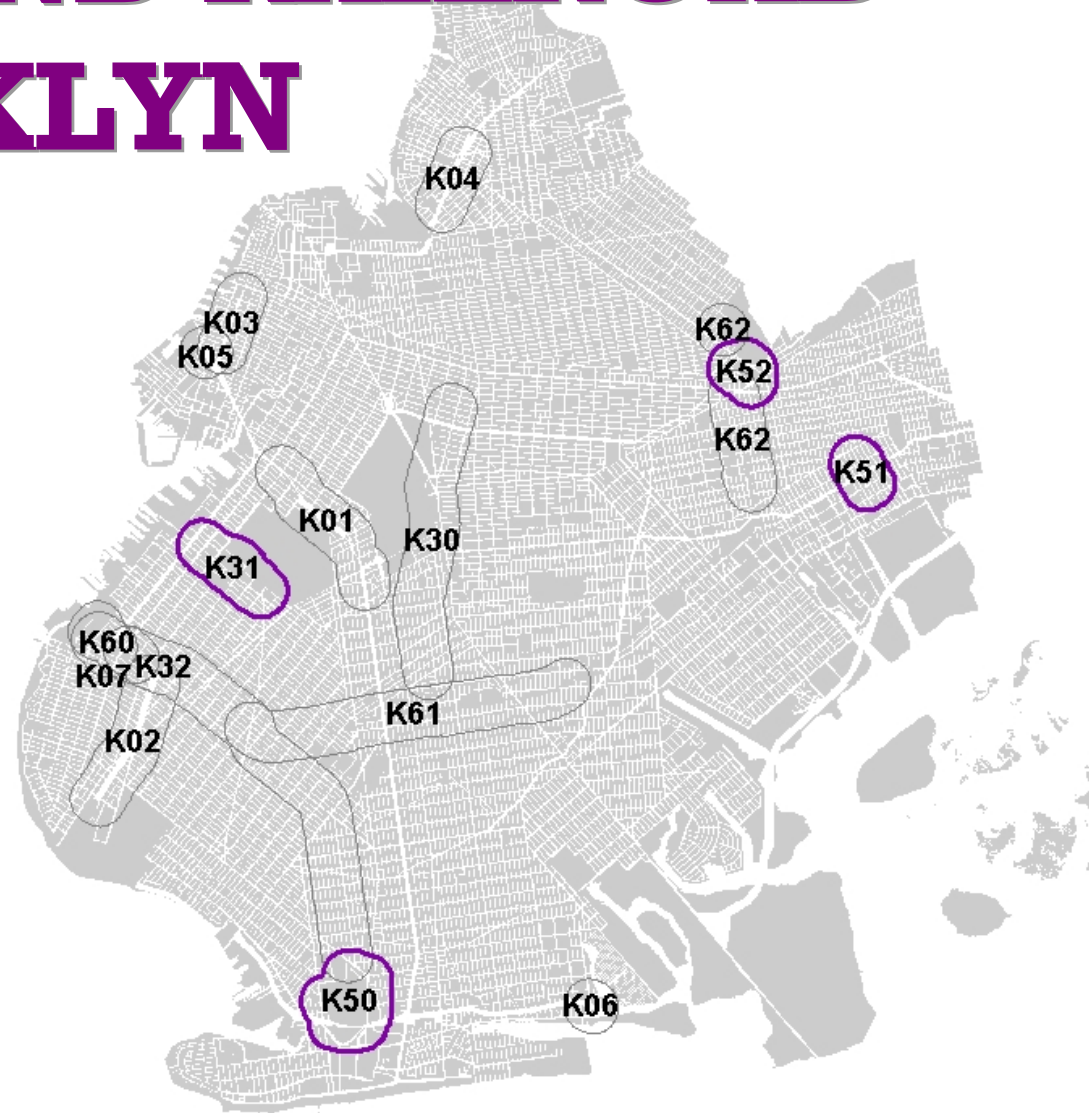
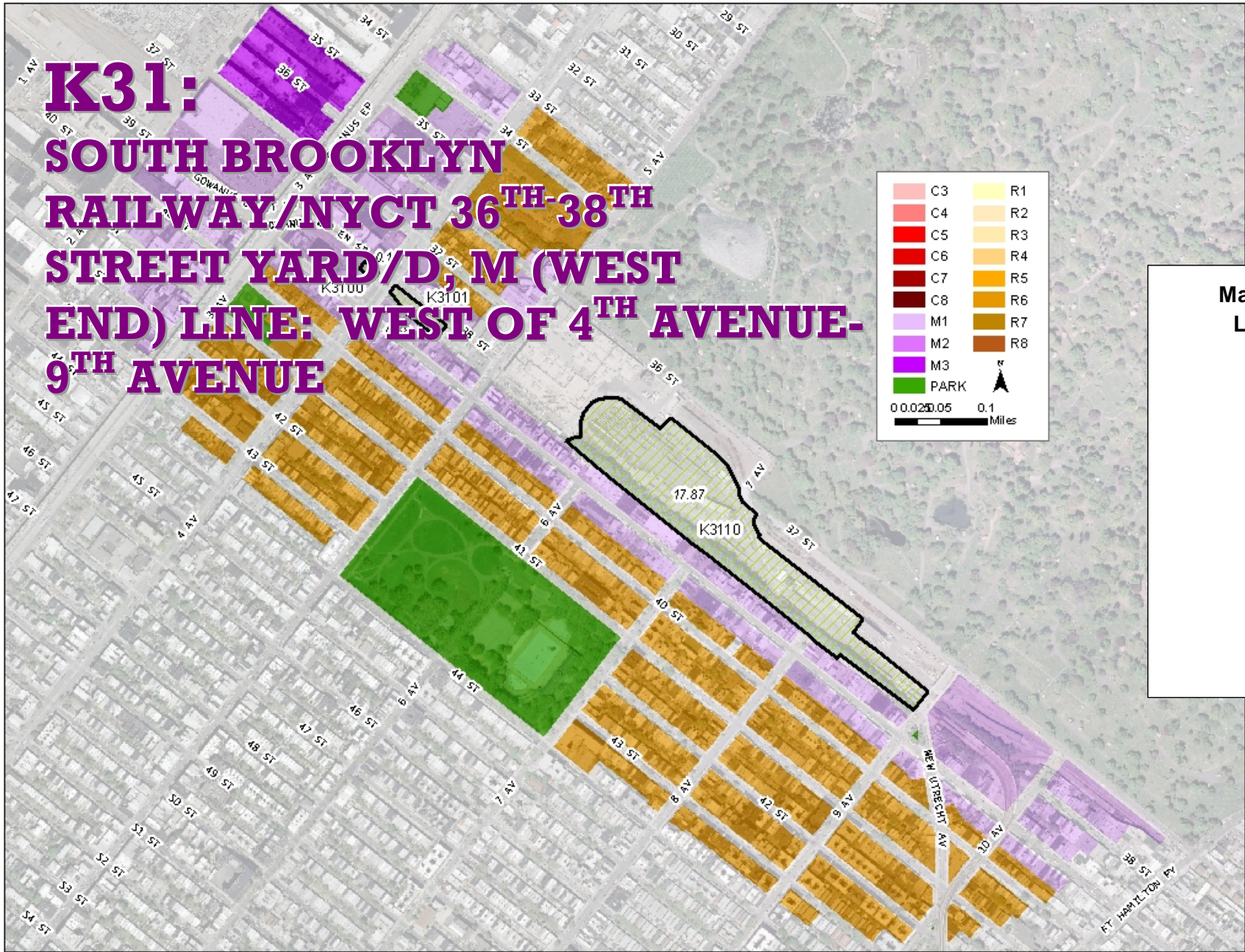


6.7: TRANSIT AND RAILROAD YARDS: BROOKLYN

4 corridors,
9 parcels,
104.24 acres

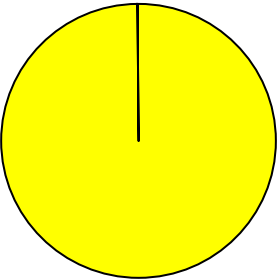


Corridor Code	Corridor Name	Parcels	Total Acres
K31	South Brooklyn Railway/NYCT 36 th -38 th Street Yard/D, M (West End) Line: West Of 4 th Avenue-9 th Avenue	3	18.67
K50	NYCT Coney Island Maintenance Shop And Yards	1	74.06
K51	NYCT Livonia Yard	1	5.15
K52	NYCT East New York Yard	4	6.36



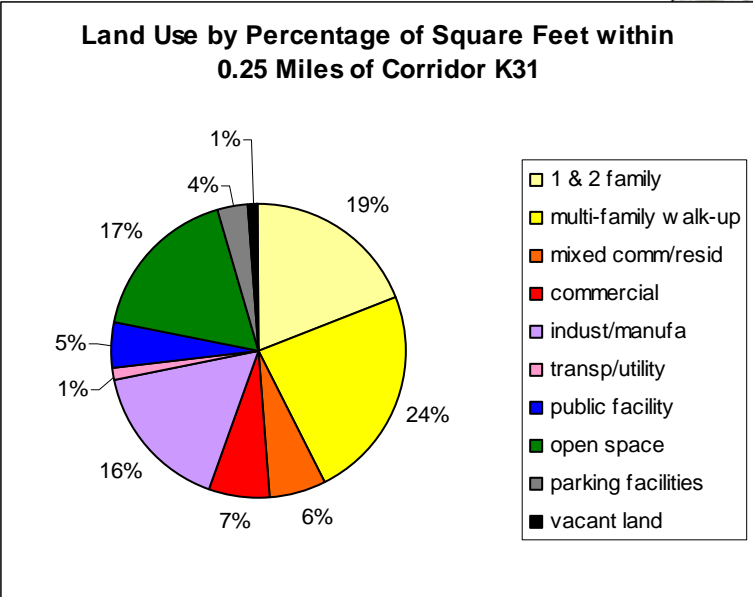
ZONING

Maximum Allowable Zoned FARs by Tax
Lot within 0.25 Miles of Corridor K31



■ FAR: 1.5 - 3.0

LAND USE



GENERAL INFORMATION:

DESCRIPTION In recent decades, the rails at the base of parcel K3100 (which is west of 4th Avenue) have been lightly used – NYCT maintenance-of way equipment and cars on their way to being scrapped have been the primary traffic. Until approximately 30 years ago, rail freight used these tracks, and over a century ago West End Line passenger trains used this alignment en route to a ferry at 39th Street. This section of freight track has generally gone under the moniker “South Brooklyn Railway,” and was once part of a much larger network.

Parcel K3101, which lies to the east of 4th Avenue, is where underground ramps from the 4th Avenue Line surface and connect with the South Brooklyn Railway tracks. Currently, D and rush-hour M services use these ramps; D and M trains briefly emerge into this deep open cut before continuing east through a 2,000-foot-long tunnel under what is now the Jackie Gleason Bus Depot.

Parcel K3110, which dwarfs the other two parcels in size, has two uses. Along the southern edge of the parcel from about 7th Avenue east, the West End Line emerges into an exceptionally deep open cut relative to the land to its south. By far the larger parcel use is the 36th-38th Street Yard, which is primarily used to store and maintain NYCT maintenance-of-way and non-revenue railcars. The southern border of the parcel runs about a half block north of 39th Street, and numerous private properties on the north side of the Street abut the parcel. A pronounced bluff of up to 60 feet higher than parcel K3110 lies to the parcel’s south, north of 39th Street.

A road divides Green-Wood Cemetery to the north from the trainyards to the south, running from 5th Avenue to 9th Avenue without intervening access to any other roads. As it zigzags along the border between these two uses, it is known from west to east as 36th Street, 7th Avenue and 37th Street.

These yards are large enough such that over three new city blocks could be created on such a deck. The yards are zoned M1-2, meaning that an FAR of 2.0 is permitted for commercial and retail uses. Upzoning would allow higher-density uses; the 9th Avenue subway entrance is just east of the parcel. The adjacent community is zoned R6.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that NYCTA and three private landholders hold complete or partial ownership over the parcels in these rail yards.

All parcels in this corridor 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.

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

- K3100: Along the western half of the parcel’s northern edge.
- K3110: Along the entire northern edge, except for a) the area at which the parcel meets 7th Avenue and 37th Street, and b) three-quarters of a block

west of 9th Avenue, where the deck would be flush with the diagonal parking adjacent to the subway open cut. A short segment about 100 feet long along the parcel’s southern edge immediately west of 9th Avenue would also be above the adjacent backyards. This deck would have the appearance of a raised platform relative to the uncovered portion of the yards to the north, but would not overhang any publicly accessible space.

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 Given the heavy diesel vehicle use associated with the 36th-38th Street yards, it would be reasonable to assume that some sort of mechanical ventilation plan would be needed if a deck upon parcel K3110 were to be built – even with the openings that would exist to the north. Subway cars would continue to travel through this parcel, and the deck’s surface users would surely require effective mitigation of the diesel fumes. Decking parcels K3101 or K3100 and K3100 would also make the existing tunnel length greater than 2,000 feet, thus triggering the need for the existing tunnel to be retrofitted with 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>
K3100	MTA South Brooklyn Railway: W. of 4th Avenue	0.12	rail freight line	M1-2
K3101	NYCT West End Line: E. of 4th Avenue	0.68	D,M (West End) Subway Line	M1-2
K3110	NYCT West End Line: theoretical extension of 6th Avenue to W. of 9th Avenue	17.87	D,M (West End) Subway Line	M1-2

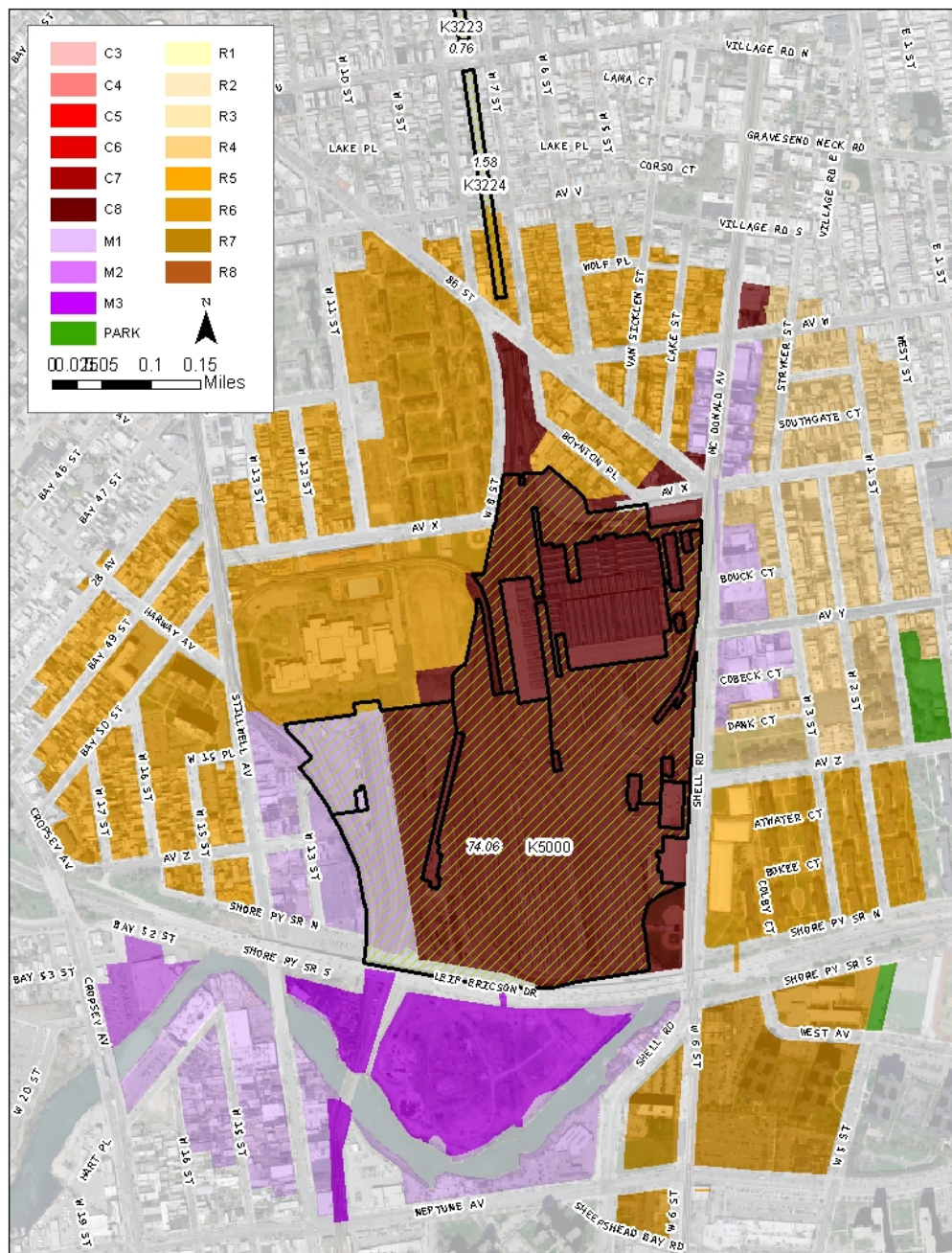


Parcel K3110, looking southwest from 7th Avenue and 37th Street towards 39th Street, which sits atop the bluff in the distance

POTENTIAL FOR REMAPPED STREETS:

The narrow and largely subgrade nature of this yard makes it a candidate for extension of the existing grid. Street segments that could be added include: 6th Avenue; 7th Avenue; 8th Avenue; 37th Street and 38th Street.

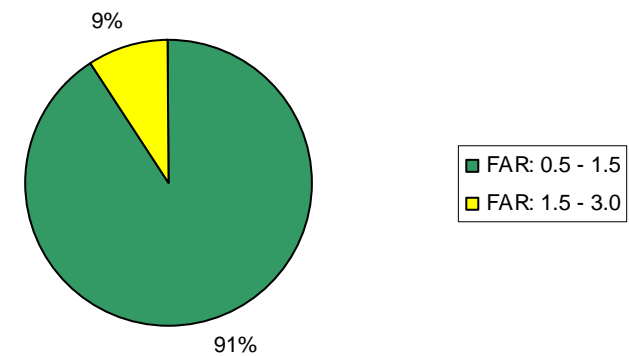




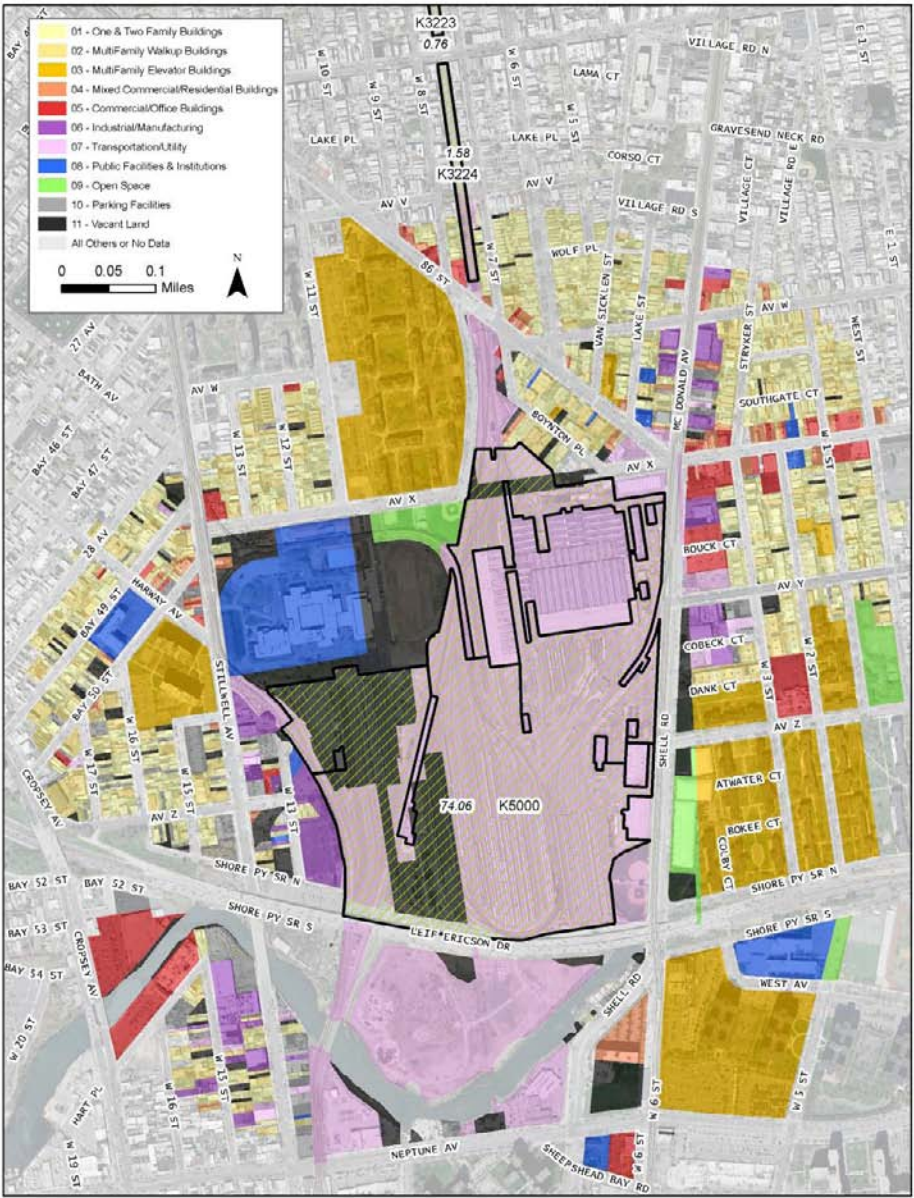
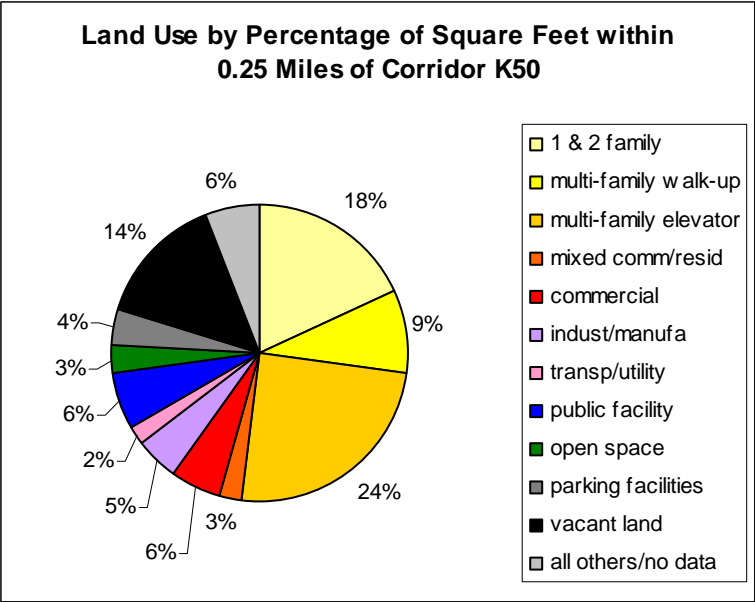
K50: NYCT CONEY ISLAND MAINTENANCE SHOP AND YARDS

ZONING

Maximum Allowable Zoned FARs by Tax
Lot within 0.25 Miles of Corridor K50



LAND USE



GENERAL INFORMATION:

DESCRIPTION This facility is one of the largest subway maintenance and storage yards in North America. With 74 acres unimpeded by existing tall buildings, K5000 is the largest single parcel in this inventory. (Sunnyside Yards in Queens is more than twice as large, but is split over 14 parcels.) Peter Dougherty's book *Tracks of the New York City Subway* states that "[a]ll of New York City's transit fleet will at some time visit this massive complex. Major rebuilds, minor adjustments and everything in between takes place at this 75-acre facility... . Over one thousand cars every week are washed at the complex's wash on track A-18. On the overhaul side ... the facility runs 24 hours a day and serves every car in the fleet, plus the Staten Island fleet as well."

Besides inspection, washing, repair, painting, a wheel and axle shop, and four giant indoor cranes that lift cars between work areas, this facility holds a NYPD Transit Division firing range, a firefighting training school, a medical center, and three mammoth track storage yards, which consume most of the yard's acreage.

Potential exists for transit-oriented development, since the yard is served by the Avenue X station on the F (Culver) Line. The Neptune Avenue stop on the F Line is within 1,000 feet of the yard's southeastern edge, and the 86th Street stop on the N (Sea Beach) Line is within 1,000 feet of the yard's north end.

The yard was built on swampland and opened in 1926. However, a significant amount of major construction throughout the city was built on filled-in swamp, including Starrett City, Co-Op City, and the Trump apartments in Coney Island.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that the City, NYCTA, Department of Citywide Administrative Services, the Board of Education and seven private landholders hold full or partial ownership of parcels in these yards.

In addition, Parcel K5000 abuts 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.

TOPOGRAPHY A deck here would be entirely on a raised platform above the yards. Access between parcel K5000 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.

Approximately 12 buildings would break the surface plane of a deck. Accommodation of these buildings, such as building new entrances to deck level or designing ways of incorporating these structures into the deck area may be desirable. Most of these buildings are in the northern and eastern portions of the yard complex, but enough relatively tall buildings exist throughout the parcel to reduce the amount of contiguous, unbroken deck space significantly. The best chance for any large-scale airspace uses is over the yard’s southern reaches.

This elevation of this yard is very close to that of Coney Island Creek. The creek ends within 150 feet of the yard’s southeast corner and passes within 400 feet of its southwest corner. Future changes in sea level should be given particular attention when evaluating this site for future uses.

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 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. However, the sheer size of the parcel may warrant careful consideration of ventilation needs, especially in locations far from the parcel’s outer edges.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K5000	NYCT Coney Island Complex	74.06	primary NYCT maintenance facility; storage for several subway lines	C8-1 (M1-1, R4, R5, R6 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.



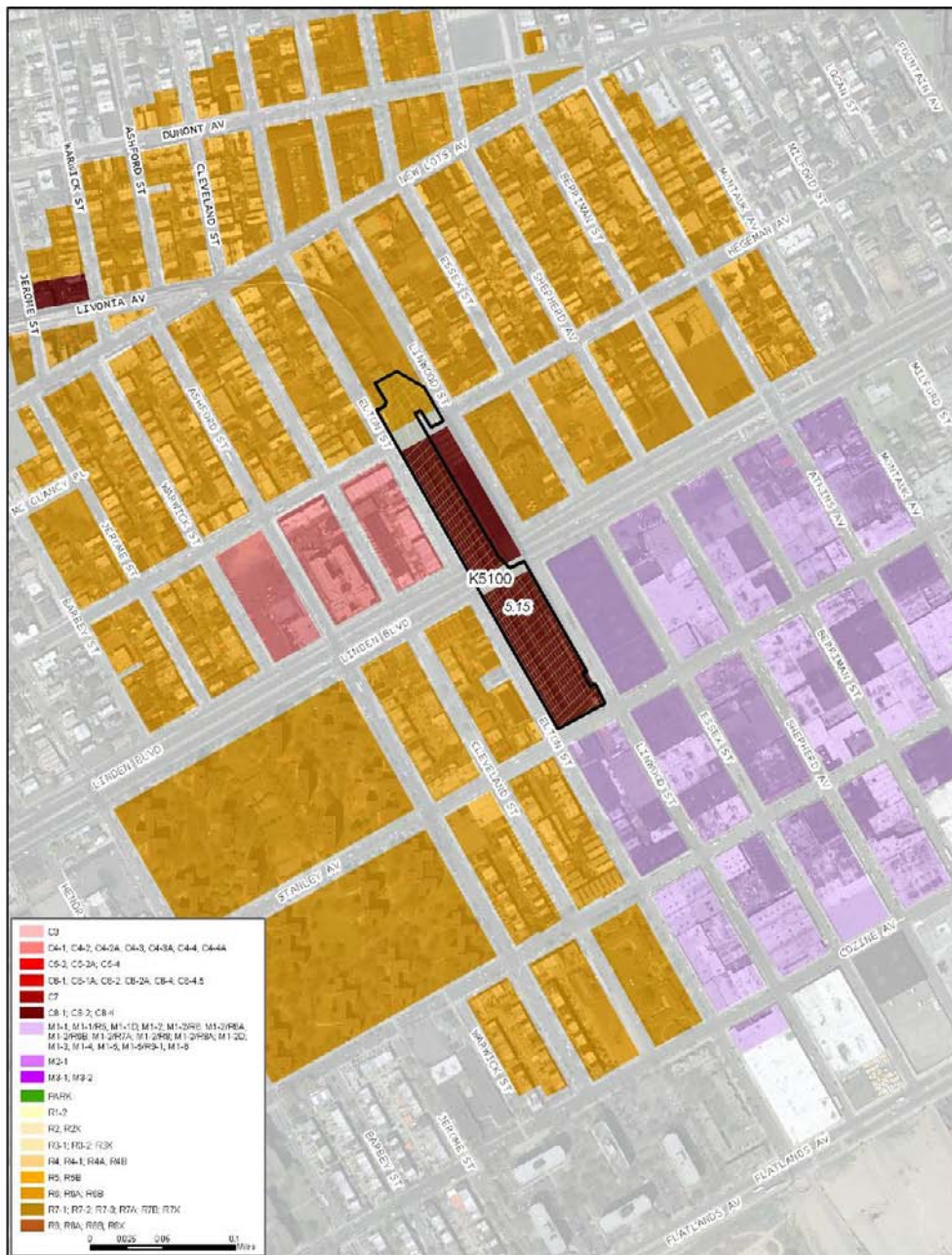
Parcel K5000, looking west from a northbound F (Culver) Line train, towards the yard's southern end



Parcel K5000, looking west from a northbound F (Culver) Line train, south of the Car Overhaul Shop



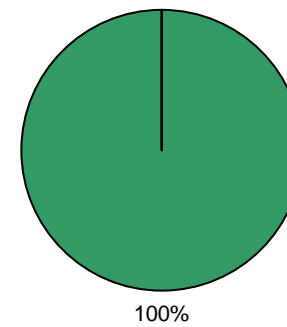
Parcel K5000, looking east from a southbound D (West End) Line train, along the western portion of the yard's northern edge



K51: NYCT LIVONIA YARD

ZONING

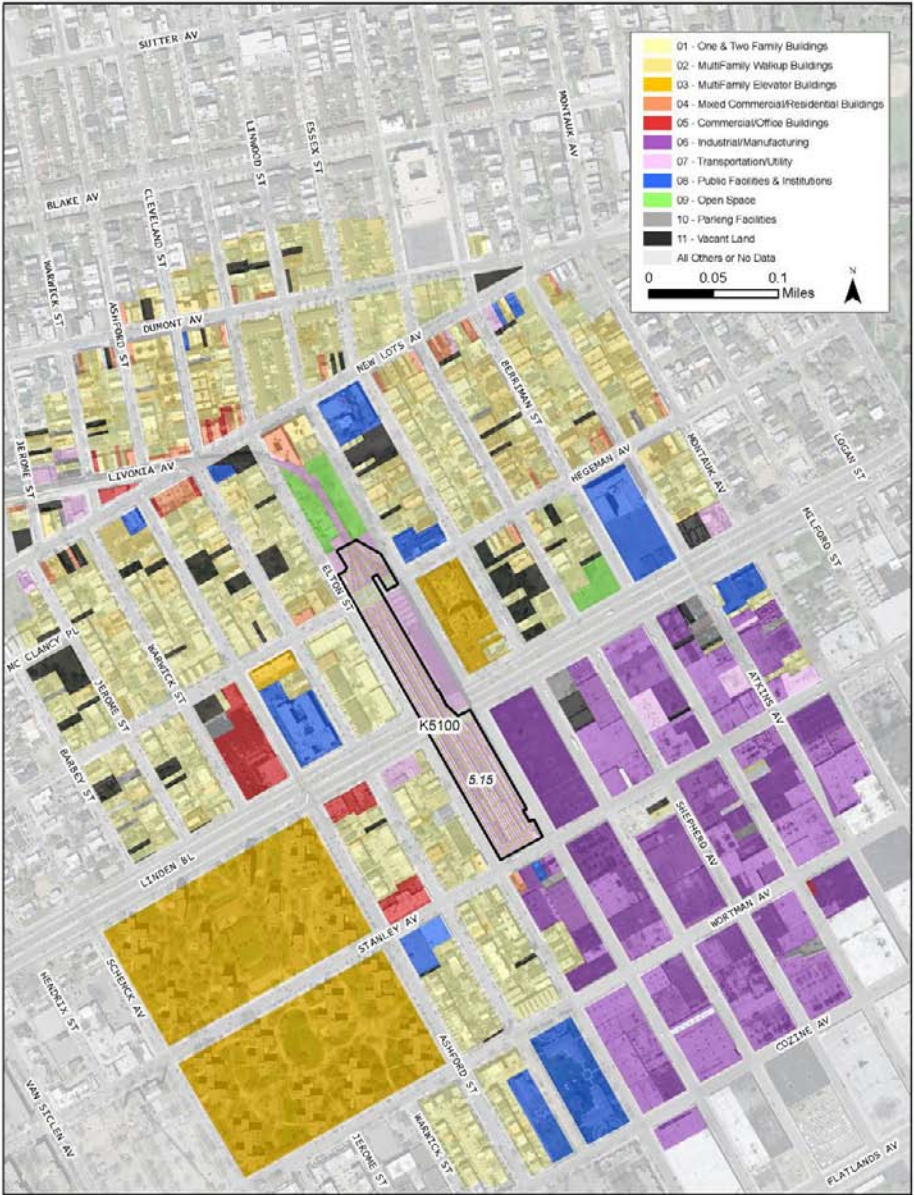
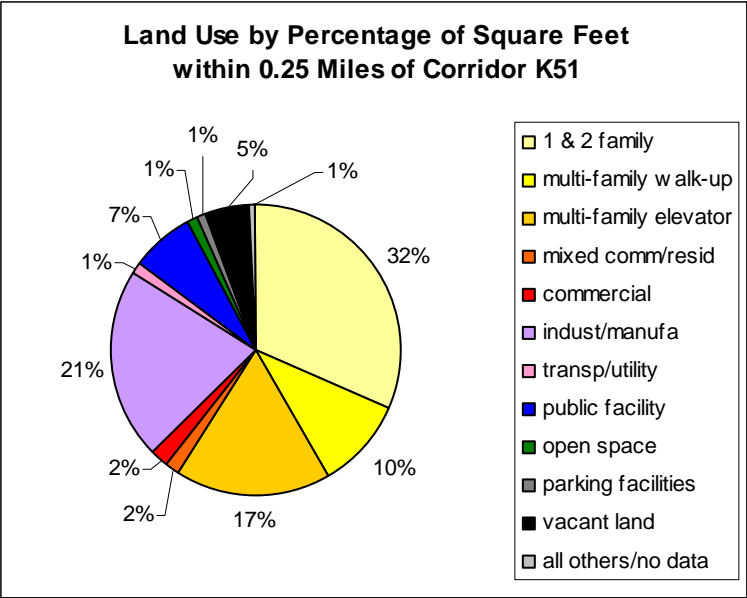
Maximum Allowable Zoned FARs by Tax
Lot within 0.25 Miles of Corridor K51



■ FAR: 0.5 - 1.5

100%

LAND USE



GENERAL INFORMATION:

DESCRIPTION This relatively small elevated yard facility in East New York straddles Linden Boulevard and shares train storage duties for the 3 Line and the Times Square-Grand Central Shuttle with the 148th Street Yard in Manhattan. Maintenance and car inspection takes place in a relatively modest four-track shed.

The entire yard is on an elevated structure approximately 1,450 feet long and 200 feet wide. It is an entire city block wide, occupying the space between Linwood and Elton streets and crossing both Hegeman Avenue and Linden Boulevard before ending at Stanley Avenue to the south.

The yard is accessed by tracks that continue past the last stop on the 3 Line at New Lots Avenue. If suitable additional car storage space can be found, the 3 Line could be extended one stop into the yard, with a new terminal station at Linden Boulevard/Stanley Avenue. Housing or commercial buildings could then be built atop the yard. A precedent exists for this at the other end of the 3 Line. Until May 1968, 3 service ended at 145th Street, but that month the line was extended one stop into the 148th Street Yard, beneath and adjacent to both a public school complex and the six-building, 1,870-unit Esplanade Gardens apartment complex. A new terminal would also serve the over 3,000 tenants of NYCHA's Boulevard Houses two blocks to the west, and would create a new station over Linden Boulevard, a crucial east-west artery with access to JFK Airport.

OWNERSHIP DCP's Primary Land Use Tax Lot Output (PLUTO) database indicates that these yards are owned by the NYC Transit Authority.

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.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K5100	NYCT Livonia Yard	5.15	2,3,4,5 Subway Yards	C8-1, R5 (M1-1, R5 adj.)

POTENTIAL FOR REMAPPED STREETS:

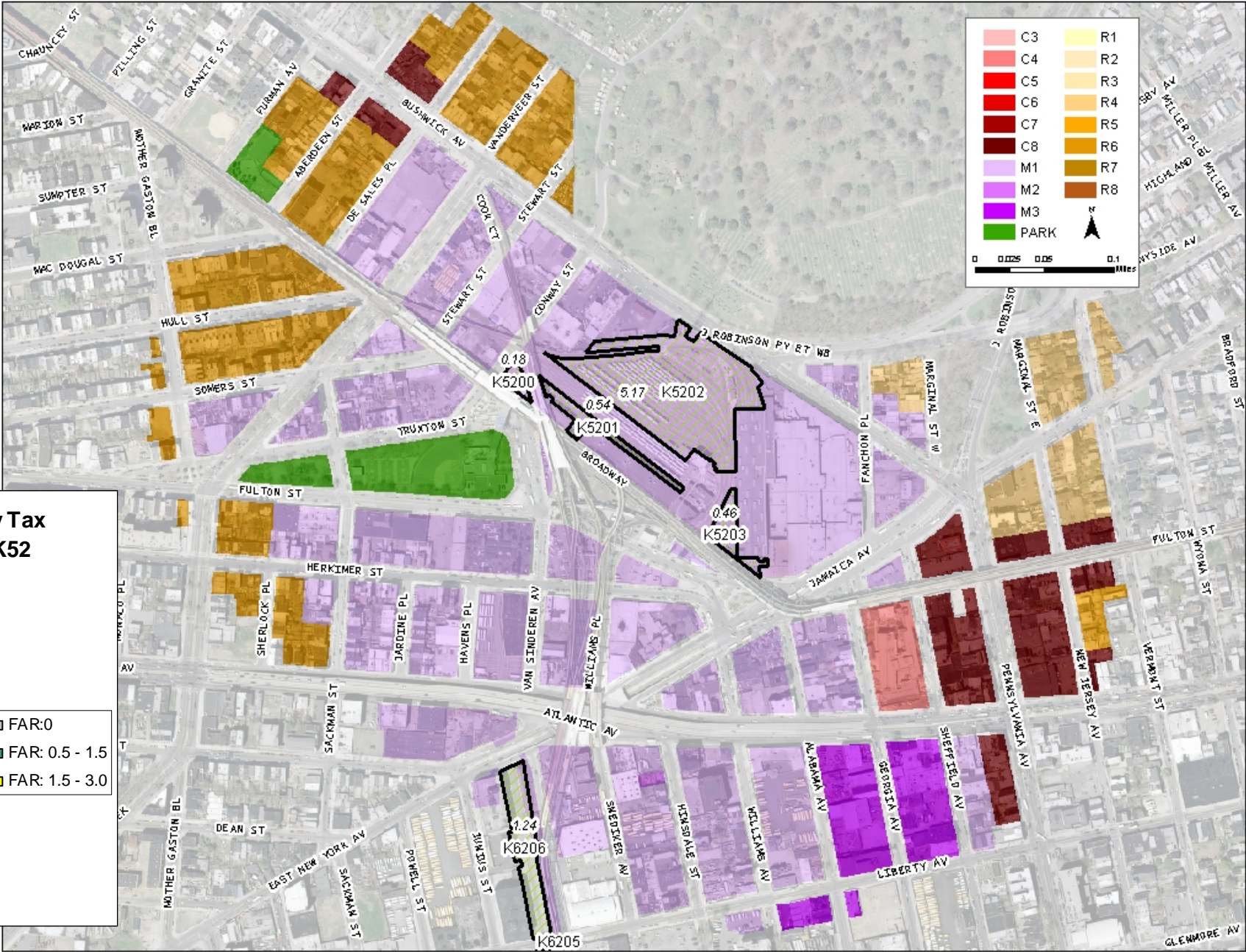
Decking over this ROW would not result in the potential for any street remapping.



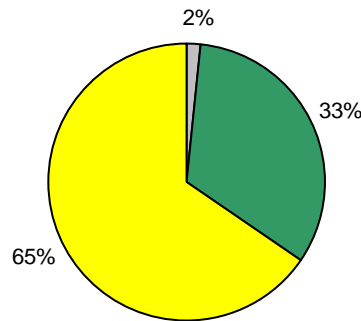
Looking east along Linden Boulevard from
Cleveland Street

K52: NYCT EAST NEW YORK YARD

ZONING

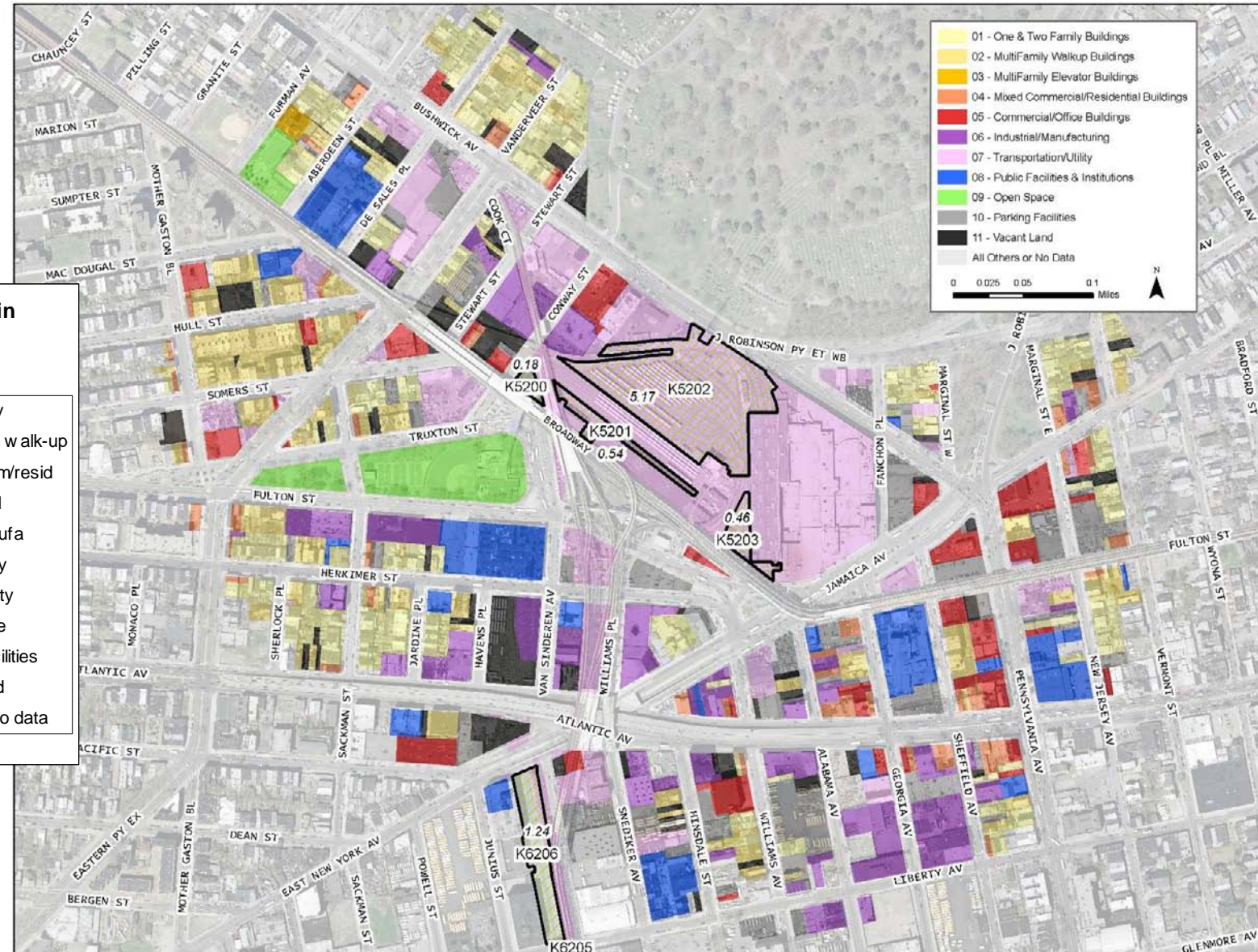
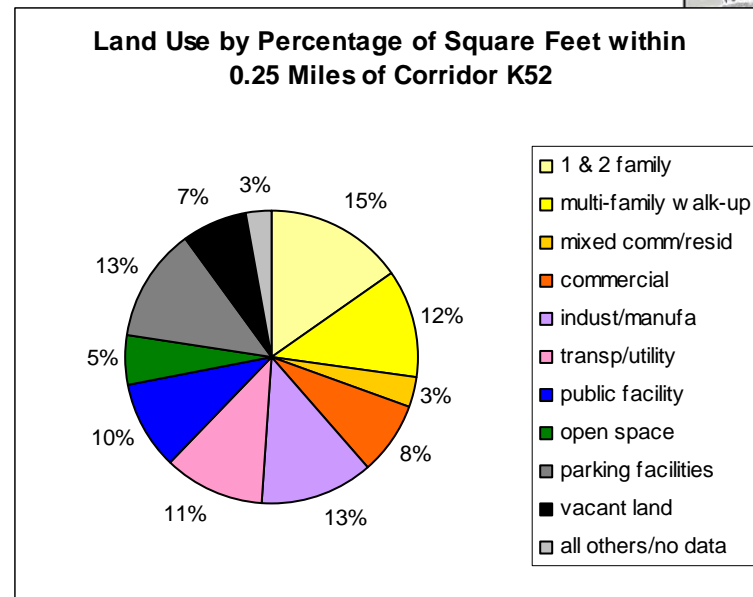


Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor K52



- FAR:0
- FAR: 0.5 - 1.5
- FAR: 1.5 - 3.0

LAND USE



GENERAL INFORMATION:

DESCRIPTION At over six acres – five of them in the main parcel over the storage tracks themselves – East New York Yard is nestled between Broadway Junction and the south end of the Cemetery of the Evergreens. The Jackie Robinson Parkway begins approximately 750 feet to the east.

These parcels are well suited for transit-oriented development. Parcels K5200 and K5201 are across the street from the Broadway Junction-East New York subway complex, a tangle of elevated and underground stations served by the A, C, J/Z and L services. Six bus routes – the B12, B20, B25, B83, Q24 and Q56 – also serve the site. The Long Island Rail Road’s East New York station is located approximately 1,000 feet south of the yard. This location has served as a transit storage or maintenance facility for over 125 years. Currently, it serves as the home base for the J/Z, L and M services.

Higher-density land uses are possible here with a rezoning. (Currently the yards and most of the adjacent area are zoned M1-1.) Adjacent impacts to residential areas would be minimal, since few such properties seem to exist around the yards. However, the Cemetery of the Evergreens may be impacted by shadows, the cemetery’s southern end sits on a bluff 20 to 50 feet above the yard, which would blunt the impact low- and medium-rise buildings could have on the cemetery.

Parcel K5201 is separated from parcel K5202 (the five-acre site) by a six-track elevated deck not included in this inventory. Two other ancillary parcels, K5200 and K5203, are located along Broadway.

Should a deck be constructed here, a long-term transit issue would need to be settled first. Unlike most of the rest of the subway system, the routes that the J/Z, L and M serve are largely made up of stations which were never lengthened to allow 10-car trains. To this day, these routes generally run eight-car consists. The East New York Yard may need to be retrofitted to permit storage of these longer trainsets, where possible. Support pilings for a deck should be sited to permit this.

OWNERSHIP Parcel K5202 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.

Further PLUTO records are unavailable for these parcels. However, a depot or yard facility of some sort has been on this property for over 125 years, and the yard was once BRT/BMT property. The BMT became a City responsibility in 1940; the subway system then became a NYCT responsibility in 1953.

TOPOGRAPHY This “corridor” would be entirely on a raised platform. Access between parcels K5200, K5201, K5202 and K5203 and the surrounding communities would need to be addressed.

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.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
K5200	NYCT East New York Yard: E. of Conway Street	0.18	NYCT road maintenance vehicles	M1-1
K5201	NYCT East New York Yard: N. of Broadway and E. of L (Canarsie) elevated	0.54	J/Z, L, M subway yards	M1-1
K5202	NYCT East New York Yard: S. of Bushwick Avenue	5.17	J/Z, L, M subway yards	M1-1
K5203	NYCT East New York Yard: N. of Broadway and E. of eastern yard leads	0.46	J/Z, L, M 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.



Parcel K5202 (at left), looking east from the Broadway Junction L (Canarsie) Line platform