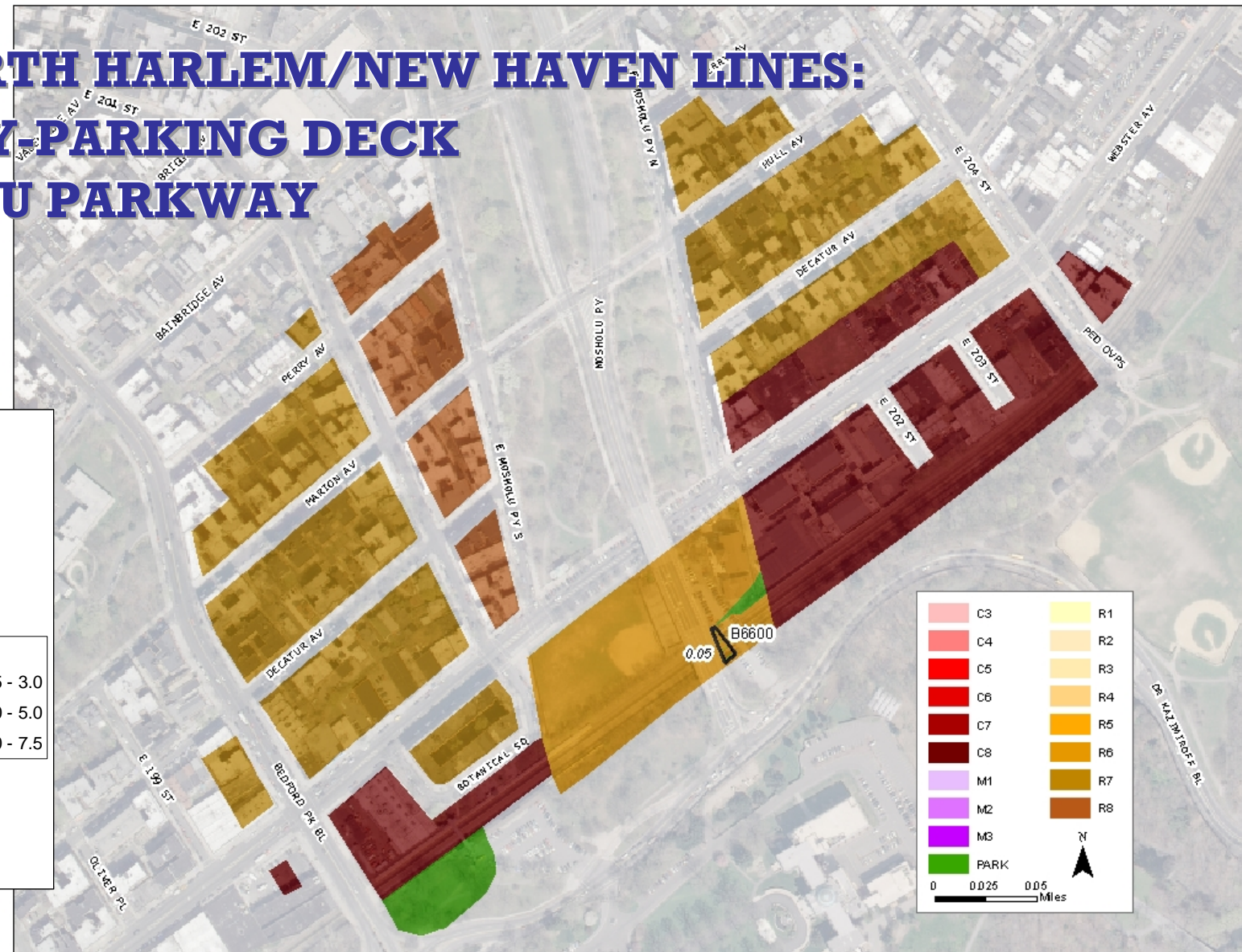
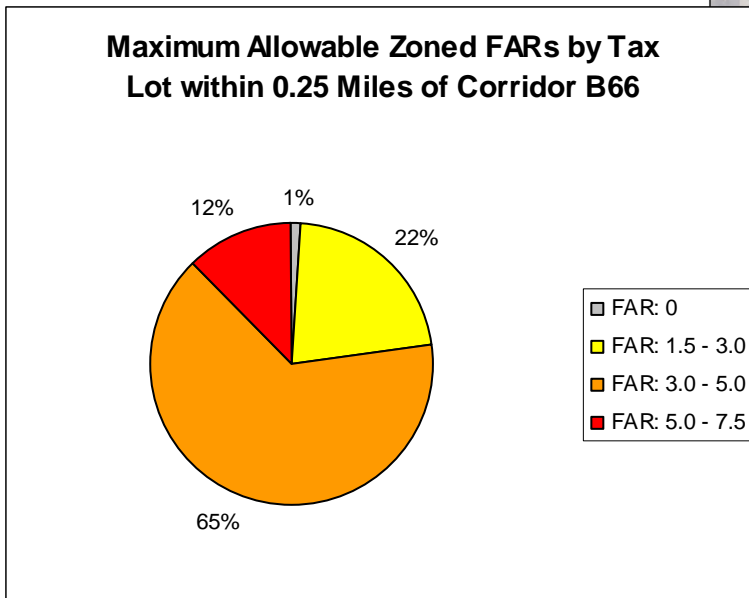


# B66: METRO-NORTH HARLEM/NEW HAVEN LINES: MOSHOLU PARKWAY-PARKING DECK NORTH OF MOSHOLU PARKWAY

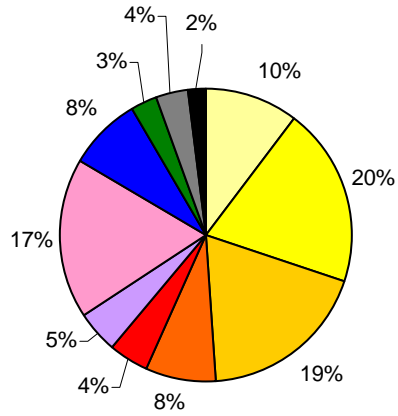
## ZONING





# LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor B66



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



**GENERAL INFORMATION:**

**DESCRIPTION** This small, one-parcel corridor is above Metro-North’s Harlem and New Haven Lines, just north of the Botanical Garden station. At 2,113 square feet, its potential uses are somewhat limited.

**OWNERSHIP** DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the MTA has partial or complete ownership of the parcels along this corridor.

**TOPOGRAPHY** No issues related to this corridor are evident.

**VENTILATION** No issues related to this corridor are evident.



Parcel B6600, between Mosholu Parkway and parking deck

**PARCEL INFORMATION:**

<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
B6600	Metro-North Harlem/New Haven Lines: Mosholu Parkway-parking deck N. of Mosholu Parkway	0.05	Metro-North Harlem/New Haven Lines	C8-2, R6

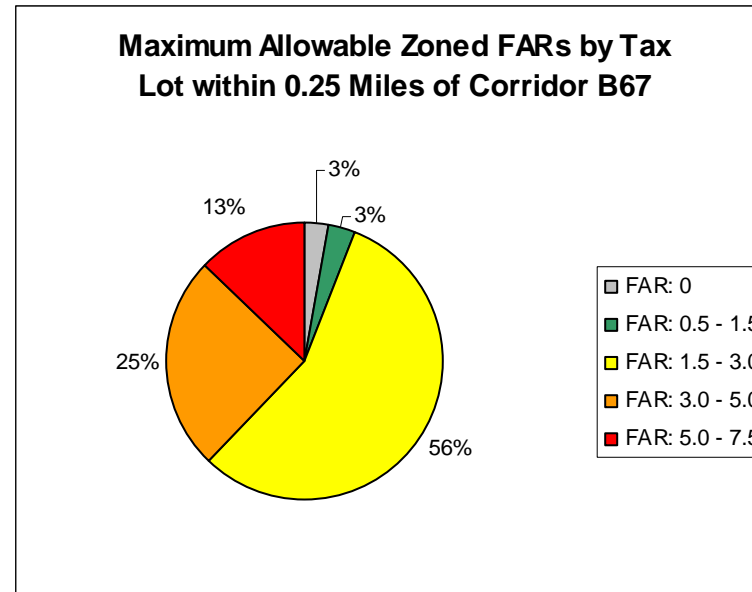
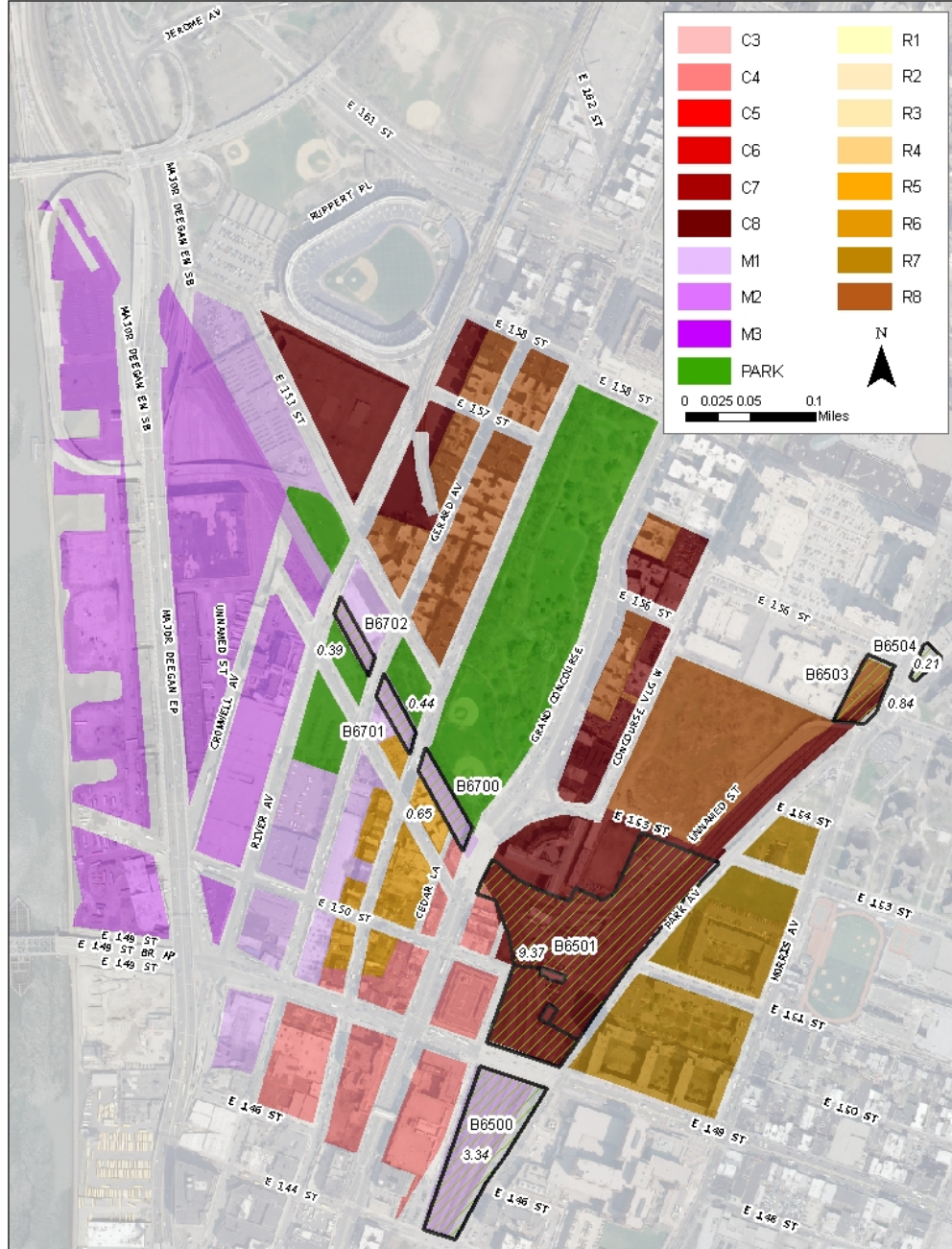
**POTENTIAL FOR CONNECTING STREETS:**

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

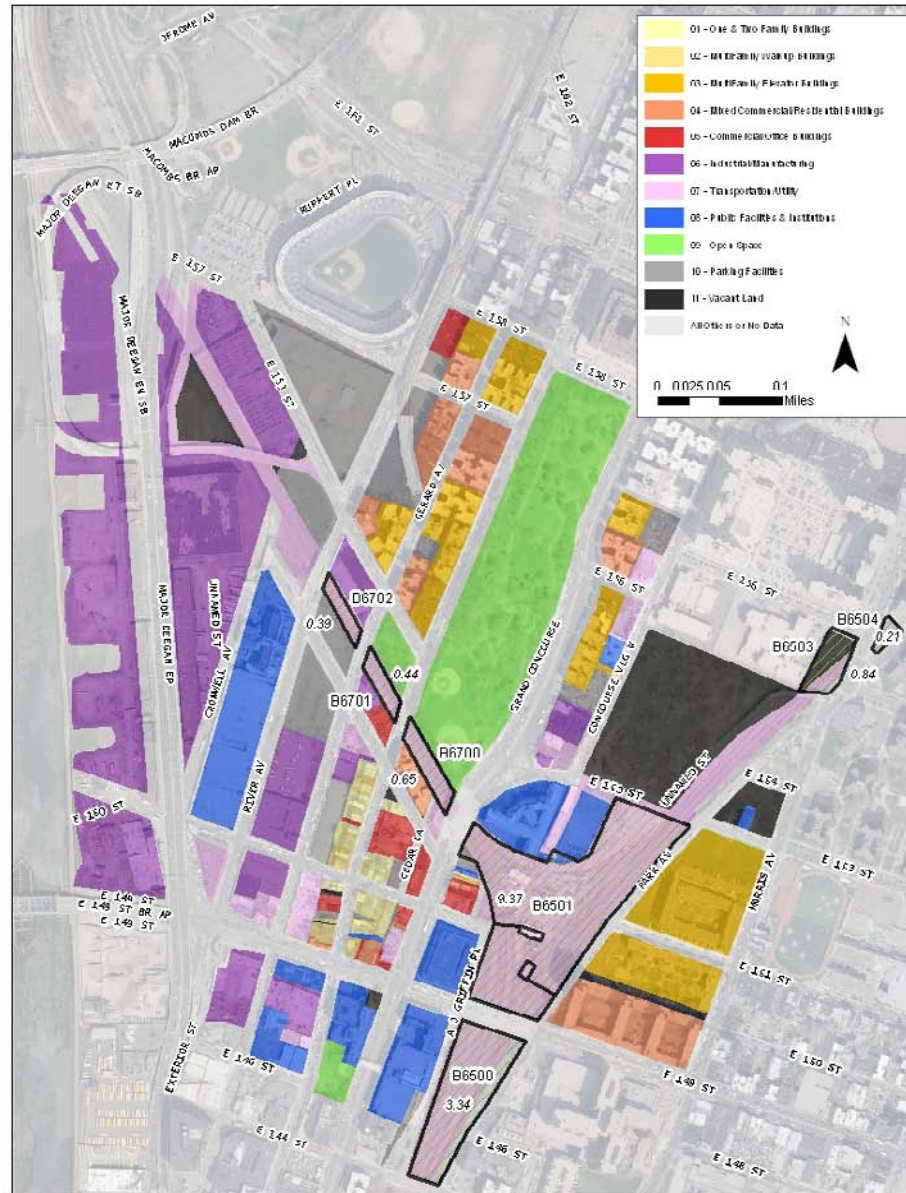
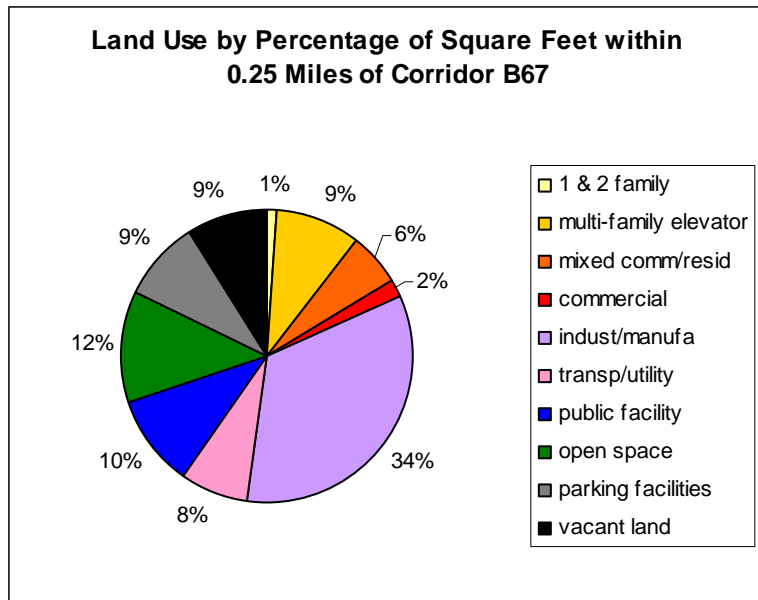


# B67: METRO-NORTH HUDSON LINE: GRAND CONCOURSE-RIVER AVENUE

## ZONING



# LAND USE



## **GENERAL INFORMATION:**

**DESCRIPTION** This corridor is along Metro-North's Hudson Line, which diverges from the Harlem and New Haven lines immediately southeast of here. The northern end of the corridor is near both the former Bronx Terminal Market and parking for Yankee Stadium as it existed through 2008. Both areas are being redeveloped.

Although built for four tracks, the westernmost track has been removed, offering opportune sites for deck supports.

**OWNERSHIP** DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Human Resources Administration, the Department of Parks and Recreation, the MTA and two private landholders have partial or complete ownership of the parcels along this corridor.

In addition, although this corridor is part of the commuter rail network, vegetation and/or Parks property abuts parcels B6700 and B6701. Therefore, any attempt to deck over property along the edge of these parklands could require parkland alienation.

All parcels in 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:

- B6701: Along the west side of the parcel. However, this side is hemmed in by buildings along the edge of the alignment that appear to make such a disparity inconsequential. A minor deck disparity issue appears to exist at the northern edge of the parcel's east side.
- B6702: Along the parcel's west side, a disparity would exist between a deck and the adjacent parking lot as it currently exists. However, parking lots are relatively malleable, and the lot grade can be canted upward to allow a smooth transition to a deck.

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:

- B6700: From Grand Concourse down to Walton Avenue.
- B6701: From Walton Avenue down to Gerard Avenue.

**VENTILATION** If parcel B6501 were to be completely decked over, then a full deck over all three 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. (Existing overpasses are factored into this calculation.)



**PARCEL INFORMATION**

<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
B6700	Metro-North Hudson Line: Grand Concourse-Walton Avenue	0.65	Metro-North Hudson Line	C4-4, R6, R8, SPD-C
B6701	Metro-North Hudson Line: Walton Avenue-Gerard Avenue	0.44	Metro-North Hudson Line	M1-1, M1-2, R6, R8
B6702	Metro-North Hudson Line: Gerard Avenue-River Avenue	0.39	Metro-North Hudson Line	M1-1, M1-2

**POTENTIAL FOR CONNECTING STREETS:**

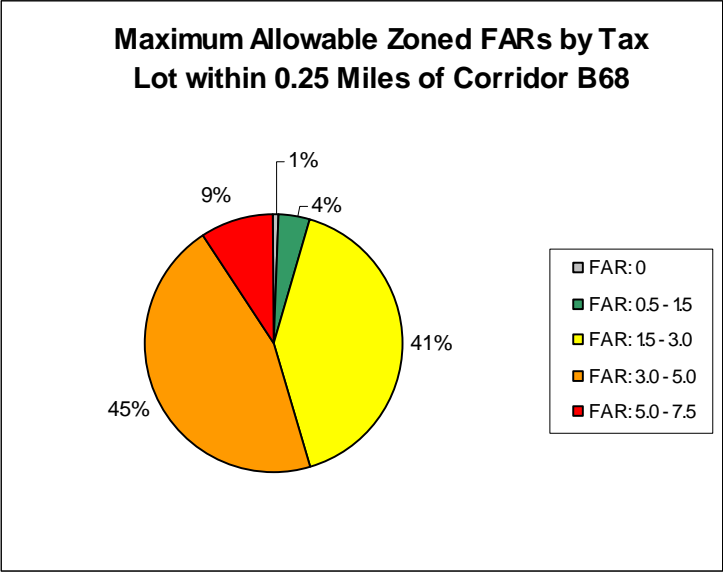
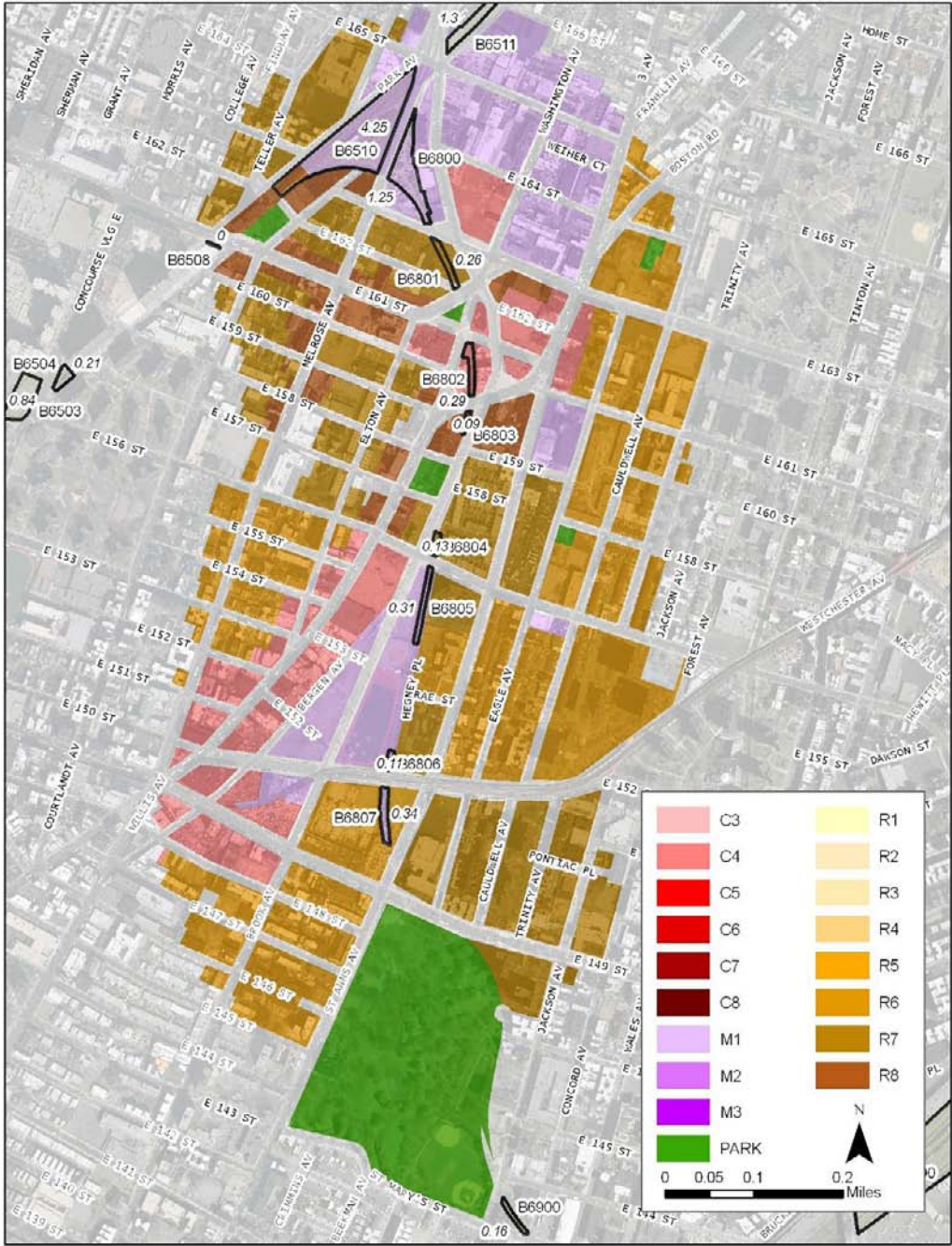
One new street could be constructed to increase access into any new decking over the ROW: Cedar Lane extension.



Parcel B6701, looking north from  
Walton Avenue towards Gerard  
Avenue

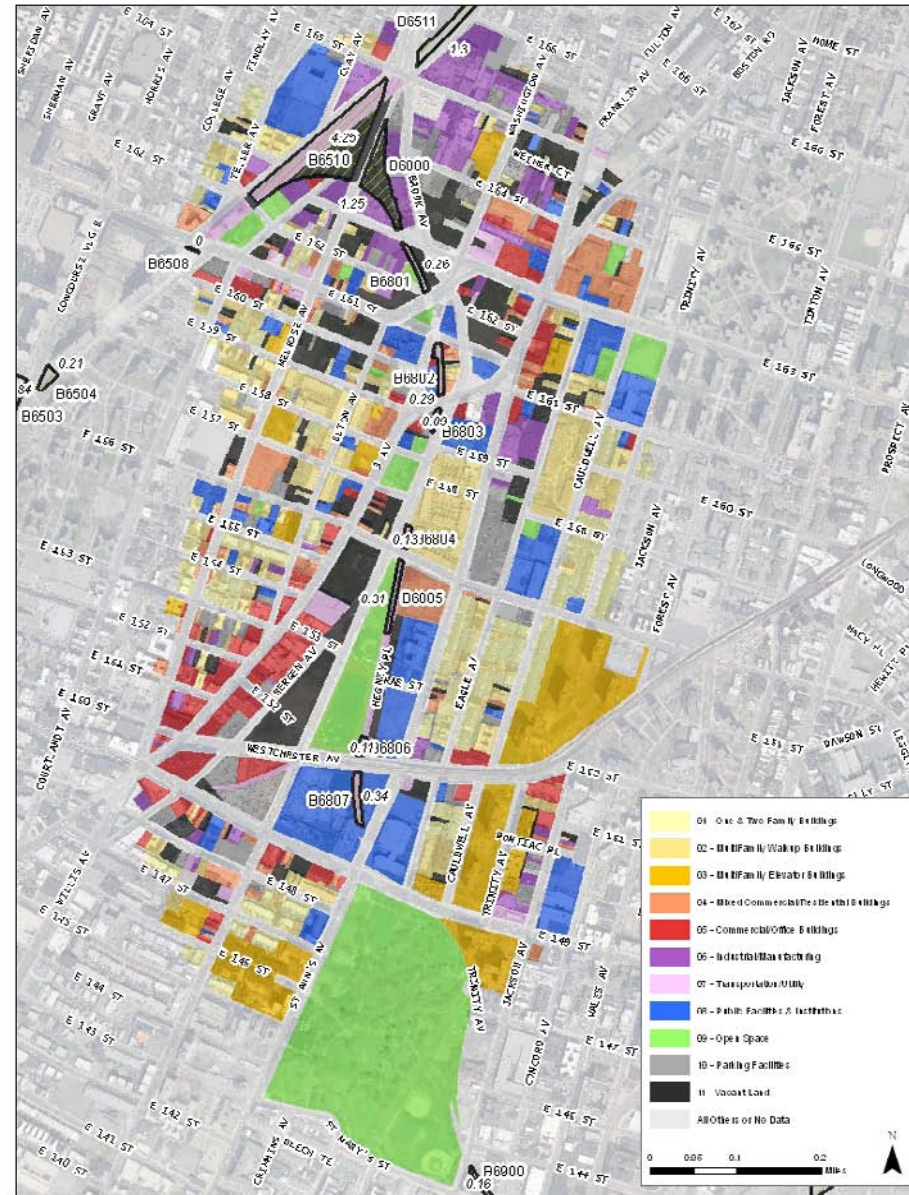
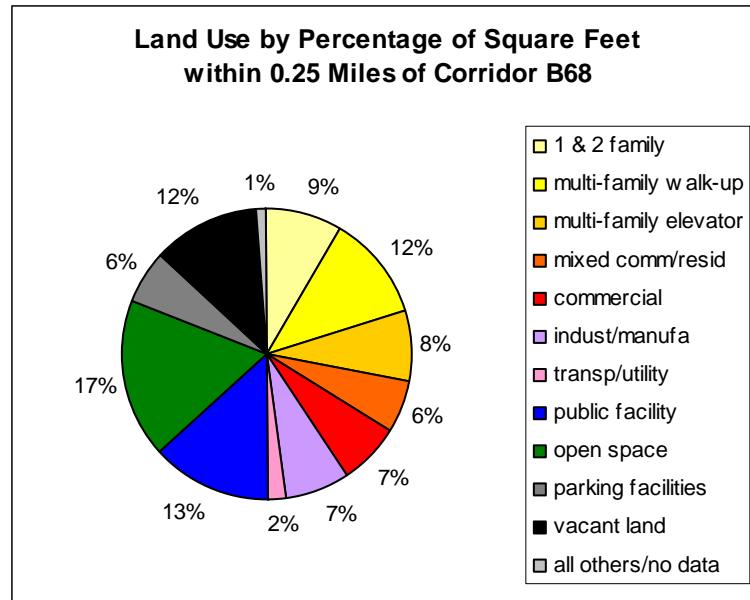
# B68: ABANDONED PORT MORRIS BRANCH: MELROSE AVENUE-SOUTH OF WESTCHESTER AVENUE

## ZONING





# LAND USE



**GENERAL INFORMATION:**

**DESCRIPTION** Freight trains snaked their way through this narrow southeast Bronx corridor before the Oak Point Link rendered it superfluous in the late 1990s. Since then, the corridor has been officially abandoned and its tracks removed.

Instead of being decked over, much of this part of the Port Morris Branch may be filled in as a result of proposed new developments. One of the projects, the proposed Via Verde mixed-income sustainable housing development, would occupy parcel B6805. Other projects are also planned in this corridor. Filling in the freight corridor trench rather than preserving it by decking it over would eliminate its potential as a transportation right-of-way.

**OWNERSHIP** DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Economic Development Corporation, the Department of General Services, the Department of Housing Preservation and Development, the NYPD and five private landholders have partial or complete ownership of the parcels along this corridor.

All parcels in 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:

- B6800: Along the parcel’s eastern edge. A deck here would be roughly flush with the second story of the industrial buildings which abut the corridor.
- B6801: At the extreme northern end of the parcel’s western edge, where a parking lot which is below that of the surrounding surface grades abuts the parcel. Parts of this parcel are above the grade of the adjacent land, but are flush with the land immediately beyond the land abutting the parcel.
- B6802: All of the eastern and most of the western edges of this parcel are almost flush with the first floors of the buildings abutting the corridor.
- B6805: A deck here would be flush with Brook Avenue to the west, but the existing land gradually slopes downward to the right-of-way level. On the east side of the parcel, a deck would be increasingly above the adjacent property as heading south.
- B6806: The athletic field immediately to the west of the parcel is about at trackbed level, but the stadium wall descends going north. On the parcel’s east end, a deck would be slightly above the adjacent parking lot, with the grade differential increasing slightly as proceeding north.
- B6807: While a deck would be well above the adjacent land to the west, it would be flush with the top of the adjacent wall.

**VENTILATION** 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:

B6800: 580 feet	B6801: 750 feet	B6802: 730 feet	B6803: 830 feet	B6804: 800 feet
B6805: 540 feet	B6806: 220 feet	B6807 ( <u>not</u> including St. Mary’s Park Tunnel): 430 feet		



(Existing overpasses and tunnels 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.)

The St. Mary's Park Tunnel itself, from the southern end of parcel B6807 to the northern end of parcel B6900, is approximately 2,200 to 2,300 feet long.



Parcel B6804, looking south from the east side of Third Avenue towards East 156<sup>th</sup> Street

**PARCEL INFORMATION:**

<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
B6800	Port Morris Branch: Melrose Avenue-East 163rd Street	1.25	abandoned freight rail line	M1-1, R-8 (E-52)
B6801	Port Morris Branch: East 163rd Street-Elton Avenue	0.26	abandoned freight rail line	R-8 (E-52)
B6802	Port Morris Branch: East 161st Street-3rd Avenue	0.29	abandoned freight rail line	C4-4 (E-52)
B6803	Port Morris Branch: 3rd Avenue-Brook Avenue	0.09	abandoned freight rail line	C1-4, R-8 (E-52)
B6804	Port Morris Branch: N. of East 156th Street	0.13	abandoned freight rail line	R7-2
B6805	Port Morris Branch: S. of East 156th Street	0.31	abandoned freight rail line	M1-1, C4-4, R7-2
B6806	Port Morris Branch: N. of Westchester Avenue	0.11	abandoned freight rail line	C2-4, M1-1, R7-1
B6807	Port Morris Branch: S. of Westchester Avenue	0.34	abandoned freight rail line	M1-1

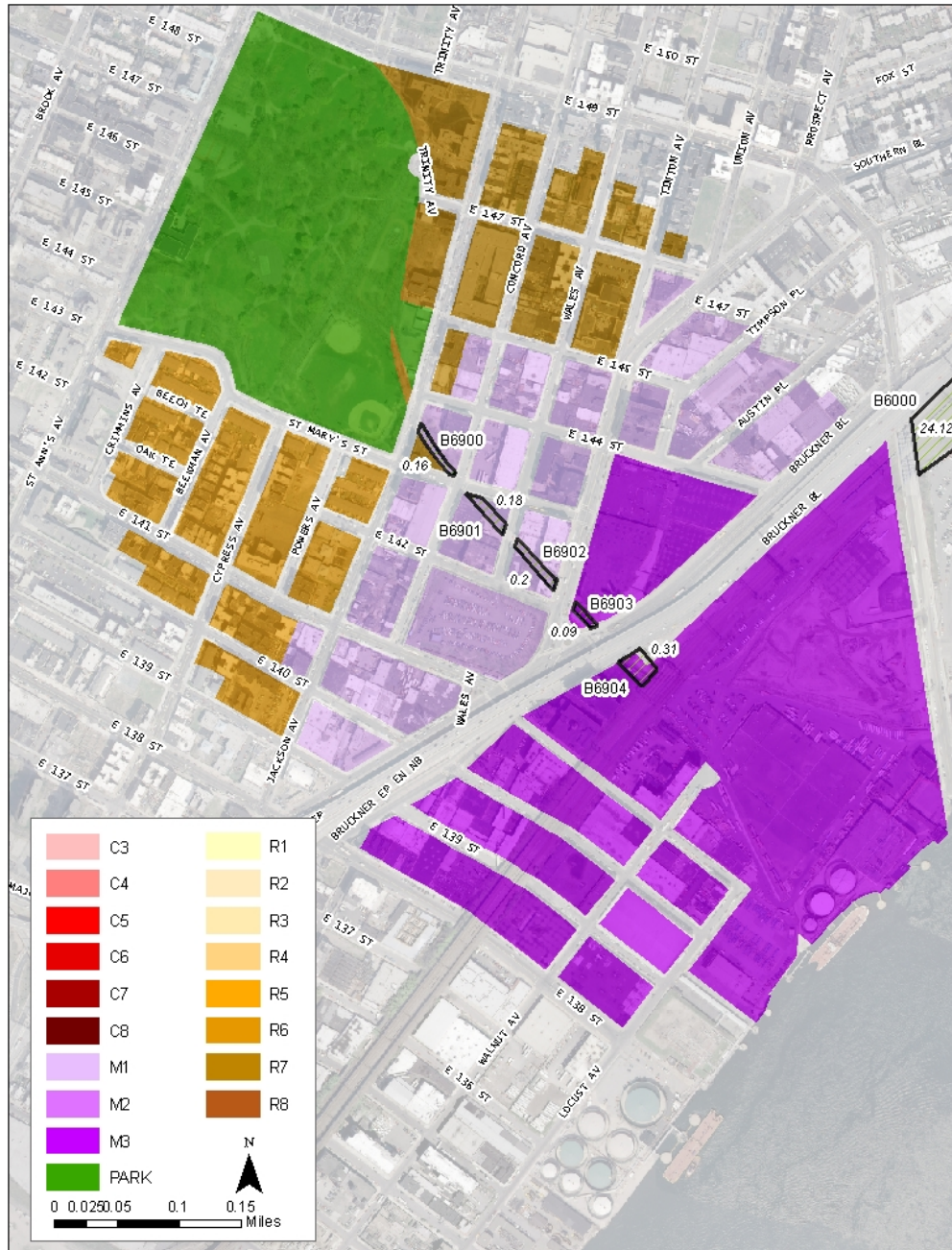
**POTENTIAL FOR CONNECTING STREETS:**

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

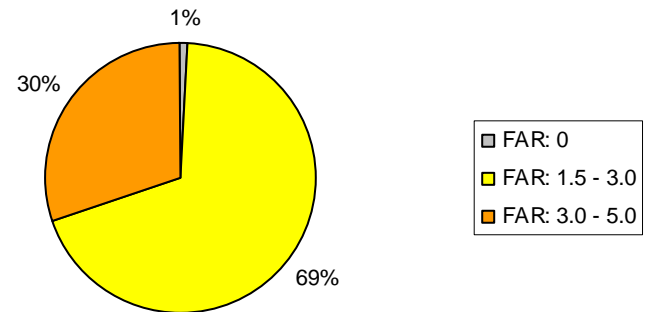


# B69: ABANDONED PORT MORRIS BRANCH: JACKSON AVENUE- SOUTHEAST OF BRUCKNER BOULEVARD

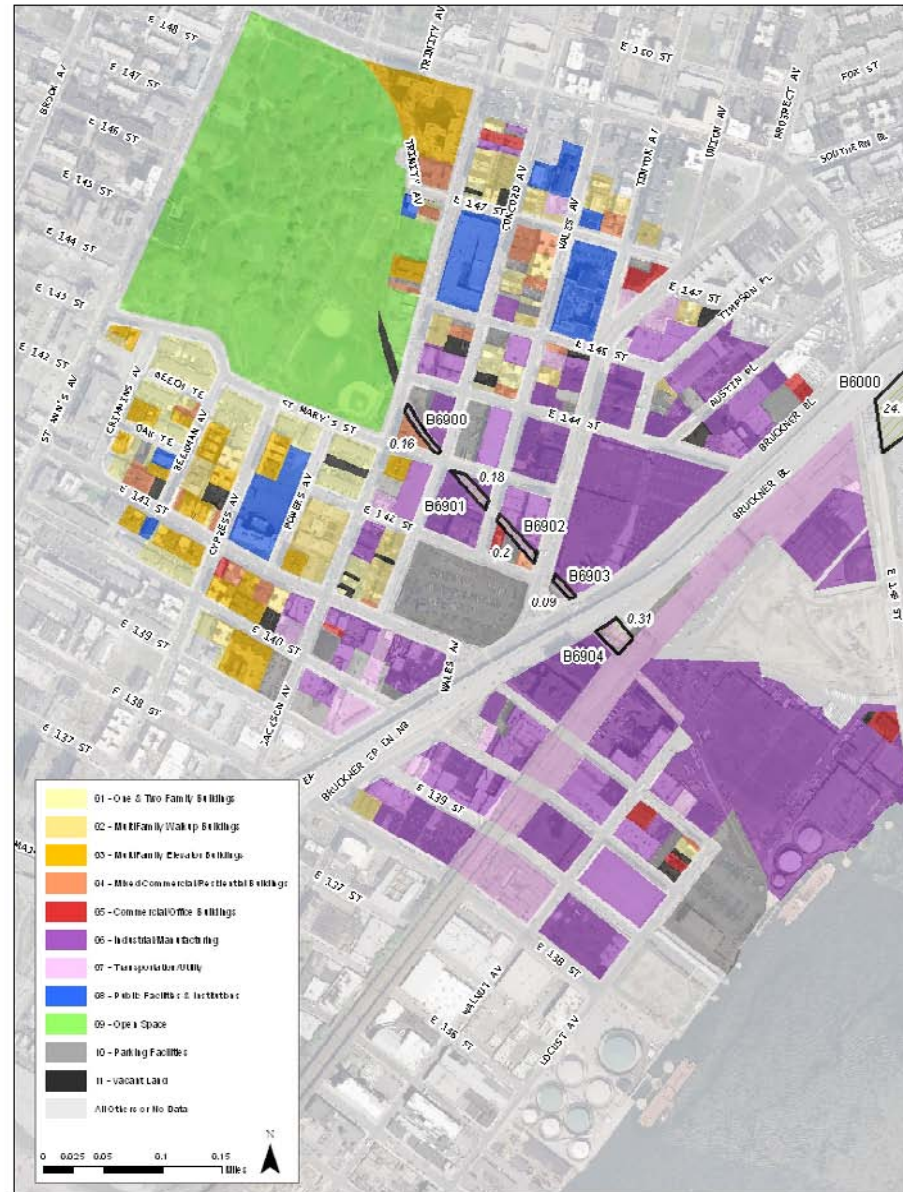
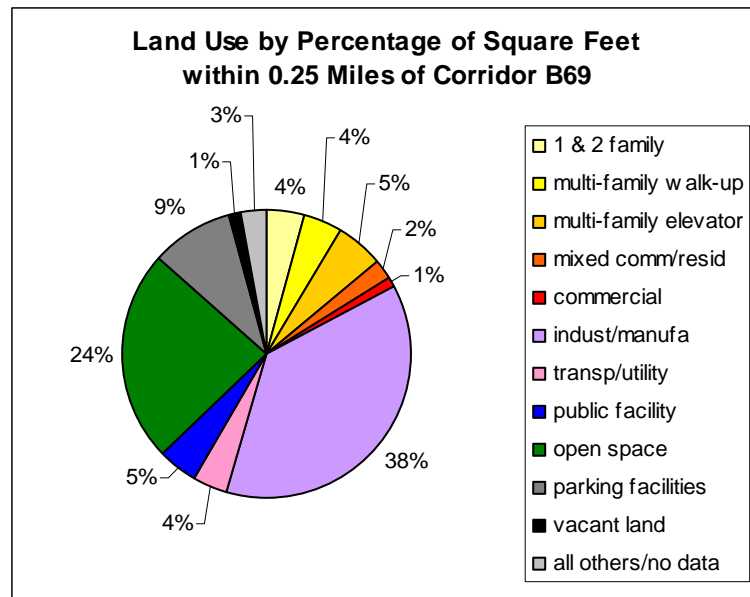
## ZONING



Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor B69



# LAND USE





## **GENERAL INFORMATION:**

**DESCRIPTION** Freight trains snaked their way through this narrow southeast Bronx corridor before the Oak Point Link rendered it superfluous in the late 1990s. Since then, the corridor has been officially abandoned and its tracks removed.

Dense vegetation and several inches of water of questionable cleanliness were observed in this deep open cut during a September 2006 field visit. Parts of the cut appeared to have become an illegal dumping ground.

**OWNERSHIP** DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that 11 private landholders have partial or complete ownership of parcels along this corridor.

In addition, all parcels in 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** A level deck at parcel B6904 would abut the Amtrak Hell Gate Line, which is elevated at this point, and a two-story industrial building, one floor of which would be below the deck. The deck may need to be canted downward from the Hell Gate Line to Bruckner Boulevard if there is a desire to make it flush with the railroad trestle.

**VENTILATION** No issues related to this corridor are evident.



Parcel B6903, looking southeast from Southern Boulevard towards Bruckner Boulevard

**PARCEL INFORMATION:**

<b><i>Parcel Code</i></b>	<b><i>Name</i></b>	<b><i>Size (acres)</i></b>	<b><i>Existing Corridor Uses</i></b>	<b><i>Surrounding zoning</i></b>
B6900	Port Morris Branch: Jackson Avenue-Concord Avenue/St. Mary's Street	0.16	abandoned freight rail line	M1-2, R7-1
B6901	Port Morris Branch: Concord Avenue/St. Mary's Street-Wales Avenue	0.18	abandoned freight rail line	M1-3
B6902	Port Morris Branch: Wales Avenue-Southern Boulevard	0.20	abandoned freight rail line	M1-3
B6903	Port Morris Branch: Southern Boulevard-Bruckner Boulevard	0.09	abandoned freight rail line	M1-3
B6904	Port Morris Branch: SE. of Bruckner Boulevard	0.31	abandoned freight rail line	M3-1

**POTENTIAL FOR CONNECTING STREETS:**

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