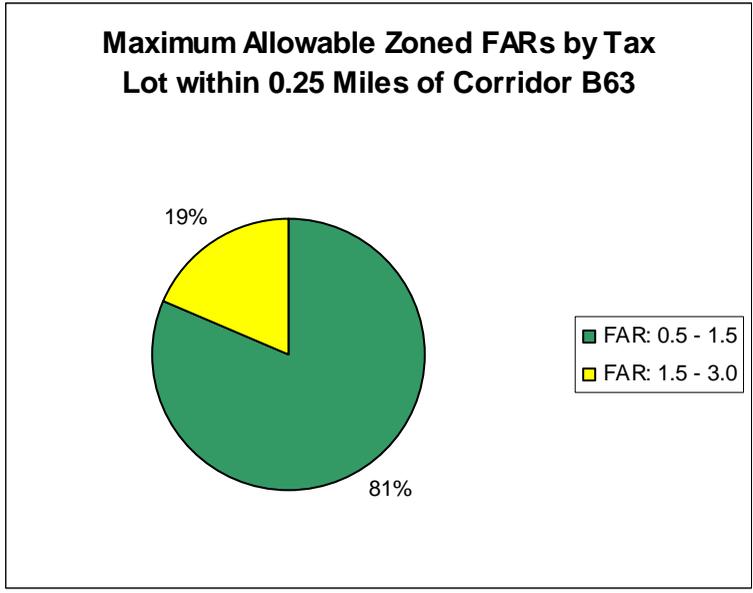
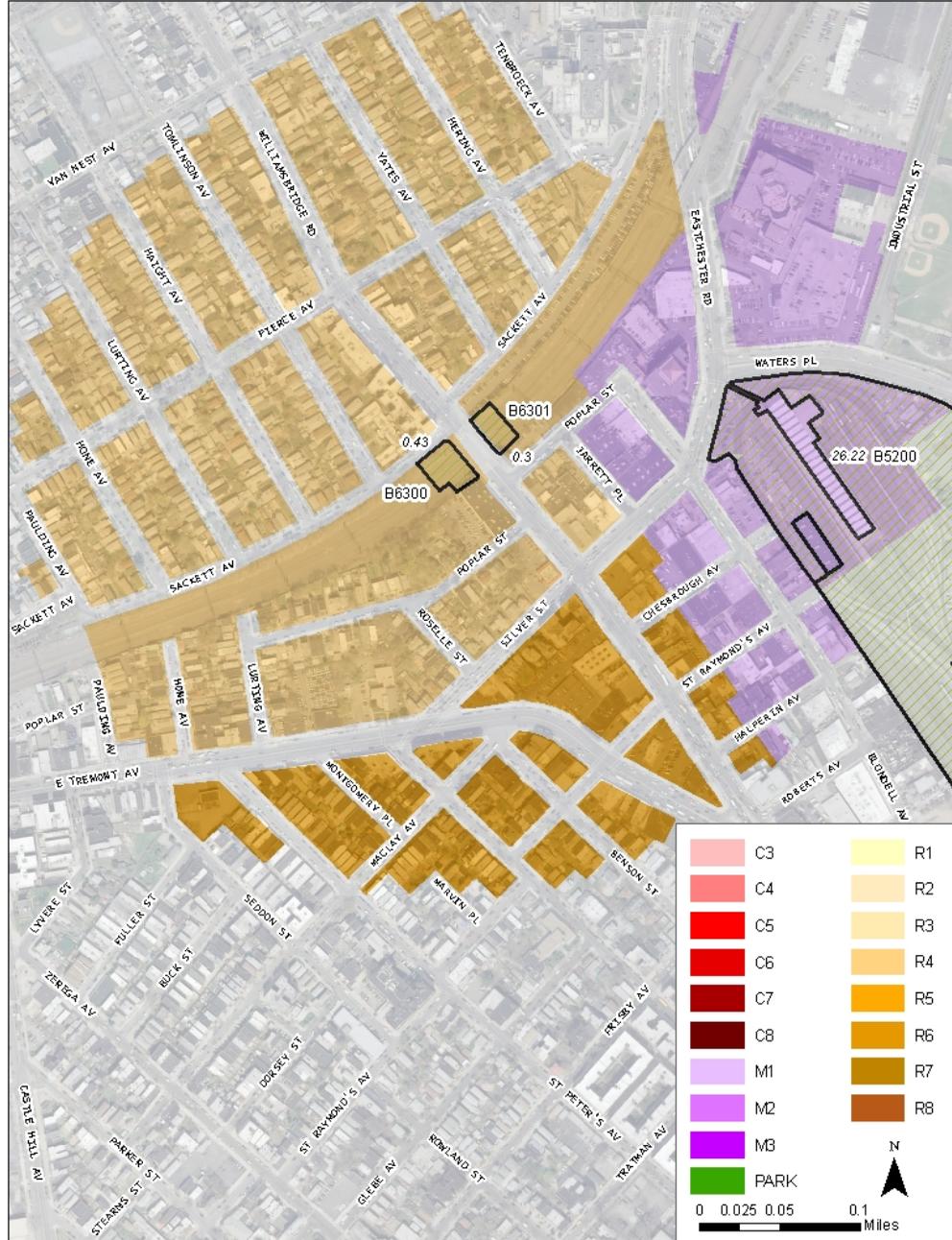


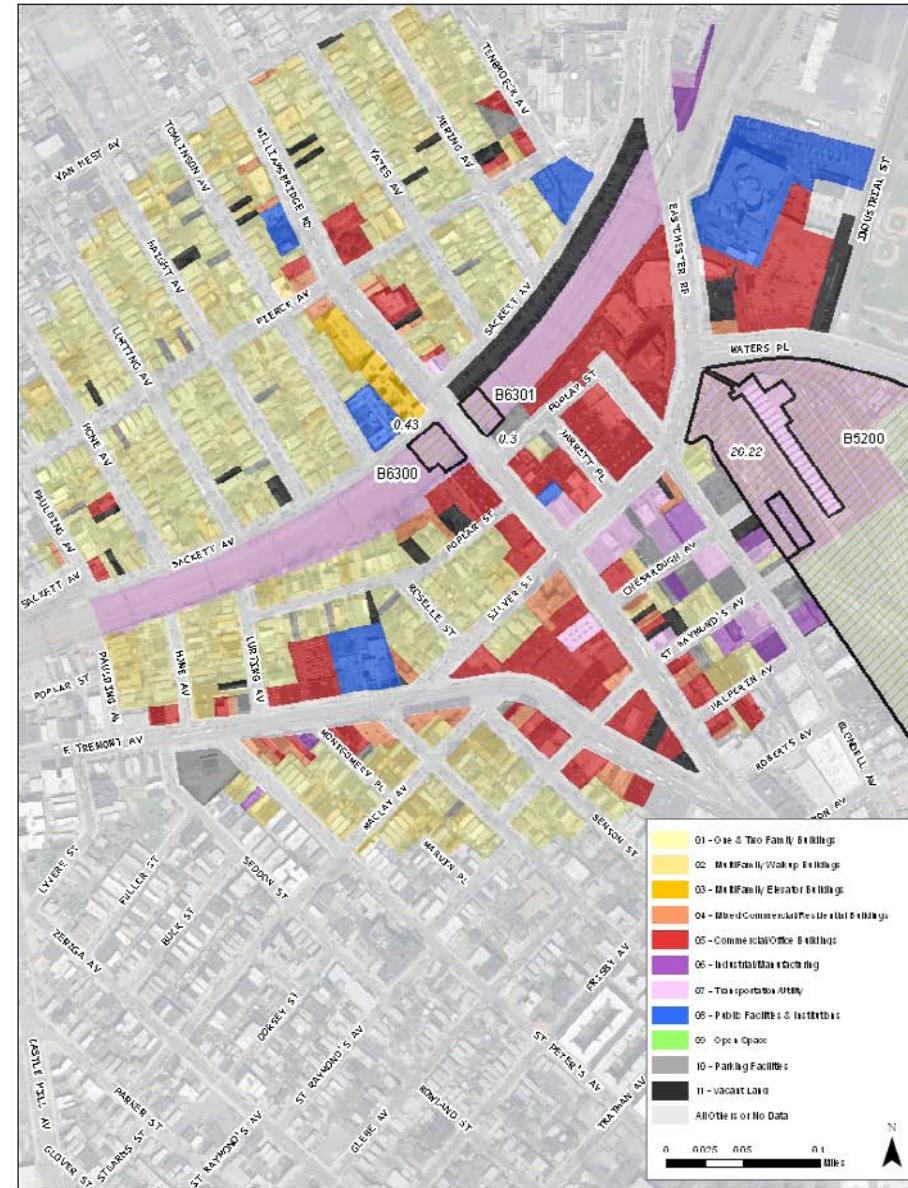
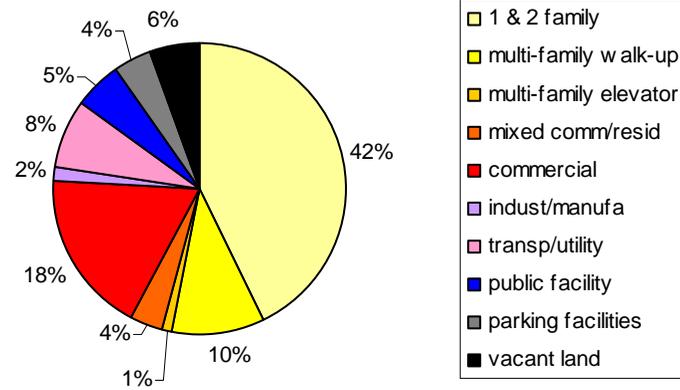
B63: AMTRAK HELL GATE LINE: EAST AND WEST OF WILLIAMSBRIDGE ROAD

ZONING



LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor B63



GENERAL INFORMATION:

DESCRIPTION Amtrak Northeast Corridor trains travel this route between Penn Station and New Rochelle in Westchester County, where the Hell Gate Line merges with Metro-North’s New Haven Line. Upon completion of the LIRR East Side Access project, sufficient capacity in Penn Station may be freed up to allow New Haven Line trains to also use this line to access the west side of Midtown Manhattan.

Decking over these two parcels would create visual continuity along Williamsbridge Road, connecting the Morris Park and Westchester Square neighborhoods.

OWNERSHIP All parcels in this corridor abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections requiring sufficient light and air to reach these adjacent properties may exist.

This section of track is owned by the National Railroad Passenger Corporation (Amtrak).

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

- B6300: Along the parcel’s north side. The disparity between the deck plane and Sacket Avenue would increase heading west. Along the parcel’s south side, a moderate disparity of 4 to 8 feet would exist between deck level and the top of the alignment trench. However, a building abuts the trench here, which would partially mask this disparity.
- B6301: Along the parcel’s north side. The disparity between the deck plane and Sacket Avenue would increase heading east. A deck having the appearance of a raised platform would exist along the parcel’s south side, next to a parking lot.

VENTILATION No issues related to this corridor are evident.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
B6300	Amtrak Hell Gate Line: W. of Williamsbridge Road	0.43	Amtrak, CSX	C2-2, R4
B6301	Amtrak Hell Gate Line: E. of Williamsbridge Road	0.30	Amtrak, CSX	C2-2, R4

POTENTIAL FOR CONNECTING STREETS:

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

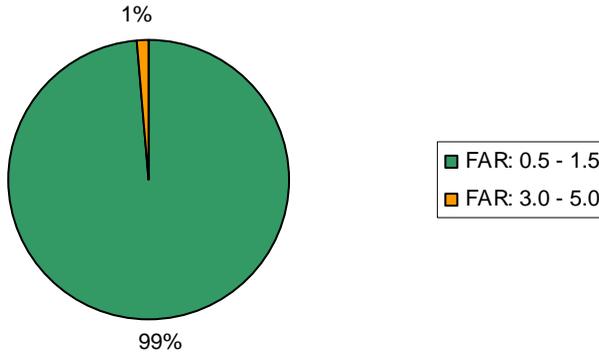


Parcel B6301, east of Williamsbridge Road,
looking east

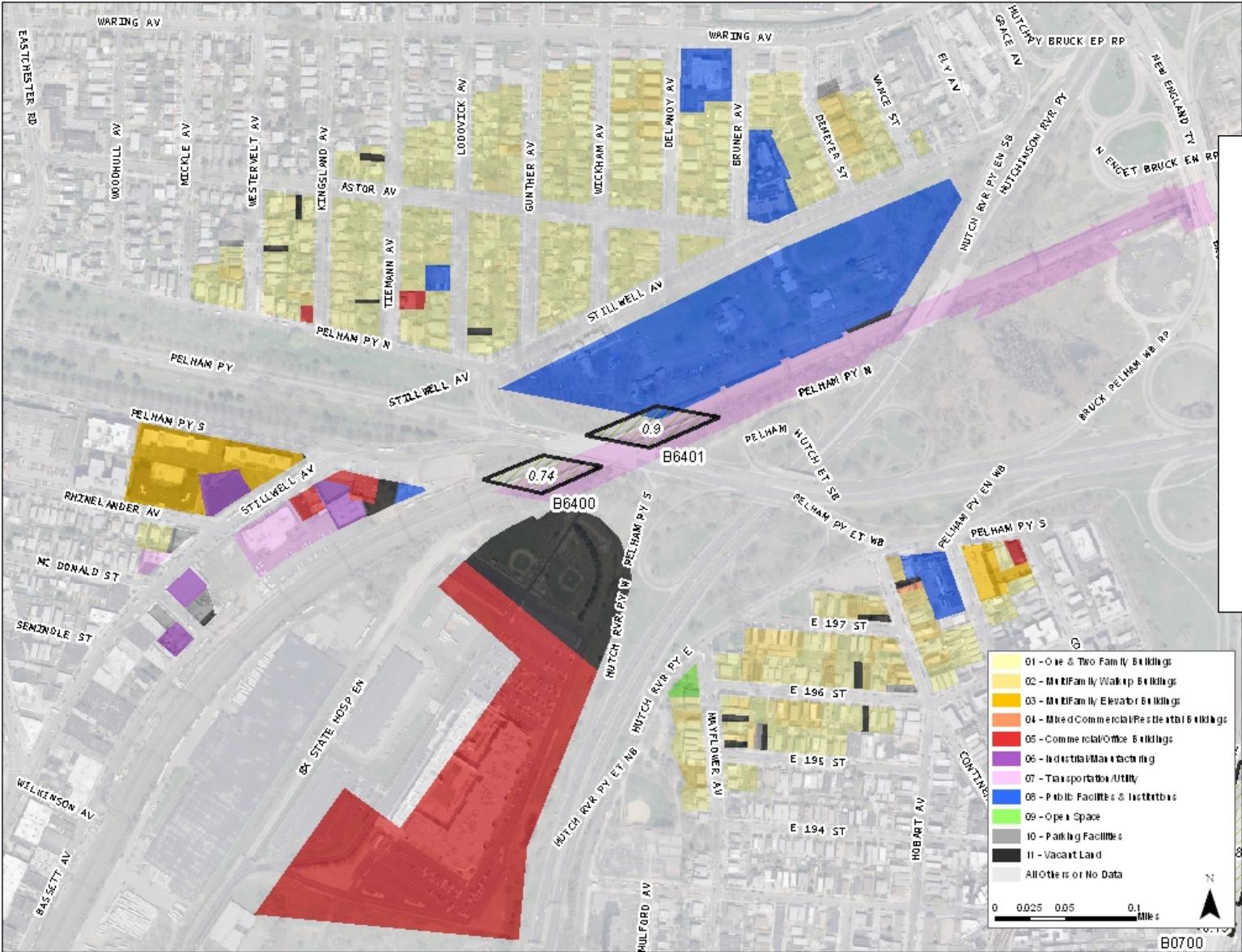
B64: AMTRAK HELL GATE LINE: NORTH AND SOUTH OF PELHAM PARKWAY ZONING



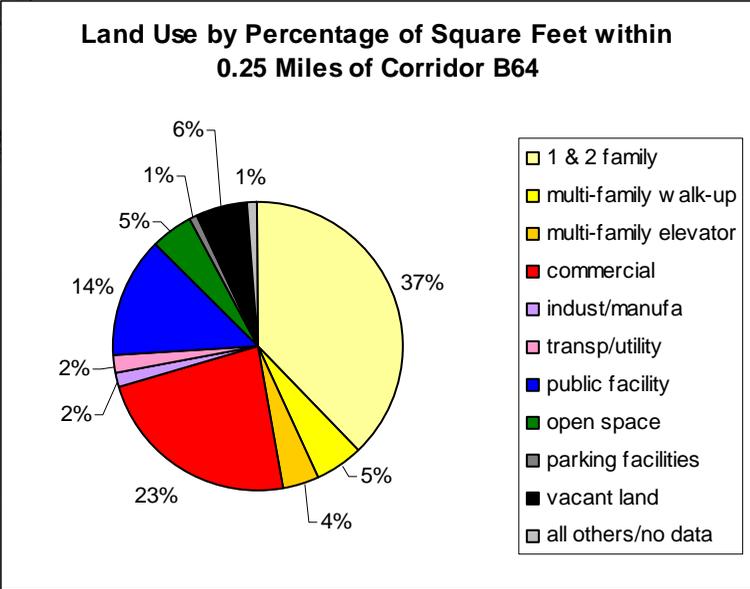
Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor B64



LAND USE



Land Use by Percentage of Square Feet within 0.25 Miles of Corridor B64



GENERAL INFORMATION:

DESCRIPTION Amtrak Northeast Corridor trains travel this route between Penn Station and New Rochelle in Westchester County, where the Hell Gate Line merges with Metro-North’s New Haven Line. Upon completion of the LIRR East Side Access project, sufficient capacity in Penn Station may be freed up to allow New Haven Line trains to also use this line to access the west side of Midtown Manhattan.

An unusual feature of this corridor is the presence of thick concrete support walls between the tracks. This very rare example of pre-existing deck supports appears to have been built out to the points where Pelham Parkway North and South would have straddled the main road if these service roads had been built straight east beyond their current endpoints. While cloverleaf interchanges with the Hutchinson River Parkway and I-95 makes such an extension impractical now, some sort of Parks facility or grounds could be built upon this deck. In the long term, a redesign of these interchanges may allow these service roads (and the Pelham Parkway greenway) to be extended, providing a more coherent connection with Pelham Bay Park.

OWNERSHIP This section of track is owned by the National Railroad Passenger Corporation (Amtrak). DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that three private landholders have 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 B6401, north of Pelham Parkway, looking north

PARCEL INFORMATION:

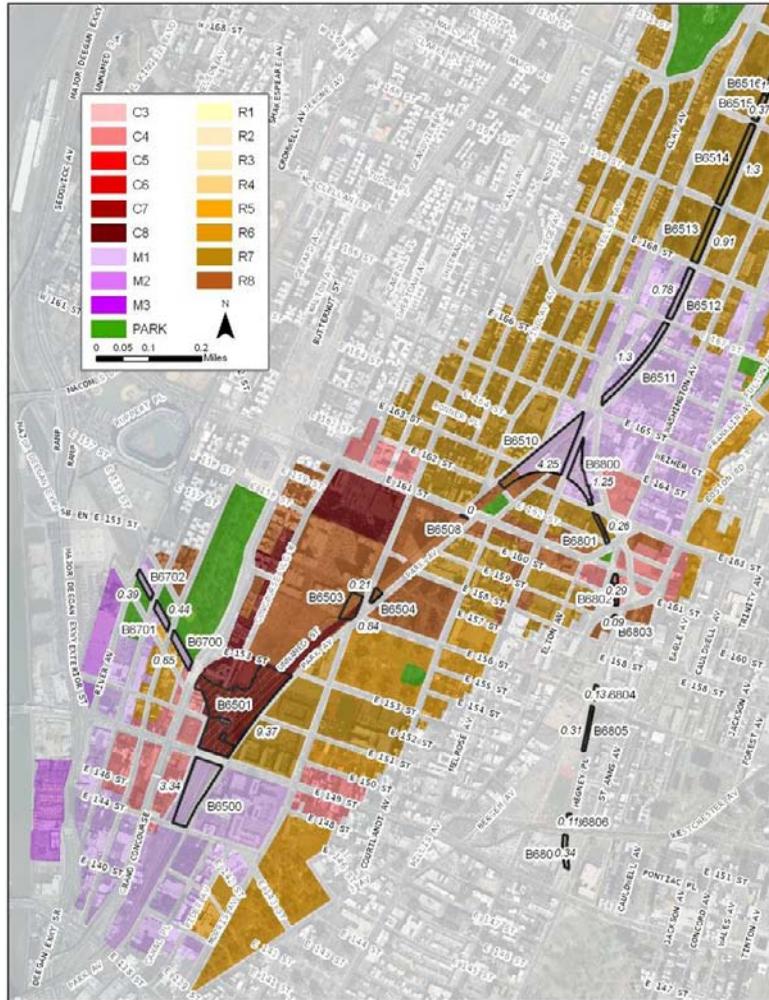
<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
B6400	Amtrak Hell Gate Line: S. of Pelham Parkway	0.74	Amtrak, CSX	M1-1, R6A
B6401	Amtrak Hell Gate Line: N. of Pelham Parkway	0.90	Amtrak, CSX	R3-2

POTENTIAL FOR CONNECTING STREETS:

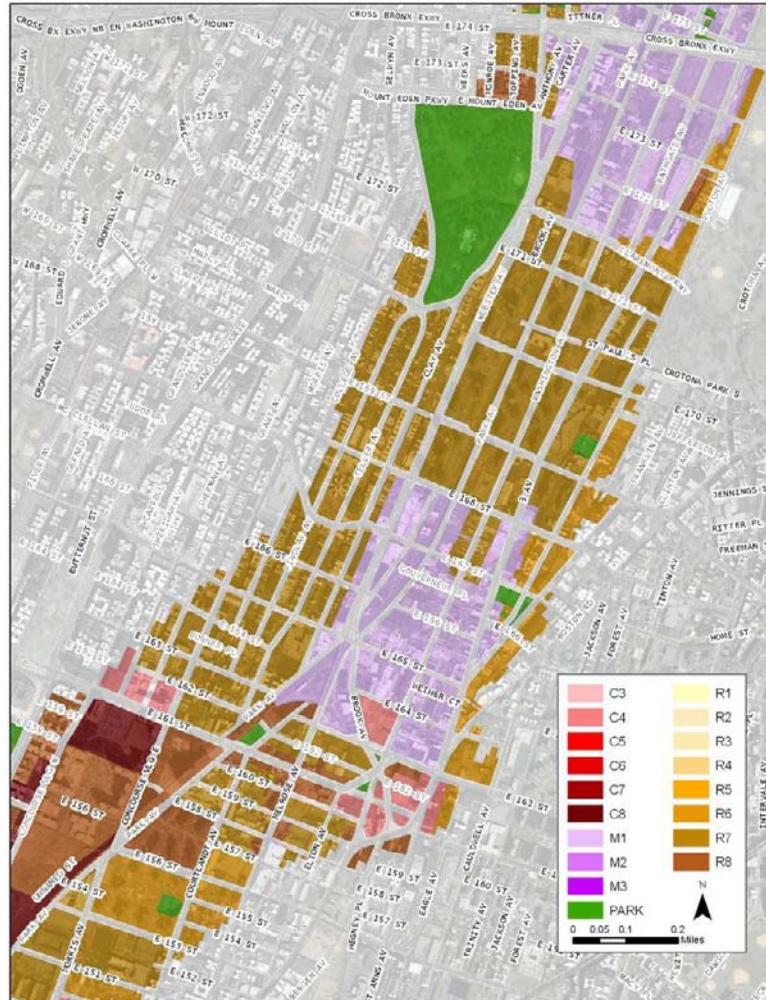
Decking over this ROW would not result in the potential for any street remapping.

B65: METRO-NORTH HARLEM/NEW HAVEN LINES: EAST 144TH STREET-NORTH OF EAST FORDHAM ROAD ZONING

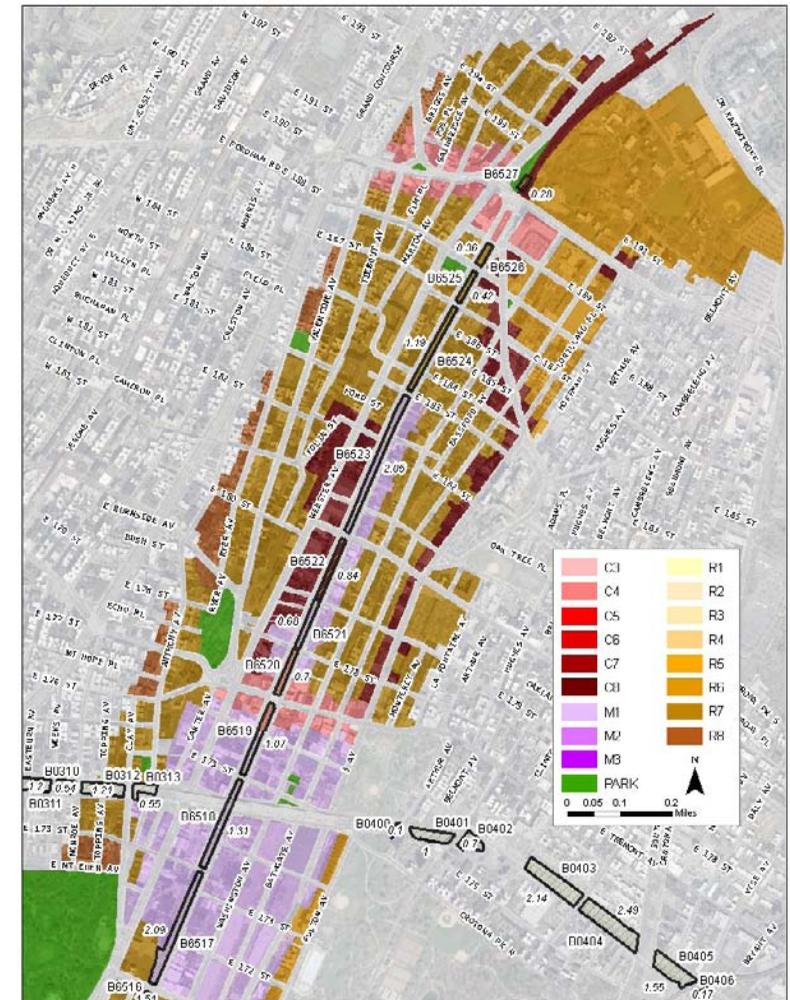
SOUTH



CENTRAL

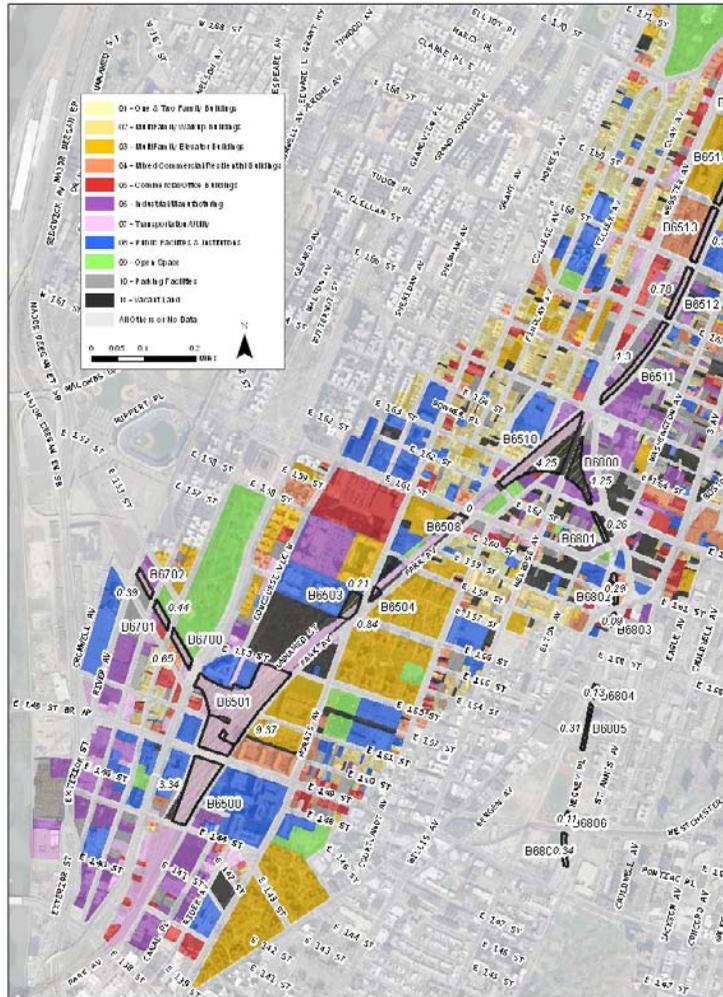


NORTH

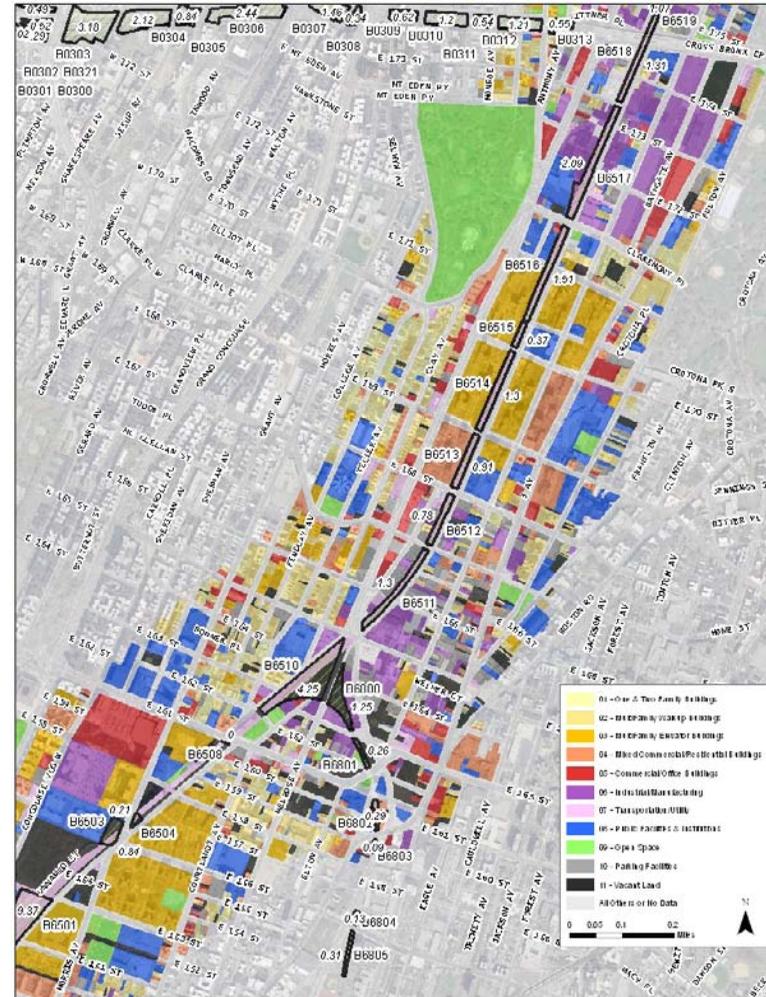


LAND USE

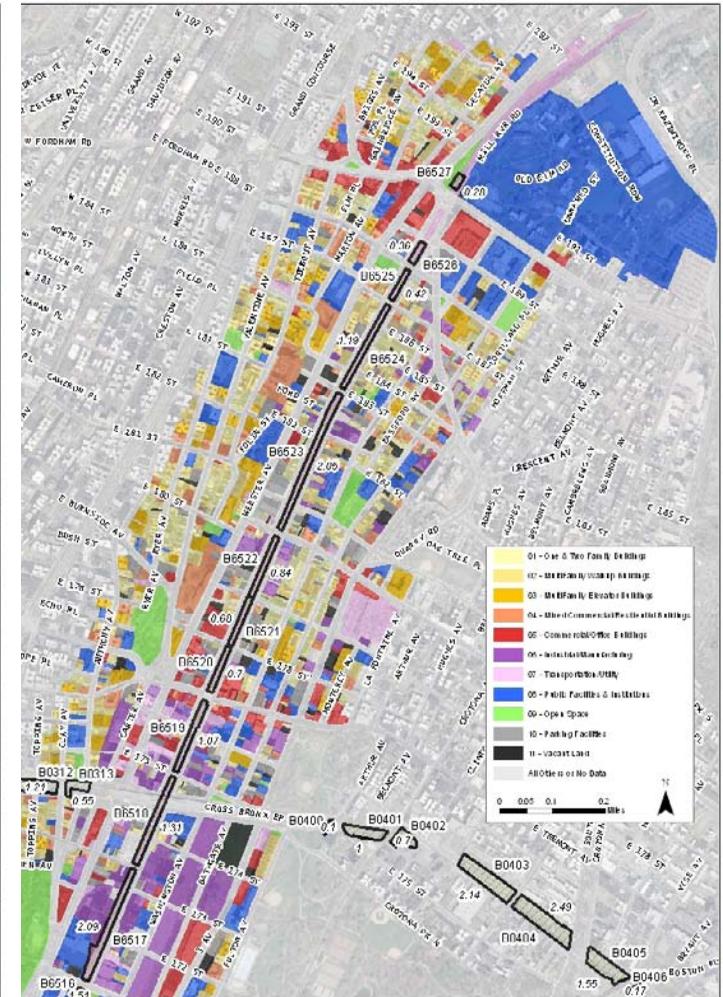
SOUTH

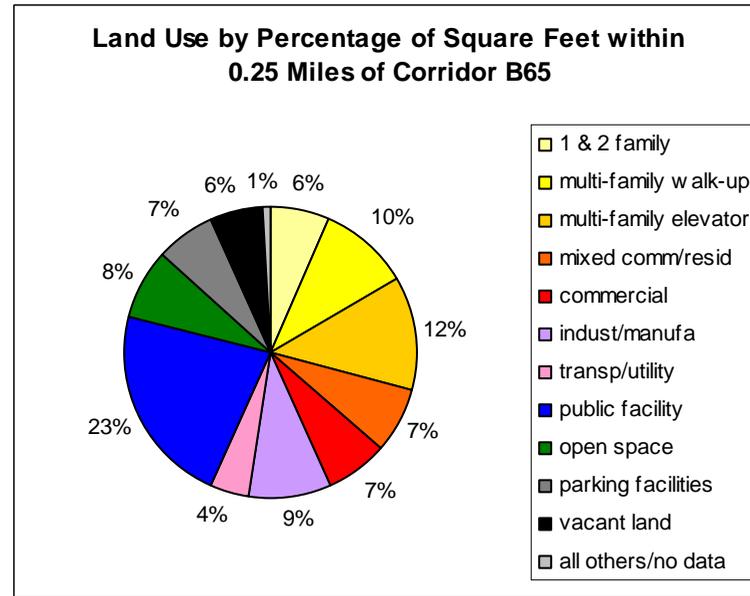
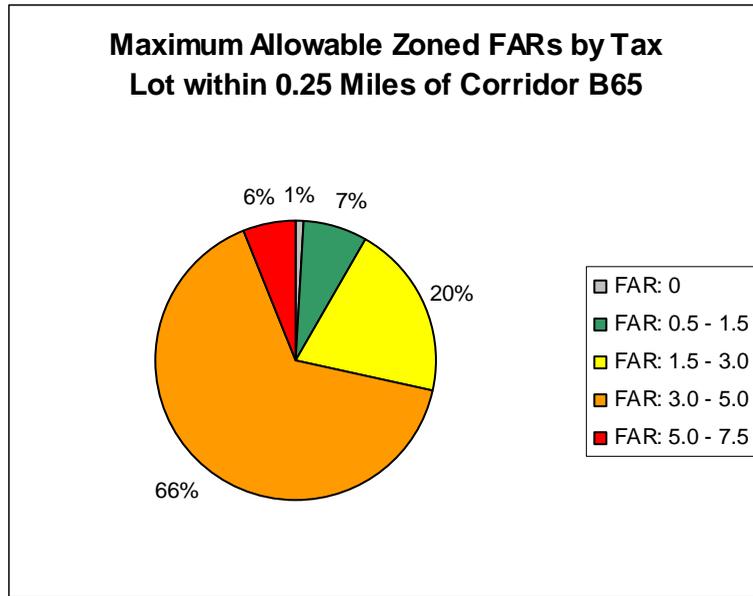


CENTRAL



NORTH





GENERAL INFORMATION:

DESCRIPTION This corridor is utilized by Metro-North’s Harlem and New Haven Lines. Parcels B6500 and B6501 are also used by the Hudson Line, which branches off to the northwest at East 150th Street. (Corridor B67 covers the segment of the Hudson Line immediately northwest of here.)

Although not completely continuous (especially along its southern reaches) this corridor spans approximately 3.75 miles – almost half the length of the entire borough. However, potential uses are limited by the corridor’s width, which is generally 60 to 70 feet.

Commuter rail stations at Melrose (parcel B6510) and Tremont (B6519 and B6520) are relatively lightly used but do provide access to the corridor. Fordham (B6526 and B6527) is a major station served by many Harlem and New Haven trains and is now one of the busiest stations in the entire Metro-North system; a significant and growing amount of reverse commuting to points north originates there.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Transit Authority, the MTA, the NYS Dormitory Authority, the Board of Education, the Department of Citywide Administrative Services, the Department of Parks and Recreation and 14 private landholders have partial or complete ownership of the parcels along this corridor. Parkland alienation will likely be an issue which will need addressing.

In addition, many parcels abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections requiring 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:

- B6511: Along most of the parcel's west side, especially at the midblock automobile lot, where a deck would likely have the appearance of a raised platform relative to this adjacent use. A deck would also be slightly above most of Park Avenue along the parcel's east side, with a more pronounced disparity between East 166th Street and Gouverneur Place.
- B6512: A deck would have the appearance of a raised platform relative to most of the parcel's west side, with a considerably more minor disparity between deck level and Park Avenue along the parcel's east side.
- B6513: Along virtually the entire west side of this parcel. The disparity between a deck and the adjacent NYCHA housing would increase towards midblock from both the north and south, meaning that a deck would have the appearance of a raised platform relative to near the center of this parcel's west side.
- B6514: A deck would have the appearance of a raised platform relative to the NYCHA housing property along virtually the entire west side of this parcel.
- B6515: A deck would be significantly above the grade of the adjacent NYCHA housing property along the west side of this parcel. At the very northern tip of the parcel's east side, a minor disparity between a deck and Park Avenue would exist.
- B6516: Along the parcel's eastern edge, a deck would be slightly above Park Avenue from the St. Paul's Place pedestrian overpass to midway between East 171st Street and Claremont Parkway, but a more pronounced differential would exist near East 171st Street.
- B6517: A deck would largely have the appearance of a raised platform relative to the adjacent properties along the parcel's western edge from Claremont Parkway almost to East 173rd Street. Along the parcel's eastern edge, a deck would be slightly above the grade of Park Avenue, but a more pronounced differential would exist near East 172nd Street.
- B6518: Along the parcel's west side, north and south of East 174th Street.
- B6519: Along most of the parcel's west side, most significantly north and south of East 176th Street. A less pronounced disparity along a similar pattern would also exist along the parcel's east side from midway between East 175th and East 176th streets to south of East Tremont Avenue.
- B6520: Along both the west and east sides of the parcel, from about midway between East Tremont Avenue to East 178th Street, with a greater disparity on the east side near East 178th Street.
- B6521: Along both the west and east sides of the parcel.
- B6522: Along most of the west side of the parcel; less so towards East 180th Street.
- B6523: Along most of the parcel's west side. From about 4433 Park Avenue to just north of East 182nd Street, the west side of Park Avenue is nearly at the same grade as the trackbed, meaning that any deck here would have the appearance of a raised platform relative to this stretch of the avenue. On the east side of Park Avenue, a considerably more minor disparity exists from about 4438 Park Avenue to about 4510 Park Avenue.
- B6524:
 - On the parcel's west side, a deck would be slightly above Park Avenue from about midway between East 183rd to East 184th Street, the disparity

would grow significantly as heading north, especially from just south of East 185th Street to midway between East 185th and East 186th streets. This parcel segment would have the appearance of a raised platform. The disparity then shrinks as approaching East 187th Street.

- On the parcel's east side, a deck would be slightly above Park Avenue near East 184th Street, growing to perhaps 4 to 6 feet above Park Avenue in the vicinity of East 185th Street. The disparity would gradually decrease as heading north from there.
- B6527: A deck here would be flush with Webster Avenue but not with the east edge of Rose Hill Park, which slopes downward. To the east, a deck would be moderately above the adjacent Fordham University property.

In addition the following terrain issues should also be considered:

- A rock slope is evident along the south end of parcel B6500's western rim. A deck along the parcel's eastern edge would be slightly above Park Avenue to the east, but at the midpoint of the eastern edge, Park Avenue's elevation relative to track level is low enough that a deck here would effectively be have the appearance of a raised platform relative to the adjacent road.
- Parcel B6501 is interrupted by a building or buildings that would break the surface plane of a deck. Due to variations in the surrounding topography, it appears that a deck over the parcel would be above the surrounding land along most of its eastern edge; at the midpoint of the eastern edge, Park Avenue's elevation relative to track level is at its lowest. Most of the northwestern perimeter would also have the appearance of a raised platform. However, a deck would be slightly below flush with the first floor of Cardinal Hayes High School. A deck over the parcel would be below street level for a small portion of the parcel's western interface with the Grand Concourse.
- Parcels B6503 and B6504 cross Concourse Village East on an angle. A deck upon parcel B6503 would be slightly above the adjacent intersection, particularly at the location where the Mott Haven Wye service road branches off. Existing support beams straddle parcel B6504.
- Parcel B6510 is considerably wider than the remaining parcels to the north – 350 feet across at its deepest. A deck here would be slightly to moderately above the grade of Park Avenue to the northwest, moreso at both Clay Avenue and at a location about 200 feet south of Clay Avenue. The entire curved southern edge of a deck would have the appearance of a raised platform or be flush with the tops of the adjacent rooftops from the northern edge of the Melrose station platform to Melrose Avenue.
- Park Avenue is immediately adjacent to the east side of parcels B6511 through B6517. Although the trackbed itself provides little if any room for support pilings, the width of the right-of-way may be narrow enough to allow supports on each side of the alignment, enabling a deck to vault over the tracks.

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. (Existing overpasses are factored into these calculations. 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.)

B6510: 1,830 feet (including existing deck down to south end of East 161st Street):

B6511: 1,350 feet

B6512: 670 feet

B6513: 710 feet

B6514: 960 feet

B6515: 330 feet

B6516: 1,150 feet

B6517: 1,380 feet

B6518: 1,070 feet

B6519: 940 feet

B6520: 610 feet

B6521: 550 feet

B6522: 750 feet

B6523: 1,640 feet

B6524: 1,070 feet

B6525: 490 feet

B6526: 960 feet (includes Fordham Plaza deck)

B6527: 790 feet (includes Fordham Plaza deck)



Parcel B6500, looking north from East 144th Street towards East 149th Street



Parcel B6508, south of East 161st Street



Parcel B6524, looking north from East 183rd Street towards East 187th Street

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
B6500	Metro-North Hudson/Harlem/New Haven Lines: East 144th Street-East 149th Street	3.34	Metro-North Hudson/Harlem/New Haven Lines	M1-2, C4-4
B6501	Metro-North Hudson/Harlem/New Haven Lines: East 149th Street-East 153rd Street	9.37	Metro-North Hudson/Harlem/New Haven Lines -- Mott Haven Wye	C1-4, C4-4, C8-3, R7-2, R8, SPD-C
B6503	Metro-North Harlem/New Haven Lines: Mott Haven Yard service road-Concourse Village East	0.84	Metro-North Harlem/New Haven Lines	C2-4, R7-2, R8
B6504	Metro-North Harlem/New Haven Lines: N. of Concourse Village East	0.21	Metro-North Harlem/New Haven Lines	R8
B6508	Metro North Harlem/New Haven Lines: S. of East 161st Street	0.00	Metro-North Harlem/New Haven Lines	C1-4,C2-4, R7-1, R8
B6510	Metro-North Harlem/New Haven Lines: East 162nd Street-Melrose Avenue	4.25	Metro-North Harlem/New Haven Lines -- former Port Morris Wye	M1-1, R7-1, R7-2, R8
B6511	Metro-North Harlem/New Haven Lines: Brook Avenue-East 167th Street	1.30	Metro-North Harlem/New Haven Lines	C2-4, M1-1, R7-1
B6512	Metro-North Harlem/New Haven Lines: East 167th Street-East 168th Street	0.78	Metro-North Harlem/New Haven Lines	M1-1
B6513	Metro-North Harlem/New Haven Lines: East 168th Street-East 169th Street	0.91	Metro-North Harlem/New Haven Lines	R7-1
B6514	Metro-North Harlem/New Haven Lines: East 169th Street-East 170th Street	1.30	Metro-North Harlem/New Haven Lines	R7-1
B6515	Metro-North Harlem/New Haven Lines: East 170th Street-St. Paul's Place pedestrian overpass	0.37	Metro-North Harlem/New Haven Lines	R7-1

B6516	Metro-North Harlem/New Haven Lines: St. Paul's Place pedestrian overpass-Claremont Parkway	1.51	Metro-North Harlem/New Haven Lines	C1-4, R7-1
B6517	Metro-North Harlem/New Haven Lines: Claremont Parkway-East 173rd Street	2.09	Metro-North Harlem/New Haven Lines	M1-1, R7-1
B6518	Metro-North Harlem/New Haven Lines: East 173rd Street-East 175th Street	1.31	Metro-North Harlem/New Haven Lines	M1-1, M1-4
B6519	Metro-North Harlem/New Haven Lines: East 175th Street-East Tremont Avenue	1.07	Metro-North Harlem/New Haven Lines	C4-4, M1-1
B6520	Metro-North Harlem/New Haven Lines: East Tremont Avenue-East 178th Street pedestrian overpass	0.70	Metro-North Harlem/New Haven Lines	C4-4, M1-1
B6521	Metro-North Harlem/New Haven Lines: East 178th Street pedestrian overpass-East 179th Street pedestrian overpass	0.68	Metro-North Harlem/New Haven Lines	C8-3, M1-1
B6522	Metro-North Harlem/New Haven Lines: East 179th Street pedestrian overpass-East 180th Street	0.84	Metro-North Harlem/New Haven Lines	C8-3, M1-1
B6523	Metro-North Harlem/New Haven Lines: East 180th Street-East 183rd Street	2.05	Metro-North Harlem/New Haven Lines	C1-4, C8-3, M1-1, R7-1
B6524	Metro-North Harlem/New Haven Lines: East 183rd Street-East 187th Street	1.19	Metro-North Harlem/New Haven Lines	C1-4, R7-1
B6525	Metro-North Harlem/New Haven Lines: East 187th Street-East 188th Street	0.42	Metro-North Harlem/New Haven Lines	C8-3, R7-1
B6526	Metro-North Harlem/New Haven Lines: East 188th Street-East 189th Street	0.36	Metro-North Harlem/New Haven Lines	C2-4, C4-4, C8-3, R7-1
B6527	Metro-North Harlem/New Haven Lines: N. of East Fordham Road	0.28	Metro-North Harlem/New Haven Lines	C4-4, R6

POTENTIAL FOR CONNECTING STREETS:

A.J Griffin Place (N-S connection to E. 153rd Street); E. 171st Street (step street); Cyrus Place. In addition, some new streets could be constructed to increase access into any new uses over the ROW: a small entrance loop off of Melrose Avenue; E. 151st Street (E-W dead ends); a new E. 148th Street (E-W dead end); E. 150th Street.

