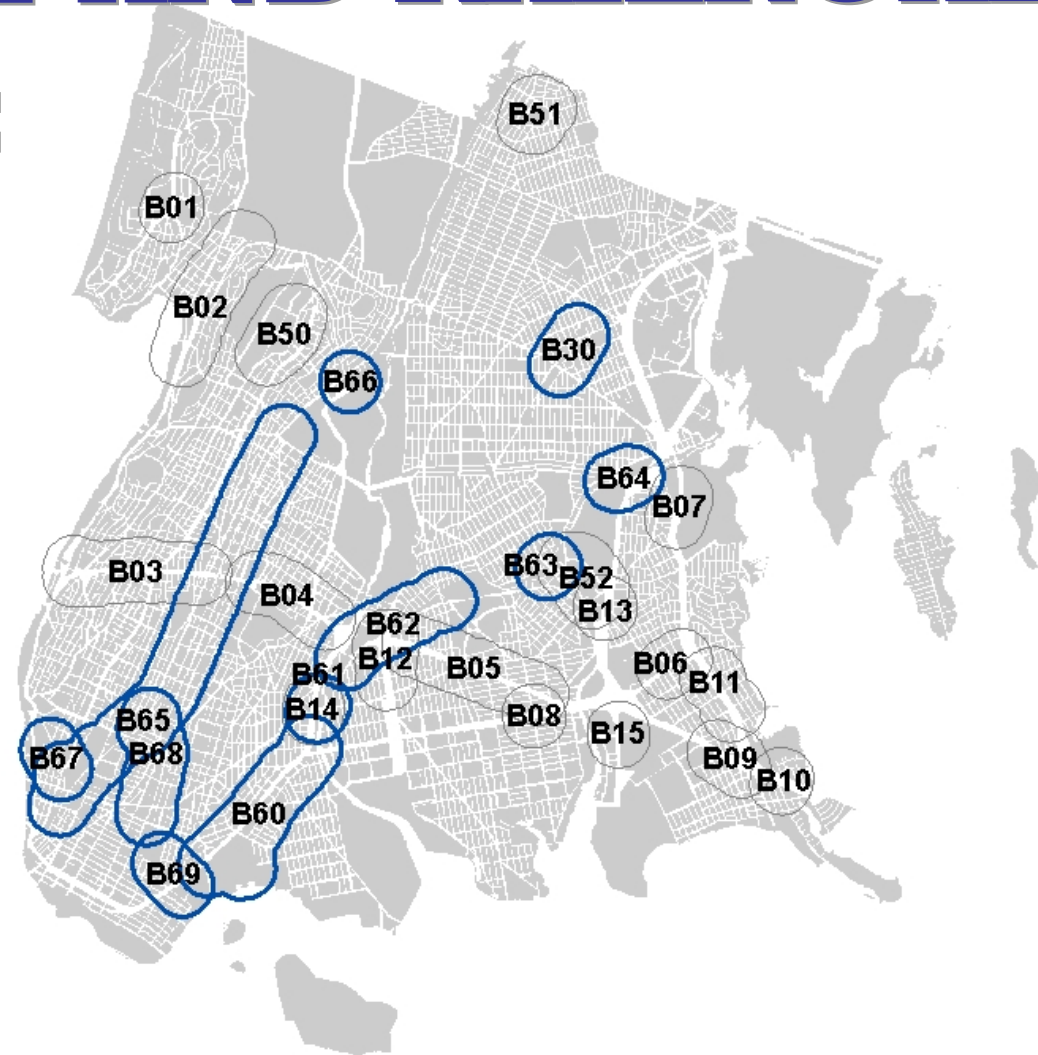


6.1: TRANSIT AND RAILROAD OPEN CUTS: BRONX

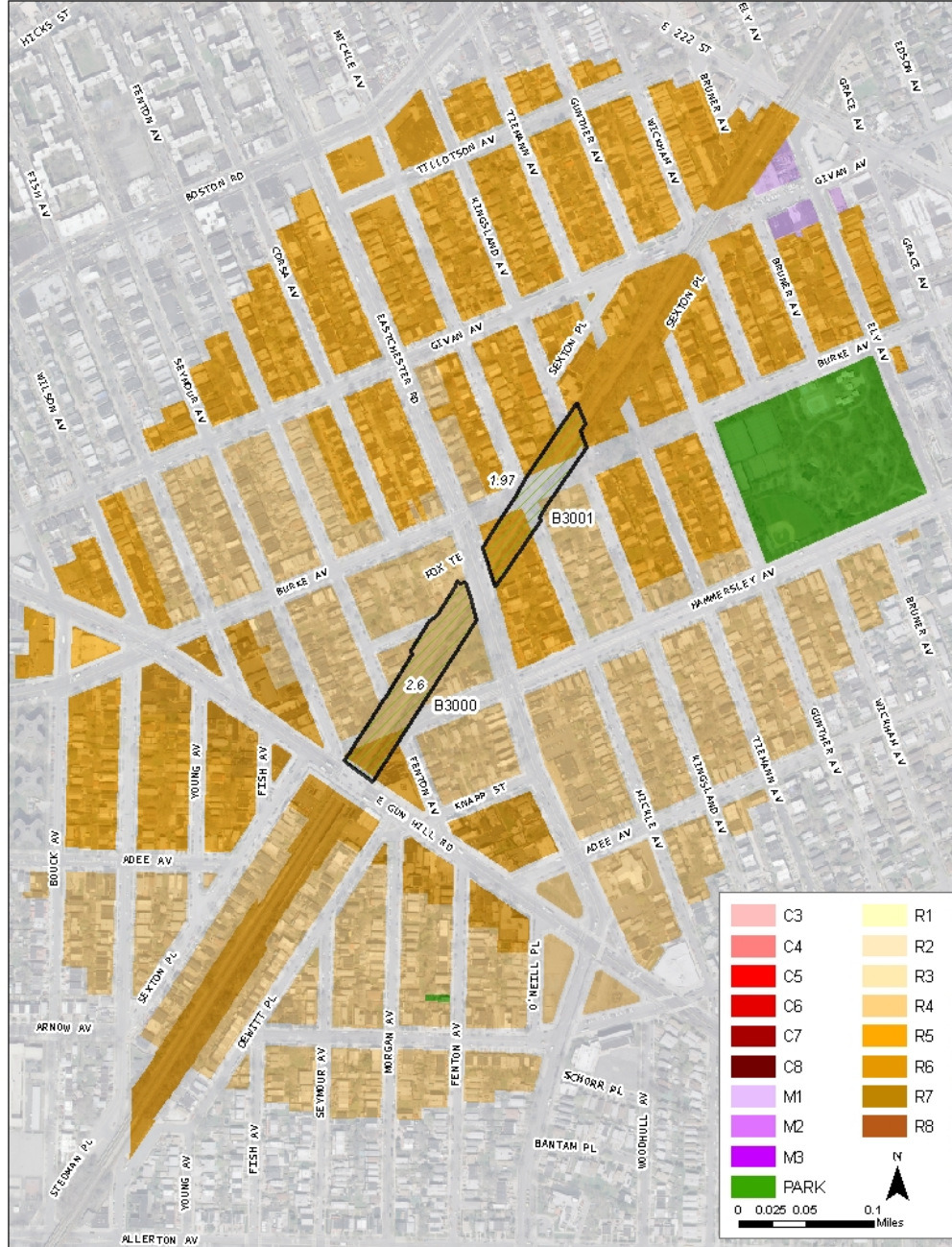
11 corridors,
66 parcels,
96.54 acres



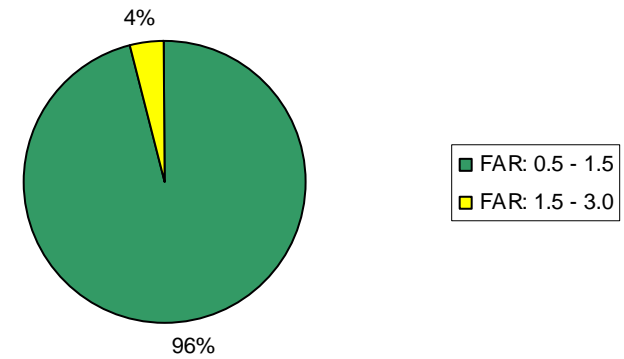
| Corridor Code | Corridor Name | Parcels | Total Acres |
|----------------------|--|----------------|--------------------|
| B30 | NYCT 5 (Dyre Avenue) Line: Gun Hill Road-East Of Kingsland Avenue | 2 | 4.57 |
| B60 | Amtrak Hell Gate Line/Oak Point Yards: East 149 th Street-North Of Bruckner Boulevard | 10 | 42.41 |
| B61 | Amtrak Hell Gate Line: North And South Of Westchester Avenue | 2 | 0.58 |
| B62 | Amtrak Hell Gate Line: South Of East 174 th Street-Unionport Road | 8 | 6.23 |
| B63 | Amtrak Hell Gate Line: East And West Of Williamsbridge Road | 2 | 0.72 |
| B64 | Amtrak Hell Gate Line: North And South Of Pelham Parkway | 2 | 1.65 |
| B65 | Metro-North Harlem/New Haven Lines: East 144 th Street-North Of East Fordham Road | 23 | 35.14 |
| B66 | Metro-North Harlem/New Haven Lines: Mosholu Parkway-Parking Deck North Of Mosholu Parkway | 1 | 0.05 |
| B67 | Metro-North Hudson Line: Grand Concourse-River Avenue | 3 | 1.48 |
| B68 | Abandoned Port Morris Branch: Melrose Avenue-South Of Westchester Avenue | 8 | 2.77 |
| B69 | Abandoned Port Morris Branch: Jackson Avenue-Southeast Of Bruckner Boulevard | 5 | 0.94 |

B30: NYCT 5 (DYRE AVENUE) LINE: GUN HILL ROAD-EAST OF KINGSLAND AVENUE

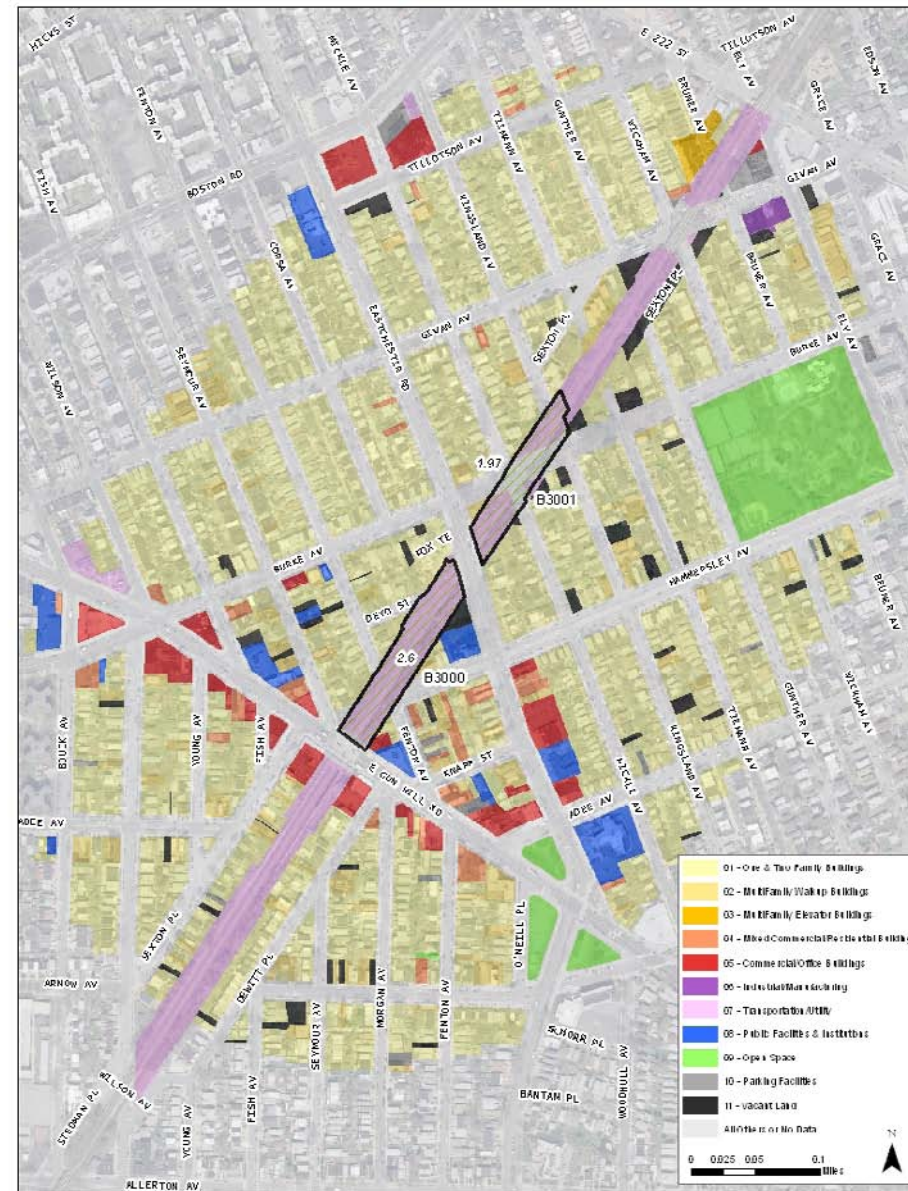
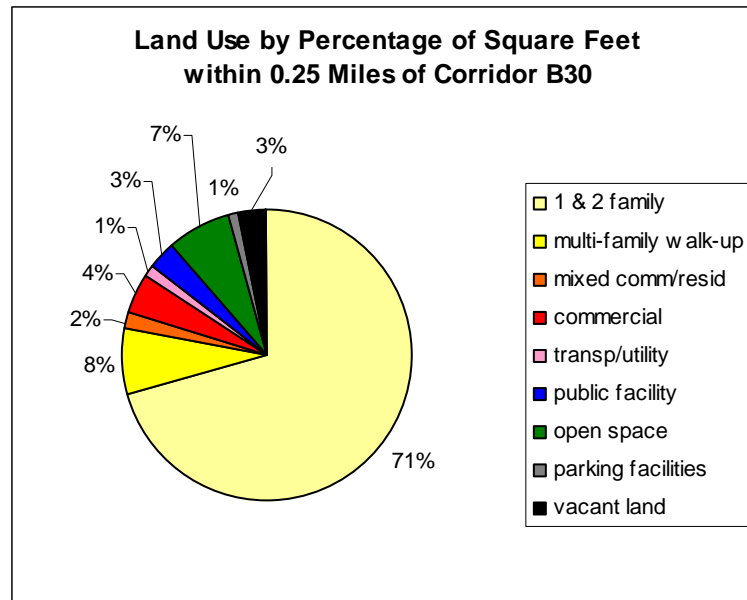
ZONING



Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor B30



LAND USE



GENERAL INFORMATION:

DESCRIPTION This subway line sits in a relatively deep open cut northeast of Gun Hill Road. This four-track cut was built as part of the New York, Westchester and Boston Railway – a commuter service that never extended farther north than Port Chester and White Plains. The NYW&B only operated between 1912 and 1937. In 1941 the northern half of the Bronx right-of-way was bought by the City of New York and retrofitted for subway service. One of the four tracks has long since been removed along this corridor, providing an ideal location for deck support pilings.

The southern portion of parcel B3000 offers the potential for transit-oriented development.

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

In addition, parcels B3000 and B3001 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 below the surrounding land at the following locations:

- B3000: Along the parcel’s west side, in the vicinity of Deyo Street.

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:

- B3000: From Deyo Street down to a location immediately south of the intersection of the Dyre Avenue cut and Eastchester Road.
- B3001: The entire northern two-thirds of the parcel passes through land where the surface slopes down from west to east.

VENTILATION No issues related to this corridor are evident.



Parcel B3000, looking north from Gun Hill Road

PARCEL INFORMATION:

| <i>Parcel Code</i> | <i>Name</i> | <i>Size (acres)</i> | <i>Existing Corridor Uses</i> | <i>Surrounding zoning</i> |
|---------------------------|--|----------------------------|--------------------------------------|----------------------------------|
| B3000 | NYCT Dyre Avenue Line: Gun Hill Road- Eastchester Road | 2.60 | 5 (Dyre Avenue) Subway Line | C2-3, R4-1, R6B |
| B3001 | NYCT Dyre Avenue Line: Eastchester Road-E. of Kingsland Avenue | 1.97 | 5 (Dyre Avenue) Subway Line | R4-1, R5 |

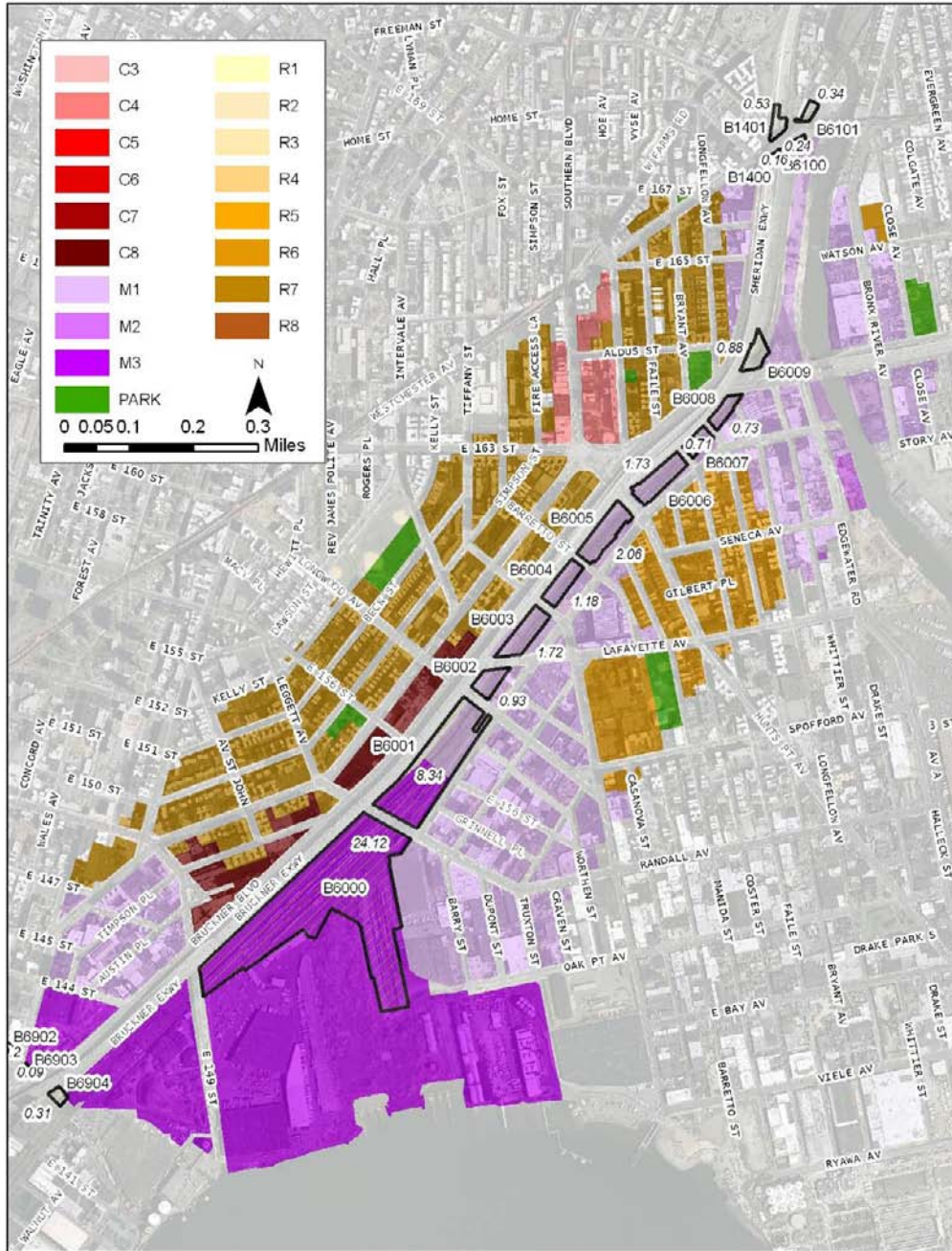
POTENTIAL FOR CONNECTING STREETS:

Fenton Avenue (N-S); Hammersley Avenue and Deyo Street (E-W);
Mickle Avenue and Kingsland Avenue (N-S); Burke Avenue (E-W)

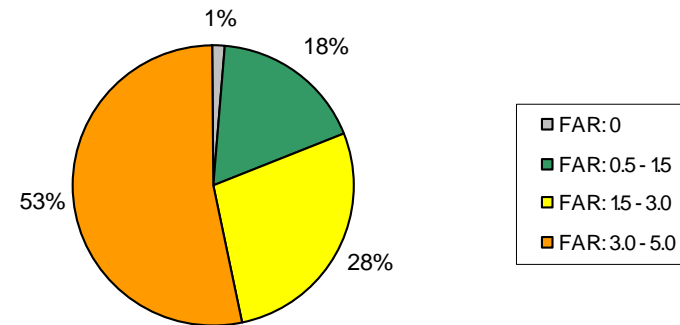


B60: AMTRAK HELL GATE LINE/OAK POINT YARDS: EAST 149TH STREET- NORTH OF BRUCKNER BOULEVARD

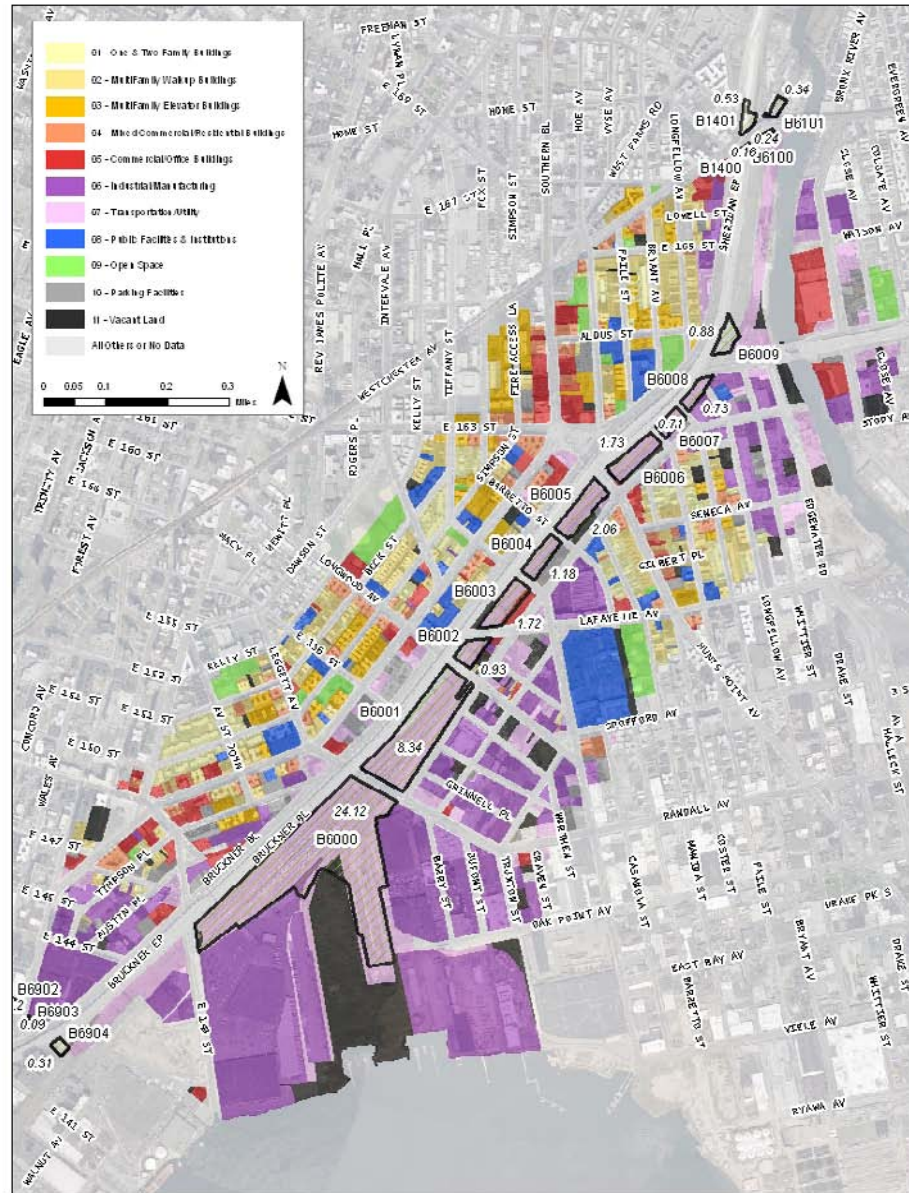
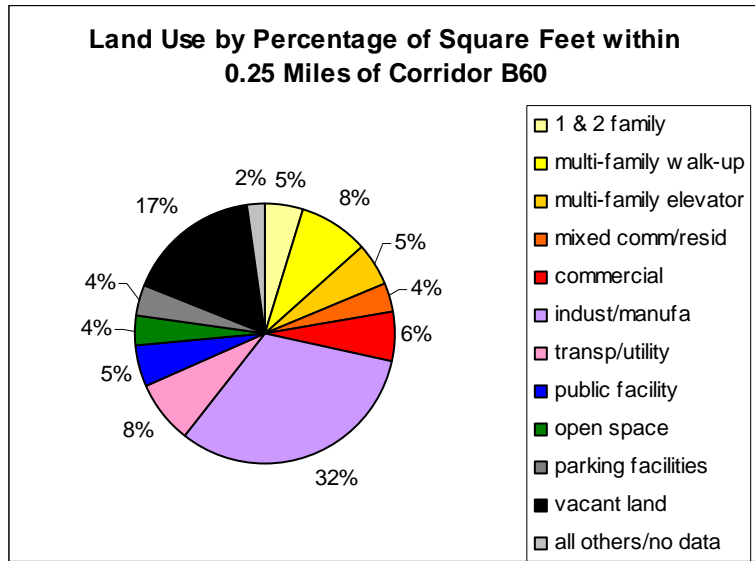
ZONING



Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor B60



LAND USE



GENERAL INFORMATION:

- DESCRIPTION** This corridor has two primary uses:
- 1) 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. A rebuilt commuter rail station at Hunts Point Avenue may be included as part of this service, thus augmenting the potential for transit-oriented development around parcels B6005 and B6006.
 - 2) Parcels B6000 and B6001 in particular are partly comprised of CSX Transportation's Oak Point Yards. This classification and storage railyard is the busiest of its kind in the city. The New York City Department of Correction (DOC) has proposed building a jail immediately to the south of parcel B6000, where a dirt mound covers the location of several long-abandoned tracks.

At over 24 acres, parcel B6000 is the second largest parcel in the Bronx – only parcel B5200, which comprises almost all of NYCT's Westchester Yards, is larger. It is located in an area currently zoned M3-1, and any effort to deck this area over will likely require some environmental remediation where deck supports will need to be driven into the ground. Sufficient clearance to allow double-stack railcars should also be considered, even if the reality of vertical and horizontal clearance limitations for rail freight elsewhere in the metropolitan area currently precludes their easy movement throughout the region.

OWNERSHIP Parcels B6000, B6002, B6003, B6004, B6005, B6006, B6007, B6008 and B6009 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:
- B6000: Along virtually the entire southern flank of the parcel, including the protrusion to the south. Depending on the future disposition of adjacent sites, this deck would have the appearance of a raised platform to adjacent parking lots and the proposed DOC correctional facility.
 - B6001: Along the parcel's eastern edge at two locations: near Garrison Avenue, and to a greater extent north and south of Worthen Street.

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:

- B6004: From Garrison Avenue down to Bruckner Boulevard.
- B6005: From Garrison Avenue down to Bruckner Boulevard.

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 would be needed if these parcels were to be entirely enclosed by a deck. Approximate maximum lengths for each parcel are listed below:

B6000: 2,150 feet
B6005: 730 feet

B6001: 1,320 feet
6006: 680 feet

B6002: 470 feet
B6007: 360 feet

B6003: 680 feet
B6008: 620 feet

B6004: 540 feet
B6009: 500 feet

(Existing overpasses 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:

| Parcel Code | Name | Size (acres) | Existing Corridor Uses | Surrounding zoning |
|--------------------|---|---------------------|-------------------------------|---------------------------|
| B6000 | Amtrak Hell Gate Line: East 149th Street-Leggett Avenue | 24.12 | Amtrak, CSX | M3-1 |
| B6001 | Amtrak Hell Gate Line: Leggett Avenue-Longwood Avenue | 8.34 | Amtrak, CSX | M1-2 |
| B6002 | Amtrak Hell Gate Line: Longwood Avenue-Lafayette Avenue | 0.93 | Amtrak, CSX | M1-2 |
| B6003 | Amtrak Hell Gate Line: Lafayette Avenue-Tiffany Street | 1.72 | Amtrak, CSX | M1-2 |
| B6004 | Amtrak Hell Gate Line: Tiffany Street-Barretto Street | 1.18 | Amtrak, CSX | M1-2 |
| B6005 | Amtrak Hell Gate Line: Barretto Street-Hunts Point Avenue | 2.06 | Amtrak, CSX | M1-2 (R6 adj.) |
| B6006 | Amtrak Hell Gate Line: Hunts Point Avenue-Faile Street | 1.73 | Amtrak, CSX | M1-2 (R6 adj.) |
| B6007 | Amtrak Hell Gate Line: Faile Street-Bryant Avenue | 0.71 | Amtrak, CSX | M1-2 (R6 adj.) |
| B6008 | Amtrak Hell Gate Line: Bryant Avenue-Bruckner Boulevard | 0.73 | Amtrak, CSX | M1-2 |
| B6009 | Amtrak Hell Gate Line: N. of Bruckner Boulevard | 0.88 | Amtrak, CSX | M1-1, R7-1 |

POTENTIAL FOR CONNECTING STREETS:

Using the airspace above railyards often presents opportunities for the creation of streets outside of the existing street grid. Some of these streets could include: Pedestrian access from Leggett Avenue Bridge; new E. 152nd Street (E-W); new N-S road parallel to Barry Street; E. 156th Street; Manida Street; Irvine Street; Longfellow Avenue.



Parcel B6000, looking north from East 149th Street towards Leggett Avenue

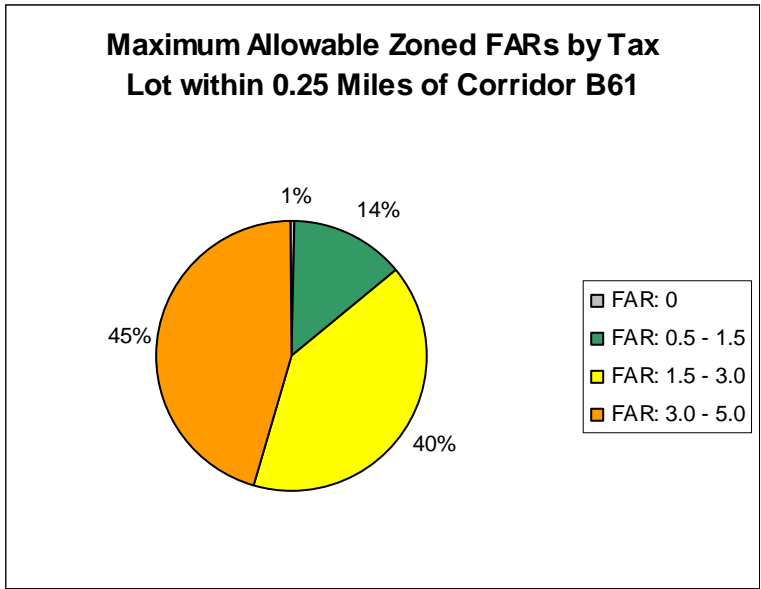
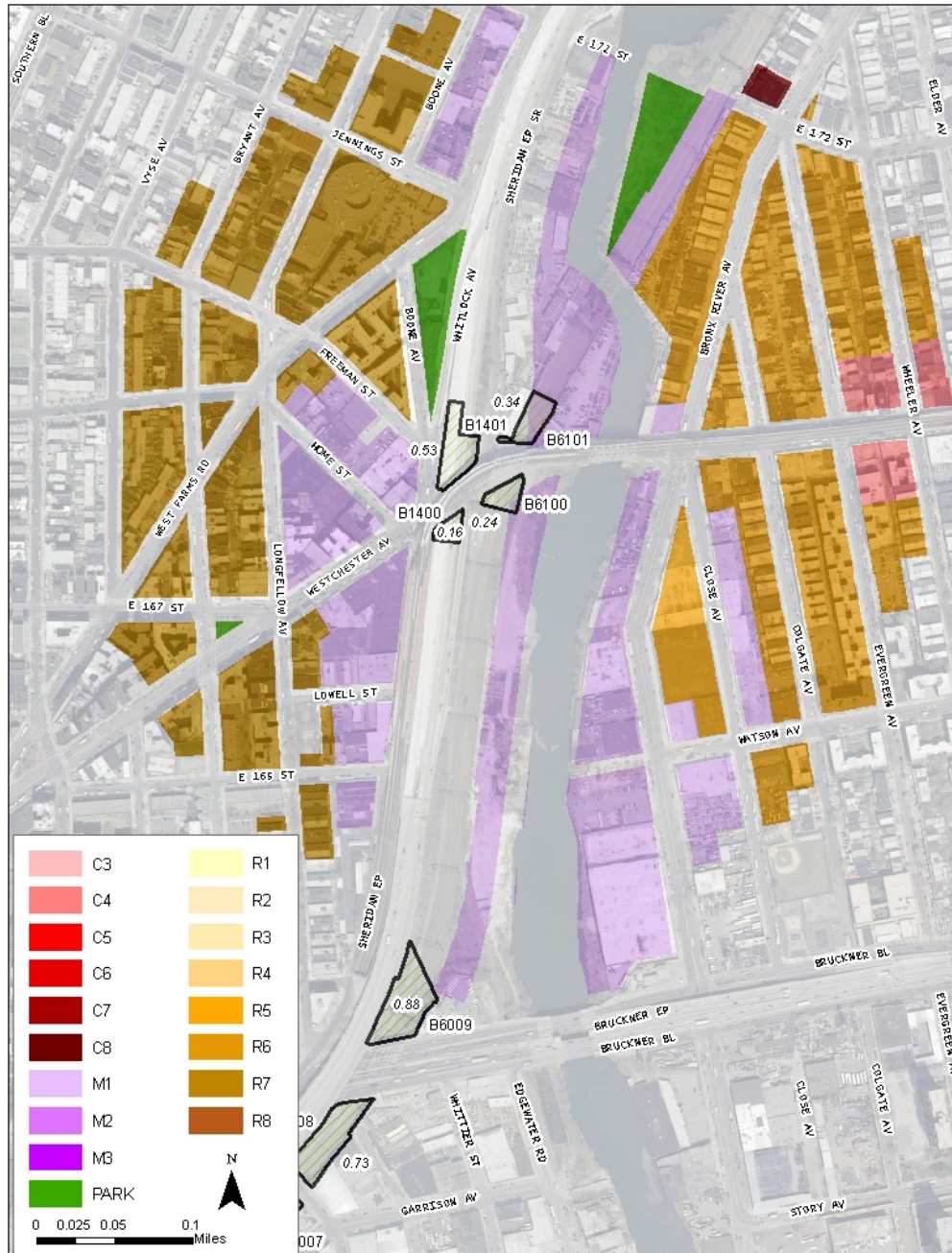


Parcel B6004, looking north from Tiffany Street towards Barretto Street



B61: AMTRAK HELL GATE LINE: NORTH AND SOUTH OF WESTCHESTER AVENUE

ZONING



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.

Corridor B61 could also be considered in conjunction with corridor B14, the Sheridan Expressway, which lies about 75 feet west of corridor B61.

Both corridors B61 and B14 lie adjacent to the Whitlock Avenue station on the 6 (Pelham) Line, offering an opportunity for transit-oriented development. The area is zoned M1-1 and R7-1.

OWNERSHIP 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:

- B6100: along the parcel's east side. The disparity between the deck plane and Edgewater Road would increase heading south.
- B6101: along the parcel's east side. This disparity may result in a deck having the appearance of a raised platform at this location. Further investigation of this site is needed. (It was not possible to photograph the site during field visits.)

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> |
|---------------------------|---|----------------------------|--------------------------------------|----------------------------------|
| B6100 | Amtrak Hell Gate Line: S. of Westchester Avenue | 0.24 | Amtrak, CSX | M1-1 |
| B6101 | Amtrak Hell Gate Line: N. of Westchester Avenue | 0.34 | Amtrak, CSX | M1-1 |

POTENTIAL FOR CONNECTING STREETS:

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

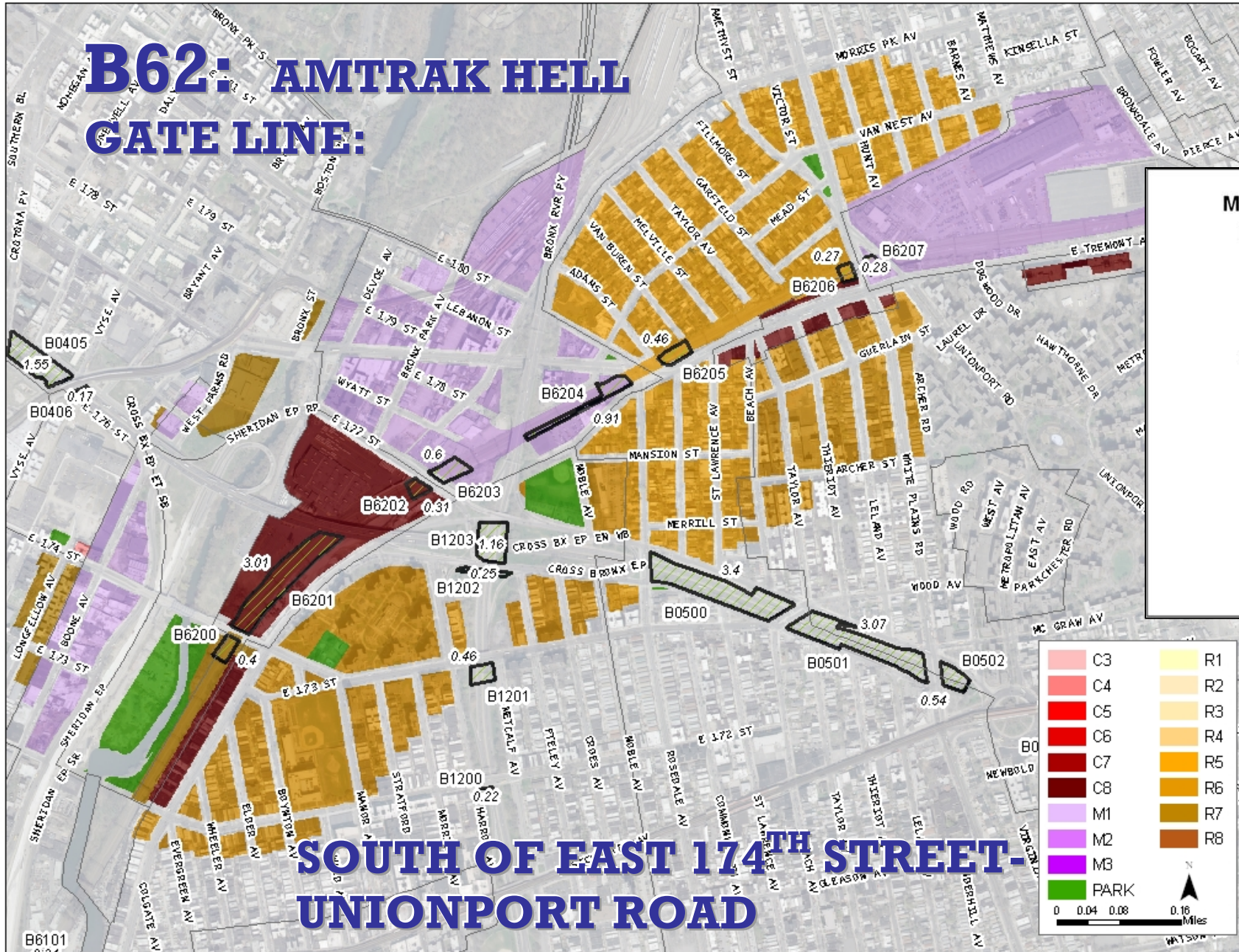
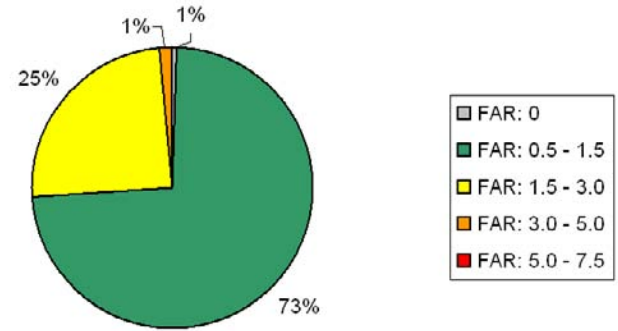


Parcel B6100, looking south from Westchester Avenue

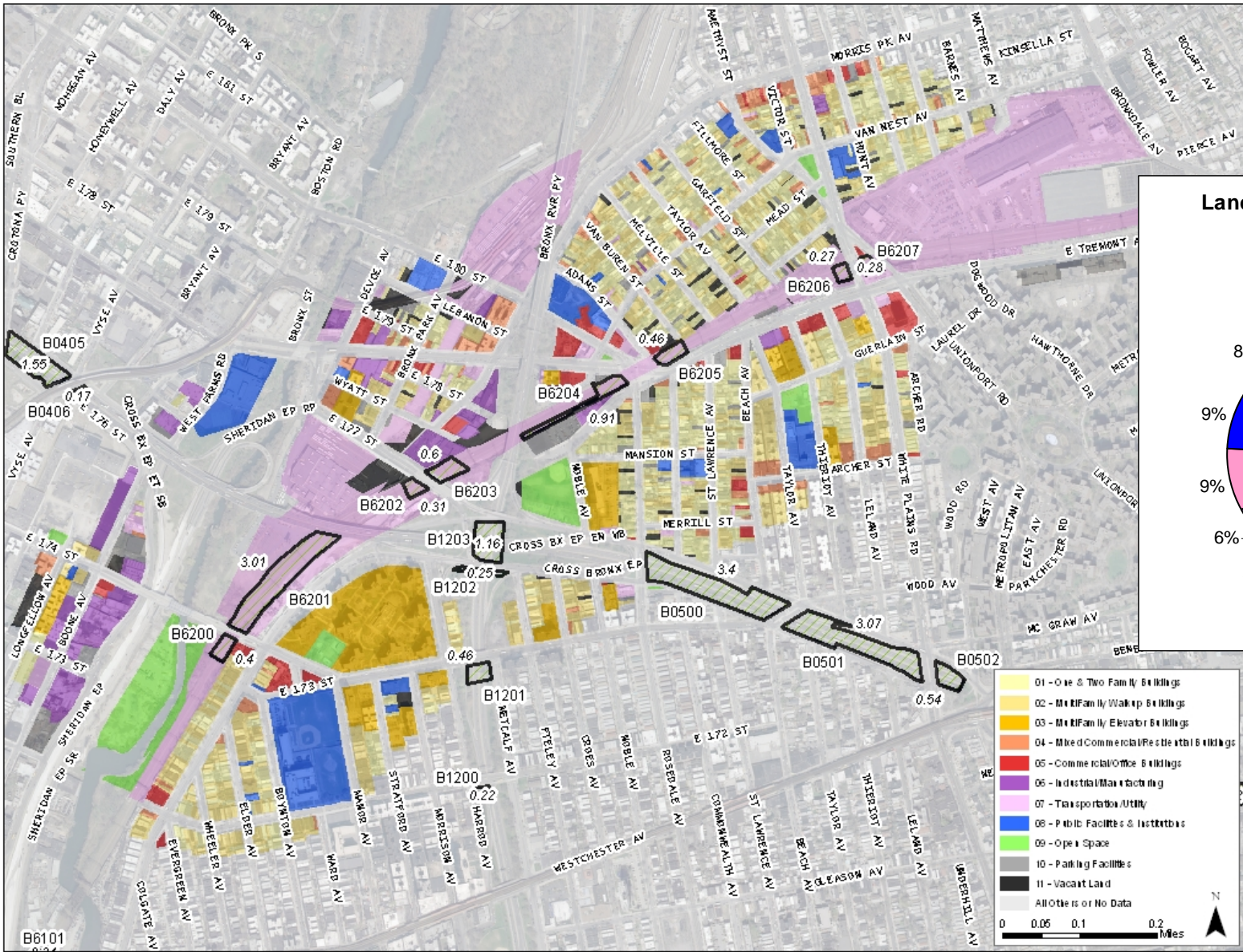
B62: AMTRAK HELL GATE LINE:

ZONING

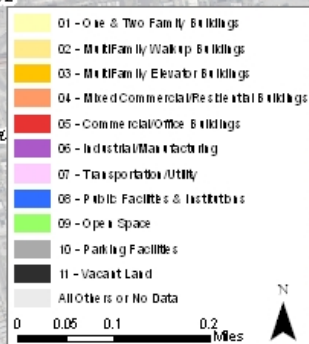
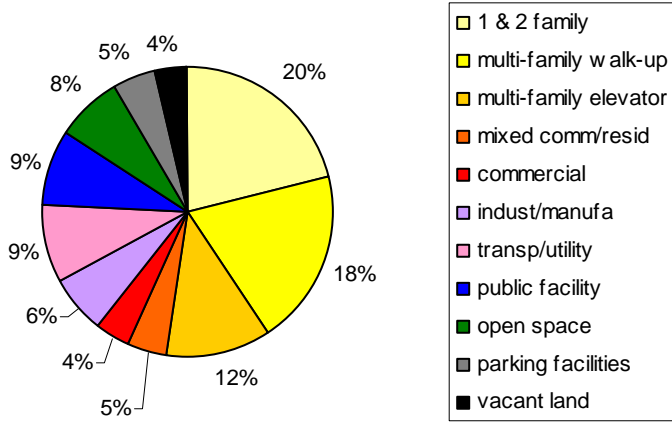
Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor B62



LAND USE



Land Use by Percentage of Square Feet within 0.25 Miles of Corridor B62



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. A new Parkchester commuter rail station east of Unionport Road may be included as part of this service, thus augmenting the potential for transit-oriented development around parcels B6206 and B6207.

OWNERSHIP 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.

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:

- B6202: A deck upon this parcel would be above the grade of the immediately adjacent cement plant to the south, but below the grade of land to the southeast of the cement plant.¹
- B6204: The northern edge adjacent to the used car lot. On the southern edge, a deck would be above the grade of the adjacent parking area (more so as one proceeds southwest), but flush with Bronx River Avenue immediately south of the parking. West of the parking area and south of the parcel, at least one building is built down to track level. West of this building, a deck would be slightly above the grade of an adjacent parking lot.
- B6207: A deck here would be slightly above the grade of the adjacent gas station to the south.

Due to variations in the surrounding topography, it appears that a deck would have the appearance of a raised platform at the following locations

- B6200: DCP's digital maps indicate a difference of at least 10 feet between trackbed and the adjacent parkland.
- B6201: The northwestern edge adjacent to the surrounding parkland and parking lot. Immediately south of the Cross Bronx Expressway, a deck at the parcel's southeastern edge may be at an elevation above that of the surrounding grade. However, no unobstructed view or photo of the parcel at this location was possible.
- B6203: The northern flank of this parcel adjacent to the parking lot, except for a rock formation about 100 feet east of East 177th Street. On the parcel's south side, a small landfill exists east of East 177th Street; a deck would be flush with the top of this mound of fill.
- B6205: The parcel's northern edge. A deck along the southern edge would be slightly above the grade of East Tremont Avenue.

¹ The Amtrak right-of-way to the southwest of this parcel was removed from the final inventory map, but if the current plant can be enclosed or relocated, the entire area down to the Cross Bronx Expressway could be decked over, adding approximately 3.5 acres of deckable area.

VENTILATION Ventilation along this corridor would not be a major issue, since these eight parcels are spread out and do not overlay immediately consecutive stretches of track.

PARCEL INFORMATION:

| Parcel Code | Name | Size (acres) | Existing Corridor Uses | Surrounding zoning |
|--------------------|---|---------------------|-------------------------------|---------------------------|
| B6200 | Amtrak Hell Gate Line: S. of East 174th Street | 0.40 | Amtrak, CSX | C8-1 (R6, R7-1 adj.) |
| B6201 | Amtrak Hell Gate Line: East 174th Street-Cross Bronx Expressway | 3.01 | Amtrak, CSX | C8-1 (R6, R7-1 adj.) |
| B6202 | Amtrak Hell Gate Line: Cross Bronx Expressway-East 177th Street | 0.31 | Amtrak, CSX | C8-1 (R6 adj.) |
| B6203 | Amtrak Hell Gate Line: East 177th Street-Bronx River Parkway | 0.60 | Amtrak, CSX | M1-1 (R6 adj.) |
| B6204 | Amtrak Hell Gate Line: Bronx River Parkway-East Tremont Avenue | 0.91 | Amtrak, CSX | M1-1 (R5 adj.) |
| B6205 | Amtrak Hell Gate Line: N. of East Tremont Avenue | 0.46 | Amtrak, CSX | R5 |
| B6206 | Amtrak Hell Gate Line: W. of White Plains Road | 0.27 | Amtrak, CSX | C8-1, R5 |
| B6207 | Amtrak Hell Gate Line: White Plains Road-Unionport Road | 0.28 | Amtrak, CSX | M1-1 |

POTENTIAL FOR CONNECTING STREETS:

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

Parcel B6205, east of Adams Street/East Tremont Avenue, looking north

