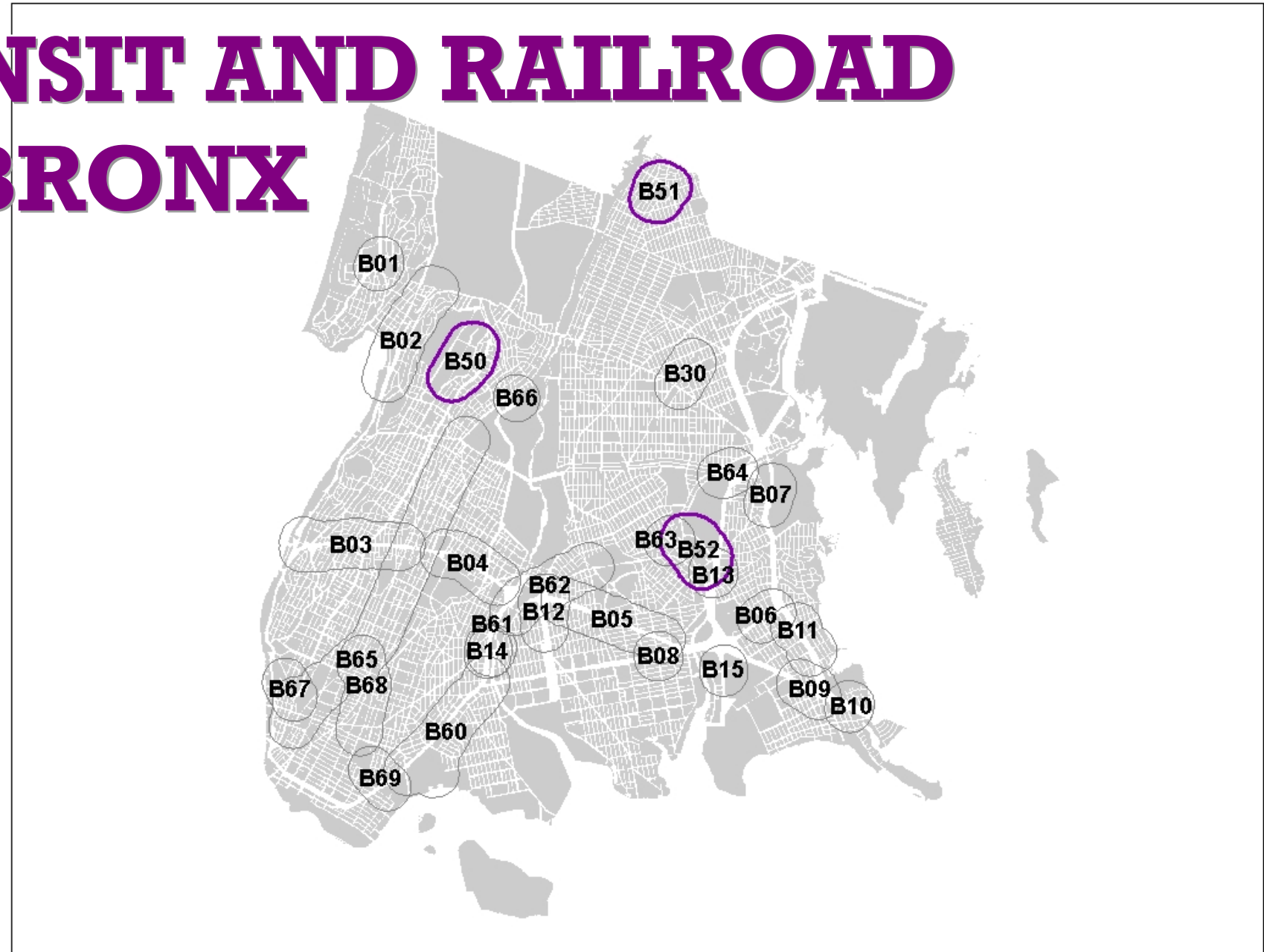


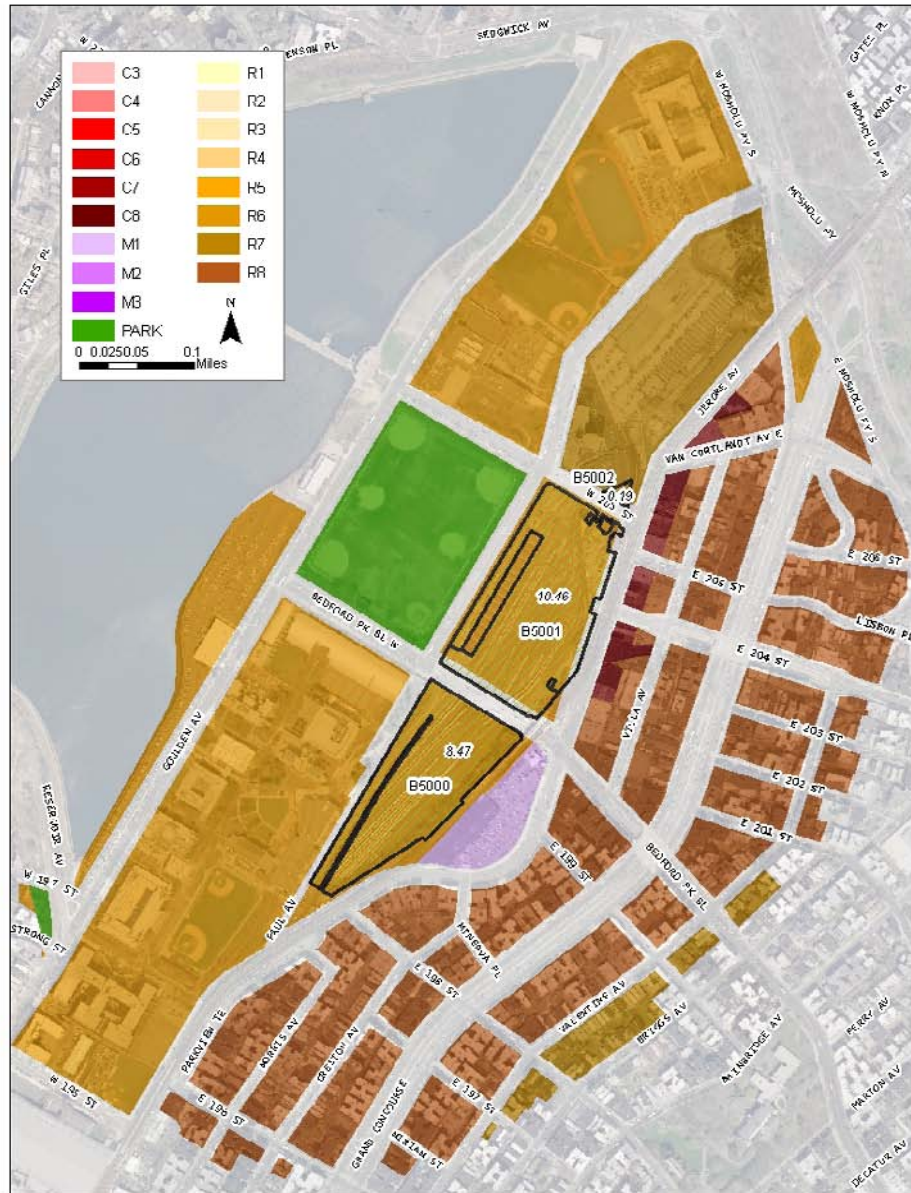
# 6.6: TRANSIT AND RAILROAD YARDS: BRONX

3 corridors,  
6 parcels,  
54.86 acres

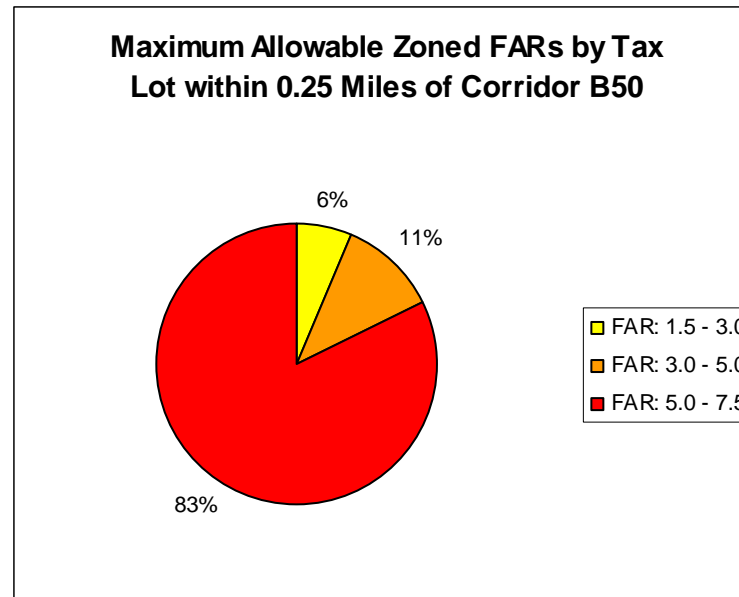


<b>Corridor Code</b>	<b>Corridor Name</b>	<b>Parcels</b>	<b>Total Acres</b>
B50	NYCT Concourse Yards	3	18.93
B51	NYCT 239 <sup>th</sup> Street Yards	1	9.27
B52	NYCT Westchester Yards	2	26.66

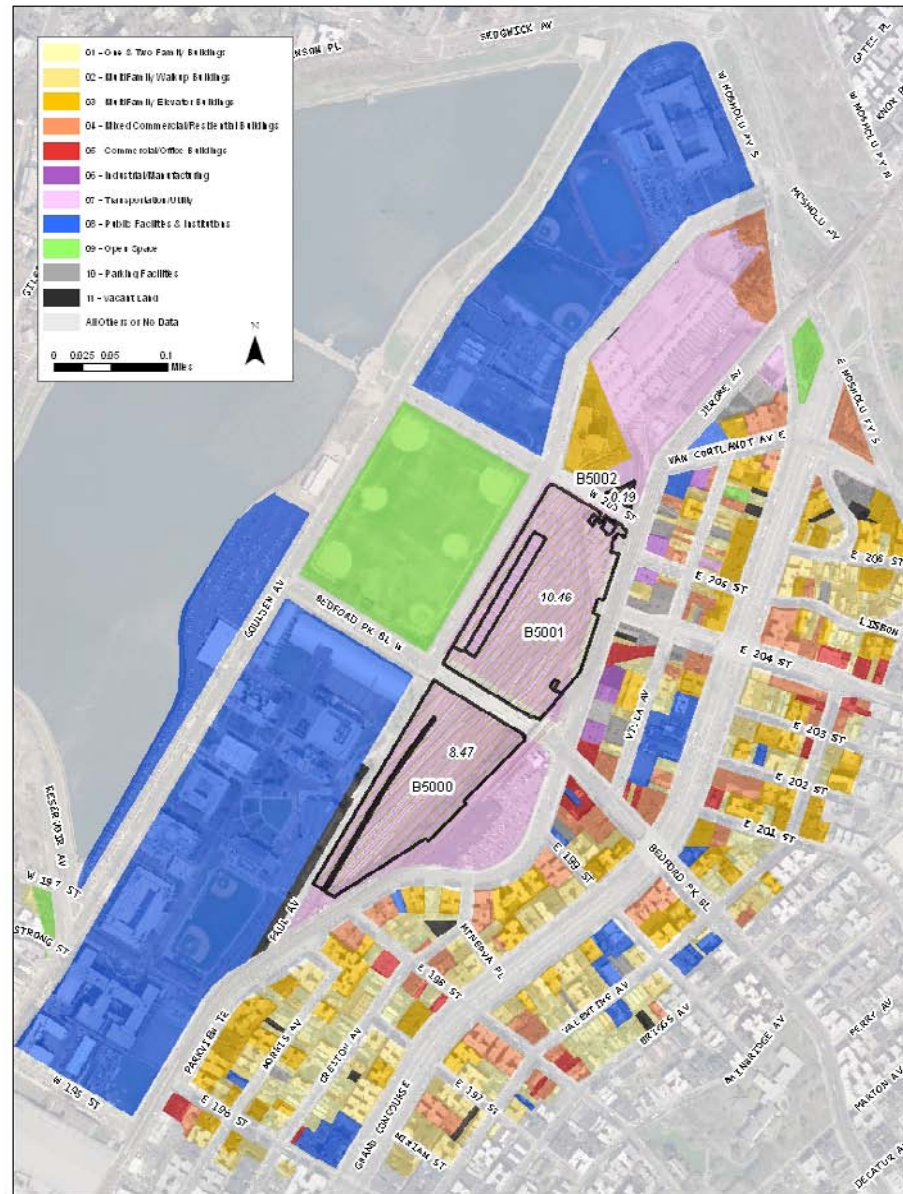
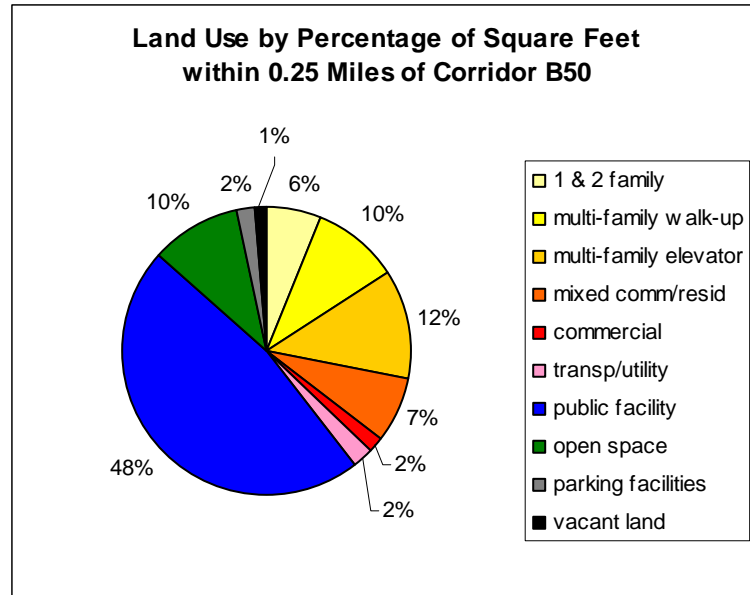
# B50: NYCT CONCOURSE YARDS



## ZONING



# LAND USE



## **GENERAL INFORMATION:**

**DESCRIPTION** This subway yard provides storage, maintenance and car washing facilities for the B, D and 4 services. It is located in the footprint of the never-completed eastern half of the Jerome Park Reservoir, and is largely below grade. The location of this site, immediately adjacent to the Bedford Park Boulevard station on the 4 (Jerome Avenue) Line, makes it ideally suited for transit-oriented development. (A second station by the same name, serving the B and D (Concourse) Line, is located about 700 feet farther east.)

**OWNERSHIP** DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Transit Authority and one private landholder have partial or complete ownership of the parcels along this corridor.

In addition, parcel B5002 abuts 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:

- B5000: Along the parcel's entire west side.
- B5001: Along the parcel's east side, except for immediately north of Bedford Park Boulevard and immediately south of West 205<sup>th</sup> Street. The disparity between a deck and the adjacent surface would be particularly acute in the vicinity of West 204<sup>th</sup> Street.

Parcel B5001 is interrupted by a building or buildings that would break the surface plane of a deck. Accommodation of these buildings, such as building a new entrance to the deck level or designing ways of incorporating these structures into the deck area may be desirable.

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** A full deck over the railway at the following parcels or combinations of parcels would exceed 2,000 feet in length: B5000+B5001, B5000+B5001+B5002. A mechanical ventilation system and emergency facilities for the yards 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>
B5000	NYCT Concourse Yards: S. of Bedford Park Boulevard	8.47	B,D (Concourse) Subway Yards	M1-1, R6
B5001	NYCT Concourse Yards: Bedford Park Boulevard-West 205th Street	10.27	B,D (Concourse) Subway Yards	C8-2, R6 (R8 adj.)
B5002	NYCT Concourse Yards: N. of West 205th Street	0.19	B,D (Concourse) Subway Yards	R7-1

**POTENTIAL FOR REMAPPED STREETS:**

Using the airspace above this rail yard presents opportunities for the creation of streets outside of the existing street grid. Some of these streets could include: a new N-S street connecting at the south end of parcel B5000 connecting to Jerome Avenue; a new W. 199th Street dead end in B5000; a new N-S street in parcel B5001; a new W. 203rd Street dead end in parcel B5001.



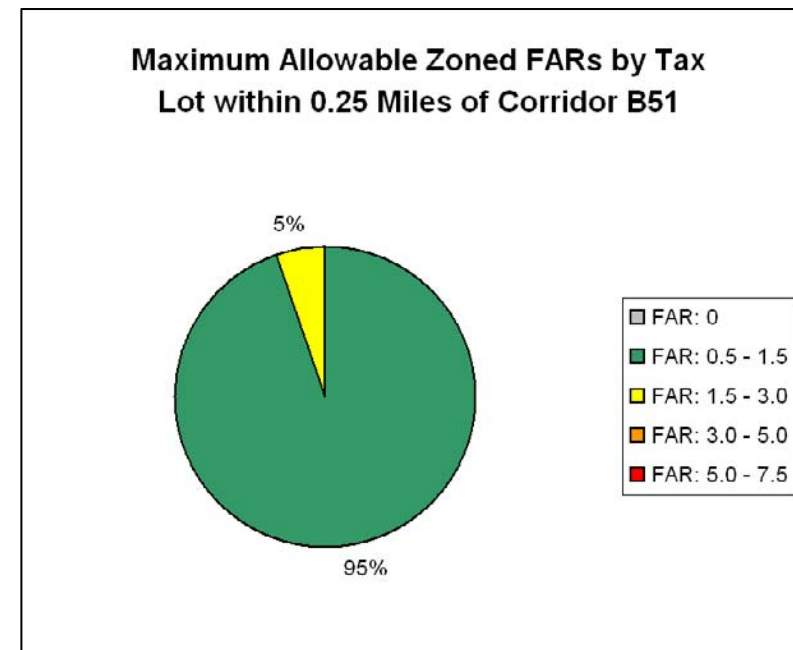
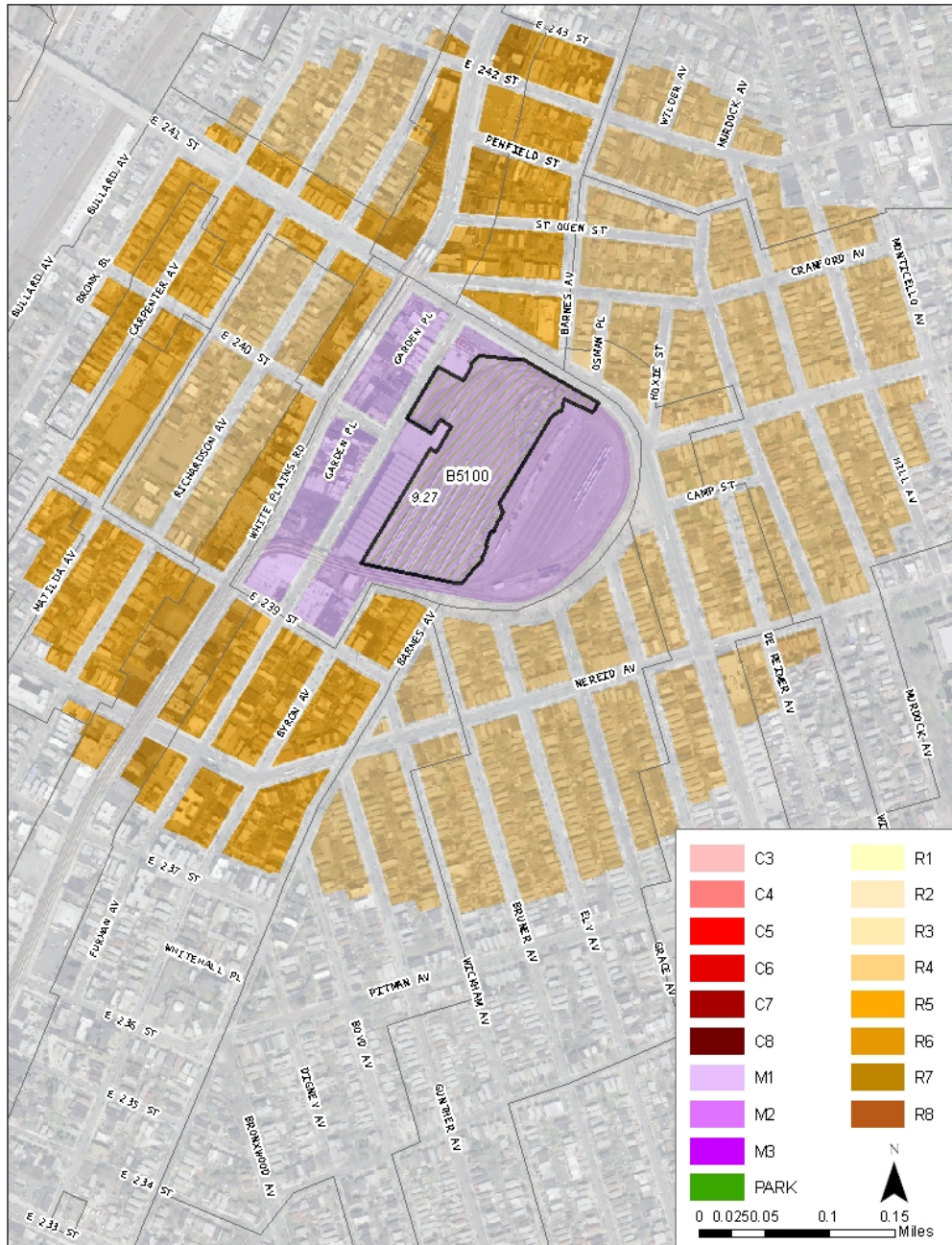
Parcel B5000, looking south from Bedford Park Boulevard



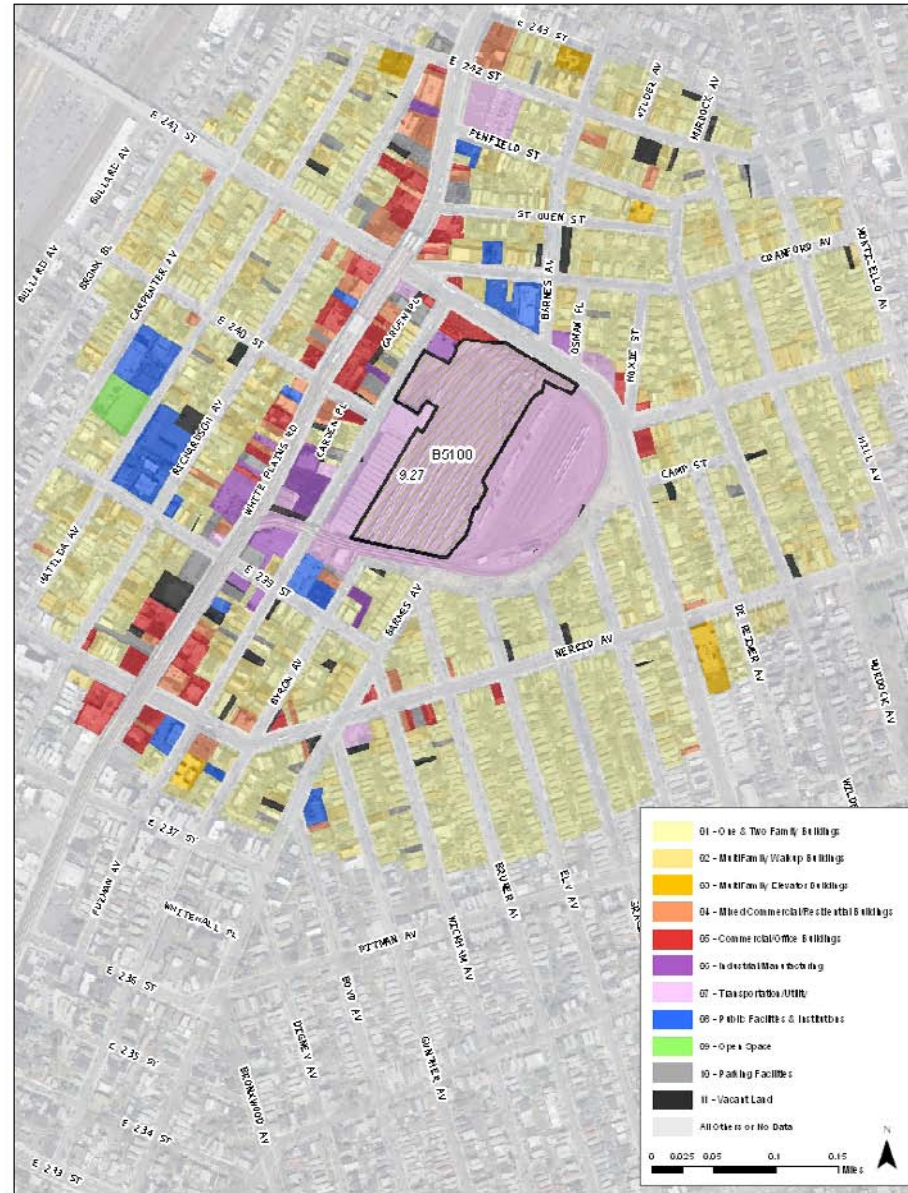
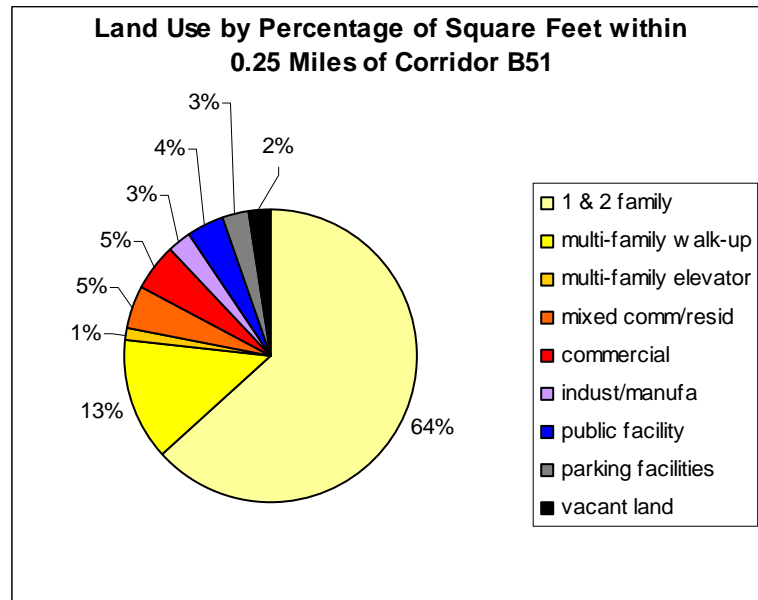
Parcel B5001, looking north from Bedford Park Boulevard

# B51: NYCT 239<sup>TH</sup> STREET YARDS

## ZONING



# LAND USE



## **GENERAL INFORMATION:**

**DESCRIPTION** This subway yard provides storage, maintenance and car washing facilities for the 2 and 5 services. The eastern half of the yard is on a raised embankment that is precipitously higher than the western half. The eastern half has not been included due to this grade differential and due to the unlikelihood that a new subway station would be built within the yards.<sup>1</sup>

A deck here would largely be on a raised platform, and to varying degrees would have the appearance of a raised platform relative to the edges of East 241<sup>st</sup> Street and Furman Avenues. Access between parcel B5100 and the surrounding communities would need to be addressed, as would concerns about light and shadows and the aesthetics of an exposed deck abutting these neighborhoods. The best opportunity for a relatively seamless transition to a deck would be at the parcel's north end adjacent to a fast food establishment, where the yard's elevation and the distance to the nearest track may permit a ramp up to deck level.

**OWNERSHIP** DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Transit Authority and one private landholder have partial or complete ownership of the parcels along this corridor. In addition, parcel B5100 abuts 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** 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** No issues related to this corridor are evident.

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<sup>1</sup> In contrast, Brooklyn's parcel K5100 is comprised of Livonia Yards. This elevated yard structure has the potential to include a station, since it lies after the last stop on the 3 Line instead of adjacent to it, which is the case with the 239<sup>th</sup> Street Yard. Therefore, the entire yard deck was included as a parcel.

**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>
B5100	NYCT 239th Street Yards: S. of East 241st Street	9.27	2,5 (239th Street) Subway Yards	M1-1 (C1-2, R4A, R5 adj.)

**POTENTIAL FOR REMAPPED STREETS:**

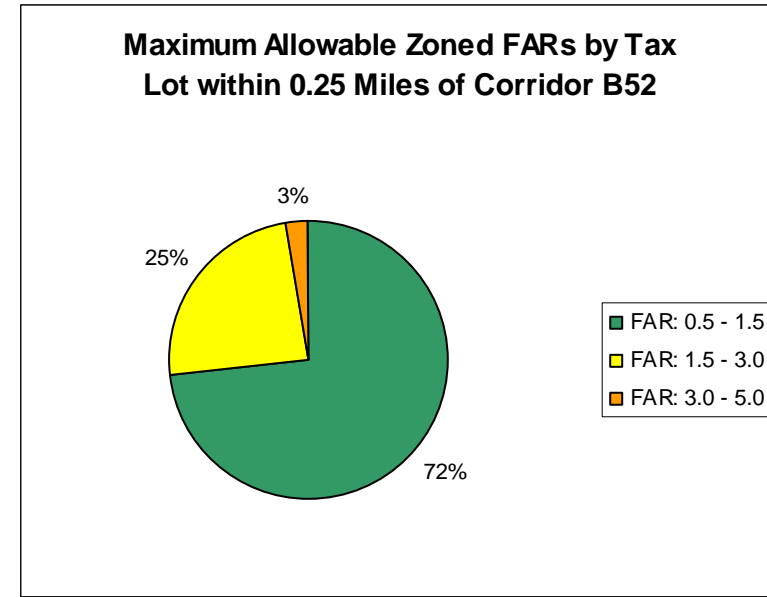
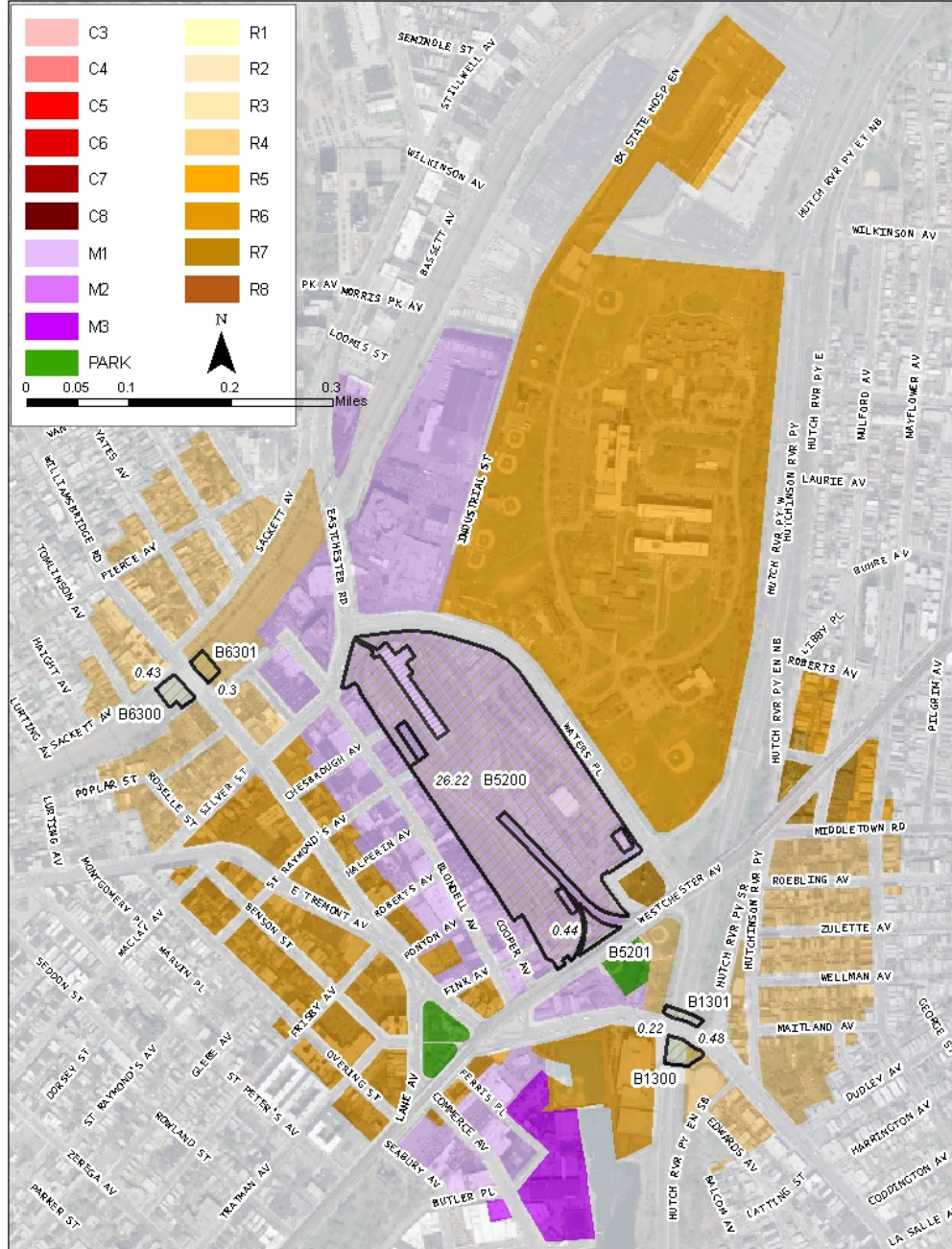
Using the airspace above this rail yard presents opportunities for the creation of streets outside of the existing street grid. Some of these streets could include: an internal circulation road from new arc-shaped ramp at E. 241st Street; Furman Avenue.

Parcel B5100, looking east from Furman Avenue



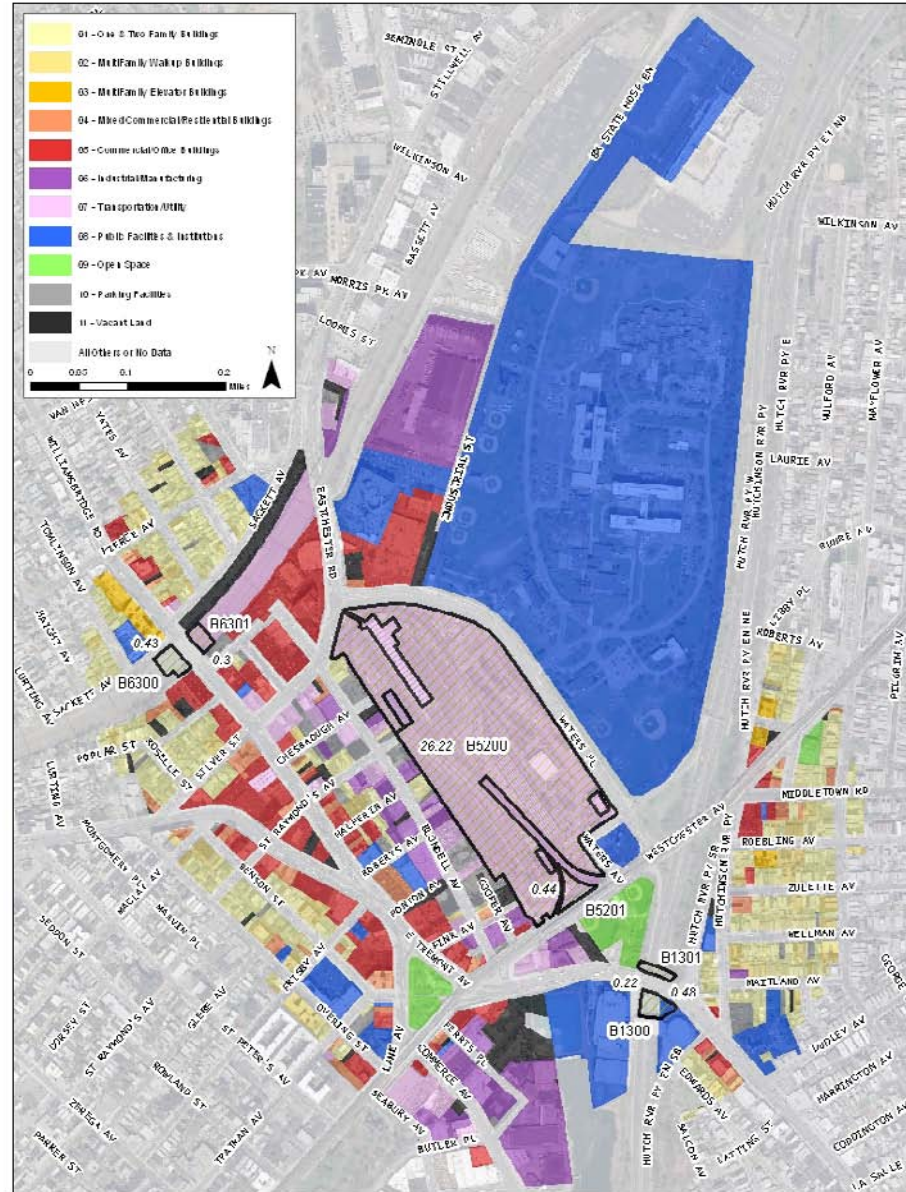
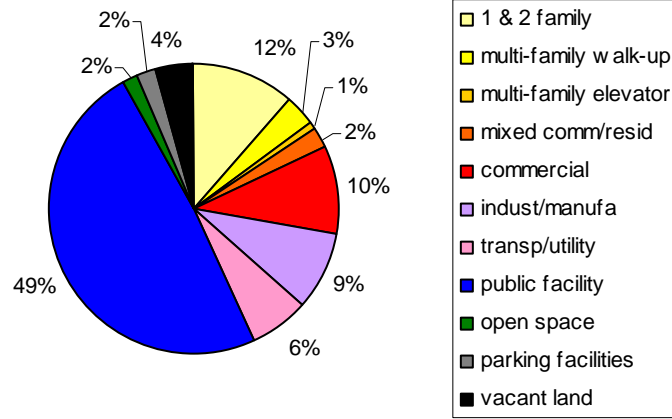
# B52: NYCT WESTCHESTER YARDS

## ZONING



# LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor B52



## **GENERAL INFORMATION:**

**DESCRIPTION** This subway yard provides storage, maintenance and car washing facilities for the 6 service. This facility also is one of the subway system's primary maintenance-of-way vehicle facilities. (The other is parcel K3110, the 36<sup>th</sup>-38<sup>th</sup> Street Yard in Brooklyn.) Parcel B5200 is the largest parcel in the Bronx, at over 26 acres.

**OWNERSHIP** DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the NYC Transit Authority and 10 private landholders have partial or complete ownership of the parcels along this corridor.

Parcel B5200 abuts 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** Blondell Avenue, which roughly parallels the west side of the yard about 140 feet west of the yard boundary, is both far enough from the yard and has an elevation sufficient to enable "tentacles" of a deck to gradually ramp up to the main deck. Enough open space exists between several of the properties along Blondell Avenue (most of which are manufacturing, some of which are residential), to create this seamless connection without having to purchase or condemn buildings. Additional opportunities for relatively seamless transitions between a deck and the surrounding area exist at the yard's northern end (Eastchester Road and Waters Place), and near the yard's southeastern end at Waters Avenue.

Although some locations are to varying degrees below street level, decking these parcels would generally require a structure that would have the appearance of a raised platform relative to the adjacent streets and private properties. Access between parcels B5200 and B5201 and the surrounding communities would need to be addressed, as would concerns about light and shadows and the aesthetics of an exposed deck abutting these neighborhoods.

Parcel B5200 is interrupted by a building or buildings that would break the surface plane of a deck. Accommodation of these buildings, such as building a new entrance to the deck level or designing ways of incorporating these structures into the deck area may be desirable.

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** A full deck over the parcel B5200 would exceed 2,000 feet in length. A mechanical ventilation system and emergency facilities for the yards below may be needed if these parcels were to be entirely enclosed by a deck. (Existing overpasses are factored into this calculation.) Westchester Yards' role as a base for diesel-powered maintenance-of-way vehicles could reinforce the need for effective ventilation.

**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>
B5200	NYCT Westchester Yards: N. of Blondell Avenue	26.22	6 (Westchester) Subway Yards	M1-1 (C1-2, C2-2, R5, R6 adj.)
B5201	NYCT Westchester Yards: W. of Westchester Avenue	0.44	6 (Westchester) Subway Yards	M1-1

**POTENTIAL FOR REMAPPED STREETS:**

Using the airspace above this rail yard presents opportunities for the creation of streets outside of the existing street grid. Some of these streets could include: Waters Avenue (N-S); Fink Avenue, Ponton Avenue (E-W dead ends); Halperin Avenue, St. Raymond's Avenue (E-W through)



Parcels B5200 and B5201, looking northwest from a southbound 6 (Pelham) Line train