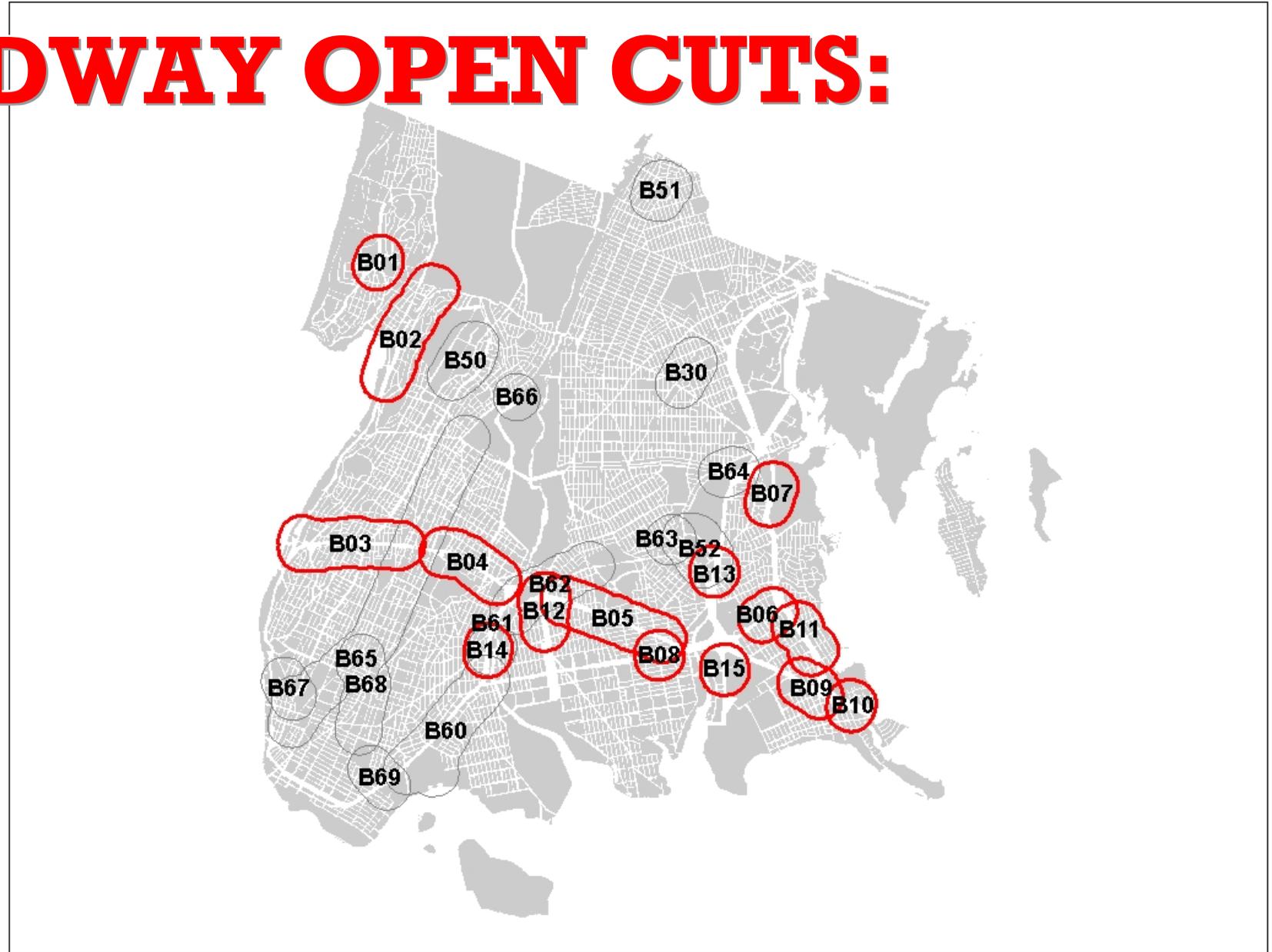


6.10: ROADWAY OPEN CUTS: BRONX

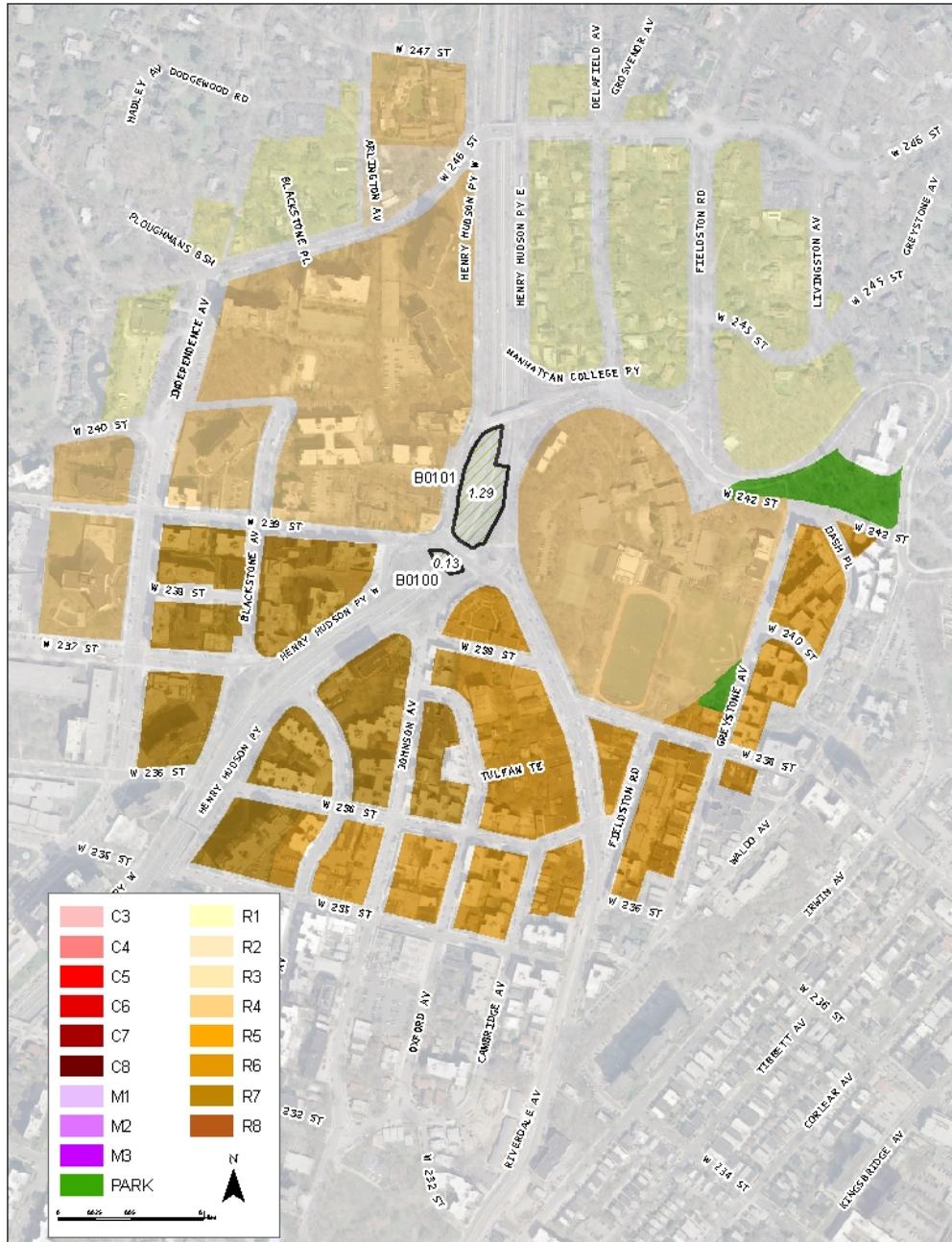
15 corridors,
72 parcels,
69.09 acres



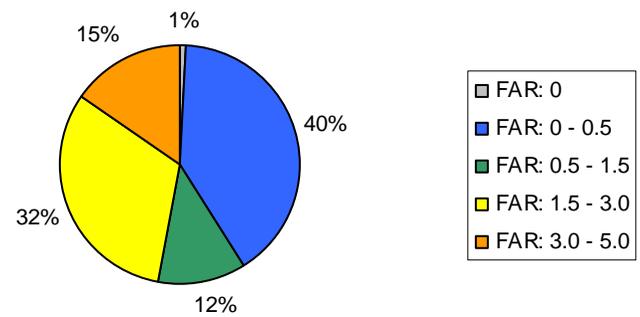
Corridor Code	Corridor Name	Parcels	Total Acres
B01	Henry Hudson Parkway: West 239 th Street-Manhattan College Parkway	2	1.41
B02	Major Deegan Expressway: South Of West 225 th Street-Van Cortlandt Park South	10	16.02
B03	Cross Bronx Expressway (West): West Of Undercliff Avenue-Clay/Anthony Avenues	16	17.29
B04	Cross Bronx Expressway (Central): West Of Arthur Avenue-East Of Boston Road	7	8.15
B05	Cross Bronx Expressway (East): Rosedale Avenue-East Of Watson Avenue Pedestrian Overpass	9	10.23
B06	Bruckner Expressway: West Of East Tremont Avenue-East Of Crosby Avenue/Logan Avenue	3	1.47
B07	Bruckner Expressway: South Of Wilkinson Avenue-North Of Westchester Avenue	3	2.93
B08	Bruckner Expressway: East And West Of Castle Hill Avenue	2	0.48
B09	Cross Bronx Expressway: Northwest Of East Tremont Avenue/Dewey Avenue-Logan Avenue	2	4.92
B10	Throgs Neck Expressway: East And West Of Lawton Avenue	2	0.66
B11	Throgs Neck Expressway: North And South Of Lafayette Avenue, And North And South Of Randall Avenue	4	1.30
B12	Bronx River Parkway: South Of East 172 nd Street-Cross Bronx Expressway Service Road North	4	2.08
B13	Hutchinson River Parkway: North And South Of East Tremont Avenue	4	0.70
B14	Sheridan Expressway: North And South Of Westchester Avenue	2	0.69
B15	Hutchinson River Parkway: North And South Of Lafayette Avenue	2	0.76

B01: HENRY HUDSON PARKWAY: WEST 239TH STREET- MANHATTAN COLLEGE PARKWAY

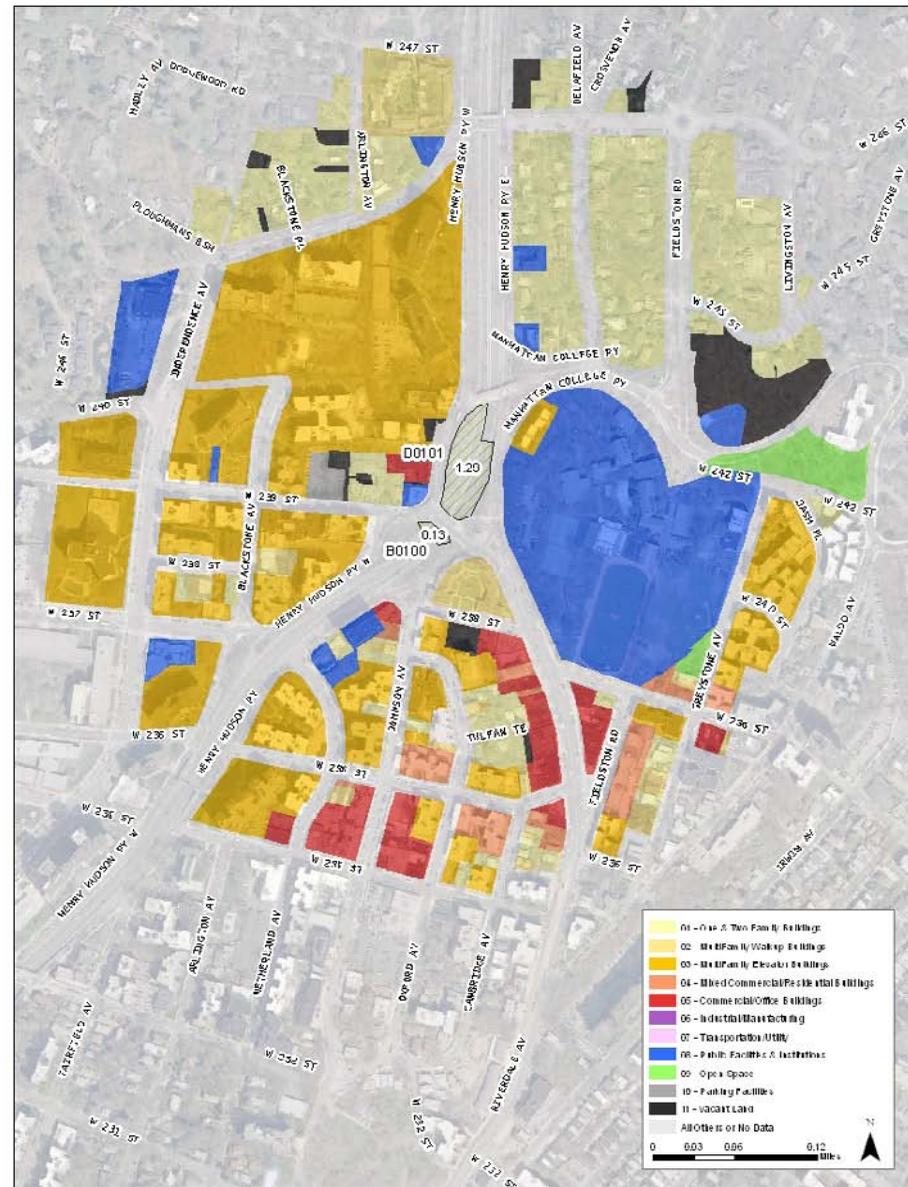
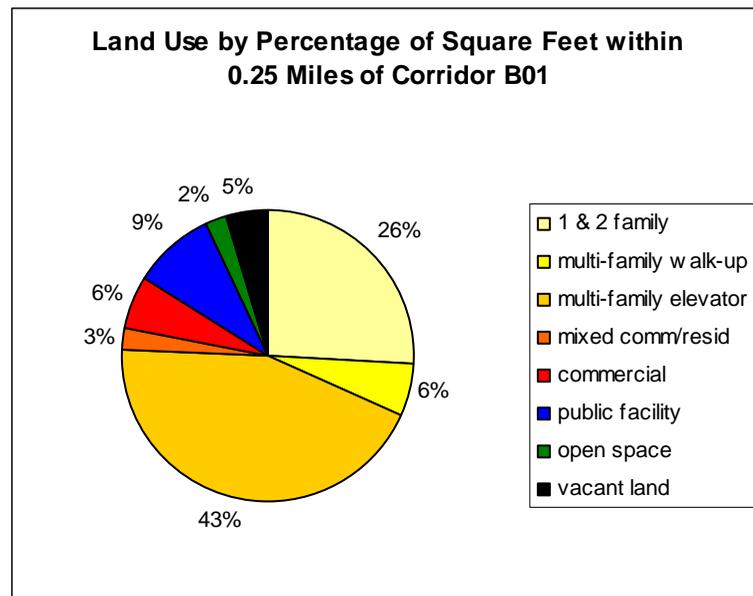
ZONING



Maximum Allowable Zoned FARs by
Tax Lot within 0.25 Miles
of Corridor B01



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor sits atop the Henry Hudson Parkway (NY9A). A deck upon parcel B0100 would have the appearance of a raised platform to the area to the south of West 239th Street, while Parcel B0101 would cover most of the parkway and adjacent park area to the north of West 239th Street, up to Manhattan College Parkway, except for a triangular area to the southeast and the northbound travel lanes to the north.

OWNERSHIP All parcels in this corridor are part of the City’s parkway system. Vegetation exists adjacent to all parcels. Therefore, any attempt to deck over this location would likely require parkland alienation. Jurisdictional issues regarding specific ownership of this land may be in dispute.

This roadbed of this section of the Henry Hudson Parkway is owned by the State of New York. The adjacent lands are owned by the New York City Department of Parks and Recreation.

TOPOGRAPHY No issues related to this corridor are evident.

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>
B0100	NY9A: S. of West 239th Street	0.13	NY9A (Henry Hudson Parkway)	C1-2, R4, R6, R7A
B0101	NY9A: West 239th Street- Manhattan College Parkway	1.29	NY9A (Henry Hudson Parkway)	R1-2, R4

POTENTIAL FOR CONNECTING STREETS:

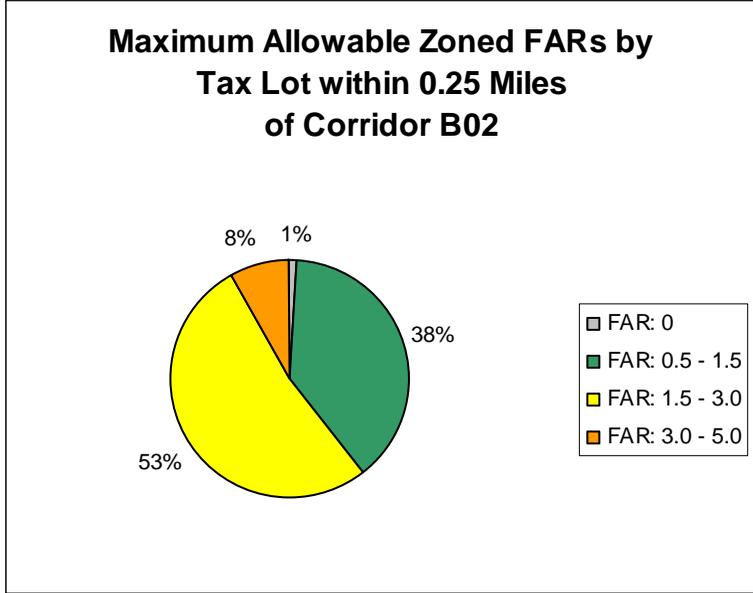
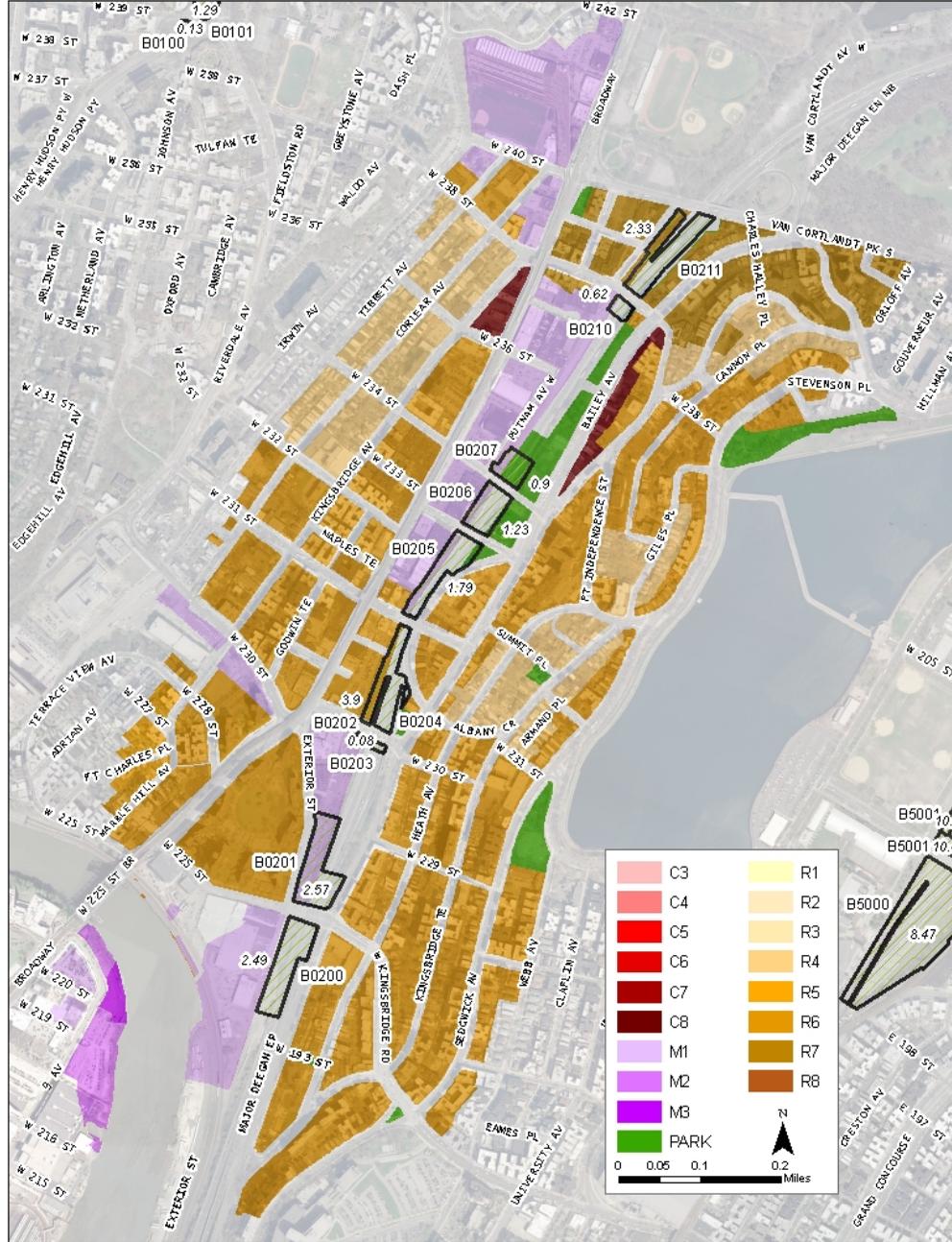
Decking over this ROW would not result in the potential for any street remapping.



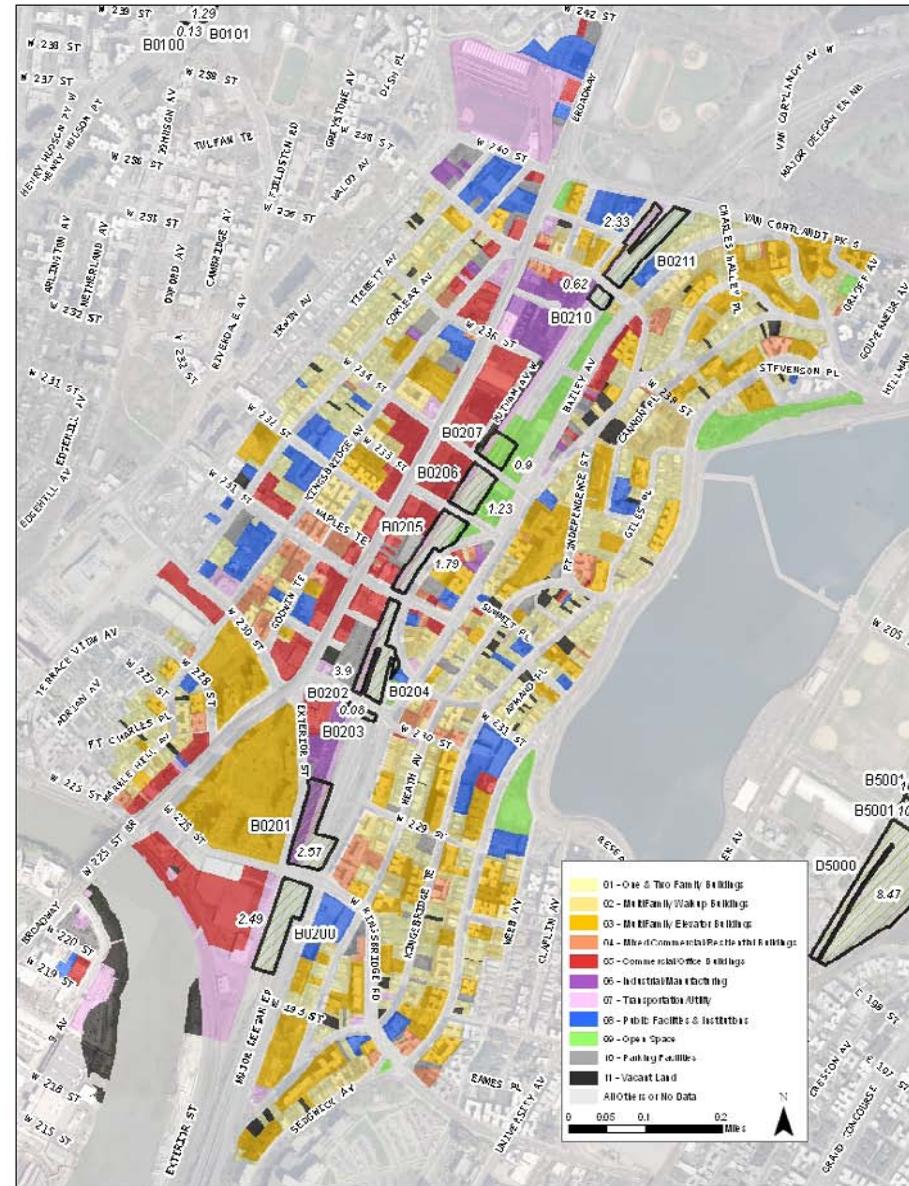
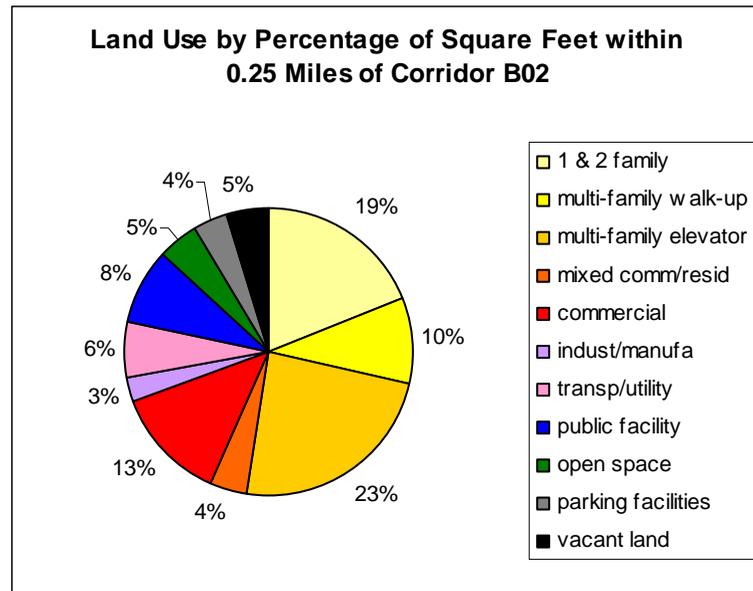
Parcel B0101, looking south from Manhattan
College Parkway to West 239th Street

B02: MAJOR DEEGAN EXPRESSWAY: SOUTH OF WEST 225TH STREET- VAN CORTLANDT PARK SOUTH

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor sits atop I-87, known in New York City as the Major Deegan Expressway. Immediately to the east of the expressway lies an abandoned railroad right-of-way. This was the Putnam Division of the New York Central Railroad, a commuter line which carried passengers until 1958 and freight until approximately 1981. Any deck built over this alignment will have to factor in any possible future uses of this right-of-way. All parcels except B0203 are at least partly above this right-of-way.

Gaps exist between many of the ten parcels within this corridor.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the Department of Transportation, the Department of Parks and Recreation, Metro-North and seven private landholders have partial or complete ownership of the parcels along this corridor. In addition, vegetation and/or Parks property abuts the roadway at parcels B0201, B0204, B0205, B0206, B0207, and B0211. Parkland alienation will likely be an issue.

Parcels B0200, B0202, B0204, B0205, B0206, B0207, B0210, and B0211 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:

- B0200: At the southern extremity of the parcel's eastern edge above the northbound travel lanes
- B0201: Along the eastern and western edges of the parcel. On the western edge, the disparity between the deck plane and Exterior Street would increase heading north. On the eastern edge, the disparity between the deck plane and Bailey Avenue would increase heading north.
- B0204: The deck would have the appearance of a raised platform relative to the adjacent parking lot.
- B0205: The deck would have the appearance of a raised platform relative to the adjacent commercial buildings to the west.
- B0206: The deck would have the appearance of a raised platform relative to the adjacent strip mall to the west.
- B0207: At the northern extremity of the parcel's western edge.
- B0210: Along the eastern and western edges of the parcel. On the western edge, the deck would be a full level above the adjacent Stella D'oro parking lot. On the eastern edge, the deck would be slightly above the walkway in back of an adjacent apartment building.
- B0211: Along the eastern edge of the parcel, for approximately 250 feet south of Van Cortlandt Park South, a deck may be slightly above the grade of the existing residential backyards that abut it. Along the western edge, a deck would be above the grade of Putnam Avenue West, especially at West 239th Street.

VENTILATION A number of the parcels in the B02 corridor exceed 295 feet in length, thus 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. Locations with a history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. These parcels are: B0200, B0201, B0200+B0201, B0204, B0205, B0206, B0204+B0205, B0205+B0206, B0206+B0207, B0204+B0205+B0206, B0205+B0206+B0207, B0204+B0205+B0206+B0207, B0211, B0210+B0211

PARCEL INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
B0200	I-87: S. of West 225th Street/Kingsbridge Road	2.49	I-87 (Major Deegan Expressway), former Putnam Division ROW	M1-1, R6
B0201	I-87: N. of West 225th Street/Kingsbridge Road-West 230th Street	2.57	I-87 (Major Deegan Expressway), parking lot, former Putnam Division ROW	M1-1, R6
B0202	former Putnam Division ROW, S. of W. 230th Street	0.08	former Putnam Division ROW	M1-1, R6
B0203	I-87: S. of West 230th Street	0.12	I-87 (Major Deegan Expressway)	C2-3, M1-1, R6
B0204	I-87: West 230th Street-West 231st Street	3.90	I-87 (Major Deegan Expressway), former Putnam Division ROW	C1-3, C2-3, M1-1, R6
B0205	I-87: West 231st Street-West 233rd Street	1.79	I-87 (Major Deegan Expressway), former Putnam Division ROW	C1-3, C2-3, M1-1, R6
B0206	I-87: West 233rd Street-West 234th Street	1.23	I-87 (Major Deegan Expressway), former Putnam Division ROW	C2-3, M1-1, R6
B0207	I-87: N. of West 234th Street	0.90	I-87 (Major Deegan Expressway), former Putnam Division ROW	C2-3, M1-1, M1-2, R6
B0210	I-87: S. of West 238th Street	0.62	I-87 (Major Deegan Expressway), former Putnam Division ROW	C2-3, C8-1, M1-2, R6, R7-1,
B0211	I-87: West 238th Street-Van Cortlandt Park South	2.33	I-87 (Major Deegan Expressway), former Putnam Division ROW	C2-3, C8-1, M1-2, R6, R7-1,



Parcel B0211, looking north from West 238th Street towards Van Cortlandt Park South



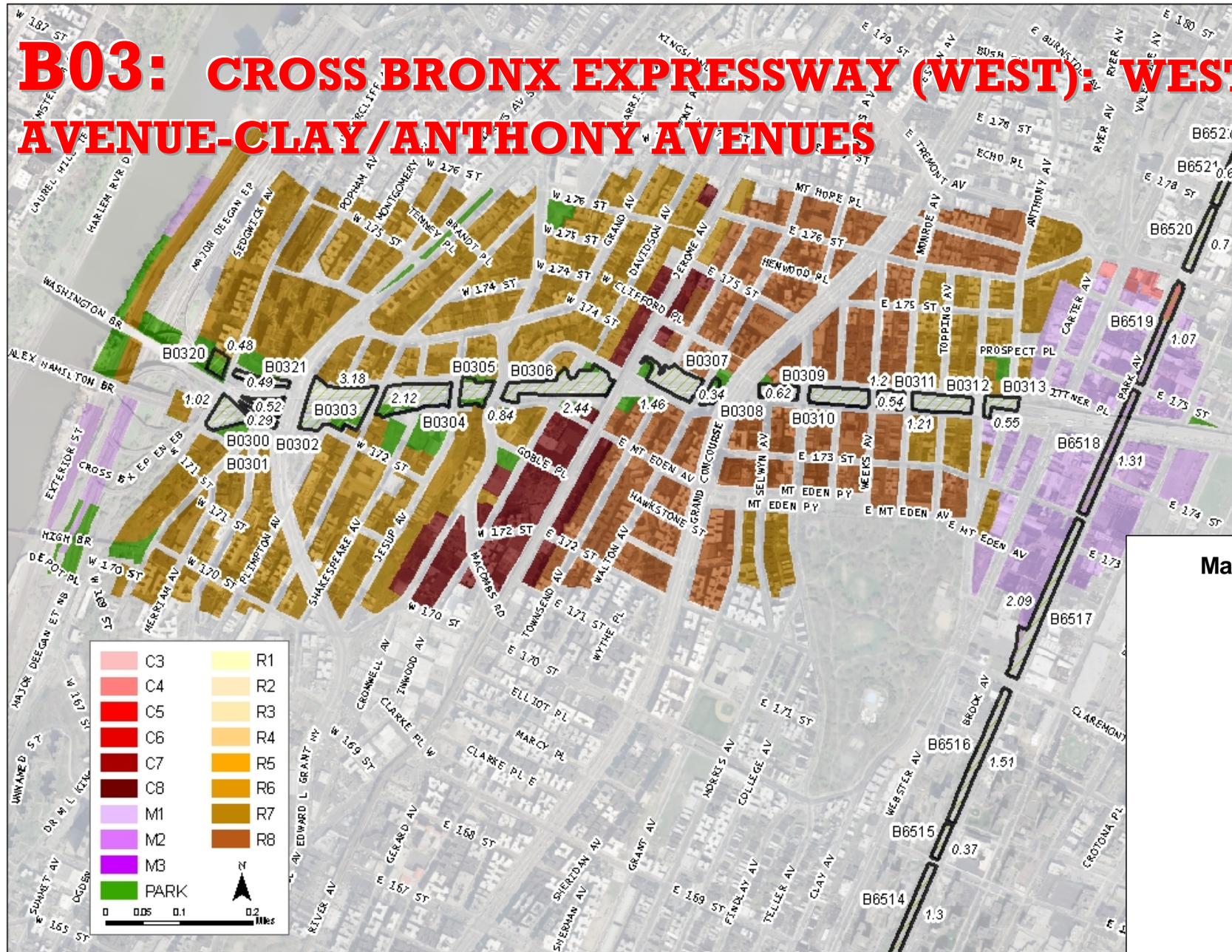
Parcel B0205 looking south from West 233rd Street, towards West 225th Street and Kingsbridge Road

POTENTIAL FOR CONNECTING STREETS:

Verveelen Place (step street)

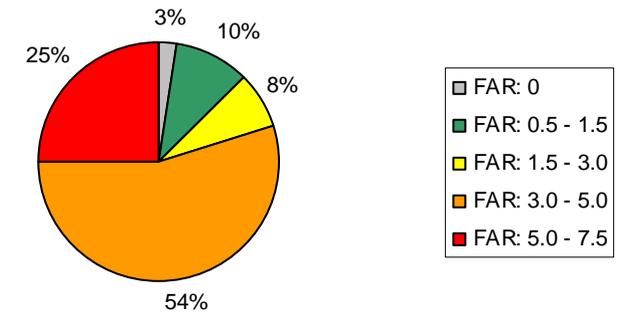


B03: CROSS BRONX EXPRESSWAY (WEST): WEST OF UNDERCLIFF AVENUE-CLAY/ANTHONY AVENUES

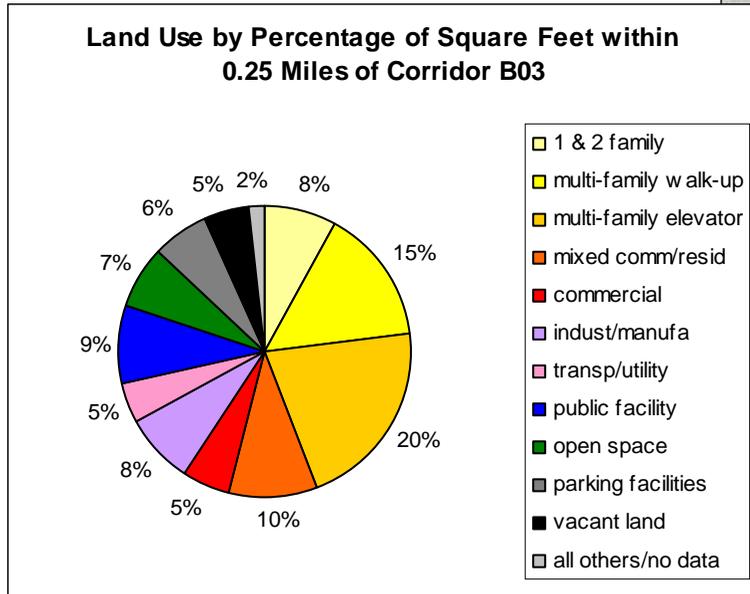


ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor B03



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor sits atop I-95, known here as the Cross Bronx Expressway. The corridor is characterized by erratic, undulating surface topography, resulting in deep highway trenches.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the Department of Parks and Recreation and six private landholders have partial or complete ownership of the parcels along this corridor. In addition, although this corridor is part of the City's expressway system, vegetation and/or Parks property abuts the roadway at parcels B0300, B0301, B0302, B0303, B0305, B0306, B0307, B0308, B0310, B0311, B0313, B0320, and B0321. Therefore, any attempt to deck over these locations would likely require parkland alienation.

Parcels B0303, B0305, B0306, B0309 and B0320 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 Sudden changes in surface topography are especially pronounced at parcel B0305, between Jesup Avenue and Macombs Road where the surface level descends so steeply from west to east – a drop of 40 to 45 feet over a linear distance of about 220 feet – that it results in a slope of approximately 19 percent. Creative design could result in a deck that effectively takes advantage of this steep slope, perhaps by creating a series of terraces.

Another notable topographic fluctuation exists where I-95 passes under the Grand Concourse, which is approximately 38 to 45 feet above the surface level to its east and west. The closest relevant parcels (B0308 and B0309) do not abut the Concourse due to an intervening rock slope, but the potential again exists to utilize these parcels in a way that would somehow connect the adjacent communities with the Concourse and the subway station below (174th-175th Street, served by B and D trains).

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

- B0302: Virtually the entire parcel, except for its southwestern extremity.
- B0303: Along a short stretch of the northern end of the parcel west of Plimpton Avenue. Also, along the southern edge of the parcel east and west of the intersection of Plimpton Avenue and West 172nd Street.
- B0313: Along the southern edge of the parcel, adjacent to a pedestrian stairway.
- B0320: Along the northern edge of the parcel. This parcel would also have the appearance of a raised platform relative to open space at its western end, to the north of the entrance ramp

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

- B0300: Along the northernmost portion of the parcel abutting the exit ramp.
- B0320: Along the southern edge of the parcel.
- B0321: Along the northern edge of the parcel, except in the immediate vicinity of Undercliff Avenue and University Avenue. Also, along the parcel's southern edge between just east of Undercliff Avenue and the entrance ramp.

The surface land adjacent to the following parcels is on a slope, meaning that a deck upon these parcels would need to be canted downward to conform to adjacent topography:

- B0300: From Washington Bridge entrance ramp down to Undercliff Avenue/Boscobel Place.
- B0303: From University Avenue down to Nelson Avenue
- B0305: From Jesup Avenue down to Macombs Road
- B0306: From A downslope east of Macombs Road
- B0321: From University Avenue down to Undercliff Avenue

Exposed rock was noted in the right-of-way of parcels B0303 and B0304, which could affect deck construction.

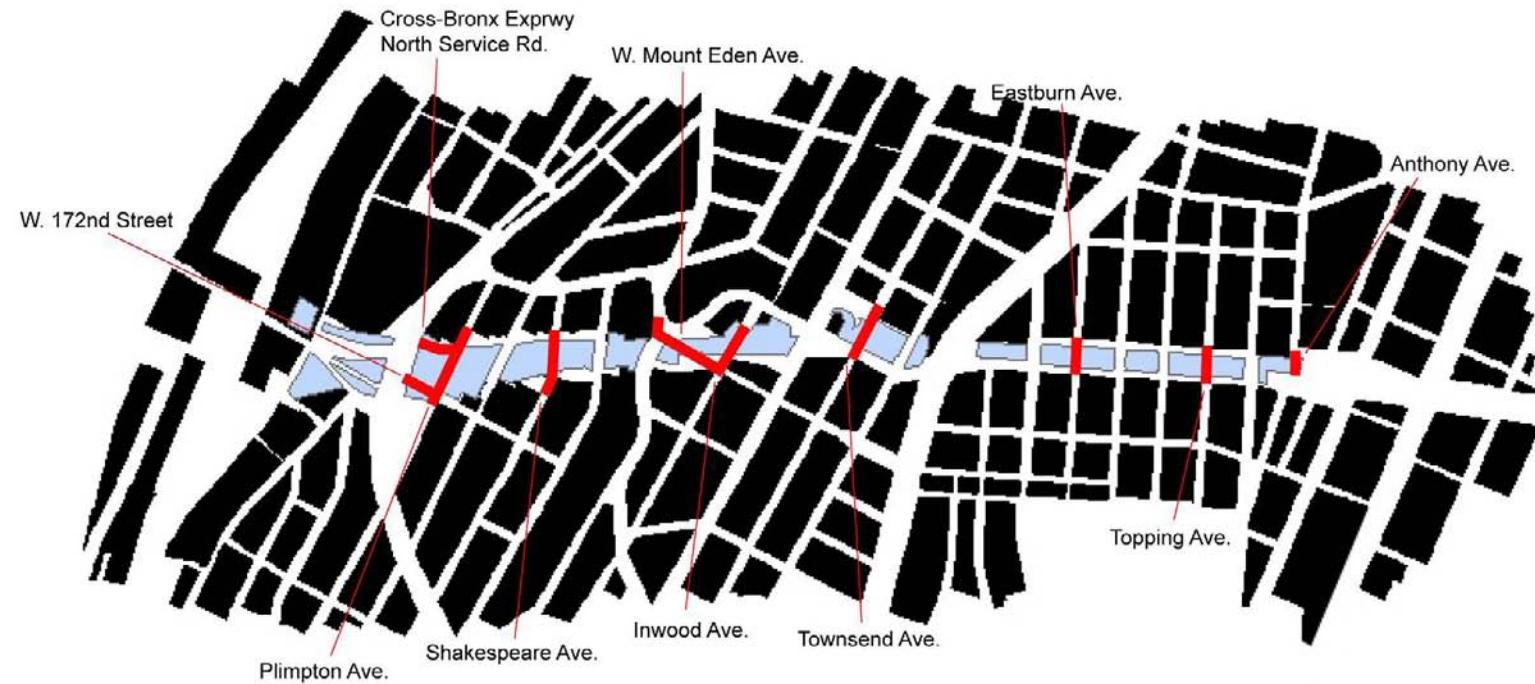
VENTILATION Since the Cross-Bronx Expressway has a long and well-known history of chronic congestion, the piston motion generated by free-flowing traffic would not normally recirculate the air through even a short tunnel segment created by a deck. Therefore, it would be reasonable to assume that decking any portion of this corridor at all will require ventilation and emergency facilities.

PARCEL INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
B0300	I-95: Undercliff Avenue, Boscobel Place and Washington Bridge approach	1.02	I-95 (Cross Bronx Expressway)	C1-4, R7-1
B0301	I-95: W. of University Avenue, N of Washington Bridge entrance ramp, S of Washington Bridge approach to I-95	0.29	I-95 (Cross Bronx Expressway)	C1-4, R7-1
B0302	I-95: W. of University Avenue, N and S of Washington Bridge approaches to I-95	0.52	I-95 (Cross Bronx Expressway)	C1-4, R7-1
B0303	I-95: University Avenue-Nelson Avenue	3.18	I-95 (Cross Bronx Expressway)	C1-4, R7-1
B0304	I-95: Nelson Avenue-Jesup Avenue	2.12	I-95 (Cross Bronx Expressway)	C1-4, R7-1
B0305	I-95: Jesup Avenue-Macombs Road	0.84	I-95 (Cross Bronx Expressway)	C1-4, R7-1
B0306	I-95: Macombs Road-Jerome Avenue	2.44	I-95 (Cross Bronx Expressway)	C1-4, C8-3, R7-1,
B0307	I-95: Jerome Avenue-Walton Avenue	1.46	I-95 (Cross Bronx Expressway)	C8-3, R8
B0308	I-95: Walton Avenue-Grand Concourse	0.34	I-95 (Cross Bronx Expressway)	SPD-C, R8
B0309	I-95: Grand Concourse-Morris Avenue	0.62	I-95 (Cross Bronx Expressway)	C1-4, R8
B0310	I-95: Morris Avenue-Weeks Avenue	1.20	I-95 (Cross Bronx Expressway)	C1-4, R8
B0311	I-95: Weeks Avenue-Monroe Avenue	0.54	I-95 (Cross Bronx Expressway)	C1-4, R7-1, R8
B0312	I-95: Monroe Avenue-Clay Avenue	1.21	I-95 (Cross Bronx Expressway)	C1-4, R7-1, R8
B0313	I-95: E. of Clay Avenue	0.55	I-95 (Cross Bronx Expressway)	M1-1, R7-1
B0320	I-95 WB ramp to I-87: W. of Undercliff Avenue	0.48	I-95 (Cross Bronx Expressway), I-87 (Major Deegan Expressway)	C1-4, R7-1
B0321	I-95 WB ramp to I-87: Undercliff Avenue-University Avenue	0.49	I-95 (Cross Bronx Expressway), I-87 (Major Deegan Expressway)	R7-1

POTENTIAL FOR CONNECTING STREETS:

W. 172nd Street; Plimpton Avenue; Cross-Bronx Expressway North Service Road; Shakespeare Avenue; W. Mount Eden Avenue; Inwood Avenue; Townsend Avenue; Eastburn Avenue; Topping Avenue; Anthony Avenue.





Parcel B0300, looking west from the Washington Bridge exit ramp towards Undercliff Avenue



Parcel B0305, looking west from Macombs Road towards Jesup Avenue



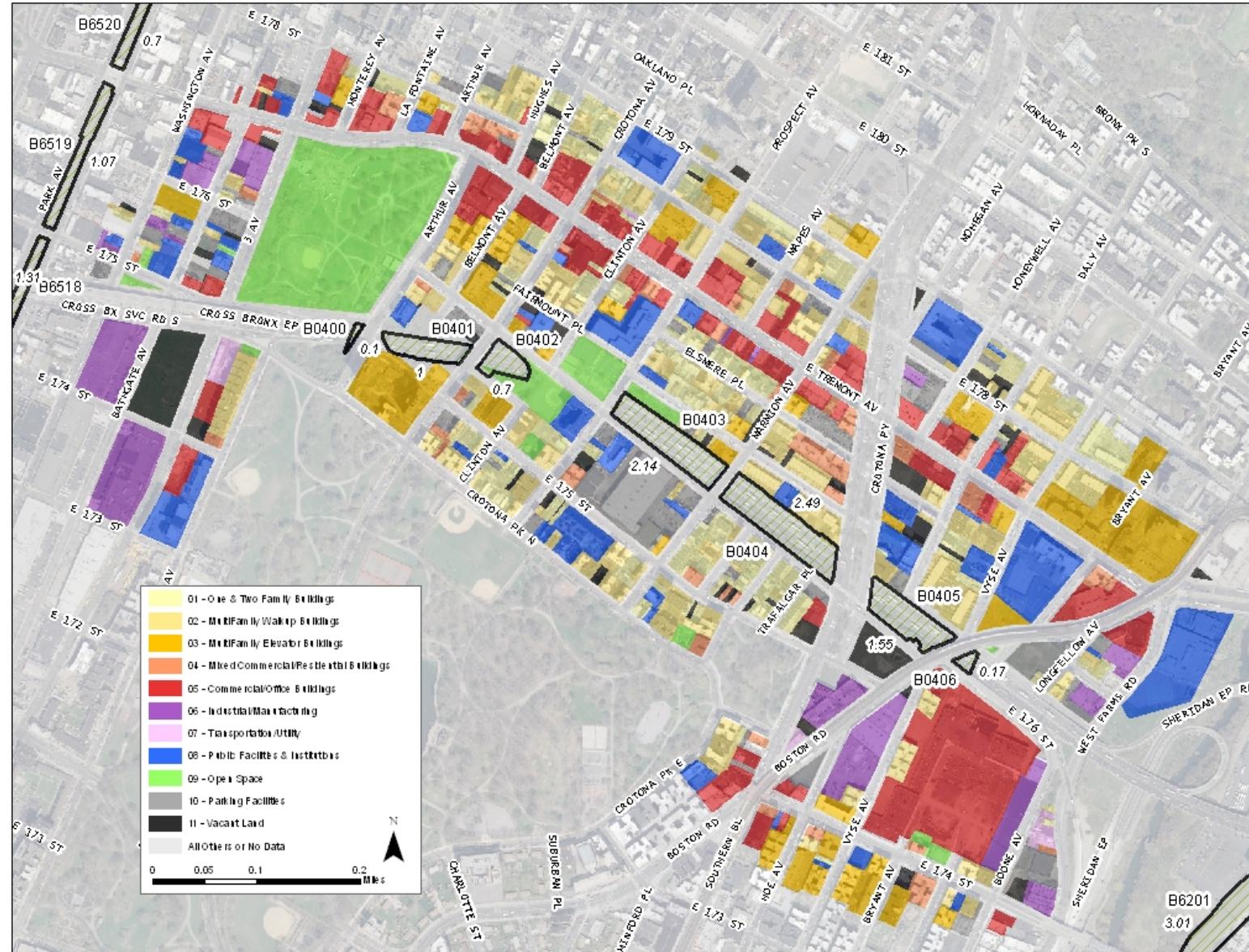
Parcel B0321, looking west from University Avenue towards Undercliff Avenue

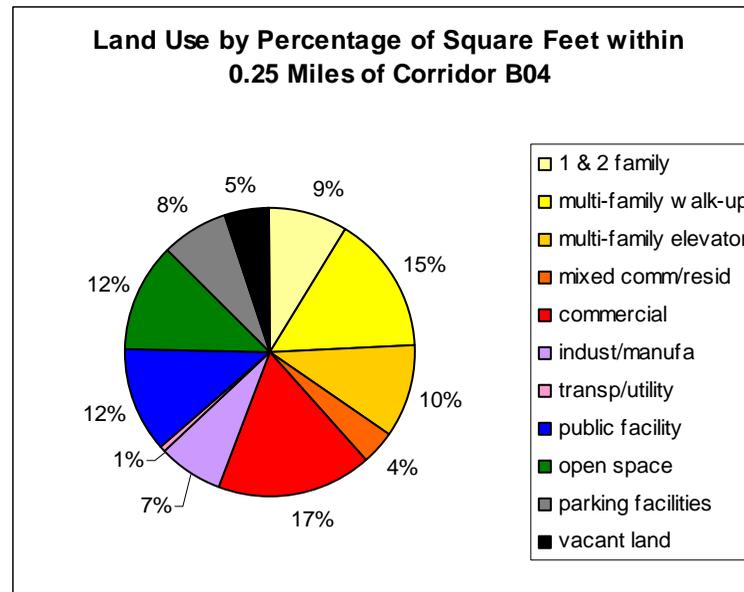
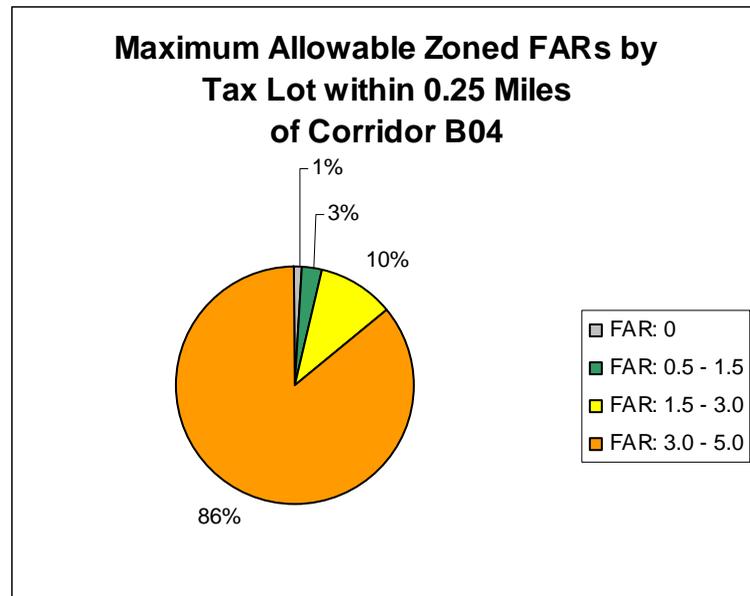
**B04:
CROSS BRONX
EXPRESSWAY
(CENTRAL):
WEST OF
ARTHUR
AVENUE-
EAST OF
BOSTON ROAD**

ZONING



LAND USE





GENERAL INFORMATION:

DESCRIPTION This corridor sits atop I-95, known here as the Cross Bronx Expressway. Perhaps best known as the “One Mile” in Robert Caro’s 1974 book *The Power Broker*, this section of the expressway was built through especially rocky terrain.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Housing Authority, the Department of Parks and Recreation and 20 private landholders have partial or complete ownership of the parcels along this corridor. In addition, although this corridor is part of the City’s expressway system, vegetation and/or Parks property abuts the roadway at parcels B0400, B0202, B0403, B0404 and B0405. Therefore, any attempt to deck over these locations would likely require parkland alienation.

Parcels B0403 and B0404 abut private property. Aside from the political difficulties of building a platform through such a corridor, legal protections allowing sufficient light and air to reach these adjacent properties may exist. Parcel B0401 also very nearly abuts private property.

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

- B0400: Along the western half of the parcel’s northern end.

- B0403: Along the parcel's northern end, adjacent to most of Fairmount Playground.

The surface land adjacent to the following parcels is on a slope, meaning that a deck upon these parcels would need to be canted downward to conform to adjacent topography:

- B0401: From Crotona Avenue down to Arthur Avenue.
- B0402: From Crotona Avenue down to East 176th Street.
- B0403: From East 176th Street down to the private property facing Fairmount Place.
- B0404: From Marmion Avenue down to Southern Boulevard.

Exposed rock was noted in the right-of-way of parcels B0401, B0402, B0403, B0404 and B0405, which could affect deck construction.

VENTILATION Since the Cross-Bronx Expressway has a long and well-known history of chronic congestion, the piston motion generated by free-flowing traffic would not normally recirculate the air through even a short tunnel segment created by a deck. Therefore, it would be reasonable to assume that decking any portion of this corridor at all will require ventilation and emergency facilities.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
B0400	I-95: W. of Arthur Avenue	0.10	I-95 (Cross Bronx Expressway)	R7-1
B0401	I-95: Arthur Avenue-Crotona Avenue	1.00	I-95 (Cross Bronx Expressway)	M1-4, R7-1
B0402	I-95: Crotona Avenue-East 176th Street	0.70	I-95 (Cross Bronx Expressway)	M1-4, R7-1
B0403	I-95: Prospect Avenue-Marmion Avenue	2.14	I-95 (Cross Bronx Expressway)	M1-2, R7-1
B0404	I-95: Marmion Avenue-Southern Boulevard	2.49	I-95 (Cross Bronx Expressway)	C1-4, C8-3, R7-1,
B0405	I-95: Southern Boulevard-Boston Road	1.55	I-95 (Cross Bronx Expressway)	C4-2, C8-3, R7-1
B0406	I-95: E. of Boston Road	0.17	I-95 (Cross Bronx Expressway)	C1-4, R7-1



Parcel B0405, looking east from Crotona Parkway/Southern Boulevard towards Boston Road

POTENTIAL FOR CONNECTING STREETS:

Belmont Avenue; Daly Avenue (N-S); Cross Bronx Expressway Service Road N. (E-W; realigned to connect w/Crotona Parkway); E. 176th Street may also be possible (E-W; realigned to become flush w/service road to the east of Boston Road, if elevated transit structure can be retrofitted)

