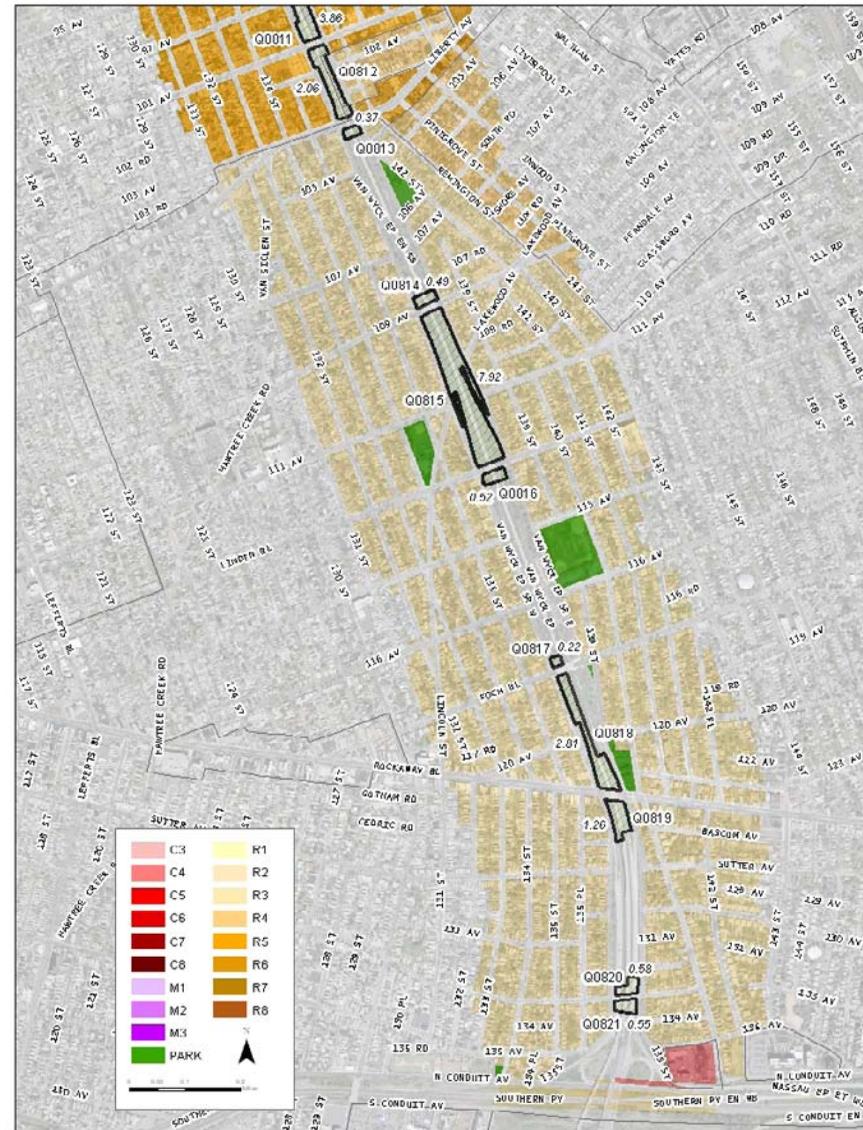
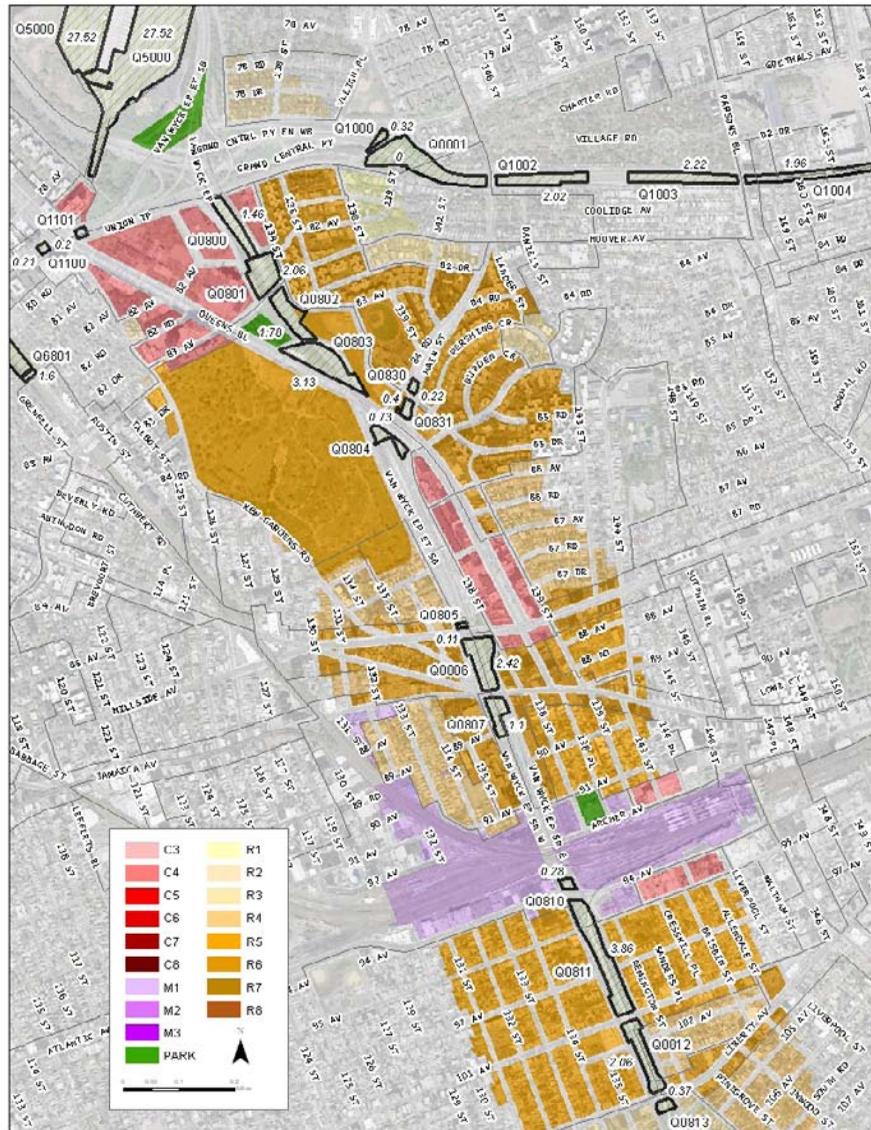


Q08: VAN WYCK EXPRESSWAY: UNION TURNPIKE-SOUTH OF 133RD AVENUE, and NORTH OF MANTON STREET- NORTHWEST OF QUEENS BOULEVARD



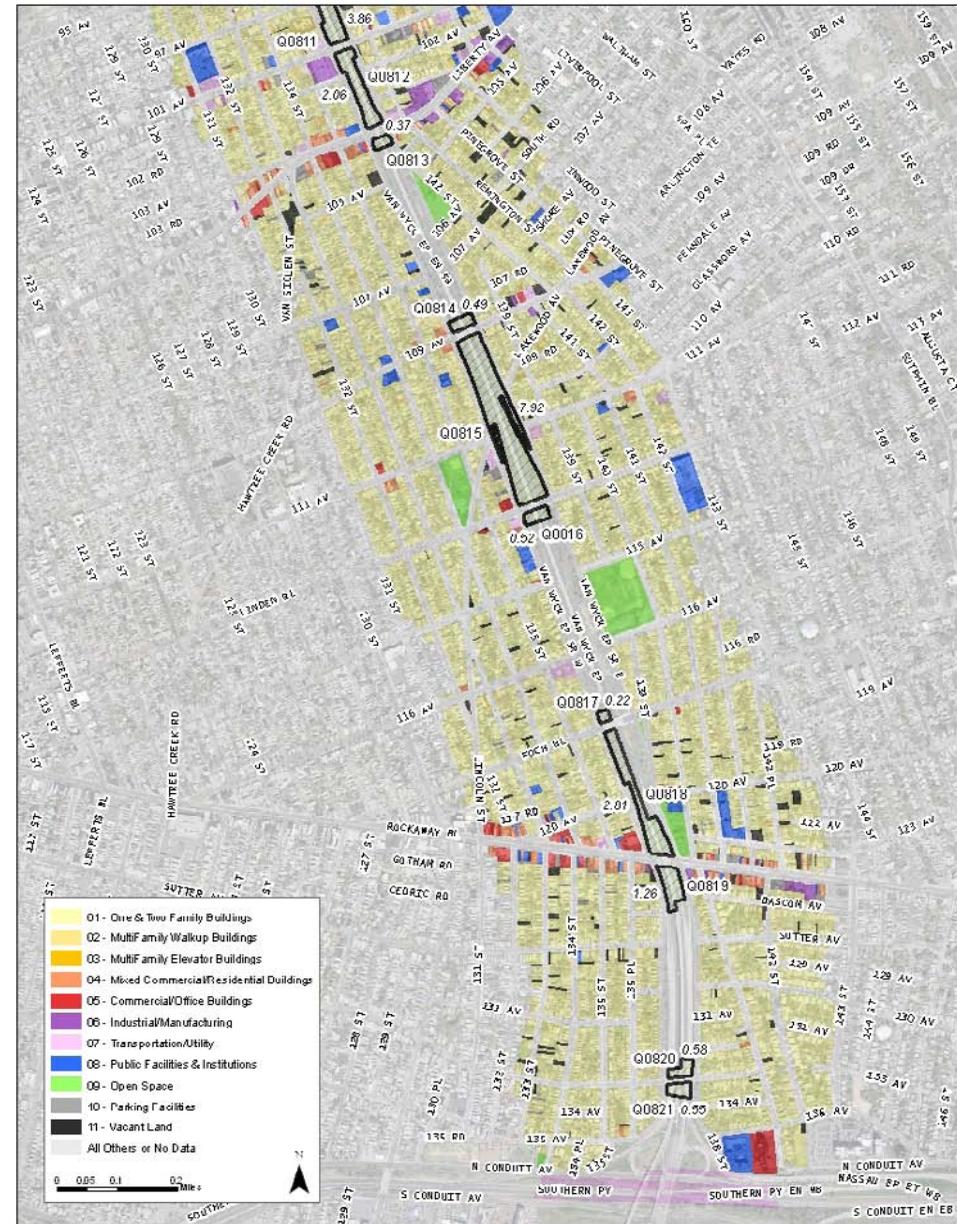
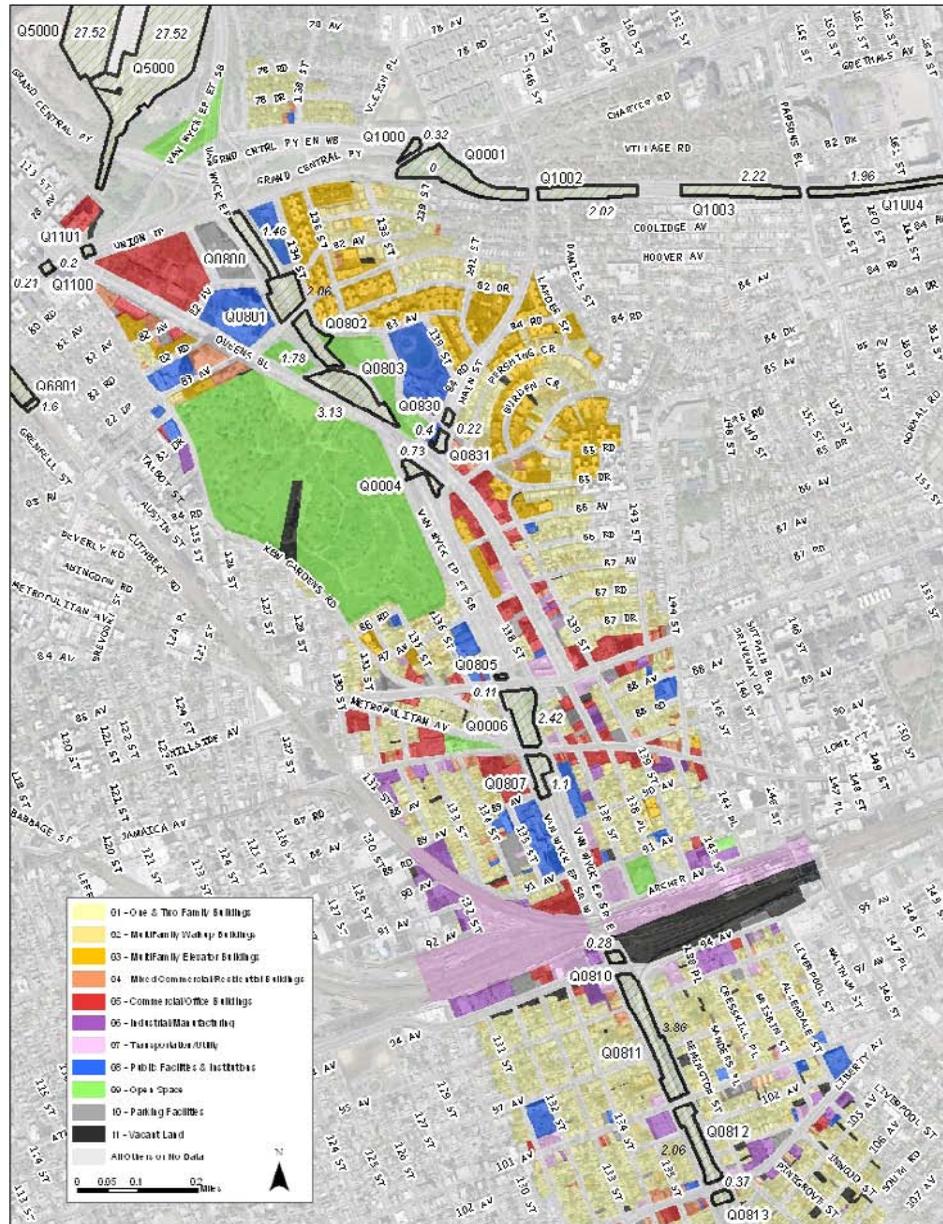
**AVENUE, and
NORTH OF
MANTON
STREET-
NORTHEAST
OF QUEENS
BOULEVARD**

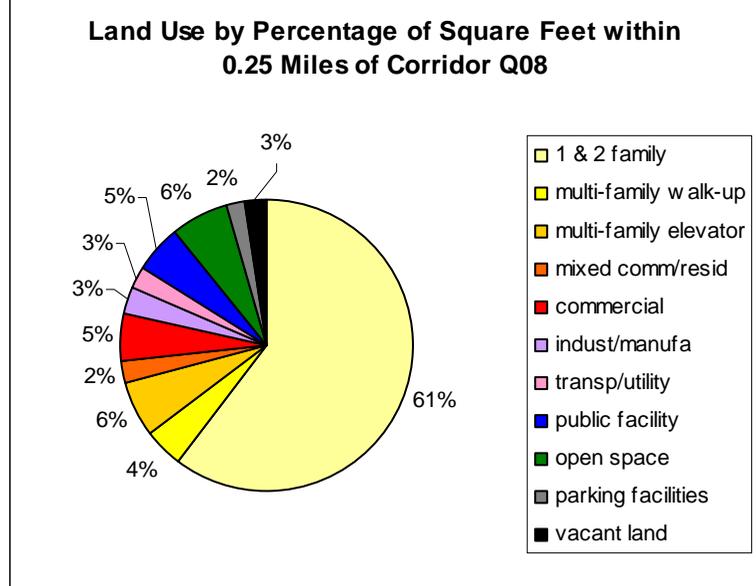
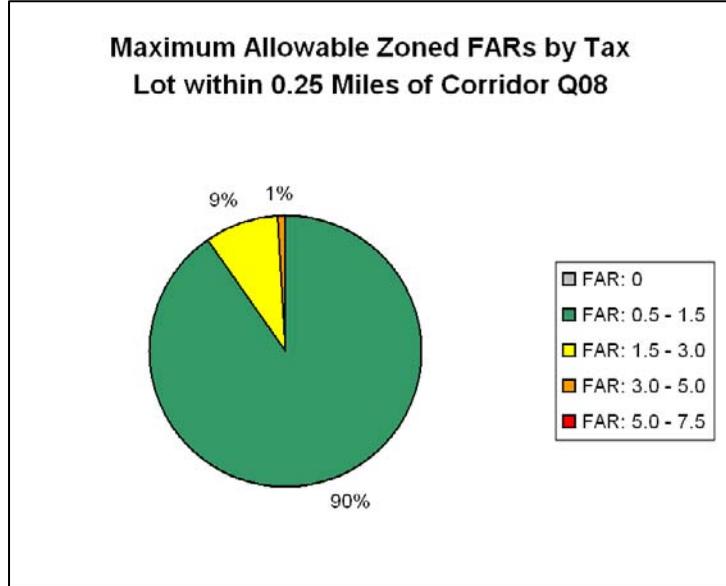
ZONING

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

LAND USE

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





GENERAL INFORMATION:

DESCRIPTION The corridor follows I-678 (the Van Wyck Expressway). Twenty-two parcels span over 3.5 miles from Kew Gardens to South Ozone Park, offering over 34 acres of potential deckable airspace. While these parcels overlay a lengthy stretch of highway, they are not continuous; six clusters of parcels dot the corridor.

Some of the airspace above the Van Wyck Expressway has already been accounted for. In December 2003, the Port Authority of New York and New Jersey opened its AirTrain system, which connects John F. Kennedy International Airport to Jamaica Center and Howard Beach. From parcel Q0811 through parcel Q0821, the parcels are bisected by the AirTrain viaduct, an elevated structure held up by pillars that any potential deck would have to be built around. The viaduct itself, however, is sufficiently high to allow an otherwise uninterrupted deck beneath it, and even perhaps some one-story structures.

- Parcels Q0800 through Q0804, plus Q0830 and Q0831: Union Turnpike-southwest of Queens Boulevard, and north of Manton Street-northeast of Queens Boulevard

This cluster of seven parcels totaling almost 10 acres lies over the Van Wyck Expressway and an approach road in Kew Gardens and Briarwood. Parcels Q0800 and Q0801 lie immediately east of the Queens Borough Hall Municipal Parking Garage and the Queens Criminal Court House, respectively; the

Kew Gardens-Union Turnpike station on the E and F (Queens Boulevard) lines lies approximately a quarter mile to the west of both parcels. Parcel Q0802 divides Maple Grove Park from Hoover Playground. Parcels Q0803, Q0804 and Q0831 bracket Queens Boulevard, and are adjacent to the Briarwood-Van Wyck Boulevard station of the E and F lines.

Parcels Q0830 and Q0831 are not a part of the Van Wyck Expressway itself. They, along with the southern portion of Q0804, lie over the southern end of a quarter-mile-long limited-access approach road from Main Street.

- Parcels Q0805, Q0806 and Q0807: north of Hillside Avenue-south of Jamaica Avenue

These three parcels, totaling over 3.6 acres, lie at the northwestern edge of downtown Jamaica. Parcel Q0806 is immediately east of the Jamaica-Van Wyck station on the E (Archer Avenue) Line. (The subway tunnel roof is clearly visible along the western edge of the expressway alignment at parcels Q0806 and Q0807.) Parcel Q0807 is immediately east of Jamaica Hospital Medical Center. These parcels are ideally suited for transit-oriented development. Not only are they adjacent to the E Line, they are also served by the Q20A, Q20B, Q24, Q44, Q54, Q56, Q60 and X68 bus lines.

- Parcels Q0810 through Q0813: north of Atlantic Avenue-south of Liberty Avenue

These three parcels, totaling over 6.5 acres, lie at the western end of the Jamaica Center area. A tangle of LIRR overpasses approximately 240 feet wide from north to south carries the railroad toward Jamaica station, just over 1,000 feet to the east.

- Parcels Q0814, Q0815 and Q0816: north of 109th Avenue-south of Linden Boulevard

Although these three parcels total over 8.9 acres in size, the vast majority of the deckable area lies upon the 7.92-acre parcel Q0815. Decking of these parcels would restore continuity between South Jamaica and Ozone Park.

A road predating the street grid, known to the west of the expressway as Lincoln Street and to the east as Lakewood Avenue, was severed by construction of the expressway. A deck could partially repair this breach, although the placement of exit ramps would make a full restoration of the road difficult.

- Parcels Q0817, Q0818 and Q0819: north of Foch Boulevard-south of Rockaway Boulevard

These three parcels total almost 4.3 acres, and are located on the border between Ozone Park and South Jamaica. Slightly more than half the length of the cluster (to the north) is made up of deckable area exclusively on the west (southbound) side of the expressway, due to lack of a sufficient grade separation between expressway and surface to the east.

- Parcels Q0820 and Q0821: north and south of 133rd Avenue

Located in South Ozone Park, these two parcels totaling over 1.1 acres would restore visual continuity along this stretch of 133rd Avenue – the last road to cross the Van Wyck Expressway before it proceeds south towards JFK Airport and the interchanges with the Belt Parkway and Nassau Expressway.

- As mentioned above, some of the airspace above the Van Wyck Expressway has already been accounted for. Parcels Q0811 through parcel Q0821, are bisected by the AirTrain viaduct. Over parcel Q0821, the AirTrain viaduct, which remains centered along the Van Wyck Expressway for its distance north to Jamaica, begins to curve west, increasingly overhanging the southbound travel lanes as proceeding south.

OWNERSHIP Although this cluster of parcels is part of the City’s expressway system, vegetation and/or Parks property abuts the roadway along most of its parcels.² 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 “unbuilt arterials,” meaning that it has not yet been rebuilt to current state/federal standards by the department, and thus remains City-owned. This section of highway appeared in that layer in 2007.

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

- Q0800: From 82nd Avenue pedestrian overpass down to Union Turnpike
- Q0801: From Hoover Avenue down to 82nd Street pedestrian overpass, and 134th Street down to 132nd Street.
- Q0806: From Hillside Avenue down to Jamaica Avenue.
- Q0811: Along the parcel’s eastern edge, for approximately 100 feet both north and south of 97th Avenue.
- Q0819: Along the parcel’s eastern edge, from approximately 150 feet south of Rockaway Boulevard to the southern limit of the portion of the parcel that abuts the eastern service road.

VENTILATION In most places along this corridor, a full deck over the roadway at any one parcel would exceed 295 feet in length, and thus would require a mechanical ventilation system and emergency facilities for the highway below. Locations with a long history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. Parcels or parcel combinations that exceed 295 feet in length include: Q0806, Q0807 (southbound lanes only), Q0805+Q0806, Q0806+Q0807, Q0805+Q0806+Q0807, Q0811, Q0812, Q0818, Q0819, Q0817+Q0818 (southbound), Q0818 (northbound or southbound)+Q0819, Q0817+Q0818+Q0819, and Q8030. A full deck over both parcels Q0820 and Q0821 would only exceed 295 feet in length above the eastern (northbound) travel lanes of the expressway. (Existing overpasses are factored into this calculation.)

² The exceptions are: Q0800, Q0804, Q0830, Q0831

PARCEL INFORMATION:

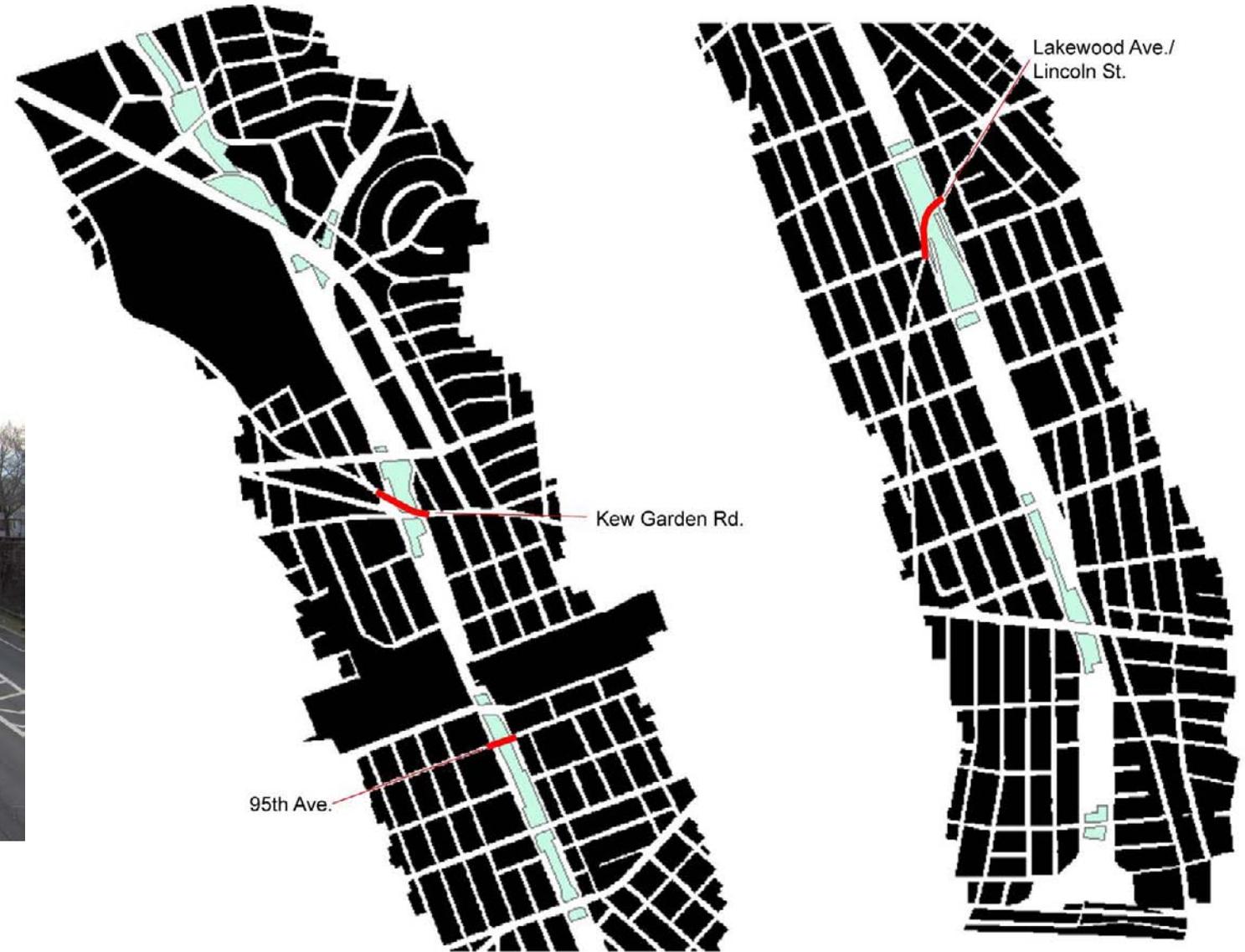
Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
Q0800	I-678: Union Turnpike-82nd Avenue pedestrian overpass	1.46	I-678 (Van Wyck Expressway)	C4-4
Q0801	I-678: 82nd Avenue pedestrian overpass-Hoover Avenue	2.06	I-678 (Van Wyck Expressway)	C4-4
Q0802	I-678: Hoover Avenue-Queens Boulevard approach road	1.78	I-678 (Van Wyck Expressway)	R5
Q0803	I-678: Queens Boulevard approach road-Queens Boulevard	3.13	I-678 (Van Wyck Expressway)	R5
Q0804	I-678: SW. of Queens Boulevard	0.73	I-678 (Van Wyck Expressway)	C1-4, R5
Q0805	I-678 (SB): N. of Hillside Avenue	0.11	I-678 (Van Wyck Expressway)	C2-3, R6 (R5 adj.)
Q0806	I-678: Hillside Avenue-Jamaica Avenue	2.42	I-678 (Van Wyck Expressway)	C2-4, R6, R6A (E-175) (C4-3A adj.)
Q0807	I-678: S. of Jamaica Avenue	1.10	I-678 (Van Wyck Expressway)	C2-4, M1-1, R6A
Q0810	I-678: N. of Atlantic Avenue	0.28	I-678 (Van Wyck Expressway)	M1-1
Q0811	I-678: Atlantic Avenue-101st Avenue	3.86	I-678 (Van Wyck Expressway)	M1-1, R5
Q0812	I-678: 101st Avenue-Liberty Avenue	2.06	I-678 (Van Wyck Expressway)	C2-4, R4, R5, R6A (E-175)
Q0813	I-678: S. of Liberty Avenue	0.37	I-678 (Van Wyck Expressway)	C1-2, R3-2 (E-175)
Q0814	I-678: N. of 109th Avenue	0.49	I-678 (Van Wyck Expressway)	R3-2
Q0815	I-678: 109th Avenue-Linden Boulevard	7.92	I-678 (Van Wyck Expressway)	R3-2 (C2-2 adj.)
Q0816	I-678: S. of Linden Boulevard	0.52	I-678 (Van Wyck Expressway)	R3-2 (C2-2 adj.)
Q0817	I-678: N. of Foch Boulevard	0.22	I-678 (Van Wyck Expressway)	R3-2
Q0818	I-678: Foch Boulevard-Rockaway Boulevard	2.81	I-678 (Van Wyck Expressway)	C2-2, R3-2
Q0819	I-678: S. of Rockaway Boulevard	1.26	I-678 (Van Wyck Expressway)	C2-2, R3-2
Q0820	I-678: N. of 133rd Avenue	0.58	I-678 (Van Wyck Expressway)	R3-2
Q0821	I-678: S. of 133rd Avenue	0.55	I-678 (Van Wyck Expressway)	R3-2
Q0830	Main Street Cut: N. of Manton Street	0.22	Main Street Cut	R6A
Q0831	Main Street Cut: Manton Street-NE of Queens Boulevard	0.40	Main Street Cut	C1-4, R6A

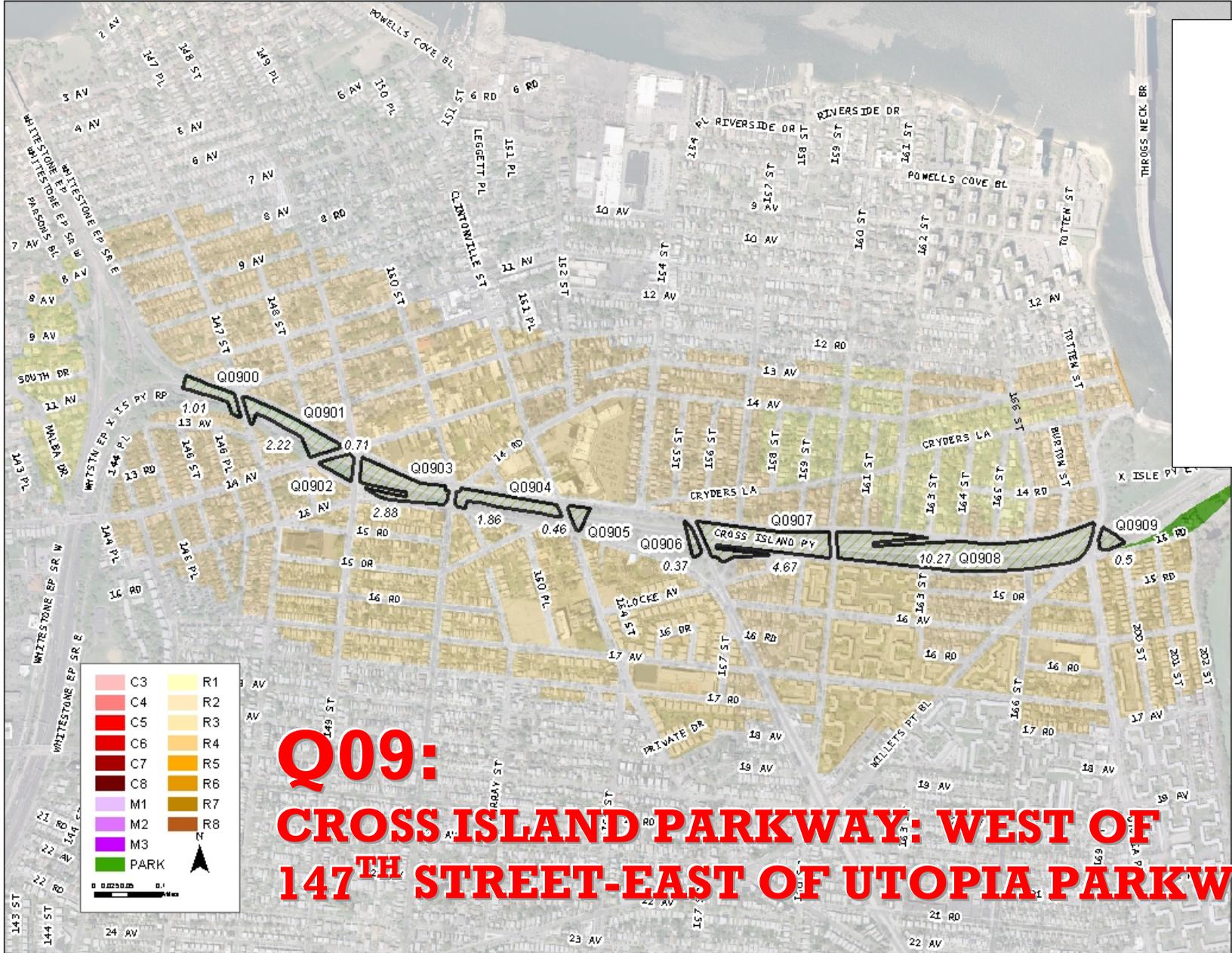
POTENTIAL FOR CONNECTING STREETS:

Kew Gardens Road; 95th Avenue; Lakewood Avenue (would intersect VWE Service Road W. N. of 111th Avenue and Lincoln Street)

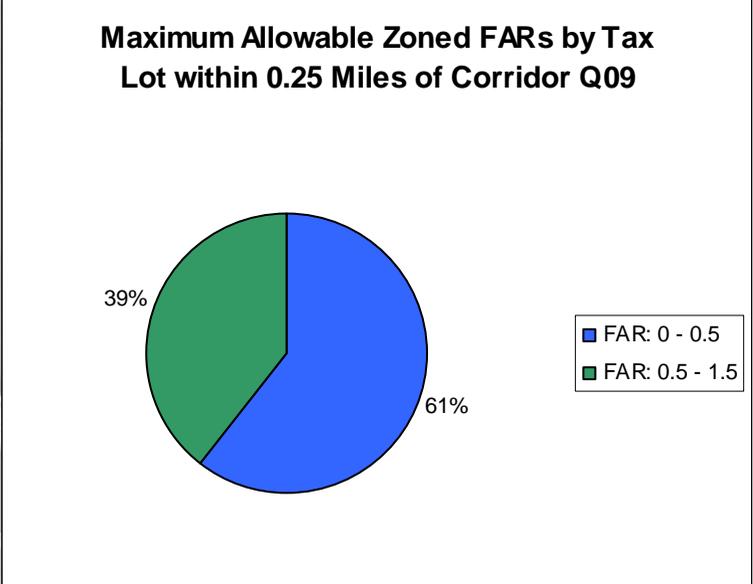


Parcel Q0812 looking south from 101st Avenue towards Liberty Avenue. The AirTrain viaduct is above.





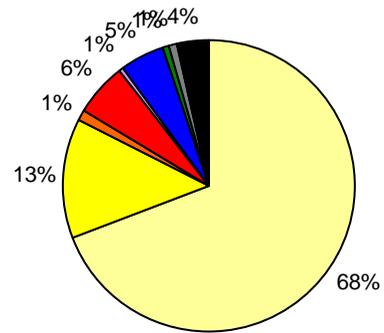
**Q09:
CROSS ISLAND PARKWAY: WEST OF
147TH STREET-EAST OF UTOPIA PARKWAY**



ZONING

LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor Q09



- 1 & 2 family
- multi-family w walk-up
- mixed comm/resid
- commercial
- indust/manufa
- public facility
- open space
- parking facilities
- vacant land



GENERAL INFORMATION:

DESCRIPTION This mostly continuous 10-parcel stretch of roadway contains almost 25 deckable acres through a 1.4 mile-long corridor in Whitestone and Beechhurst. One lengthy parcel, Q0908, includes over 40 percent of this corridor's deckable airspace and spans over 2,000 feet. This corridor passes through an exceptionally low-density area of Queens. (The maximum adjacent zoning is R3).

OWNERSHIP The Cross Island Parkway is owned by the City of New York. All parcels in this corridor 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.

Parcels Q0900 and Q0901 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:

- Q0904: Along the parcel's northern edge, from approximately 150 east of the northern edge's western border at 150th Street (not including the concave curved border to the south) to approximately 300 feet west of Clintonville Street. The disparity between a deck and the adjacent surface road would be especially pronounced at 150th Street.

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

- Q0903: From the northern (eastbound) service road down to the southern (westbound) service road.
- Q0908: From the northern (eastbound) service road down to the southern (westbound) service road, east of a point just west of Burton Street.

VENTILATION A significant gap exists between parcels Q0905 and Q0906, making it exceedingly unlikely that a continuous deck of any sort would be built along the entire 1.4 miles of parkway below. A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length: Q0900 (westbound only), Q0901 (westbound only), Q0902, Q0903, Q0904 (westbound only), Q0900 (westbound only)+Q0901 (westbound only), Q0901+Q0902, Q0902+Q0903, Q0903+Q0904, Q0904 (westbound only)+Q0905, Q0907, and Q0908.

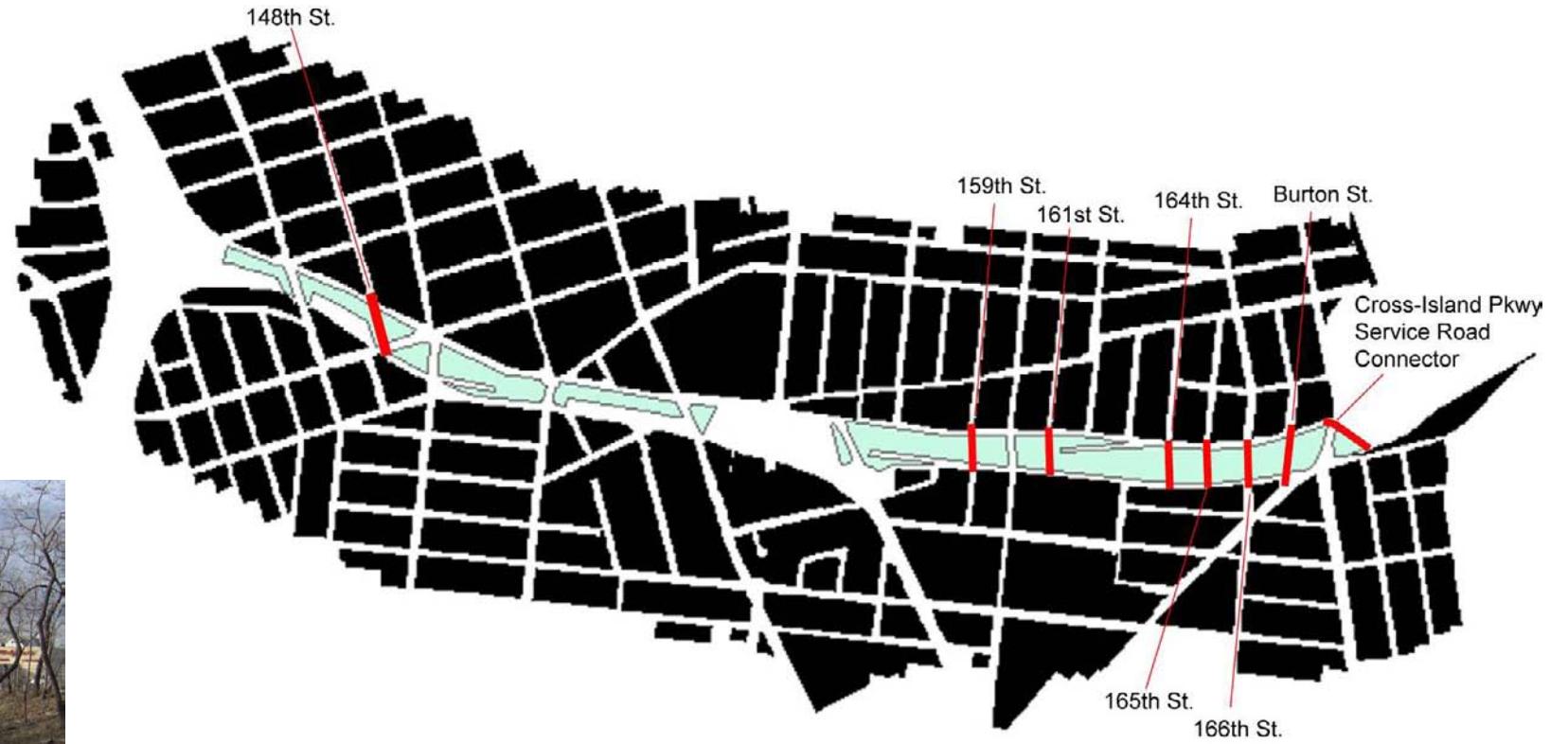
A mechanical ventilation system and emergency facilities for the highway below would be needed if these parcels were to be entirely enclosed by a deck. Locations with a long history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. (Existing overpasses are factored into this calculation.)

PARCEL INFORMATION:

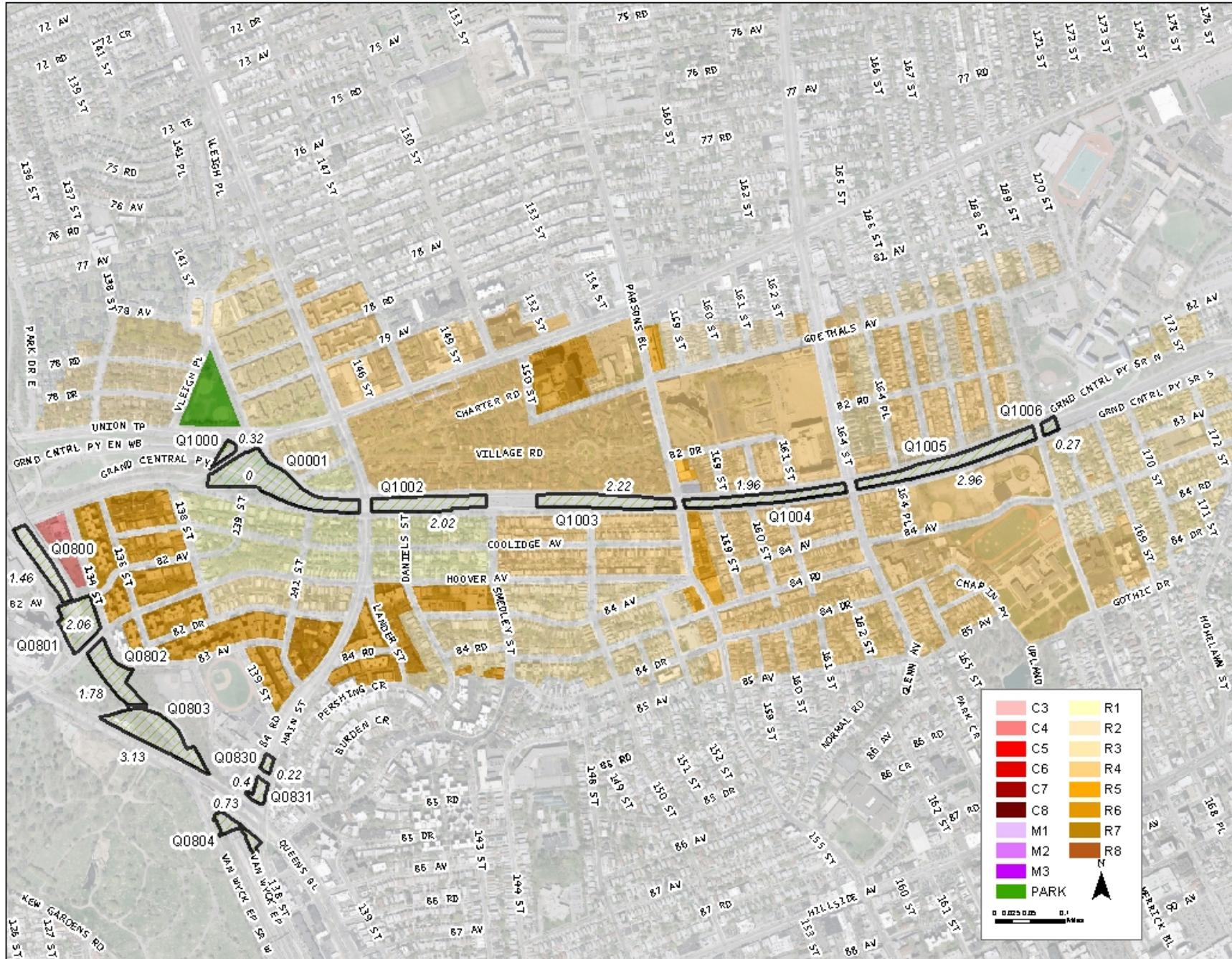
<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
Q0900	Cross Island Parkway: W. of 147th Street	1.01	Cross Island Parkway	R2A
Q0901	Cross Island Parkway: 147th Street-14th Avenue	2.22	Cross Island Parkway	R2A
Q0902	Cross Island Parkway: 14th Avenue-149th Street	0.71	Cross Island Parkway	R3A
Q0903	Cross Island Parkway: 149th Street-150th Street	2.88	Cross Island Parkway	C1-2, C2-2, R3A
Q0904	Cross Island Parkway: 150th Street-Clintonville Street	1.86	Cross Island Parkway	C1-2, R3A
Q0905	Cross Island Parkway: E. of Clintonville St.	0.46	Cross Island Parkway	R3-1
Q0906	Cross Island Parkway: W. of Francis Lewis Boulevard	0.37	Cross Island Parkway	R3-1
Q0907	Cross Island Parkway: Francis Lewis Boulevard-160th Street	4.67	Cross Island Parkway	R2A, R3-2
Q0908	Cross Island Parkway: 160th Street-Utopia Parkway	10.27	Cross Island Parkway	R2A, R3-2, park
Q0909	Cross Island Parkway: E. of Utopia Parkway	0.50	Cross Island Parkway	park (R5 adj.)

POTENTIAL FOR CONNECTING STREETS:

148th Street; 159th Street; 161st Street; 164th Street; 165th Street; 166th Street; Burton Street; Cross Island Parkway Service Road Connector



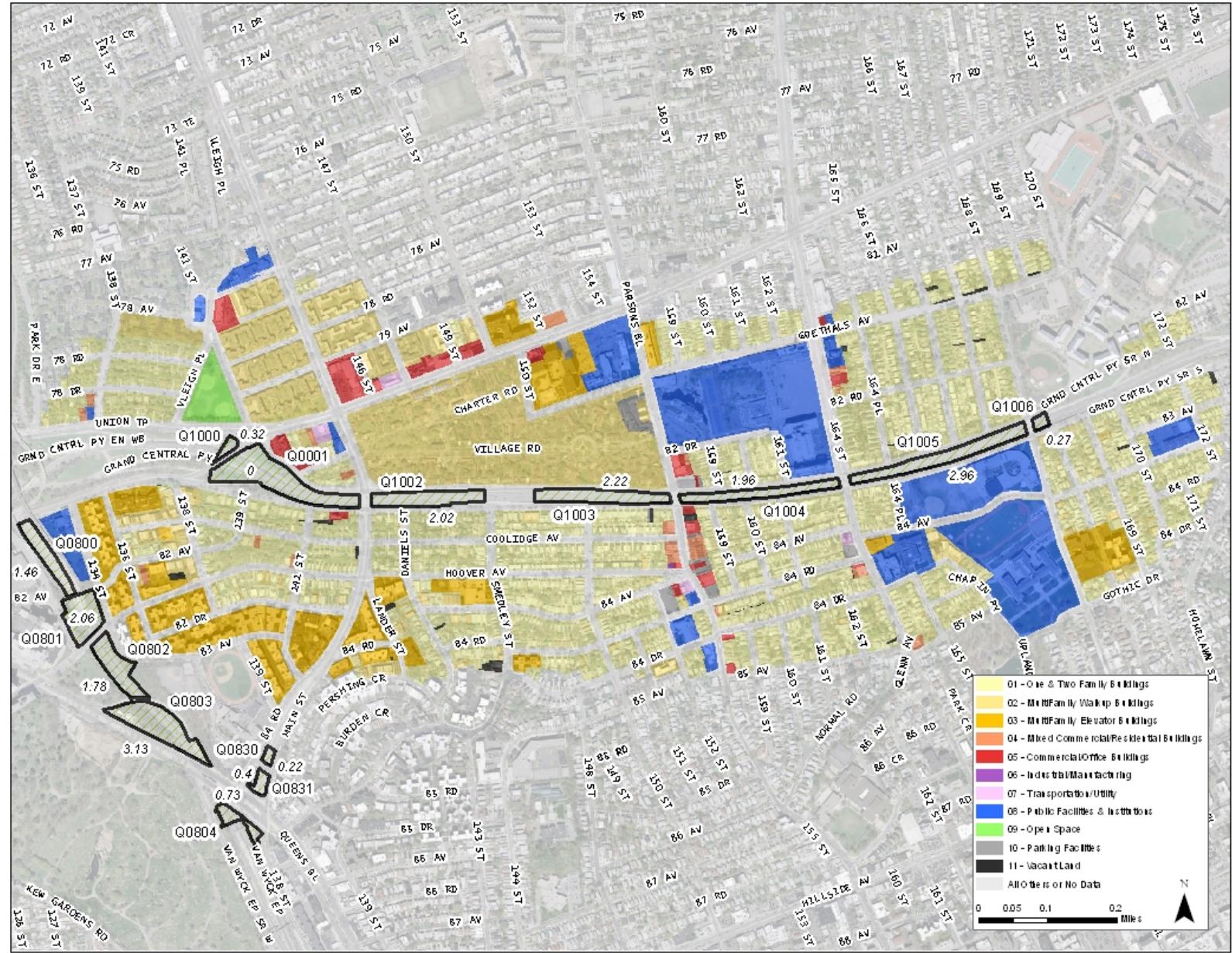
Parcel Q0903 looking west from 150th Street towards 149th Street.

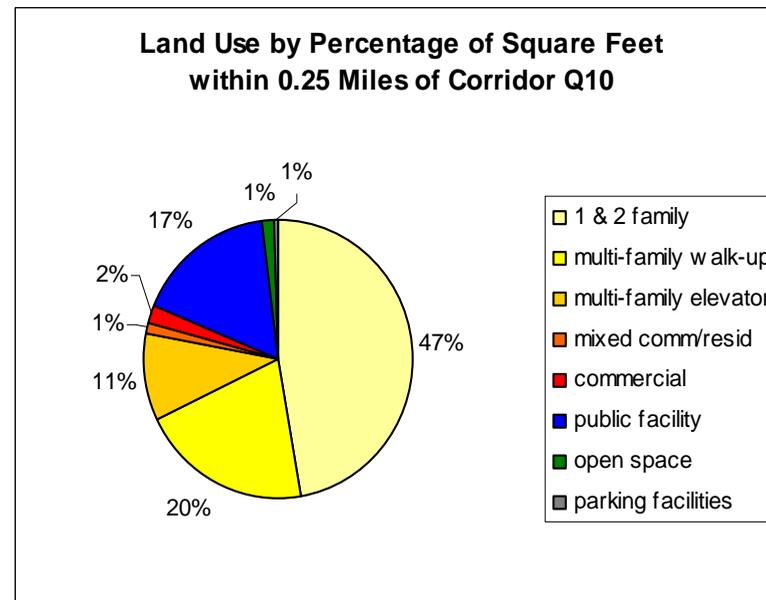
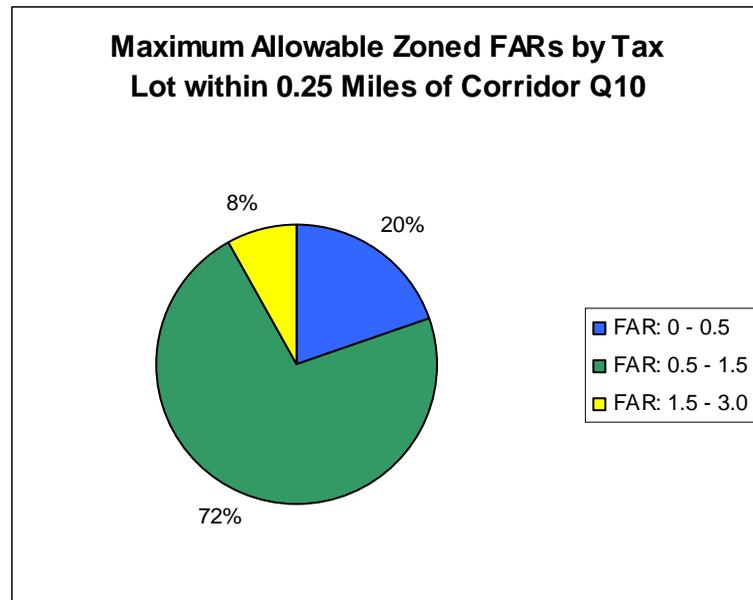


**Q10:
GRAND
CENTRAL
PARKWAY:
NORTHWEST OF
UNION
TURNPIKE-EAST
OF 168TH
STREET**

ZONING

LAND USE





GENERAL INFORMATION:

DESCRIPTION This seven-parcel, 14.2-acre corridor follows the Grand Central Parkway through Briarwood and Jamaica Hills. The open cut ROW largely runs through low-density residential neighborhoods, mostly zoned in either the R1 or R4 families. A reconstruction of this section of the Grand Central which took place in the early 1960s eliminated any greenery which may have previously bracketed much of the travel lanes.

OWNERSHIP Parcels Q1000 and Q1001 are part of the City’s parkway system, and 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.

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:

- Q1002: Along the parcel’s northern and southern edges, east of Daniels Street.

- Q1003. Along the parcel's northern and southern edges, from approximately 500 feet west of Parsons Boulevard to the parcel's western end.

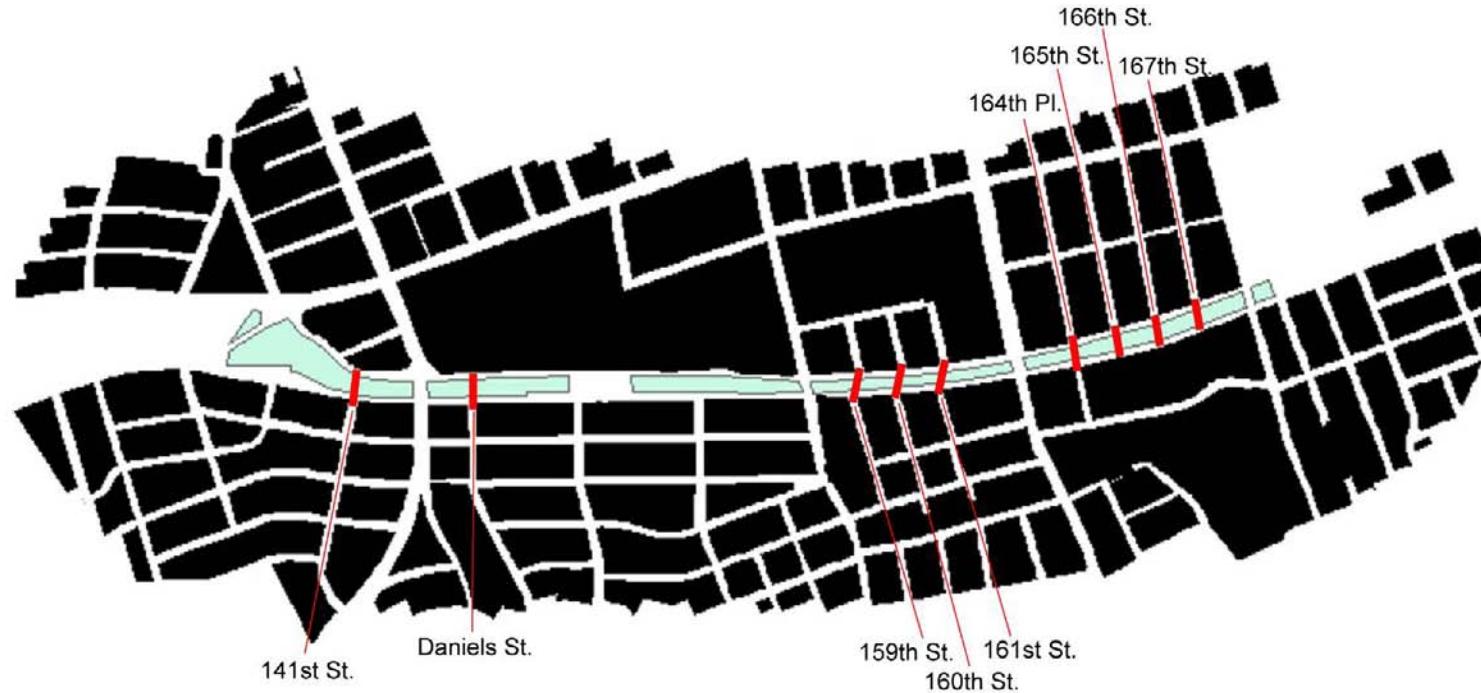
VENTILATION A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length: Q1001, Q1002, Q1003, Q1004, Q1005, Q1000+Q1001, Q1001+Q1002, Q1003+Q1004, Q1004+Q1005, Q1005+Q1006, Q1000+Q1001+Q1002, Q1003+Q1004+Q1005, Q1004+Q1005+Q1006, Q1003+Q1004+Q1005+Q1006. 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:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
Q1000	Grand Central Parkway: NW. of Union Turnpike	0.32	Grand Central Parkway	R3-2
Q1001	Grand Central Parkway: Union Turnpike-Main Street	4.48	Grand Central Parkway	R1-2, R3-2
Q1002	Grand Central Parkway: E. of Main Street	2.02	Grand Central Parkway	R4
Q1003	Grand Central Parkway: W. of Parsons Boulevard	2.22	Grand Central Parkway	R4
Q1004	Grand Central Parkway: Parsons Boulevard-164th Street	1.96	Grand Central Parkway	C1-3, R4, R4-1, R4B, R5D (E-165)
Q1005	Grand Central Parkway: 164th Street-168th Street	2.96	Grand Central Parkway	R2A, R4
Q1006	Grand Central Parkway: E. of 168th Street	0.27	Grand Central Parkway	R4

POTENTIAL FOR CONNECTING STREETS:

141st Street; Daniels Street; 159th Street; 160th Street; 161st Street; 164th Place; 165th Street; 166th Street; 167th Street

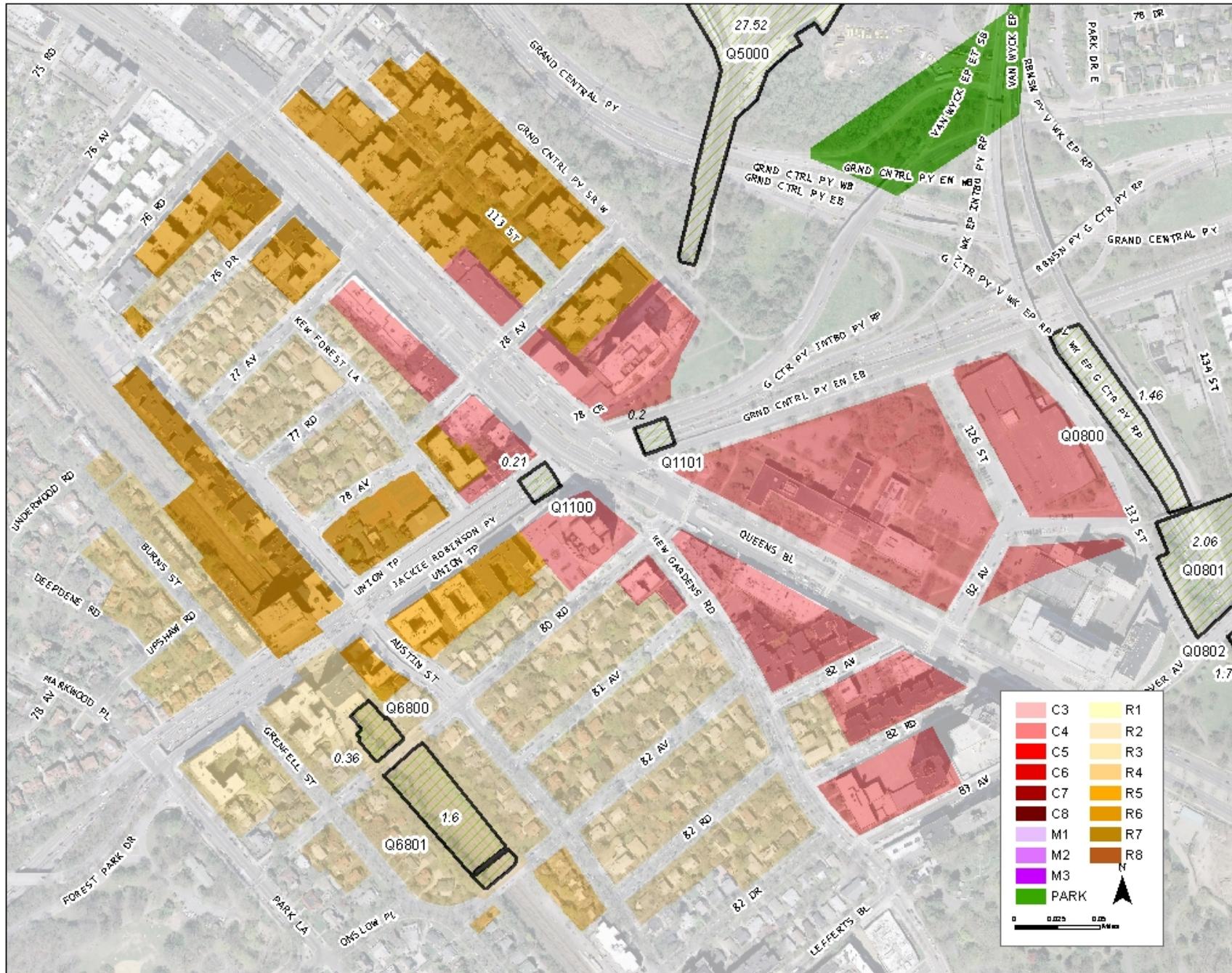


Parcel Q1004 looking east from Parsons Boulevard towards 164th Street.

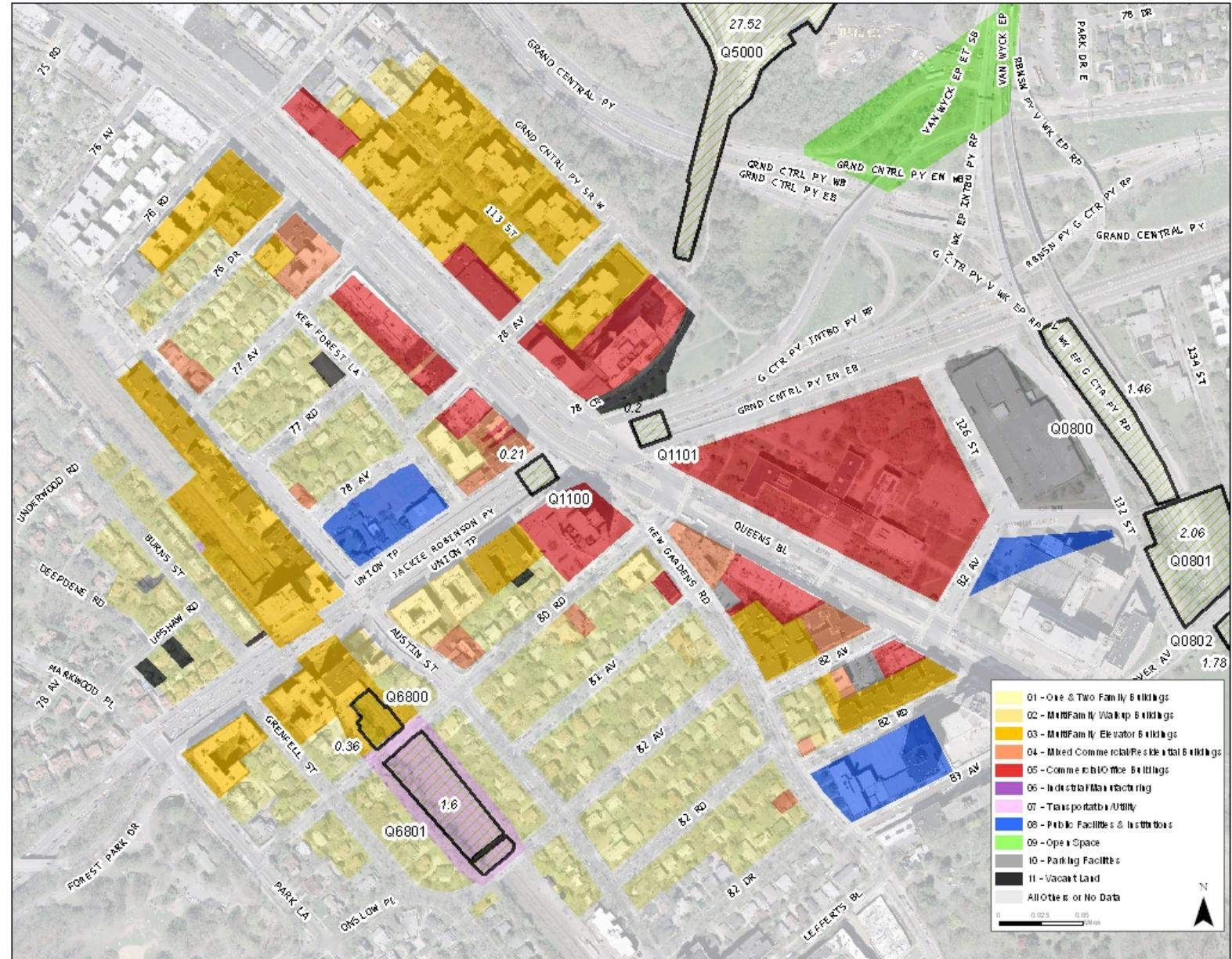


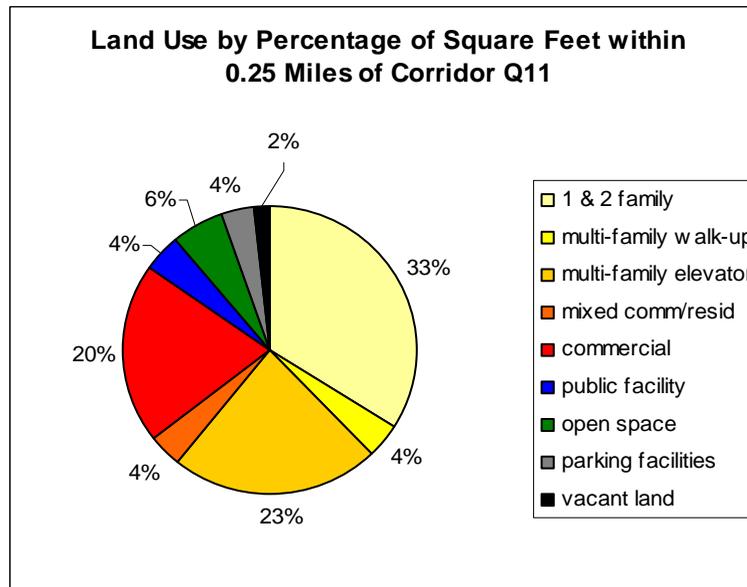
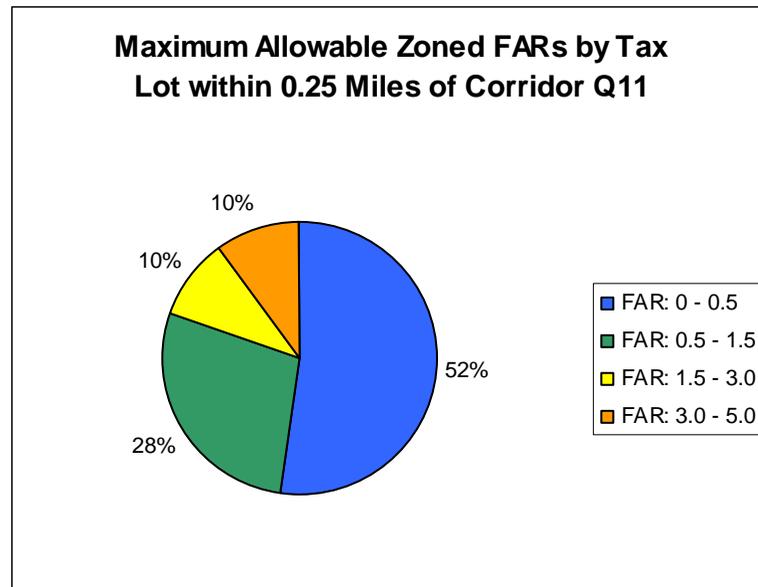
Q11: JACKIE ROBINSON PARKWAY: SOUTHWEST AND NORTHEAST OF QUEENS BOULEVARD

ZONING



LAND USE





GENERAL INFORMATION:

DESCRIPTION Although these two parcels are relatively small – about .2 acres each – their central location gives them significance disproportionate to their size. Parcel Q1101 is across the street from Queens Borough Hall, and Q1100 is across from a 12-story office building. Both parcels are immediately adjacent to the Kew Gardens-Union Turnpike station of the E and F (Queens Boulevard) lines. The Q10, Q37, Q46, and Q74 bus routes all terminate here, while the Q60 passes through along Queens Boulevard and the X63, X64 and X68 express buses begin making local stops east of this location. The area is a commercial and government hub.

All of Q1100 and the southern half of Q1101 are zoned C4-4, which has a residential equivalent of R7. (The northern half of Q1100 is currently zoned R3-2.)

A section on either side of Queens Boulevard is already decked. Parcel Q1101 has an existing .06-acre deck; when combined with the parcel, a total deck of almost .27 acres is possible.

Although legally a parkway, no parkland or green space exists in the roadbed below these parcels. Union Turnpike brackets the Jackie Robinson Parkway

through an underpass beneath Queens Boulevard.

OWNERSHIP These parcels are part of the City’s parkway system, and vegetation exists adjacent to these parcels. Therefore, any attempt to deck over this location might require parkland alienation. Jurisdictional issues regarding specific ownership of this land may be in dispute.

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

TOPOGRAPHY No issues related to this corridor are evident.

VENTILATION A full deck over both parcels in this corridor, when combined with the Queens Boulevard overpass, 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. (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>
Q1100	Jackie Robinson Parkway: SW. of Queens Boulevard	0.21	Jackie Robinson Parkway	C4-4
Q1101	Jackie Robinson Parkway: NE. of Queens Boulevard	0.20	Jackie Robinson Parkway	R3-2, C4-4

POTENTIAL FOR CONNECTING STREETS:

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



Parcel Q1100 looking west from
Queens Boulevard.