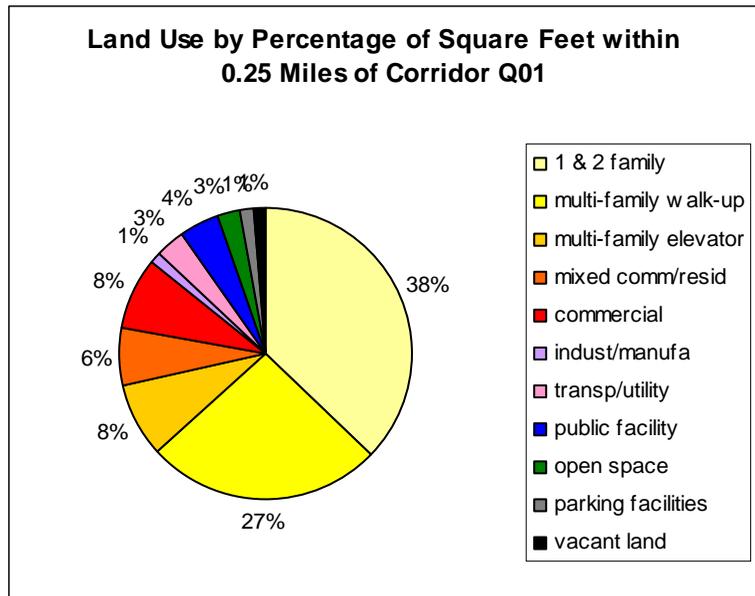
Corridor Code	Description	Parcels	Total Acres
Q01	Brooklyn-Queens Expressway: West Of 65 th Street-North Of Broadway	9	7.36
Q02	Brooklyn-Queens Expressway: South Of Bulova Avenue-North Of 49 th Street	3	2.01
Q03	Grand Central Parkway: 31 st Street-West Of Ditmars Boulevard	13	17.56
Q04	Queens-Midtown Tunnel: Queens Portal	1	0.25
Q05	Long Island Expressway: West And East Of Greenpoint Avenue	2	0.76
Q06	Long Island Expressway: West Of Hamilton Place-East Of 69 th Street	4	6.01
Q07	Long Island Expressway: Theoretical Extension Of 187 th Street-Springfield Boulevard	10	6.53
Q08	Van Wyck Expressway: Union Turnpike-South Of 133 rd Avenue, and North Of Manton Street-Northeast Of Queens Boulevard	22	34.34
Q09	Cross Island Parkway: West Of 147 th Street-East Of Utopia Parkway	10	24.95
Q10	Grand Central Parkway: Northwest Of Union Turnpike-East Of 168 th Street	7	14.24
Q11	Jackie Robinson Parkway: Southwest And Northeast Of Queens Boulevard	2	0.41
Q12	Clearview Expressway: South Of Horace Harding Expressway North-North Of 26 th Avenue	15	31.88
Q13	Flushing Avenue: 56th Street-Rust Street, Maspeth	6	0.99
Q14	Queens Boulevard: West of Woodhaven Boulevard-East of I-495 service road	3	1.01

Q01: BROOKLYN-QUEENS EXPRESSWAY: WEST OF 65TH STREET-NORTH OF BROADWAY

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION

This corridor is an open cut section of I-278, known here as the Brooklyn-Queens Expressway, as it passes through Woodside. The corridor runs at an angle through the adjacent street grids. The corridor lies adjacent to the LIRR Woodside corridor (Q60).

The northern end of this corridor is shared with the Fremont Secondary, a rail freight line that connects the Hell Gate Line with the Bay Ridge Line. Parcel Q6405 primarily covers the rail freight line to the east, but partially overlaps with the expressway, immediately south of 37th Ave. and Broadway.

The corridor has indirect but substantial transit access at three locations. Parcels Q0103 and Q0104 are approximately a quarter mile east of the LIRR Woodside and 61st Street-Woodside 7 (Flushing) Line stations. Parcels Q0107 and Q6405 are approximately two blocks west of the 69th Street station on the 7 Line and approximately three blocks east of the 74th Street-Broadway/Roosevelt Avenue complex, served by the 7 and E, F, G, R and V (Queens Boulevard) lines, along with a bus station and a new bus terminal serving the Q32, Q33, Q45, Q47, Q49 and Q53 routes. Parcels Q0109, Q6405 and Q6406 are also one to two blocks west of the 65th Street station on the G, R and V lines.

At the time field visits were conducted along this corridor in January 2007, reconstruction of the Brooklyn-Queens Expressway was underway at parcel Q6405. The 41st Avenue and 70th Street overpasses were also being rebuilt.

OWNERSHIP

Parcels Q0103, Q0104, Q0105, Q0106, Q0107 and Q6405 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.

Although this corridor is part of the City's expressway system, vegetation and/or Parks property abuts the roadway at parcels Q0101, Q0102, Q0103, Q0105, Q0106 and Q0107. Therefore, any attempt to deck over these locations would likely require parkland alienation.

Further PLUTO records are unavailable for these parcels. Ownership of this section of expressway is uncertain. NYSDOT's Over Size/Over Weight Vehicle Pre-Screening Tool, an interactive web application on the NYSDOT website, has a mapable layer showing non-state-owned highway segments. This section of highway appeared in that layer in 2007.

TOPOGRAPHY

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

- Q0103: Along the parcel's western edge, adjacent to and immediately north and south of the diagonal section of 67th Street paralleling the expressway.
- Q0109: Along the parcel's western and eastern edges.

VENTILATION

A full deck over the roadway over multiple consecutive parcels in this corridor would exceed 295 feet in length. A mechanical ventilation system and emergency facilities for the approach roads below would be needed if these parcels were to be entirely enclosed by a deck, since this would effectively place the roadway in a tunnel. Approximate maximum lengths for each parcel are listed below:

Q0100: 170 feet (southbound lanes only)

Q0101: 530 feet (mainline road only; not including entrance ramp)

Q0102: 460 feet

Q0103: 790 feet (southbound lanes, if enclosed); 600 feet (northbound lanes)

Q0104: 370 feet

Q0105: 490 feet

Q0106: 310 feet

Q0107: 730 feet

Q6405 (portion over the Brooklyn-Queens Expressway only): 330 feet

Q0109: 400 feet

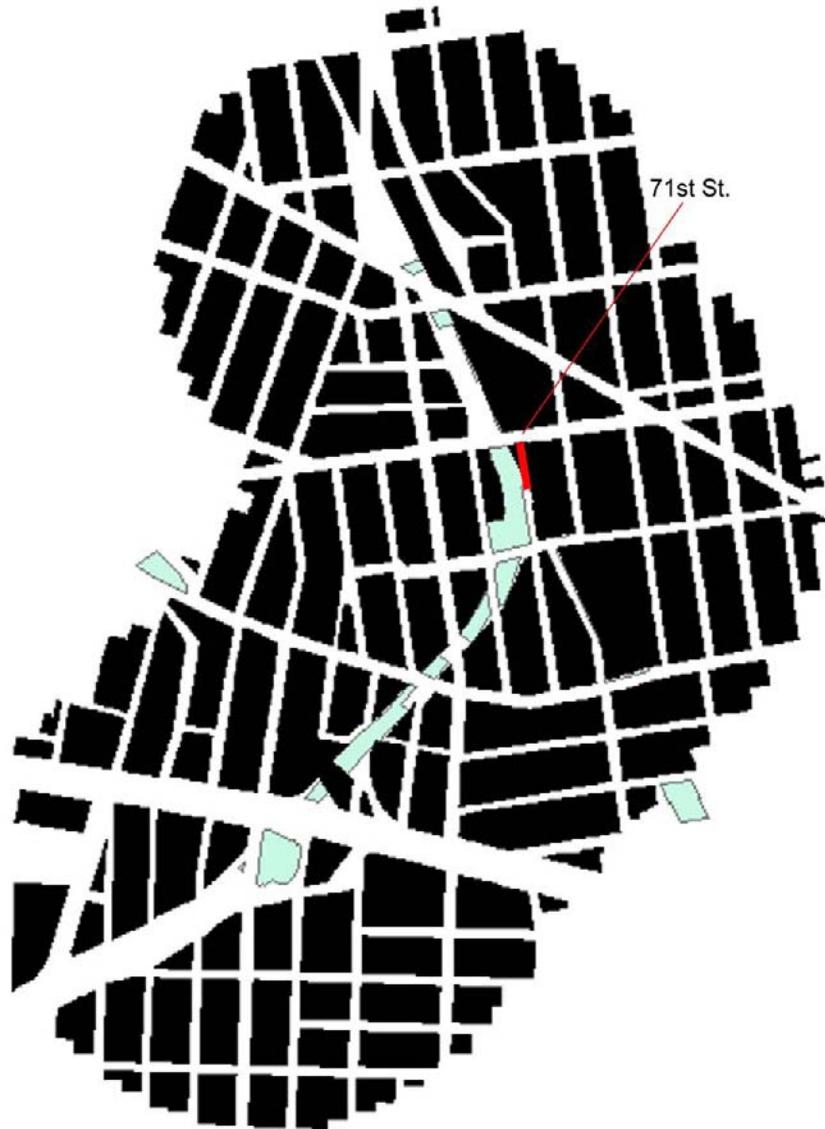
(Existing overpasses, short tunnels and decks are factored into this calculation. All overpasses are counted for each parcel adjoining them, meaning that several overpasses are counted more than once. The combined total of these figures does NOT equal the total corridor length.)

PARCEL INFORMATION:

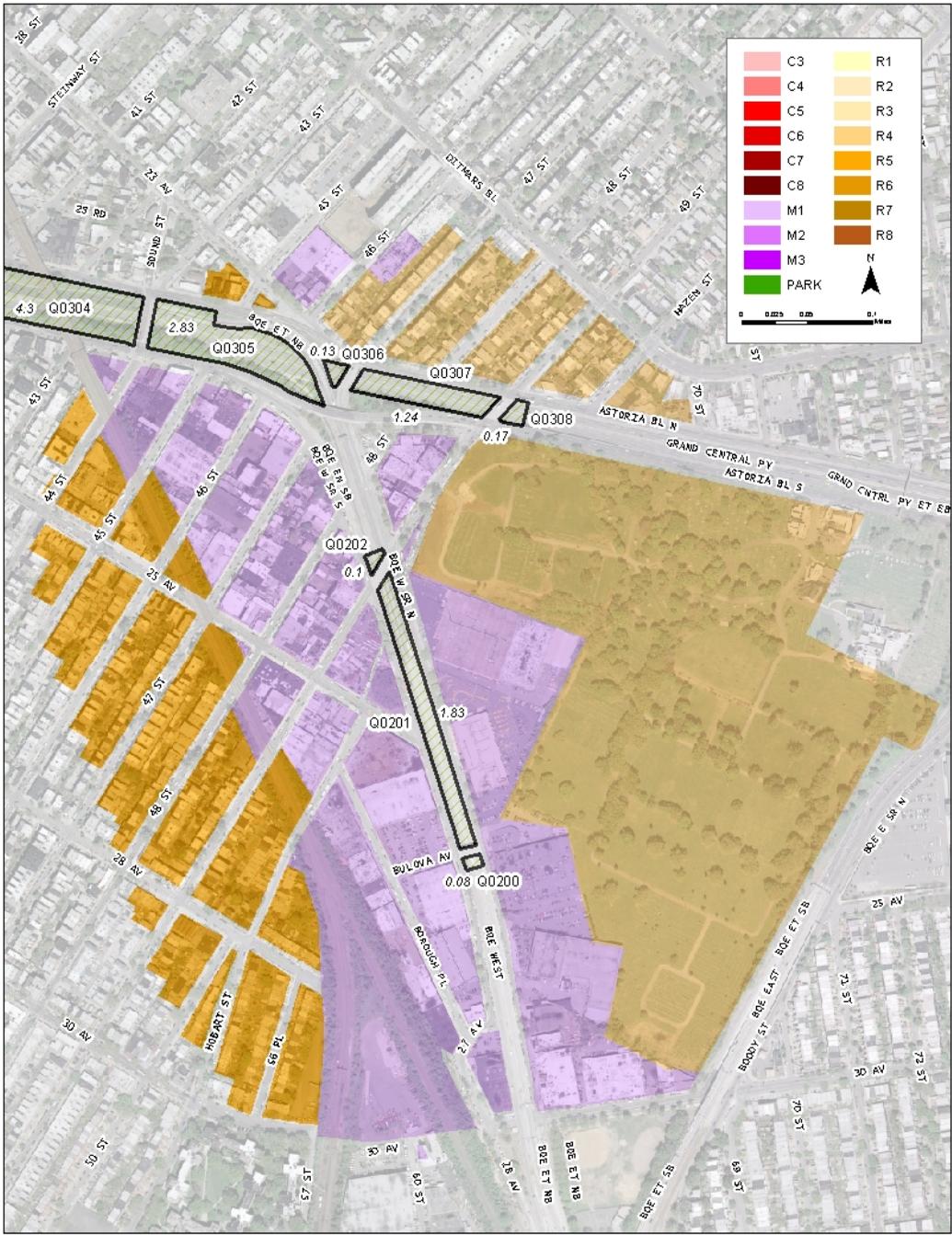
Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
Q0100	I-278: W. of 65th Street	0.02	I-278 (Brooklyn-Queens Expressway)	R4-1
Q0101	I-278: S. of Queens Boulevard/E. of 65th Street	1.23	I-278 (Brooklyn-Queens Expressway)	C2-3, R4-1, R7X (E-163)
Q0102	I-278: Queens Boulevard-LIRR Main Line	0.22	I-278 (Brooklyn-Queens Expressway)	C2-3, R5B, R7X
Q0103	I-278:LIRR Main Line-Woodside Avenue	1.27	I-278 (Brooklyn-Queens Expressway)	R4-1
Q0104	I-278: Woodside Avenue-69th Street	0.20	I-278 (Brooklyn-Queens Expressway)	R6
Q0105	I-278: 69th Street-70th Street	0.45	I-278 (Brooklyn-Queens Expressway)	R6
Q0106	I-278: 70th Street-41st Avenue	0.46	I-278 (Brooklyn-Queens Expressway)	R6
Q0107	I-278/NY&A Fremont Secondary: 41st Avenue-Roosevelt Avenue	3.38	I-278 (Brooklyn-Queens Expressway), NY&A Fremont Secondary rail freight line	C2-2, C2-3, R6, R6B
Q0109	I-278: N. of Broadway	0.13	I-278 (Brooklyn-Queens Expressway)	R5

POTENTIAL FOR CONNECTING STREETS:

71st Street

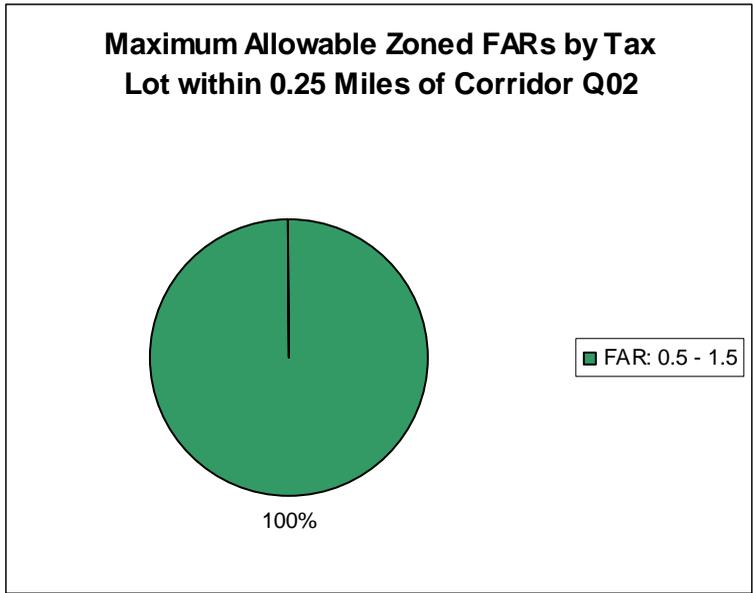


Parcel Q0102 looking north
from Queens Boulevard
towards the LIRR overpass

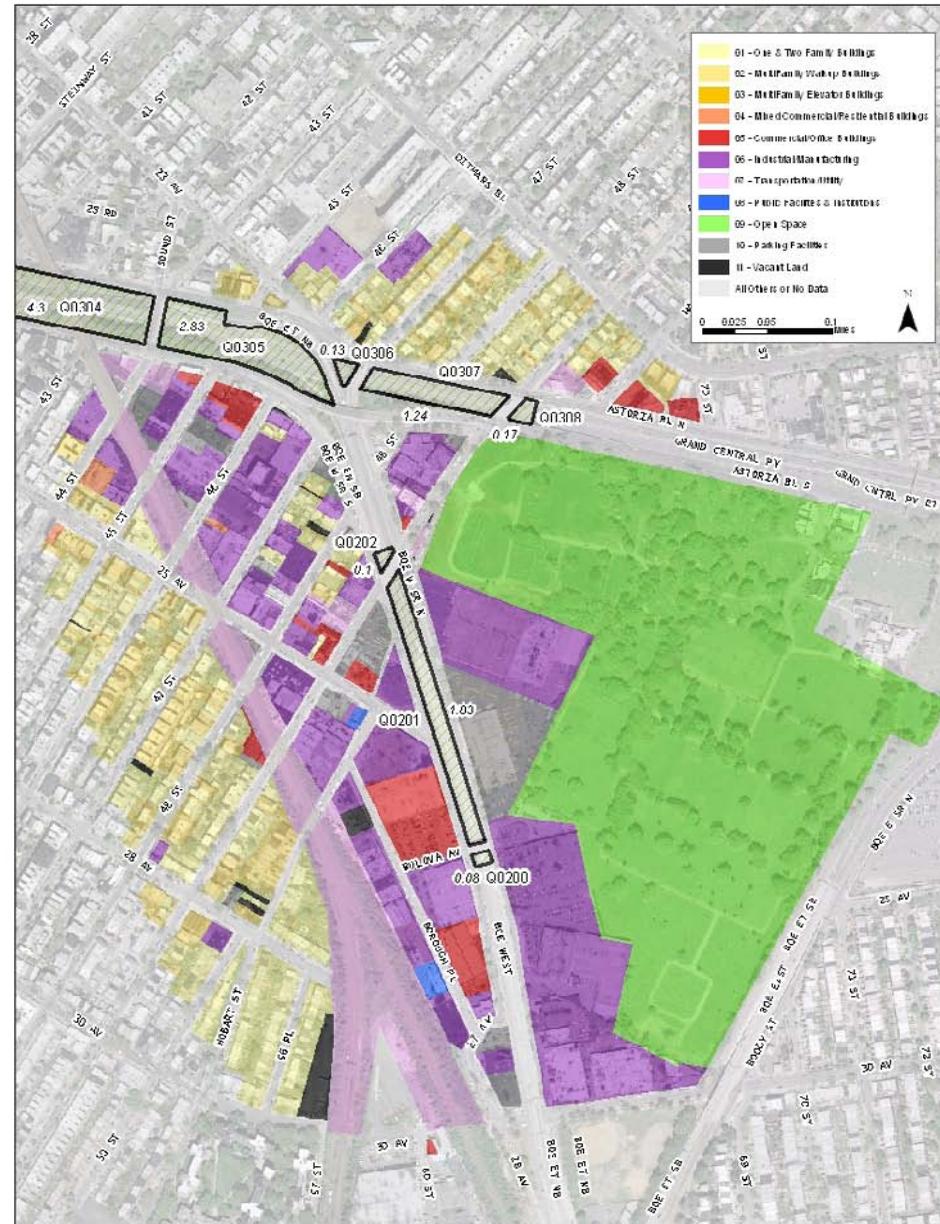
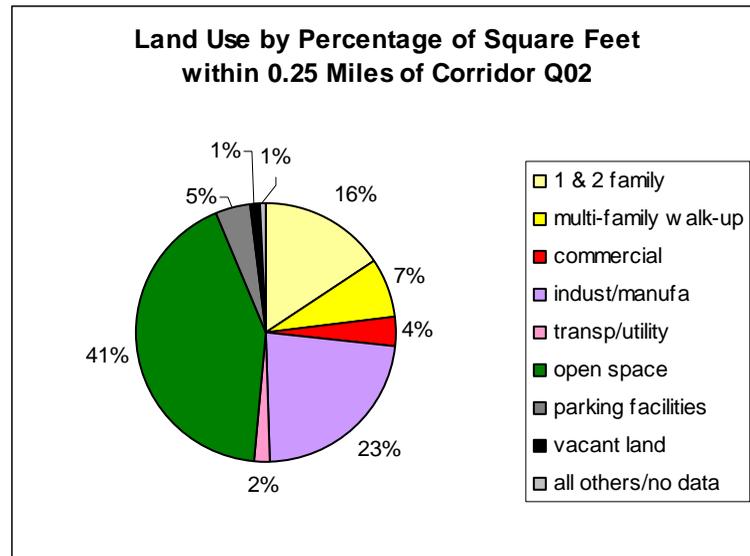


Q02: BROOKLYN-QUEENS EXPRESSWAY: SOUTH OF BULOVA AVENUE- NORTH OF 49TH STREET

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor is an open cut section of I-278, known here as the Brooklyn-Queens Expressway, as it passes through the northern edge of Woodside and the eastern fringe of Astoria. This quarter-mile-long, 70-foot wide corridor passes through a light industrial area wedged between the Amtrak Hell Gate Line and St. Michael's Cemetery.

OWNERSHIP PLUTO records are unavailable for these parcels. Ownership of this section of expressway is uncertain. NYSDOT's Over Size/Over Weight Vehicle Pre-Screening Tool, an interactive web application on the NYSDOT website, has a mapable layer showing non-state-owned highway segments. This section of highway appeared in that layer in 2007.

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

- Q0200: Approximately the 20 southernmost feet along both the western and eastern edges of the parcel.
- Q0201: Along the parcel's eastern edge, from approximately 150 feet to 850 feet south of 49th Street.

The surface land adjacent to the following parcel is on a slope, meaning that a deck on this parcel would need to be canted downward to conform to adjacent topography:

- Q0201: From Brooklyn-Queens Expressway Service Road South down to Brooklyn-Queens Expressway Service Road North, from approximately 150 feet to 850 feet south of 49th Street.

VENTILATION A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length: Q0200+Q0201, Q0201+Q0202, Q0200+Q0201+Q0202. 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>
Q0200	I-278: S. of Bulova Avenue	0.08	I-278 (Brooklyn-Queens Expressway, "west leg")	M1-1
Q0201	I-278: Bulova Avenue-49th Street	1.83	I-278 (Brooklyn-Queens Expressway, "west leg")	M1-1
Q0202	I-278: N. of 49th Street	0.10	I-278 (Brooklyn-Queens Expressway, "west leg")	M1-1

POTENTIAL FOR CONNECTING STREETS:

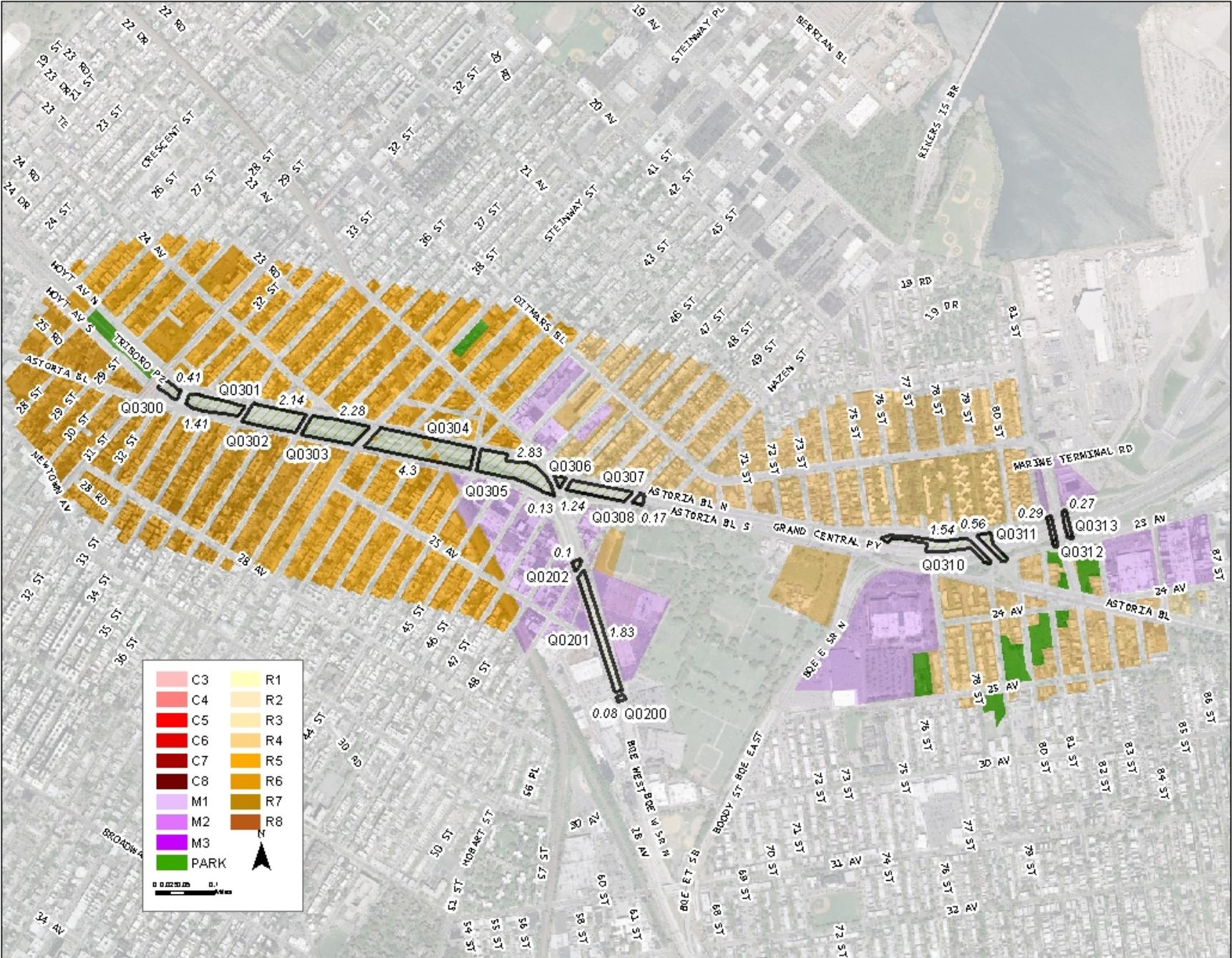
Decking over this ROW would not result in the potential for any street remapping.



Parcel Q0201 looking south from 49th Street towards Bulova Avenue

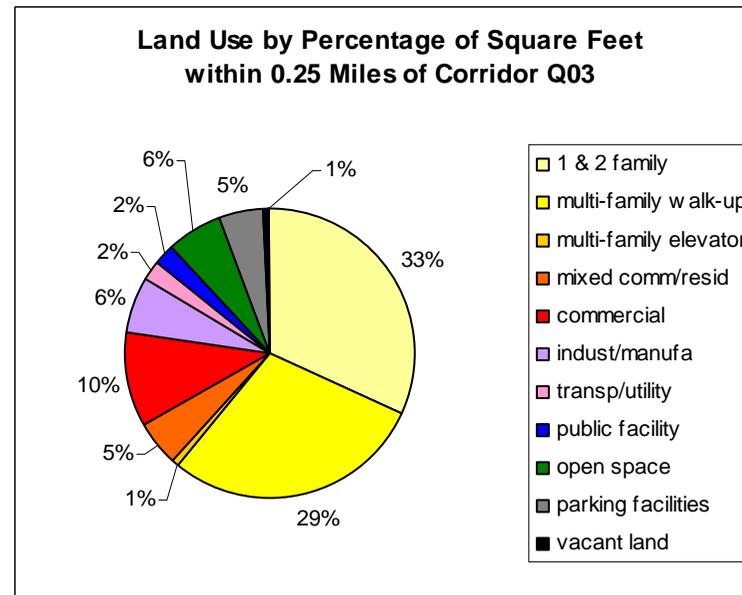
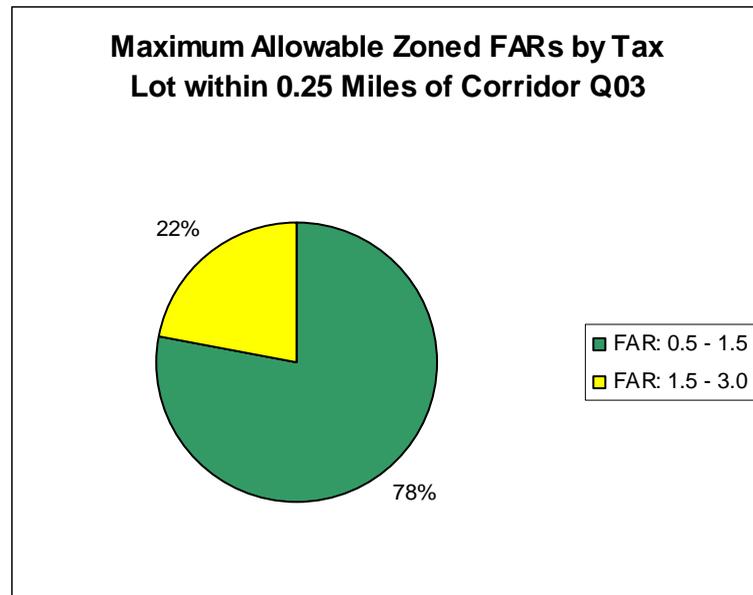
Q03: GRAND CENTRAL PARKWAY: 31ST STREET-WEST OF DITMARS BOULEVARD

ZONING



LAND USE





GENERAL INFORMATION:

DESCRIPTION This corridor is made up of two clusters of parcels. The larger of the two (parcels Q0301 through Q0308) lies in an essentially uninterrupted open cut section of the parkway through Astoria that is almost .9 miles long. A smaller discontinuous quartet of parcels to the east (Q0310 through Q0313) straddles westbound Astoria Boulevard and Ditmars Boulevard/82nd Street.

Parcel Q0300 is immediately adjacent to the Ditmars Boulevard station of the N and W (Astoria) lines. In addition, the M60 bus route, a local route which largely travels crosstown via 125th Street in Manhattan before crossing the Triborough Bridge and making limited stops to LaGuardia Airport, has stops at 31st Street (parcel Q0300), Steinway Street, (Q0303 and Q0304), 49th Street (Q0307 and Q0308) and 82nd Street/Ditmars Boulevard (Q0312 and Q0313).

Parcel Q0304 passes below the Amtrak Hell Gate Line. However, clearances are sufficient to allow a deck over the parkway to continue beneath the railroad overpass (which is really more of a bridge at this point) uninterrupted.

Due to their proximity to LaGuardia Airport, height restrictions are likely for any structures built upon parcels Q0310 through Q0313 – especially parcels Q0312 and Q0313, which are diagonally across from the airport perimeter and immediately adjacent to an airport flight path.

OWNERSHIP The entire corridor is part of the City’s parkway system. Vegetation exists adjacent to parcels Q0301, Q0302, Q0303, Q0304, Q0305, Q0310, Q0311, Q0312 and Q0313. 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.

Further PLUTO records are unavailable for these parcels. The Grand Central Parkway roadbed is owned by the State of New York, while the adjacent land is under Department of Parks and Recreation jurisdiction.

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

- Q0304: Along the parcel’s northern and southern edges, excluding their westernmost 150 to 200 feet and the easternmost 150 to 200 feet.
- Q0305: Along the parcel’s curved eastern edge adjoining the westbound entrance ramp from the Brooklyn-Queens Expressway to the Grand Central Parkway, from eastbound Astoria Boulevard to the southern edge of the eastbound Grand Central Parkway
- Q0308: Along the approximately 40 easternmost feet of the parcel’s northern edge, and along the approximately 70 easternmost feet along the parcel’s southern edge.
- Q0310: Along the parcel’s northernmost edge, following the southern edge of the westbound entrance ramp to the east leg of the Brooklyn-Queens Expressway
- Q0313: At the eastern end of the parcel’s northern edge.

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

- Q0301: From 35th Street down to the 32nd/33rd Street overpass.
- Q0302: From 37th Street down to the 35th Street overpass.
- Q0306: Above the westbound Grand Central Parkway, from the 47th Street exit ramp southwest down to the ramp between the Brooklyn-Queens Expressway and the westbound Grand Central Parkway and westbound Astoria Boulevard.
- Q0307: Between 47th Street and 48th Street, south to north, from the southern edge of the parcel to westbound Astoria Boulevard.

VENTILATION A full deck over the roadway over multiple consecutive parcels in this corridor would exceed 295 feet in length. A mechanical ventilation system and emergency facilities for the approach roads below would be needed if these parcels were to be entirely enclosed by a deck, since this would effectively place the roadway in a tunnel. Approximate maximum lengths for each parcel are listed below:

Q0300: 370 feet	Q0301: 640 feet	Q0302: 600 feet	Q0303: 650 feet	Q0304: 1,080 feet
Q0305: 720 feet (Grand Central Parkway); 740 feet (to BQE entrance ramp)				
Q0306: 190 feet	Q0307: 680 feet	Q0308: 140 feet		

Q0310: 520 feet (westbound Grand Central Parkway); 1,200 feet (westbound entrance ramp to the BQE east leg, including tunnel under Grand Central Parkway)

Q0311: 190 feet (westbound exit ramp); 170 feet (westbound Grand Central Parkway); 150 feet (eastbound Grand Central Parkway)

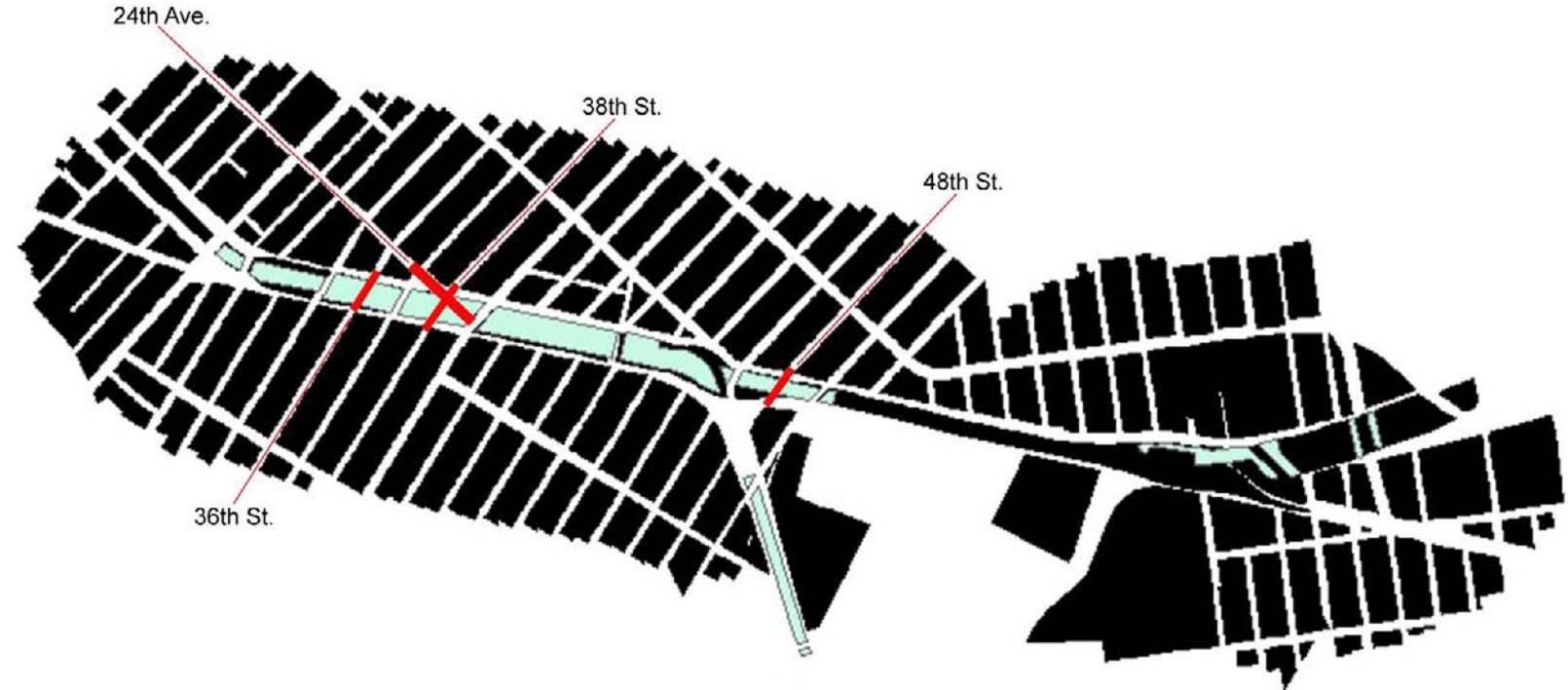
(Existing overpasses, short tunnels and decks are factored into this calculation. All overpasses are counted for each parcel adjoining them, meaning that several overpasses are counted more than once. The combined total of these figures does NOT equal the total corridor length.)

PARCEL INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
Q0300	I-278: 31st Street-32nd Street/33rd Street	0.41	I-278 (Grand Central Parkway)	C1-2, R5 (R6 adj.)
Q0301	I-278: 32nd Street/33rd Street-35th Street	1.41	I-278 (Grand Central Parkway)	R5 (C2-2, R6 adj.)
Q0302	I-278: 35th Street-37th Street	2.14	I-278 (Grand Central Parkway)	R5 (C2-2, R6 adj.)
Q0303	I-278: 37th Street-Steinway Street	2.28	I-278 (Grand Central Parkway)	C2-2, R5 (R6 adj.)
Q0304	I-278: Steinway Street-43rd Street/44th Street	4.30	I-278 (Grand Central Parkway)	C2-2, M1-1, R5
Q0305	I-278: 43rd Street/44th Street-I-278 approach	2.83	I-278 (Grand Central Parkway)	M1-1 (R5 adj.)
Q0306	Grand Central Parkway: I-278 approach-47th Street approach	0.13	Grand Central Parkway	M1-1 (R4 adj.)
Q0307	Grand Central Parkway: 47th Street approach-49th Street	1.24	Grand Central Parkway	M1-1 (R4 adj.)
Q0308	Grand Central Parkway: E. of 49th Street	0.17	Grand Central Parkway	R4
Q0310	Grand Central Parkway: W. of Astoria Boulevard	1.54	Grand Central Parkway	R4
Q0311	Grand Central Parkway: E. of Astoria Boulevard	0.56	Grand Central Parkway	R4
Q0312	Grand Central Parkway: W. of Ditmars Boulevard	0.29	Grand Central Parkway	R4 (M1-1 adj.)
Q0313	Grand Central Parkway: E. of Ditmars Boulevard	0.27	Grand Central Parkway	R4 (M1-1 adj.)

POTENTIAL FOR CONNECTING STREETS:

36th Street; 38th Street; 24th Avenue; 48th Street



Parcel Q0304 looking west towards Steinway Street from 43rd Street. A freight train passes overhead on the Amtrak Hell Gate Bridge approach.



Parcel Q0300 looking east from the 31st Street subway entrance/ pedestrian overpass towards 32nd/33rd Street. An unusual feature of this parcel is a wall which appears to be a preexisting deck support.