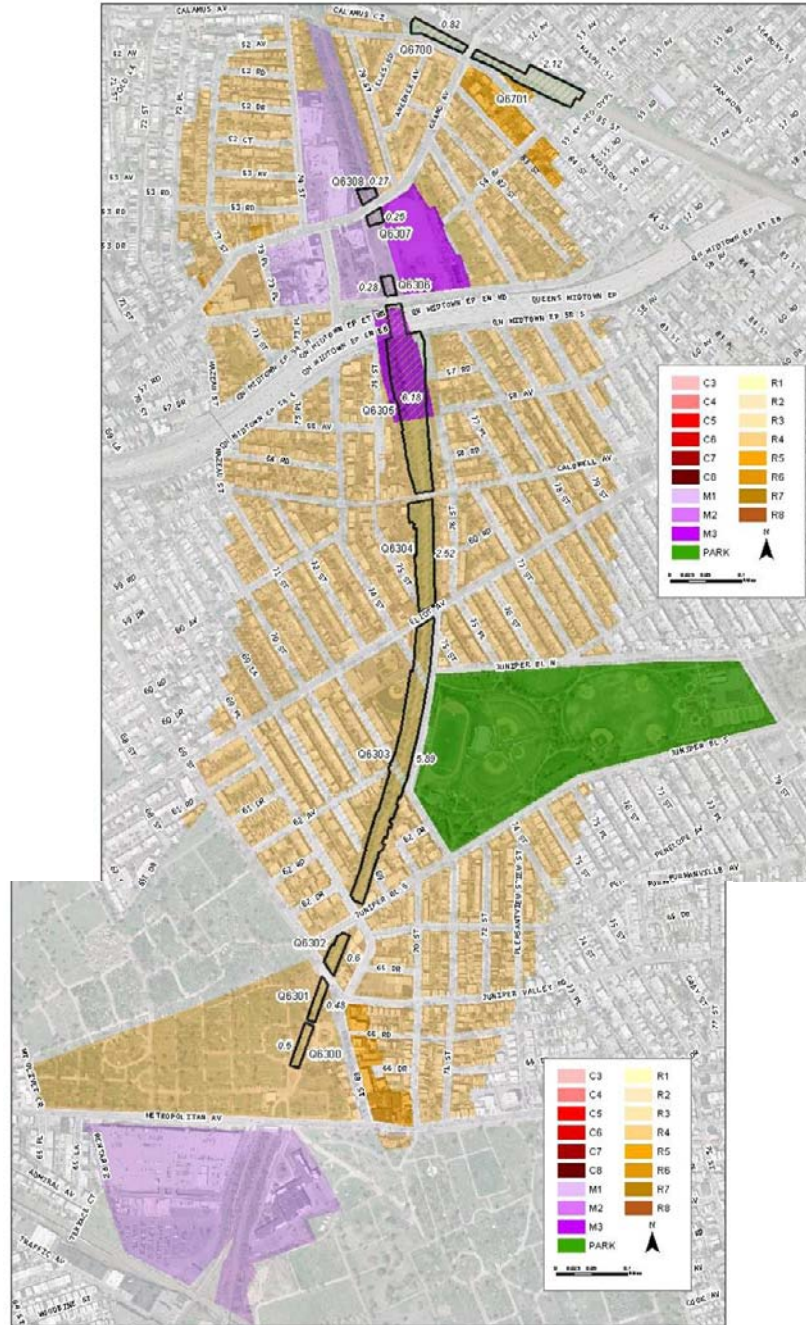
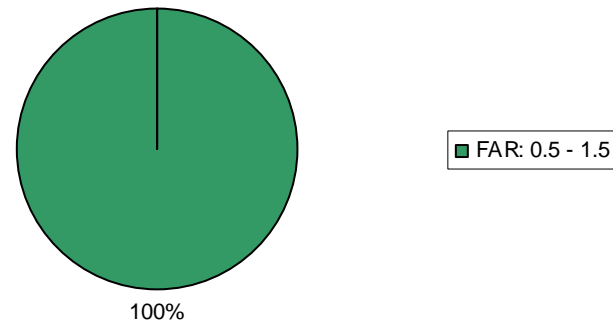


Q63: CSX FREMONT SECONDARY: LUTHERAN CEMETERY- NORTH OF GRAND AVENUE

ZONING

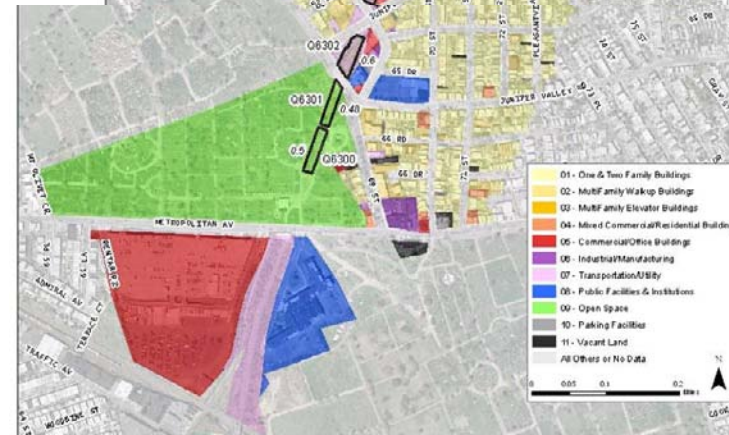
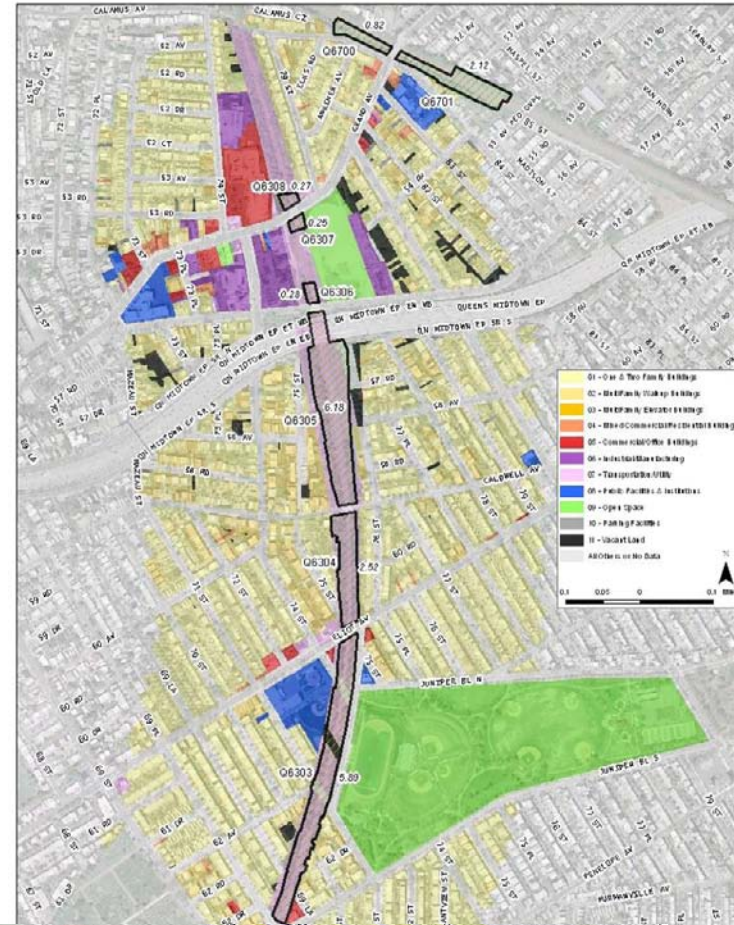
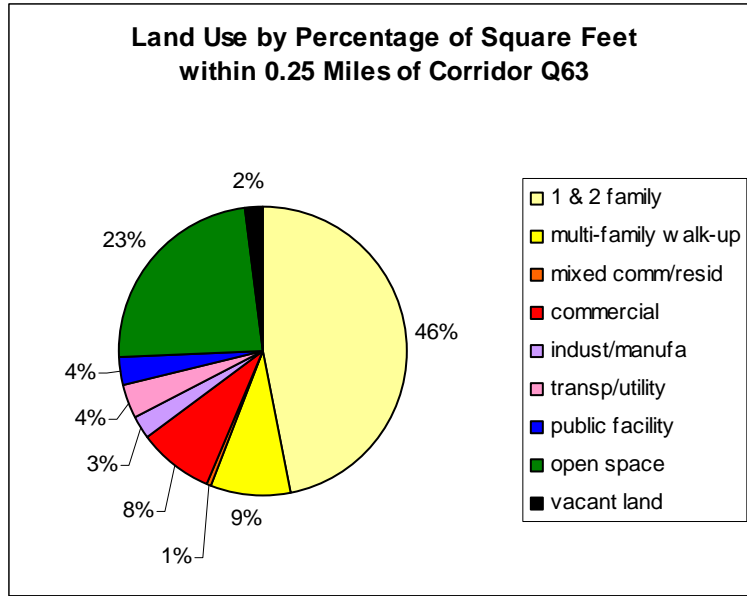


Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor Q63



LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor Q63



GENERAL INFORMATION:

DESCRIPTION This 1.25-mile long, nine-parcel corridor is comprised of the airspace over the Fremont Secondary, a rail freight route that connects the Bay Ridge Line with the Amtrak Hell Gate Line. The corridor traverses Middle Village and Maspeth and contains nearly 23 acres of deckable airspace – more than half of which is evenly split between two parcels: Q6303 and Q6305. Parcel Q6303 in part lies across a street from Juniper Valley Park.

Parcels Q6300 and Q6301 are unique in that they pass through a deep open cut entirely within a portion of Lutheran Cemetery. These parcels are exceptionally well-delineated, have ample room for deck supports, and are closer to the subway system than any other parcels in the corridor. (Q6300 is 700 feet from the Metropolitan Avenue terminal of the M (Myrtle) Line. However, their unusual location may make any non-cemetery-related use difficult.

Parcel Q6305 is above a notably deep section of open cut. Sufficient vertical clearance exists between the trackbed and the Long Island Expressway overpass to build a deck through to 57th Avenue.

Given most of the area's predominantly low-to-medium density residential character (much of it is zoned R4) and its path abutting numerous private properties, development of this corridor may prove to be a challenge.

So far as can be ascertained, decking of this corridor would not impact parkland. However, a significant amount of green space would be impacted if this corridor's airspace were to be decked over.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the Department of Citywide Administrative Services and 16 private landholders have partial or complete ownership of parcels along this corridor. The railroad itself is property of CSX Transportation, Inc.

All parcels within this corridor 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:

- Q6303:
 - Along the approximately 300 southernmost feet of the parcel's western edge.
 - Along approximately 250 feet of the parcel's eastern edge, from approximately 30 to 280 feet north of Juniper Boulevard South.
 - Along approximately 150 feet of the parcel's eastern edge, centered upon the bend in Lutheran Avenue approximately 600 feet north of Juniper Boulevard South.
 - Along the approximately 330 northernmost feet of the parcel's eastern edge.

VENTILATION Parcels Q6307 and Q6308, which are separated from the parcels to the south by an open-air gap, are not lengthy enough to warrant concern about ventilation.

However, in most places 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.

Q6300: 880 feet (includes Metropolitan Avenue tunnel)

Q6301: 430 feet Q6302: 620 feet Q6303: 2,450 feet Q6304: 960 feet Q6305: 1,520 feet Q6306: 200 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:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
Q6300	NY&A Fremont Secondary: Lutheran Cemetery, W. of theoretical extension of 66th Road	0.50	NY&A Fremont Secondary freight line	R4 (inside cemetery)
Q6301	CSX Fremont Secondary: Lutheran Cemetery, SW. of 69th Street	0.48	CSX Fremont Secondary freight line	R4 (inside cemetery)
Q6302	CSX Fremont Secondary: 69th Street-Juniper Boulevard S.	0.60	CSX Fremont Secondary freight line	C2-3, R4B
Q6303	CSX Fremont Secondary: Juniper Boulevard S.-Eliot Avenue	5.89	CSX Fremont Secondary freight line	C2-2, R4
Q6304	CSX Fremont Secondary: Eliot Avenue-Caldwell Avenue	2.52	CSX Fremont Secondary freight line	C2-2, R4
Q6305	CSX Fremont Secondary: Caldwell Avenue-57th Avenue	6.18	CSX Fremont Secondary freight line	M1-1, M3-1, R4
Q6306	CSX Fremont Secondary: N. of 57th Avenue	0.28	CSX Fremont Secondary freight line	M1-1, M3-1
Q6307	CSX Fremont Secondary: S. of Grand Avenue	0.25	CSX Fremont Secondary freight line	M1-1, M3-1
Q6308	CSX Fremont Secondary: N. of Grand Avenue	0.27	CSX Fremont Secondary freight line	M1-1, R4

POTENTIAL FOR CONNECTING STREETS:

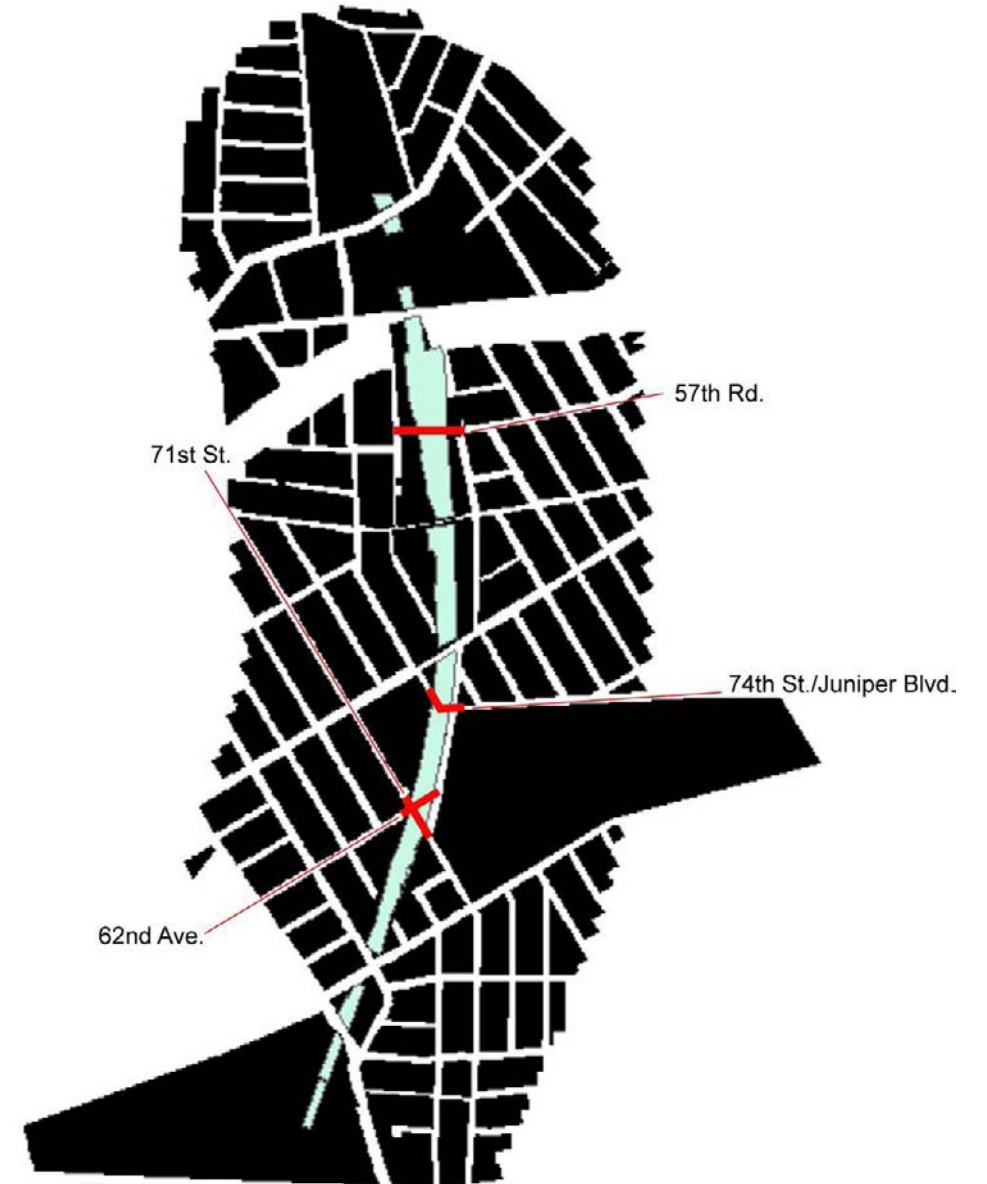
62nd Avenue; 71st Street (angled slightly SE); Juniper Boulevard N.; 74th Street; possibly new 75th Place (N-S); 57th Road. In addition, some new streets could be constructed to increase access into the new usable airspace over the ROW.

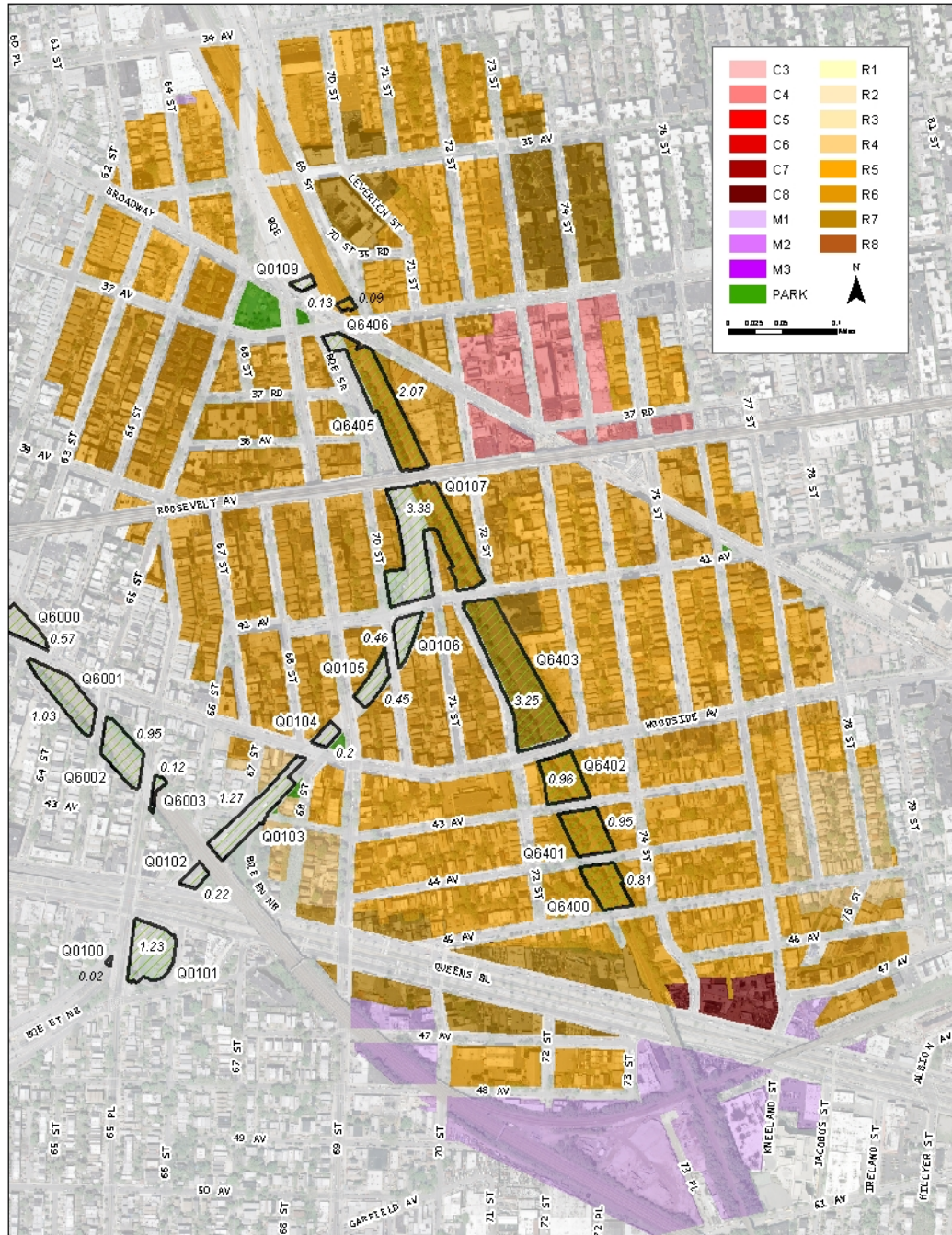


Parcel Q6305 looking south from 57th Avenue. The Long Island Expressway crosses over above.



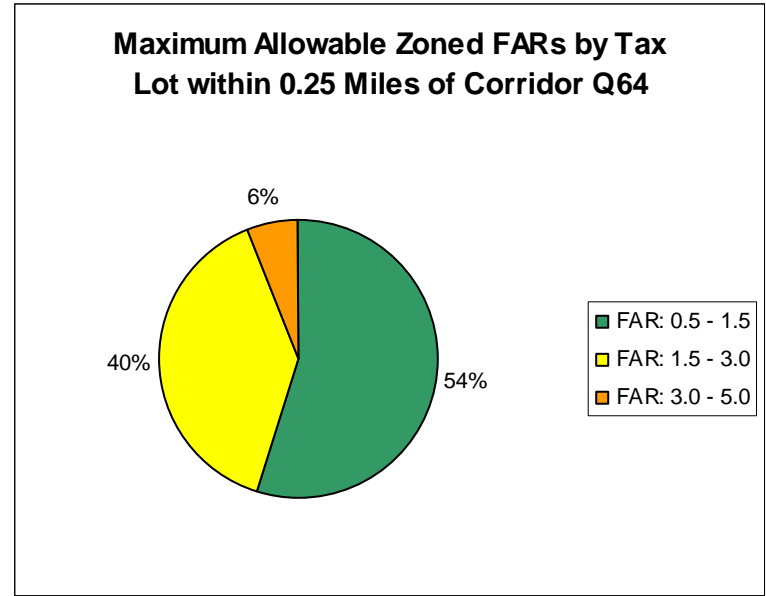
Parcel Q6303 looking north from Juniper Boulevard South.





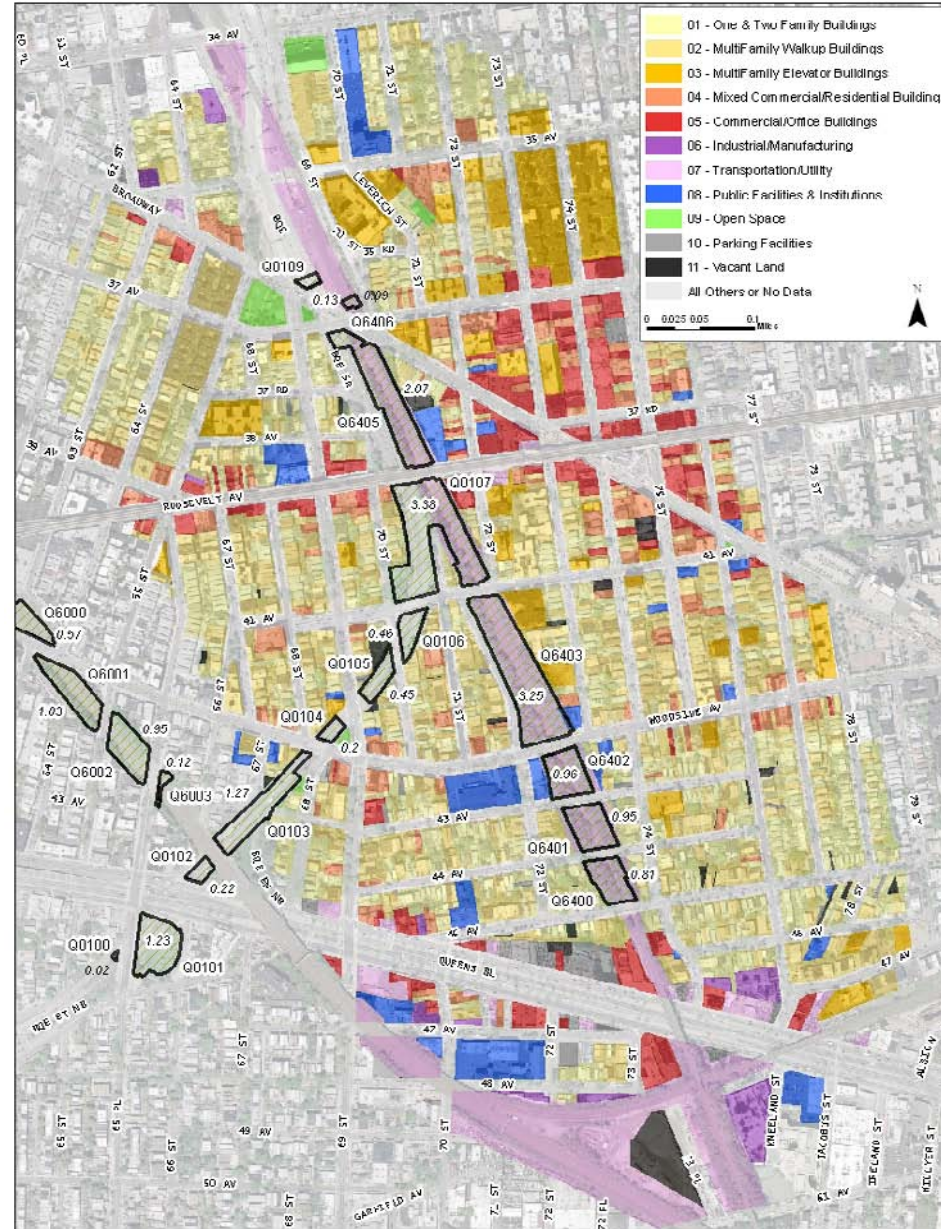
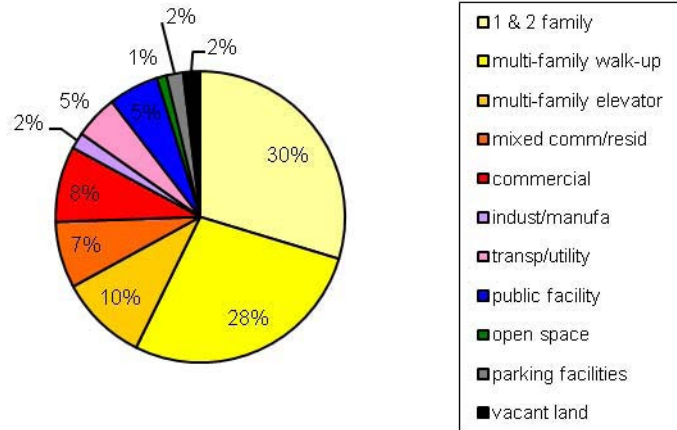
Q64: CSX FREMONT SECONDARY: 45TH AVENUE- NORTH OF 37TH AVENUE

ZONING



LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor Q64



GENERAL INFORMATION:

DESCRIPTION Although smaller than corridor Q63 to the south, corridor Q64 has better access to public transportation and traverses an area with somewhat higher zoned densities (generally R5-R6) than corridor Q63. This 3,300-foot long corridor includes 8.1 acres of deckable airspace.

The northern end of this corridor is shared with the Brooklyn-Queens Expressway. Parcel Q0107, although it primarily covers the rail freight line, does partly overlap with the expressway, immediately south of 37th Avenue and Broadway.

This corridor partially adjoins one of the BQE corridors (Q01), which lies adjacent to the LIRR Woodside corridor (Q60). Parcels Q0107 and Q6405 are approximately two blocks west of the 69th Street station on the 7 (Flushing) 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 stations and a 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.

OWNERSHIP Parcels Q6400, Q6401, Q6402, Q6403, Q0107 and Q6405 abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections that require sufficient light and air to reach these adjacent properties may exist.

Further PLUTO records are unavailable for these parcels. The railroad itself is property of CSX Transportation, Inc.

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

- Q6406: Along the approximately 30 northernmost feet of the parcel's eastern and western edges.

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:

- Q6400: From 44th Avenue down to 45th Avenue.
- Q6403: From Woodside Avenue down to 41st Avenue.



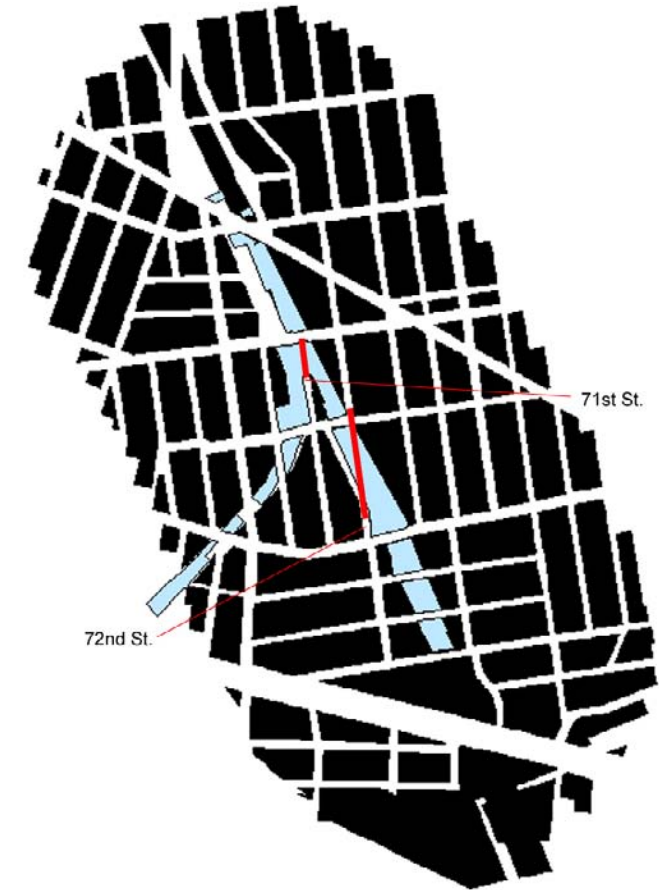
Parcel Q6403 looking north from Woodside Avenue towards 41st Avenue

VENTILATION A full deck over the railway at the following parcels of combinations of parcels would exceed 2,000 feet in length: Q6403+Q0107+Q6405, Q6401+Q6402+Q6403+Q0107, Q6402+Q6403+Q0107+Q6405, or any consecutive set of five, six or seven parcels. A mechanical ventilation system and emergency facilities for the rail line below would 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.)

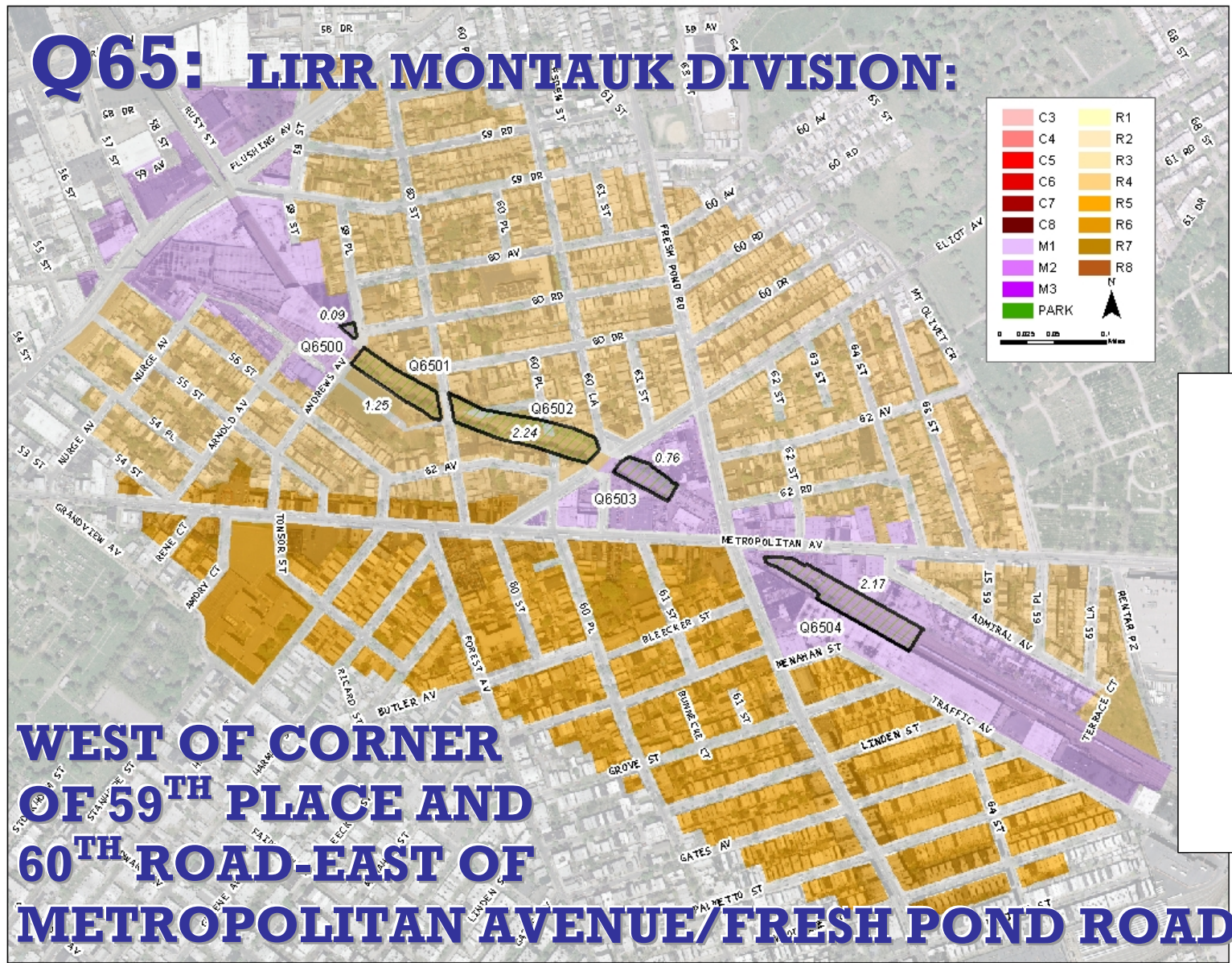
POTENTIAL FOR CONNECTING STREETS:
realigned 72nd Street; 71st Street, angled slightly NNW upon deck

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
Q6400	CSX Fremont Secondary: 45th Avenue-44th Avenue	0.81	CSX Fremont Secondary freight line	R5
Q6401	CSX Fremont Secondary: 44th Avenue-43rd Avenue	0.95	CSX Fremont Secondary freight line	R5
Q6402	CSX Fremont Secondary: 43rd Avenue-Woodside Avenue	0.96	CSX Fremont Secondary freight line	R5, R6B
Q6403	CSX Fremont Secondary: Woodside Avenue-41st Avenue	3.25	CSX Fremont Secondary freight line	R6, R6B, R7B
Q6405	I-278/CSX Fremont Secondary: Roosevelt Avenue-Broadway/37th Avenue	2.07	I-278 (Brooklyn-Queens Expressway), CSX Fremont Secondary rail freight line	C2-3, R6
Q6406	CSX Fremont Secondary: N. of 37th Avenue	0.09	CSX Fremont Secondary freight line	R5



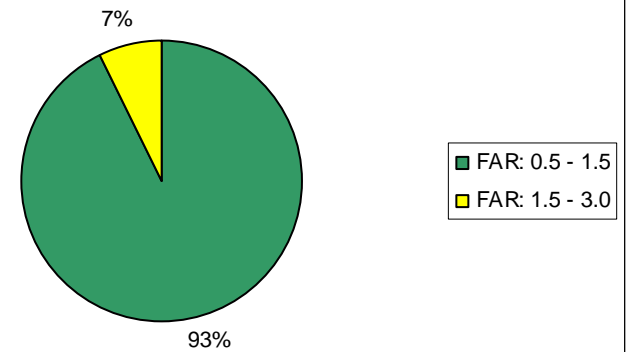
Q65: LIRR MONTAUK DIVISION:



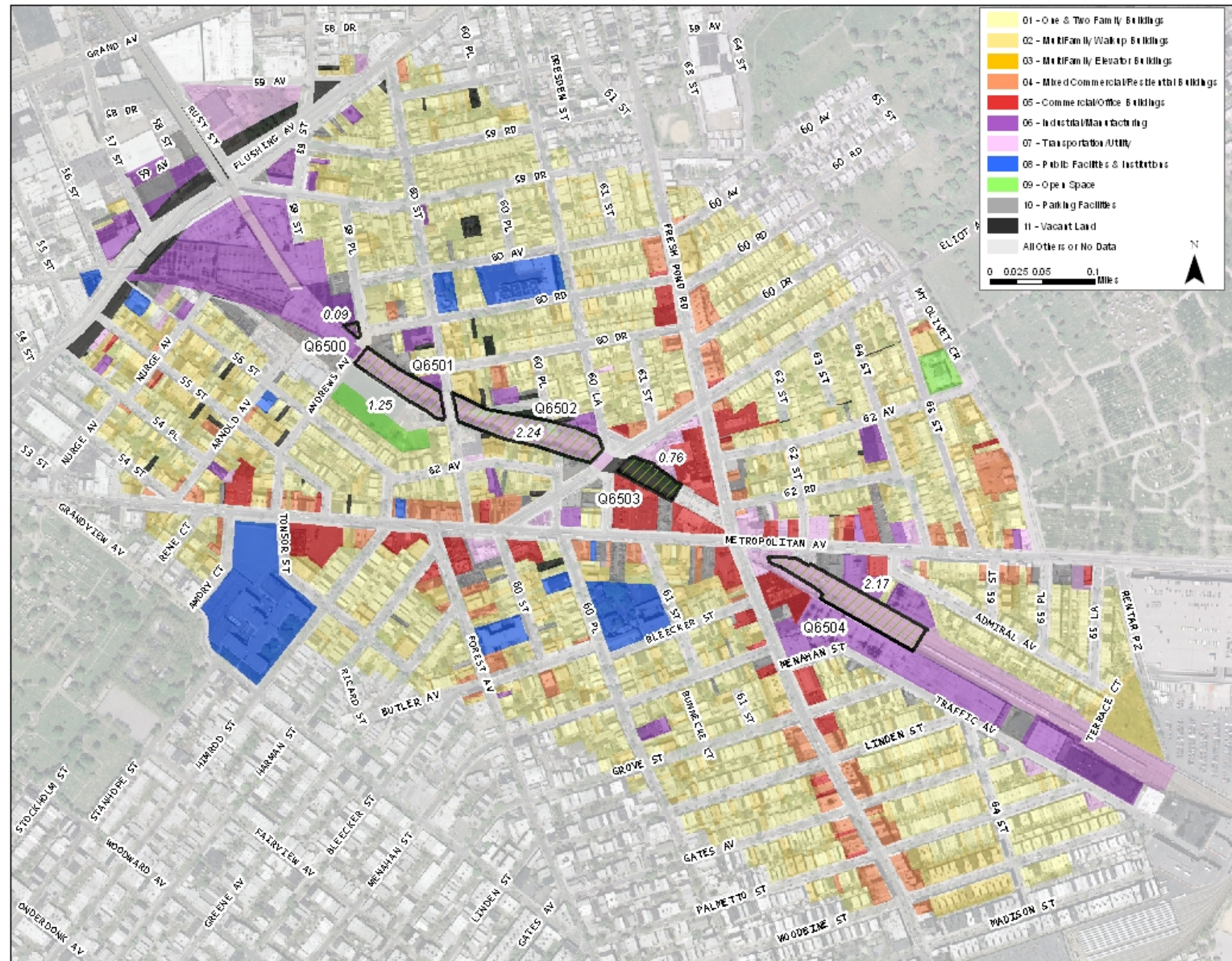
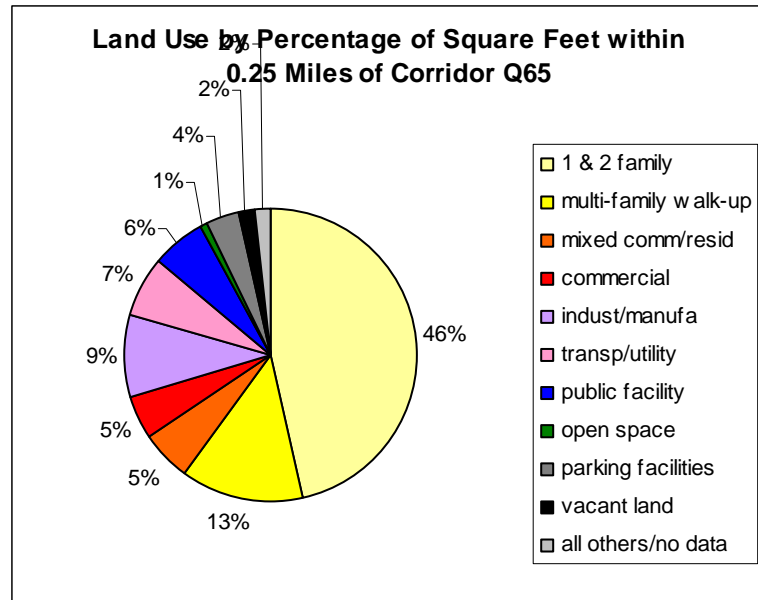
WEST OF CORNER OF 59TH PLACE AND 60TH ROAD-EAST OF METROPOLITAN AVENUE/FRESH POND ROAD

ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor Q65



LAND USE



GENERAL INFORMATION:

DESCRIPTION Five parcels totaling over 6.5 deckable acres lie over this rail line segment that cuts through Ridgewood and Maspeth. Although this corridor lies over what was the primary east-west route of the LIRR a century ago through Queens, its role as a commuter line has steadily diminished since the opening of Pennsylvania Station in 1910. As of March 2007, this route carried one passenger train per day. However, the Montauk Division remains an active rail freight route, which is currently used by New York & Atlantic trains.

Parcel Q6500 does not strictly lie above the railroad tracks, which are already decked over. This small parcel lies immediately to the northeast of the tracks.

A short tunnel, approximately 600 feet long, lies between parcels Q6503 and Q6504, as the railroad passes beneath Metropolitan Avenue and Fresh Pond Road.

Until 1998, a Fresh Pond passenger station at the western end of parcel Q6504 existed. This and all other intermediate stations between Long Island City and Jamaica were closed. The LIRR was then embarking on building high-level platforms at all its stations which did not yet have one; the low ridership generated at these stations did not warrant the investment.

OWNERSHIP All parcels within this corridor 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.

Further PLUTO records are unavailable for these parcels. MTA Long Island Rail Road is the operator.

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

- Q6501: Along the parcel's northern edge, from approximately 30 to 150 feet west of 60th Street. Also, along the approximately 400 westernmost feet of the parcel's southern edge.
- Q6502: Along the approximately 220 westernmost feet of the parcel's northern edge. Also, along the parcel's southern edge, from approximately 280 to 470 feet east of 60th Street.

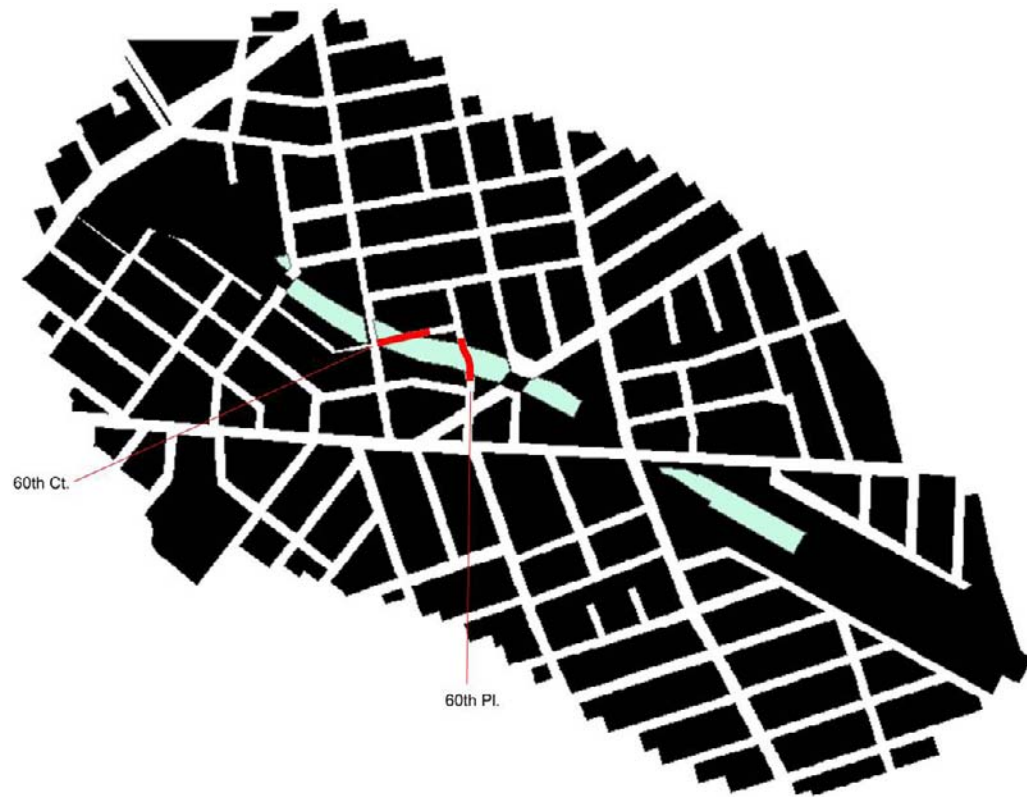
VENTILATION A full deck over the railway at the following parcels or combinations of parcels would exceed 2,000 feet in length: Q6501+Q6502+Q6503, Q6502+Q6503+Q6504, or any four or five consecutive parcels along this corridor. A mechanical ventilation system and emergency facilities for the rail line below would be needed if these parcels were to be entirely enclosed by a deck. (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>
Q6500	LIRR Montauk Division: W. of corner of 59th Place and 60th Road	0.09	NY&A; limited LIRR service	M1-1
Q6501	LIRR Montauk Division: 59th Place-60th Street	1.25	NY&A; limited LIRR service	R4
Q6502	LIRR Montauk Division: 60th Street-60th Lane/Eliot Avenue	2.24	NY&A; limited LIRR service	C2-4, R4
Q6503	LIRR Montauk Division: E. of Eliot Avenue	0.76	NY&A; limited LIRR service	M1-1
Q6504	LIRR Montauk Division: E. of Metropolitan Avenue/Fresh Pond Road	2.17	NY&A; limited LIRR service	C2-4, M1-1

POTENTIAL FOR CONNECTING STREETS:

Realigned 60th Court; 60th Place



Parcel Q6503 looking east from Elliot Avenue towards the automobile lot deck west of Fresh Pond Road