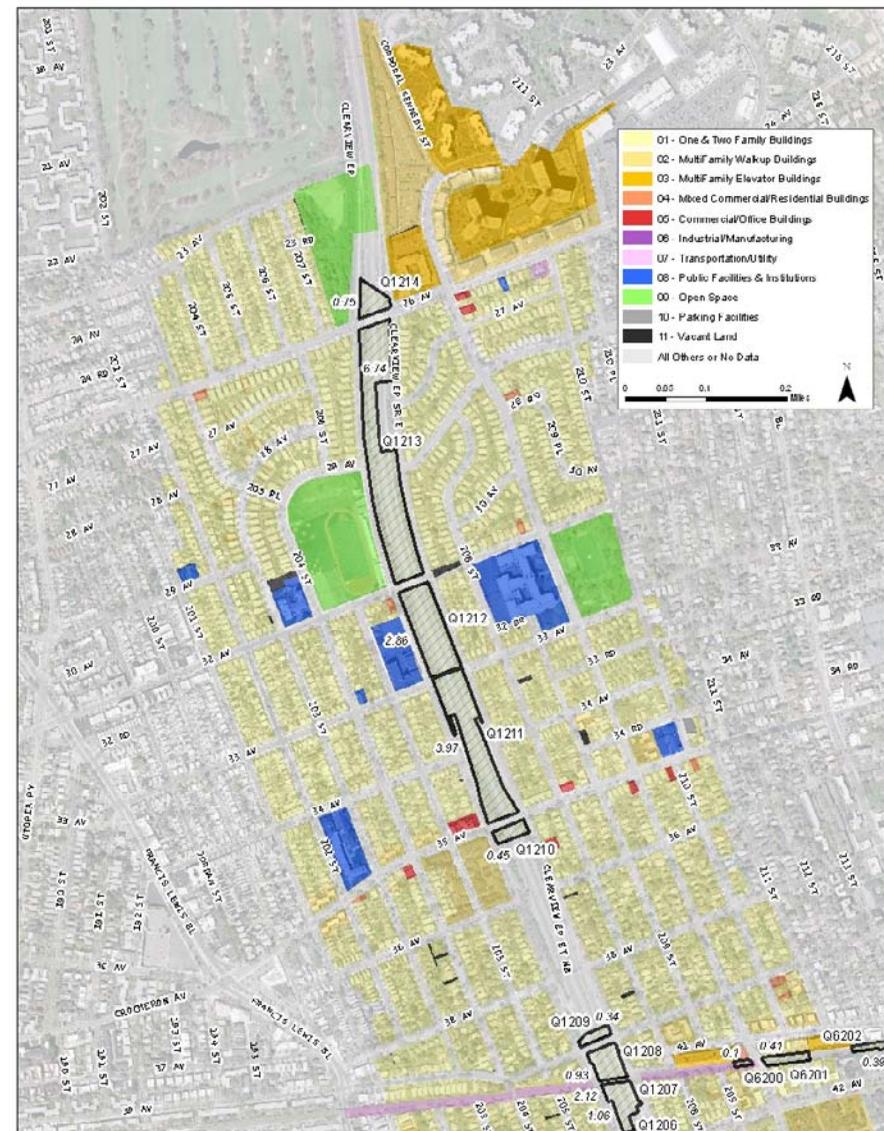
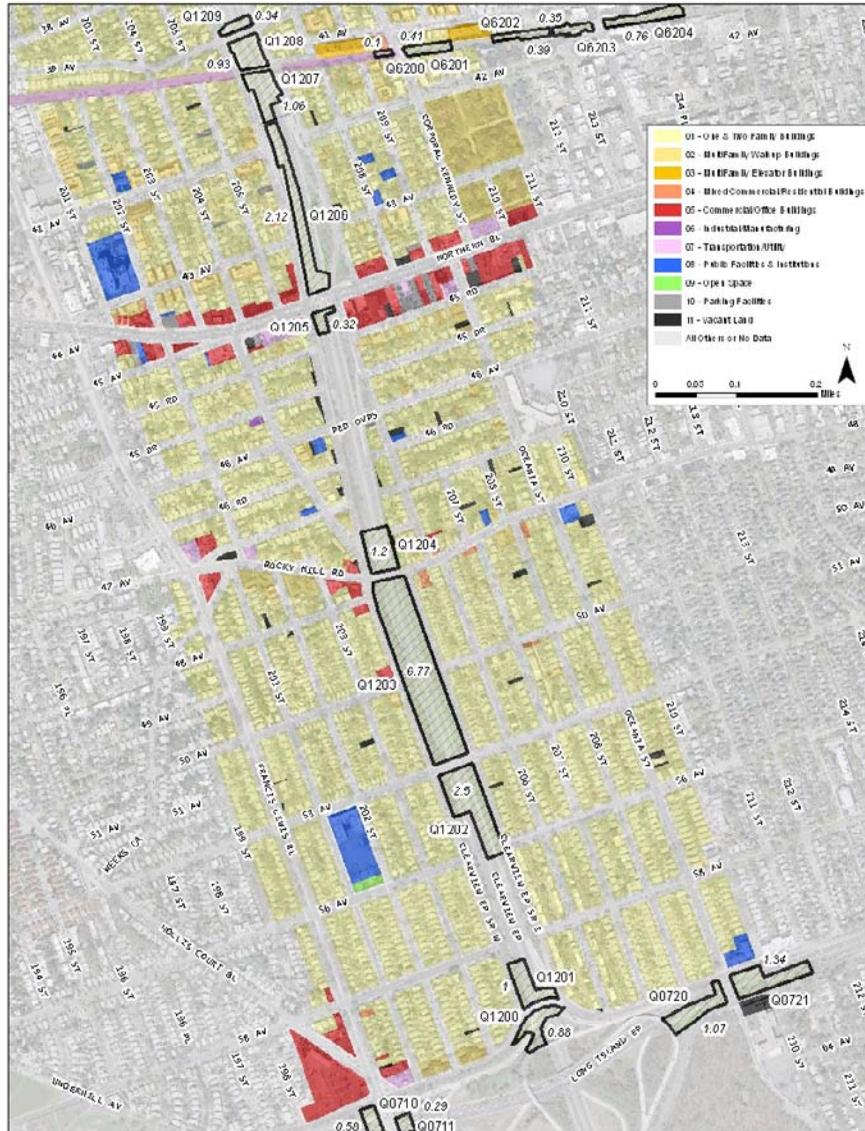
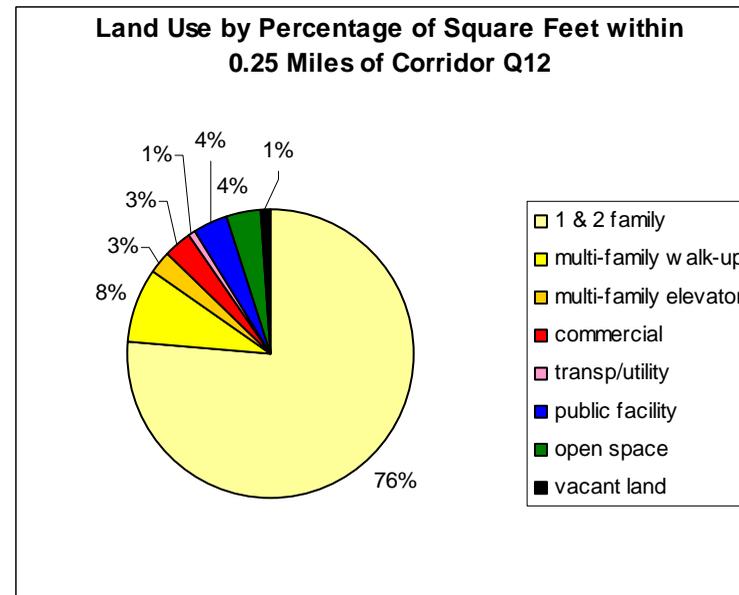
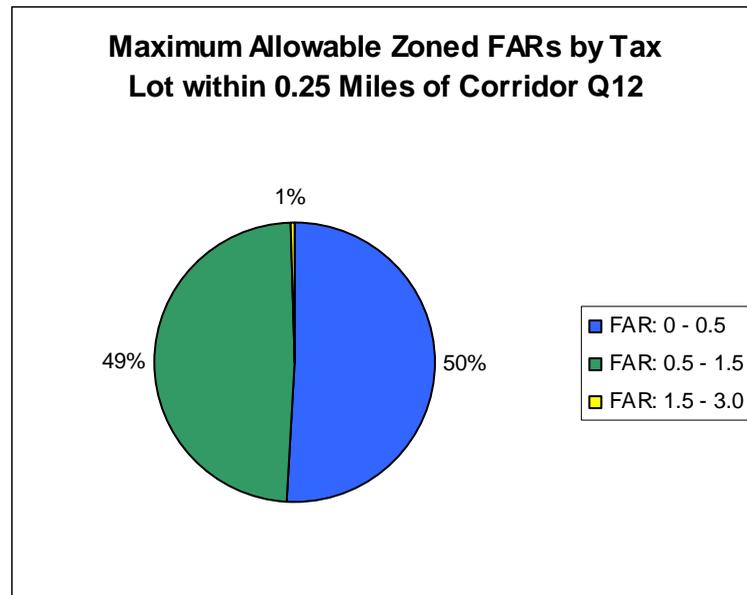


LAND USE

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





GENERAL INFORMATION:

DESCRIPTION This segment of the I-295 corridor contains 15 parcels over approximately two and one-third miles. These corridors represent 31.9 acres of deckable airspace mostly in the low-density neighborhoods (R1-R3) of Bayside and Auburndale. Parcels Q1211 and Q1212 abut an R4-1 district, Q1214 crosses over into the R5-zoned Bay Terrace neighborhood, and Q1205 and Q1206 abut Northern Boulevard, which is partly zoned R6 with a C2-2 overlay. Significant potential exists along this corridor to restore visual continuity to several east-west avenues.

Northern Boulevard is relatively well-served by public transportation; the Q12, Q13, N20 and N21 buses all serve these parcels.

OWNERSHIP Although this cluster of parcels is part of the City’s expressway system, vegetation and/or Parks property abuts the roadway along all of its parcels. Therefore, any attempt to deck over these locations would likely require parkland alienation.

Parcel Q1204 abuts 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.

Further PLUTO records are unavailable for these parcels. The Clearview 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:

- Q1206: Along the parcel's western edge, along approximately the 150 southernmost feet of the 206th Street walkway under the LIRR overpass.
- Q1210: Along approximately the southernmost 25 feet of the parcel's eastern and western edges.
- Q1213:
 - Along the parcel's western edge, from immediately north of to approximately 130 feet south of 29th Avenue
 - Along the parcel's eastern edge, from approximately 170 feet north of 32nd Avenue to the interruption in the parcel over the northbound expressway lanes approximately 120 feet north of 28th Avenue.
 - Along the parcel's eastern edge, from the interruption in the parcel over the northbound expressway lanes approximately 150 feet north of 27th Avenue to approximately 200 feet south of 26th Avenue.

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

- Q1206: Along the parcel's northern edge, abutting the pedestrian overpass north of 42nd Avenue above the southbound expressway lanes only.
- Q1207: Along the parcel's southern edge, abutting the pedestrian overpass north of 42nd Avenue above the southbound expressway lanes only.

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

- Q1211: From the 33rd Avenue pedestrian bridge down to 35th Avenue
- Q1213:
 - From the western (southbound) Clearview Expressway service road down to the eastern (northbound) Clearview Expressway service road, south of 29th Avenue west of the expressway and 28th Avenue east of the expressway.
 - From the western (southbound) Clearview Expressway service road down to the eastern (northbound) Clearview Expressway service road, for approximately 350 to 400 feet south of 26th Avenue.

Slightly south of the LIRR Port Washington Branch overpass, the grade differential between the northbound lanes and the adjacent surface road is insufficient for deck construction. Any deck structure here would be over the southbound (western) lanes only.

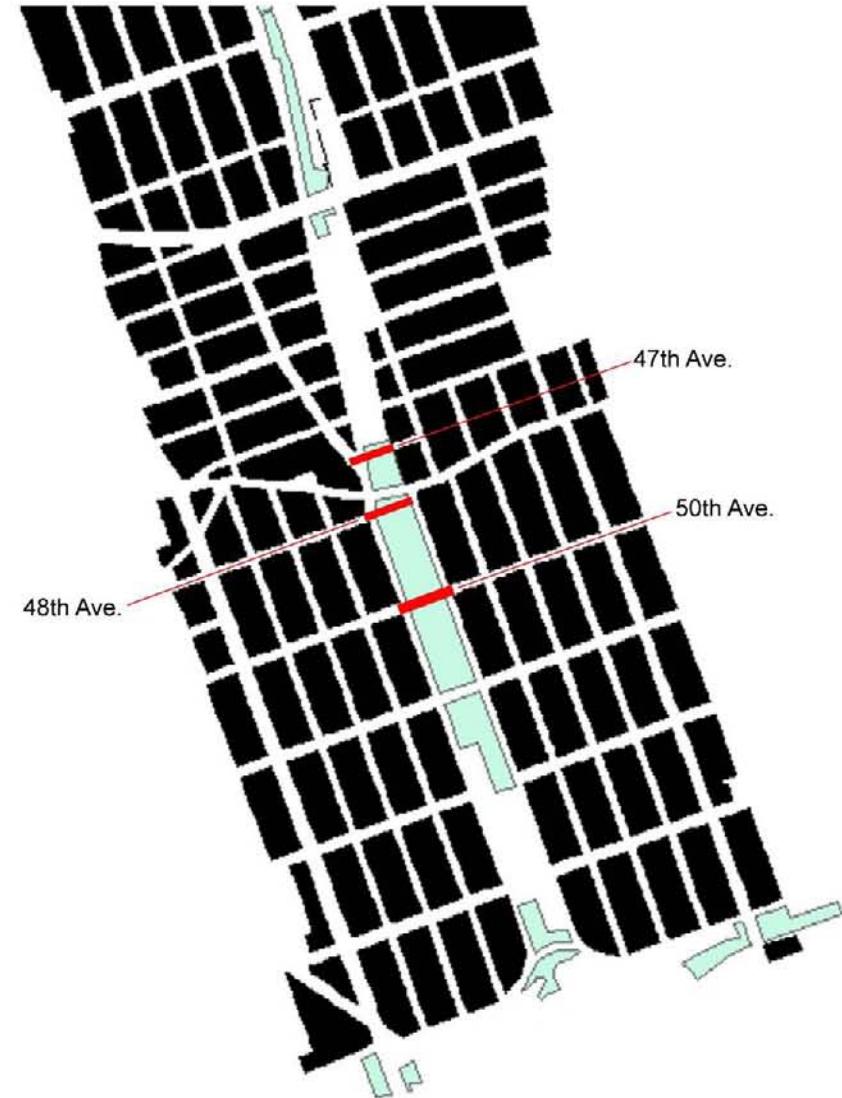
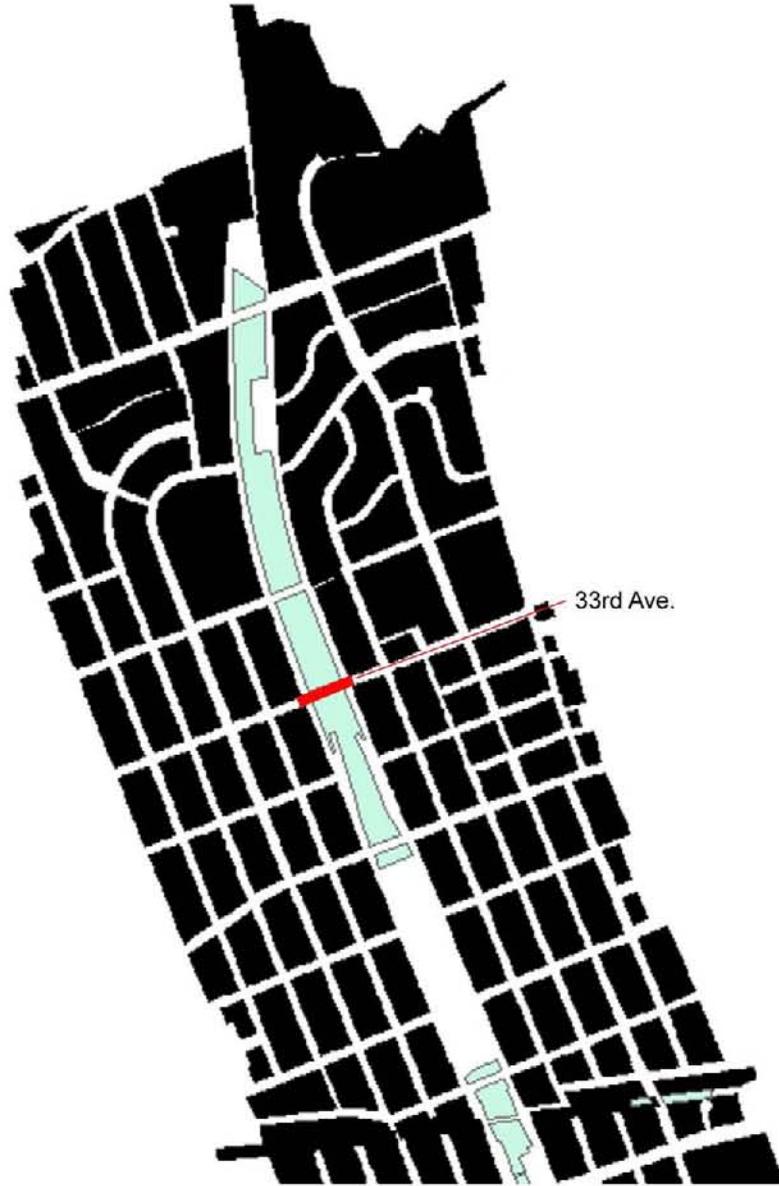
VENTILATION In many places along this corridor, a full deck over the roadway would exceed 295 feet in length. These parcels include: Q1211, Q1212, Q1213, Q1206 (southbound), Q1207 (southbound), Q1208. A mechanical ventilation system and emergency facilities for the highway below would be needed if these parcels were to be entirely enclosed by a deck. In addition, 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
Q1200	I-295: S. of Horace Harding Expressway N.	0.88	I-295 (Clearview Expressway)	R2, R3-2
Q1201	I-295: N. of Horace Harding Expressway N.	1.00	I-295 (Clearview Expressway)	R2, R3-2
Q1202	I-295: S. of 53rd Avenue	2.50	I-295 (Clearview Expressway)	R2, R3-2
Q1203	I-295: 53rd Avenue-48th Avenue	6.77	I-295 (Clearview Expressway)	R3-2
Q1204	I-295: N. of 48th Avenue	1.20	I-295 (Clearview Expressway)	R3-1
Q1205	I-295: S. of Northern Boulevard	0.32	I-295 (Clearview Expressway)	C2-2, R3-1, R3-2, R6B
Q1206	I-295: Northern Boulevard-pedestrian bridge N. of 42nd Avenue	2.12	I-295 (Clearview Expressway)	C2-2, R2A, R3-2, R6B
Q1207	I-295: pedestrian bridge N of 42nd Avenue-LIRR Port Washington Branch	1.06	I-295 (Clearview Expressway)	R2A
Q1208	I-295: LIRR Port Washington Branch-39th Avenue	0.93	I-295 (Clearview Expressway)	R2A
Q1209	I-295: N. of 39th Avenue	0.34	I-295 (Clearview Expressway)	R2A
Q1210	I-295: S. of 35th Avenue	0.45	I-295 (Clearview Expressway)	R2A (R3-2 adj.)
Q1211	I-295: 35th Avenue-33rd Avenue pedestrian bridge	3.97	I-295 (Clearview Expressway)	C1-2, R2A (R4-1, R3-2 adj.)
Q1212	I-295: 33rd Avenue pedestrian bridge-32nd Avenue	2.86	I-295 (Clearview Expressway)	R2A (R4-1 adj.)
Q1213	I-295: 32nd Avenue-26th Avenue	6.74	I-295 (Clearview Expressway)	R2A (R3X adj.)
Q1214	I-295: N. of 26th Avenue	0.75	I-295 (Clearview Expressway)	R3-2, R5

POTENTIAL FOR CONNECTING STREETS:

realigned 48th Avenue (existing overpass renamed Rocky Hill Road); 50th Avenue; 47th Road; 33rd Avenue (currently pedestrian only)

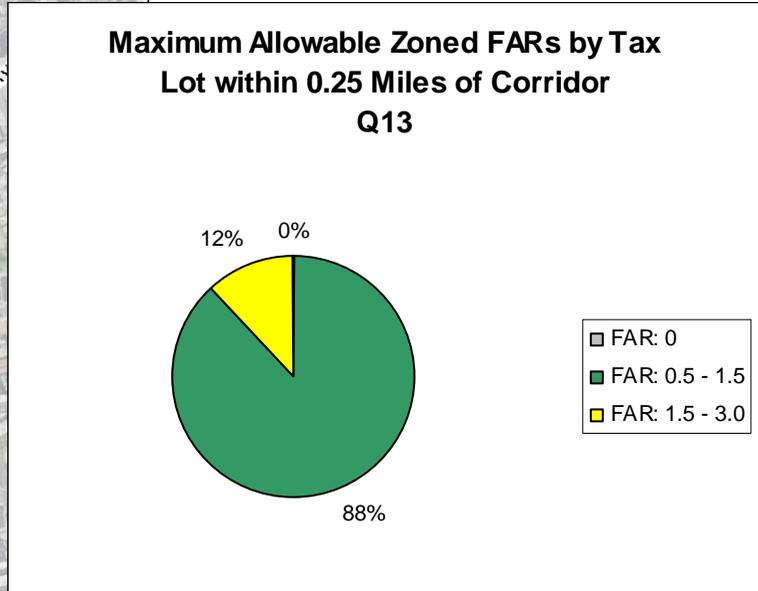
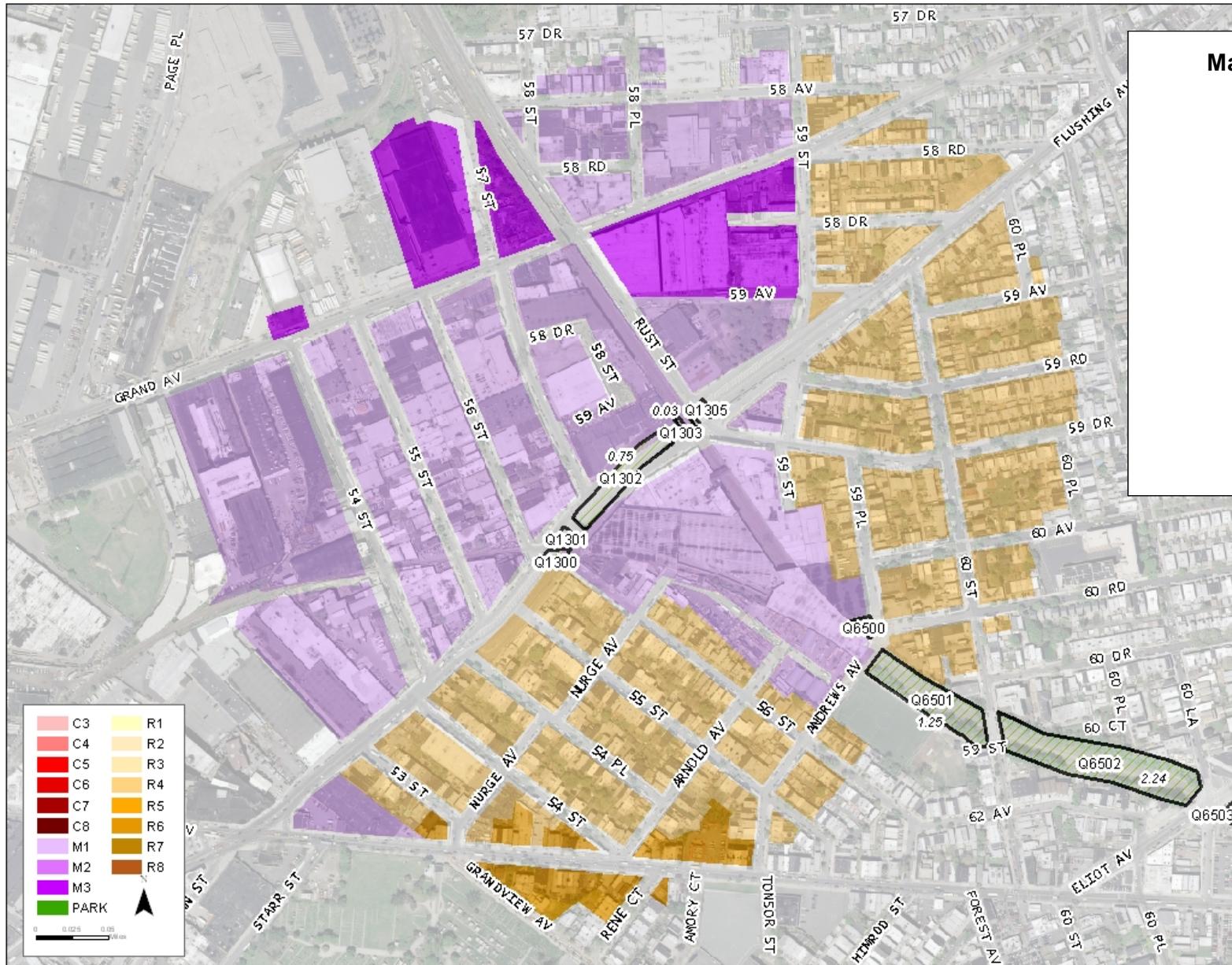




Parcel Q1207 looking north from the pedestrian bridge north of 42nd Avenue towards the LIRR Port Washington Branch overpass

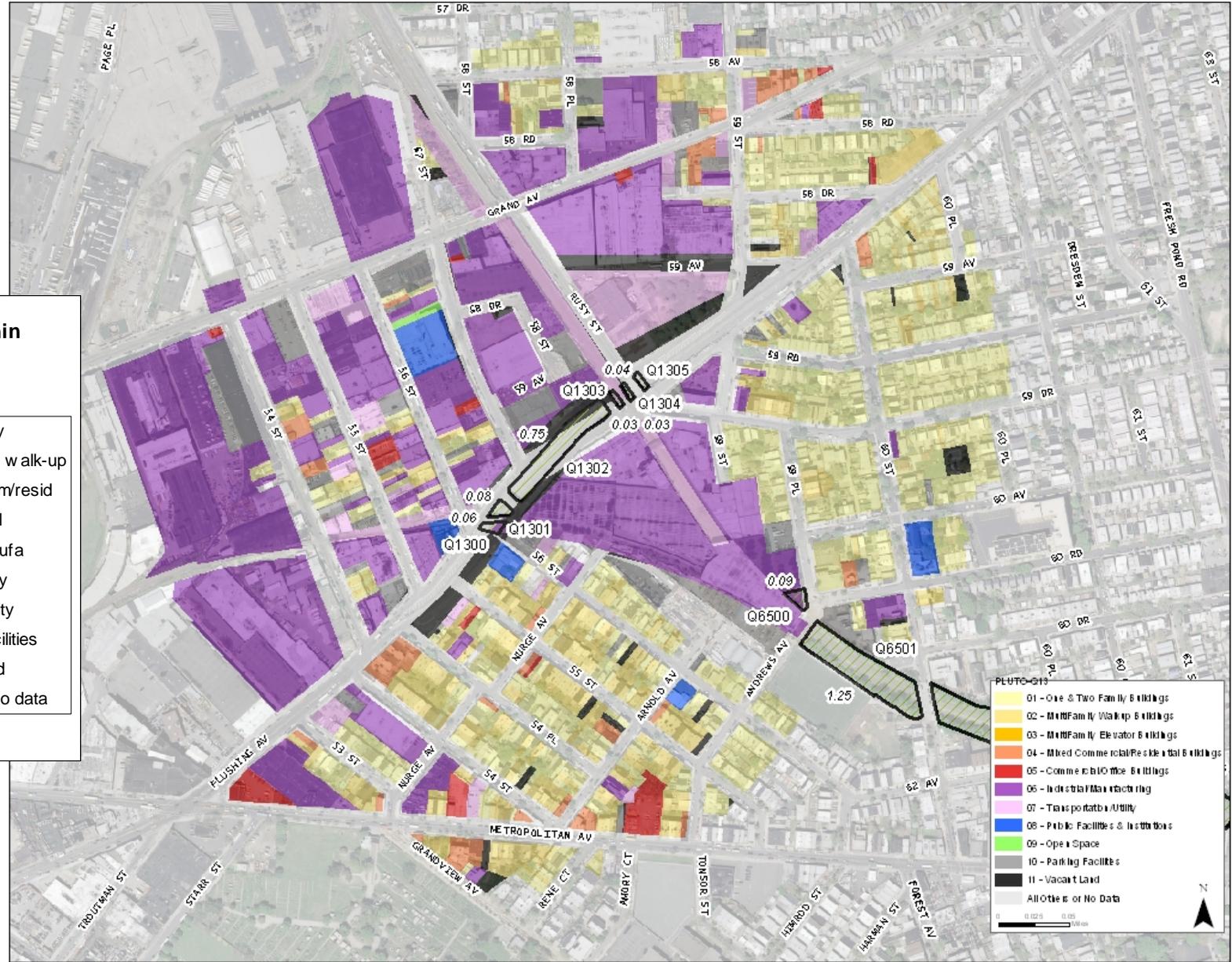
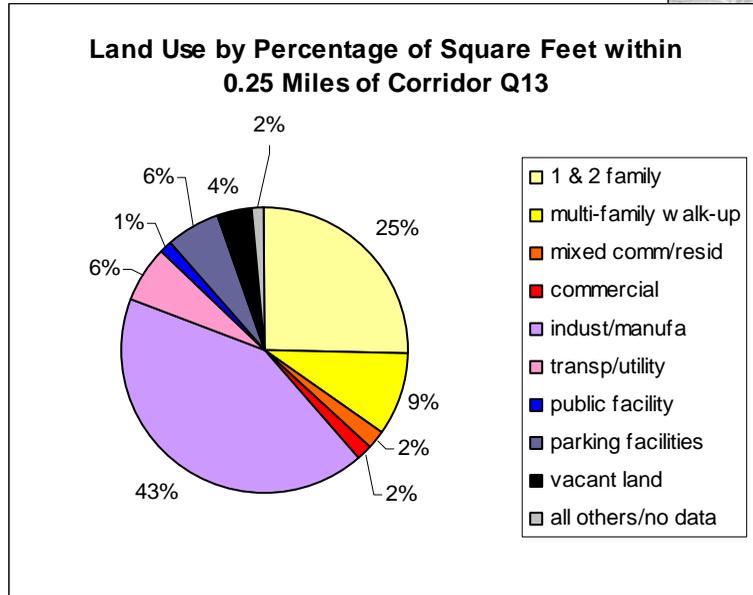


Parcel Q1211 looking north from 35th Avenue towards the 33rd Avenue pedestrian bridge.



Q13: FLUSHING AVENUE: 56TH STREET-NORTH OF RUST STREET/ 59TH DRIVE ZONING

LAND USE



GENERAL INFORMATION:

DESCRIPTION This segment of Flushing Avenue consists of exterior surface-level service roads which cross the LIRR/NY&A Bushwick Branch at grade but dead-end at the LIRR/NY&A Montauk Division, and an interior subgrade bypass which runs between 54th Place and 59th Street. The road has the appearance of a small expressway, but does not connect to any other limited-access highways and traverses a relatively short distance through a primarily industrial section of Maspeth. A pedestrian walkway hugs the outer edge of the westbound/southbound side of the express road.

OWNERSHIP PLUTO records are unavailable for these parcels.

TOPOGRAPHY No issues related to this corridor are evident.

VENTILATION Any deck encompassing all or most of parcel Q1302 (plus any contiguous parcels) would exceed 295 feet in length. A mechanical ventilation system and emergency facilities for the highway and pedestrian walkway below would be needed if these parcels were to be entirely enclosed by a deck. However, the walkway has stairways to surface level in both parcels Q1303 and Q1304, which may partially mitigate the need for ventilation.

PARCEL INFORMATION:

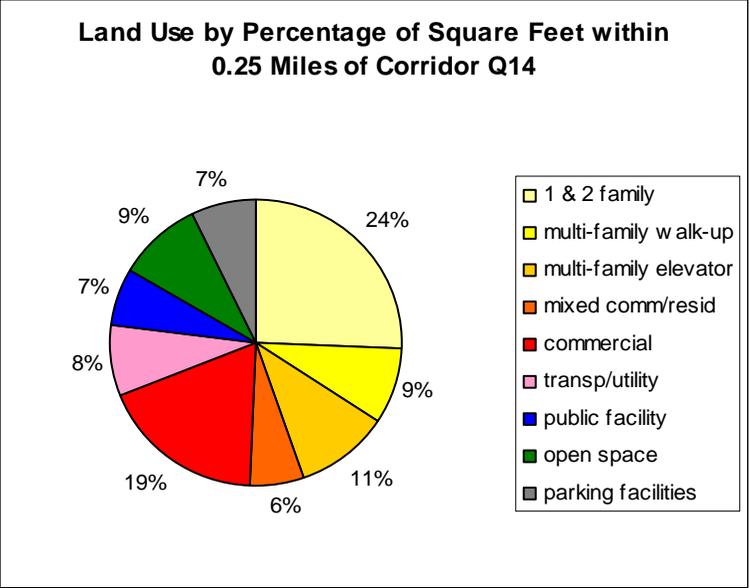
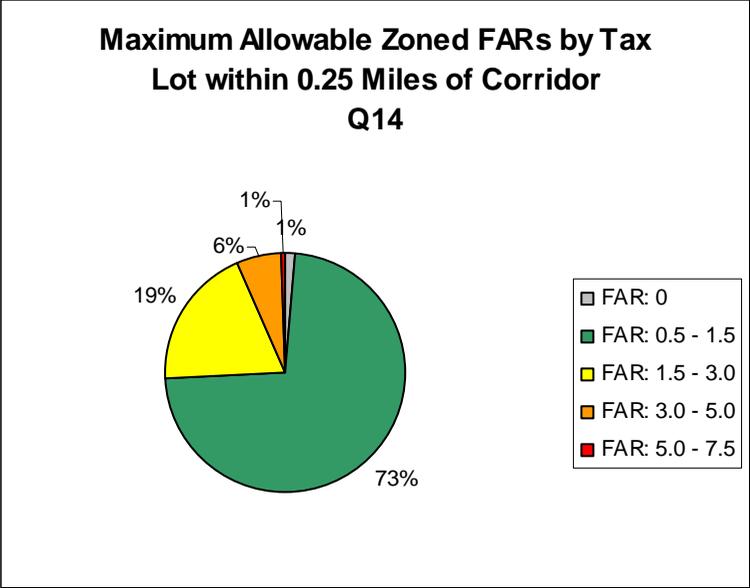
<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
Q1300	Flushing Avenue: S. of LIRR/NY&A Bushwick Branch	0.06	Flushing Avenue express road/LIRR underpass	M1-1 (C1-2, R4 adj.)
Q1301	Flushing Avenue: LIRR/NY&A Bushwick Branch-overpass between 56 th Street and 57 th Street	0.08	Flushing Avenue express road/LIRR underpass	M1-1
Q1302	Flushing Avenue: overpass between 56 th Street and 57 th Street-overpass W. of LIRR/NY&A Montauk Division	0.75	Flushing Avenue express road/LIRR underpass	M1-1
Q1303	Flushing Avenue: overpass W. of LIRR/NY&A Montauk Division-LIRR/NY&A Montauk Division	0.03	Flushing Avenue express road/LIRR underpass	M1-1
Q1304	Flushing Avenue: LIRR/NY&A Montauk Division-Rust Street/59 th Drive	0.03	Flushing Avenue express road/LIRR underpass	M1-1
Q1305	Flushing Avenue: E. of Rust Street/59 th Drive	0.04	Flushing Avenue express road/LIRR underpass	M1-1

POTENTIAL FOR CONNECTING STREETS:

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

Parcel Q1302 looking north from the overpass
north of the LIRR/NY&A Bushwick Branch
towards the underpass south of the LIRR/NY&A
Montauk Division





GENERAL INFORMATION:

DESCRIPTION Between the Queens Center shopping area and 62nd Avenue in Rego Park, the six express lanes of Queens Boulevard dip below grade into an express bypass cut, passing under Woodhaven Boulevard and the Long Island Expressway service roads. (The LIE itself is elevated at this point.)

The section of Queens Boulevard nearest the Queens Center Mall is characterized by high-traffic major retail outlets, heavy pedestrian flows (especially on the north side of the street), and ample mass transit – the G, R and V line stop at Woodhaven Boulevard and the Q11, Q29, Q38, Q53, Q59 and Q88 bus routes all stop here.

OWNERSHIP Queens Boulevard is designated New York State Route 25, and is property of the New York State Department of Transportation (NYSDOT).

TOPOGRAPHY Due to a slight rise in the road grade within the open cut, a deck over the midsection of parcel Q1401 would be slightly above the level of the adjacent local roadways. In addition, decks over the outer extremities of the corridor (the western edge of parcel Q1400 and the eastern edge of parcel Q1402) would be above the surrounding land.

VENTILATION Any deck encompassing all or most of parcel Q1401 (plus any contiguous parcels) would exceed 295 feet in length. A mechanical ventilation system and emergency facilities for the highway and pedestrian walkway below would be needed if these parcels were to be entirely enclosed by a deck

PARCEL INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
Q1400	Queens Boulevard: W. of Woodhaven Boulevard	0.11	Queens Boulevard Express road/Woodhaven Boulevard and I-495 service road bypass	C1-2, R6 (C4-5X, R6B adj.)
Q1401	Queens Boulevard: Woodhaven Boulevard- W. of Queens-Midtown Expressway /Horace Harding Expressway eastbound service road	0.81	Queens Boulevard Express road/Woodhaven Boulevard and I-495 service road bypass	R6 (C8-1 adj.)
Q1402	Queens Boulevard: E. of Queens-Midtown Expressway /Horace Harding Expressway eastbound service road	0.09	Queens Boulevard Express road/Woodhaven Boulevard and I-495 service road bypass	C1-2, R7-1 (C2-2 adj.)

POTENTIAL FOR CONNECTING STREETS:

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



Parcel Q1401 looking east from Woodhaven Boulevard towards the I-495 eastbound service roads. The Long Island Expressway passes over Queens Boulevard in the distance.