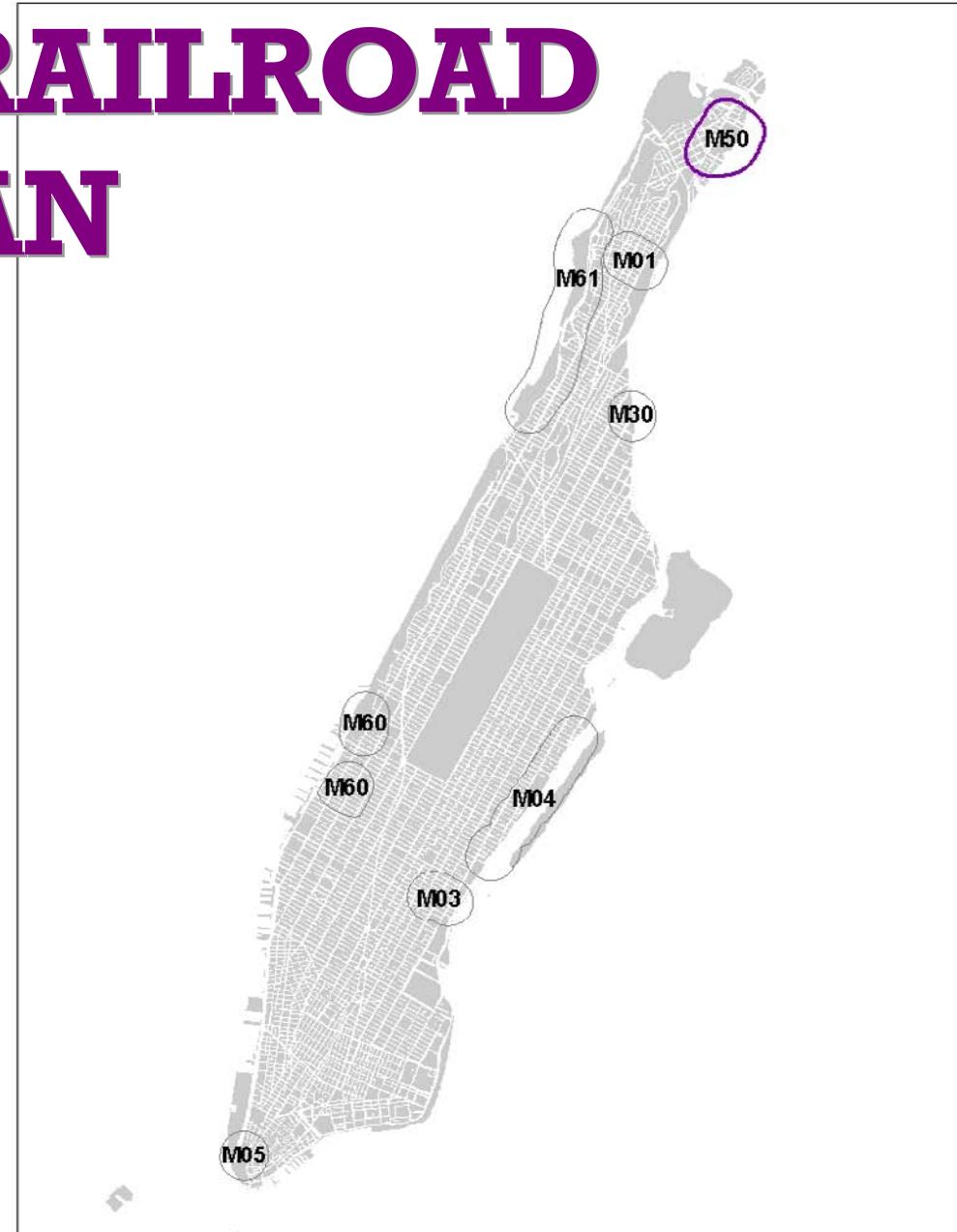


6.8: TRANSIT AND RAILROAD YARDS: MANHATTAN

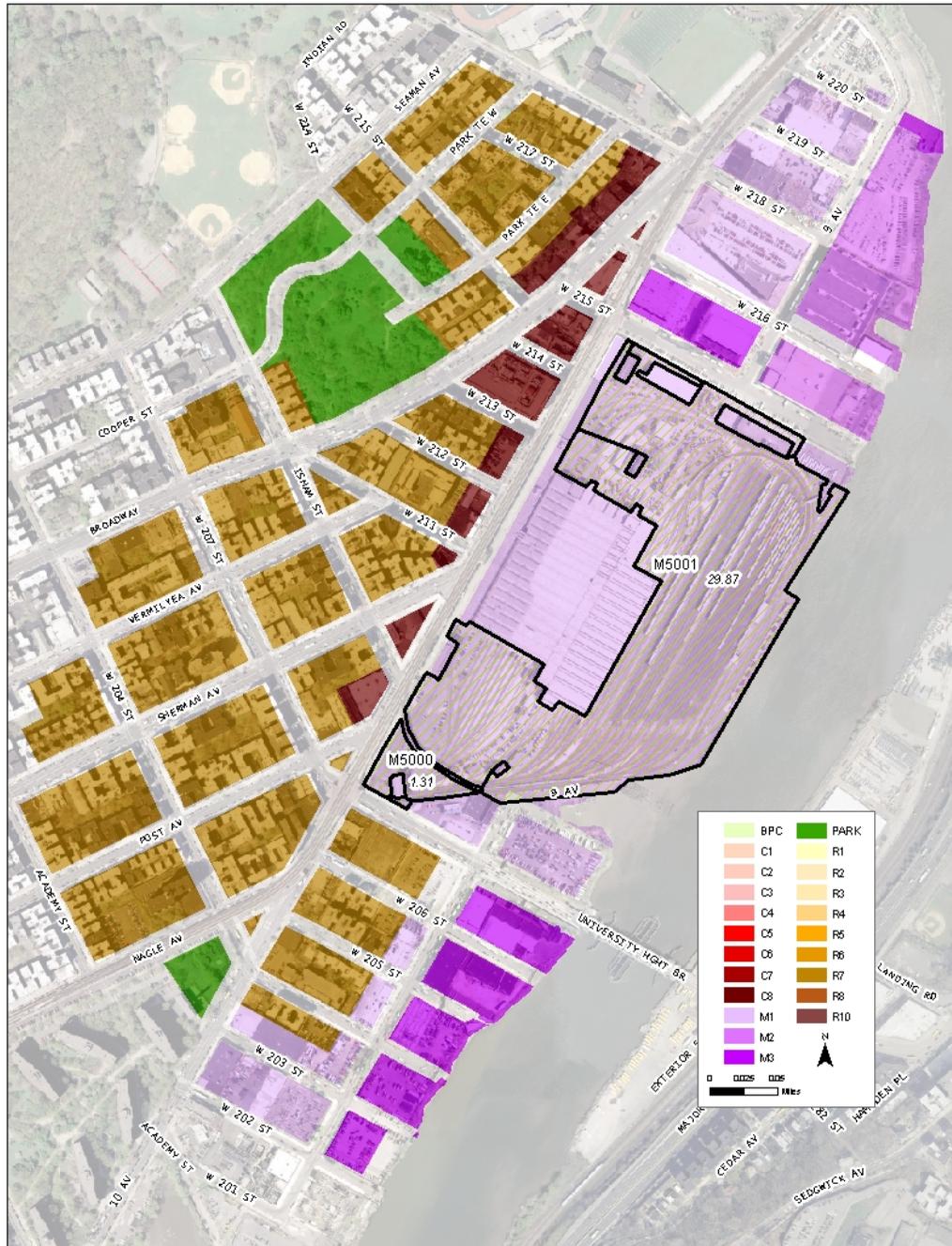
1 corridor,
2 parcels,
31.18 acres



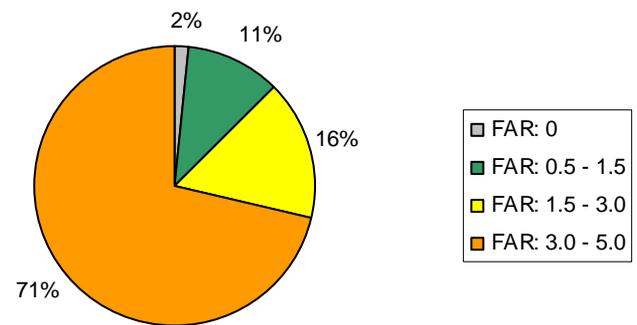
Corridor Code	Corridor Name	Parcels	Total Acres
M50	NYCT 207 th Street Yard	2	31.18

M50: NYCT 207TH STREET YARD

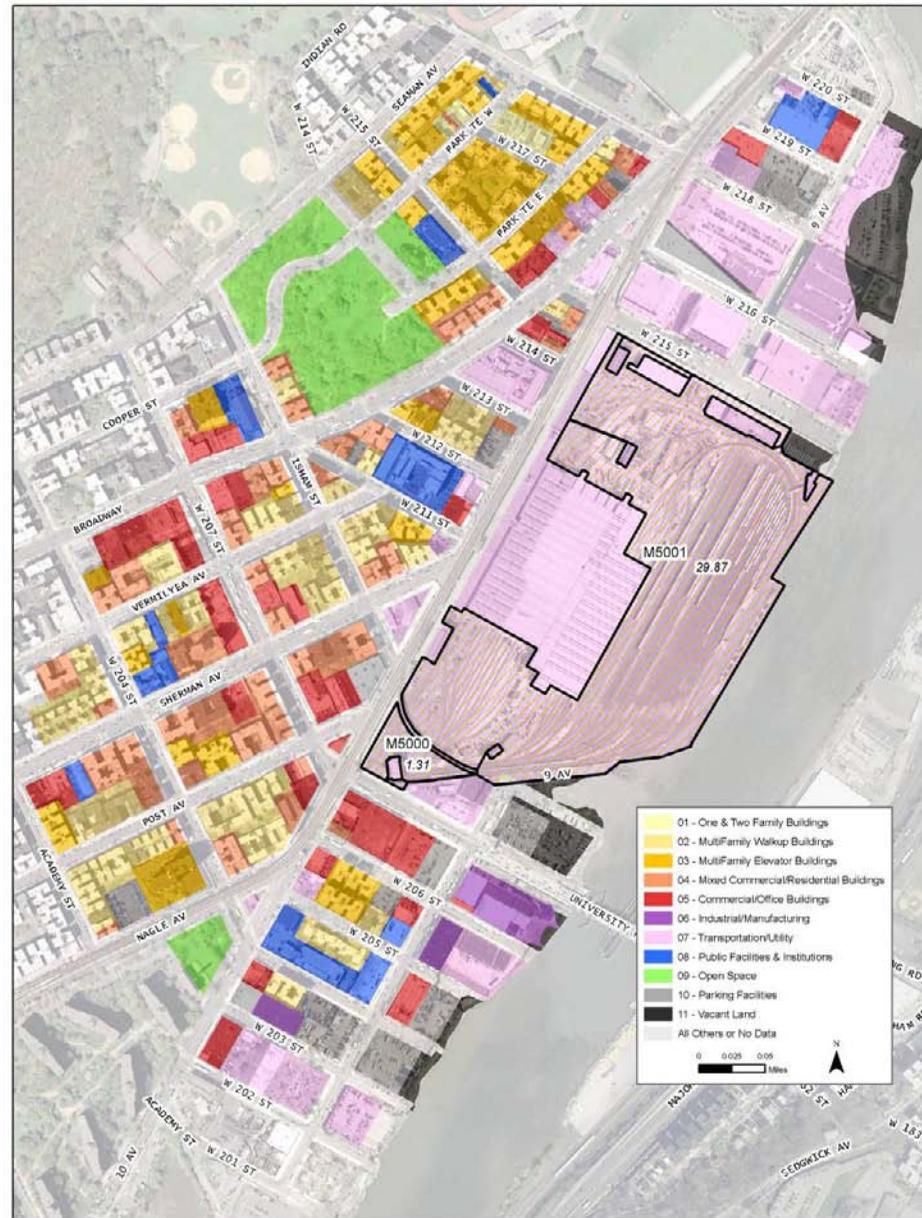
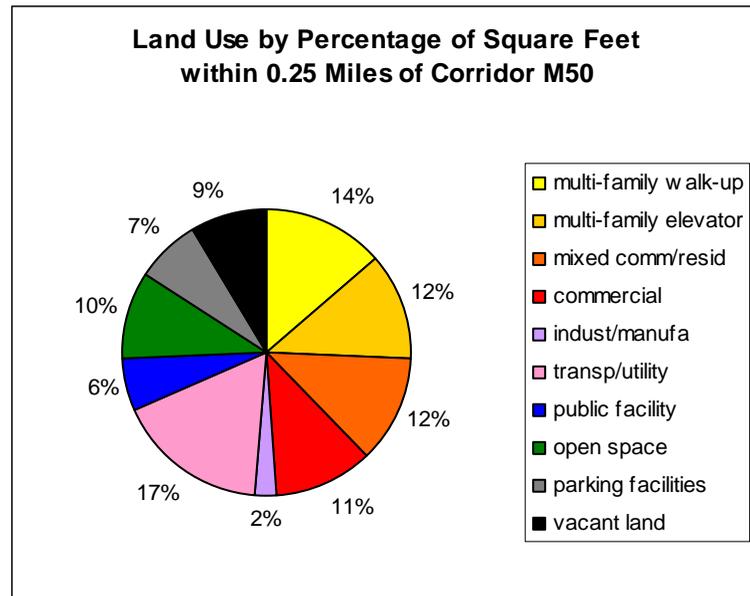
ZONING



Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor M50



LAND USE



GENERAL INFORMATION:

DESCRIPTION One of two yards that house the A and C lines' fleets, the 207th Street Yard also contains one of NYCT's two major overhaul shops. (The other is at Coney Island.) Car repairs, a floor shop, a car wash, a wheel truing shop, and a garbage transfer station are also housed at the yards. A connecting track to the 1 (Broadway) Line provides access to A Division (IRT) services.

These two parcels, totaling just over 31 acres, are the largest tracts of potentially deckable land remaining in Manhattan. They make up over a third of all the Manhattan airspace in this inventory. Since all of Inwood's residential zoning is R7-2, medium- to high-density R7- or R8-level zoning would be contextually appropriate. Other large-scale uses are also possible at this location, and parcel M5001's east end, which abuts the Harlem River, could provide waterfront access where it has been previously infeasible.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database records indicate that these yards are owned by the NYCTA and the Department of Business.

TOPOGRAPHY Due to variations in the surrounding topography, it appears that a deck over northern and central portions of the yard would be above the surrounding land. It was not possible to get a reasonably accurate view of the yard's elevation relative to surface grade, although a deck would appear to be closer to street level at the southern end, near the portal to the 8th Avenue Line. Further analysis is needed. Any fully built out deck would also abut the edge of the Harlem River.

Parcels M5000 and M5001 are interrupted by a building or buildings that would break the surface plane of a deck.

Removal or realignment of yard tracks might be necessary to provide room for deck supports. Alternate track locations or alignments might be necessary to allow this yard facility to maintain its existing storage capacity.

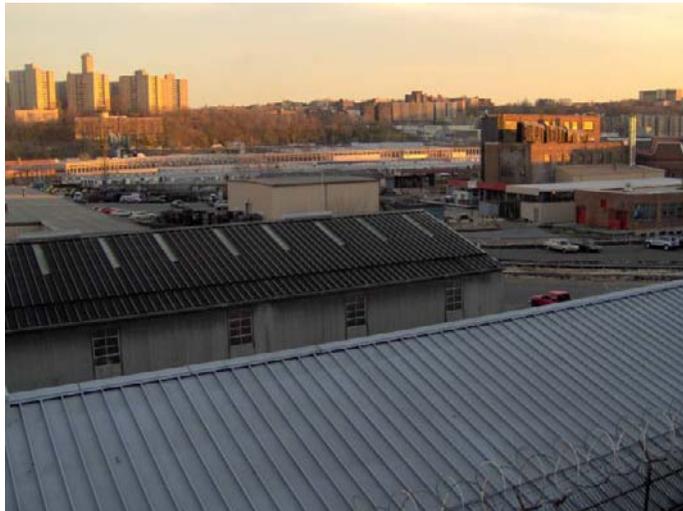
VENTILATION Some sort of ventilation plan will be needed for the yard complex. However, the fact that a deck would need to be built above surface level may mean that the sides of the deck could be left open, allowing the deck's underside to aerate. The yard's riverside proximity and the presence of a refuse platform at the water's edge also makes it exceedingly unlikely that the entire deck could seal off the yard below to light and air.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
M5000	NYCT 207th Street Yards: E. of 10th Avenue/N. of West 207th Street	1.31	A,C (8th Avenue), 1 (Broadway) Subway Yards; maintenance facilities	M1-1
M5001	NYCT 207th Street Yards: East of 10th Avenue/S. of West 215th Street	29.87	A,C (8th Avenue), 1 (Broadway) Subway Yards; maintenance facilities	M1-1

POTENTIAL FOR REMAPPED STREETS:

Using the airspace above this rail yard presents opportunities for the creation of streets which to some extent extend the surrounding street grid. Some of these streets could include: 9th Avenue; Isham Street/new West 209th Street; new West 210th Street (dead end); new West 211th Street (dead end); new West 212th Street (dead end); new West 213th Street (dead end); new West 214th Street (dead end).



Parcel M5001, looking east from the northbound 215th Street platform of the 1 (IRT Broadway) Line towards the Harlem River