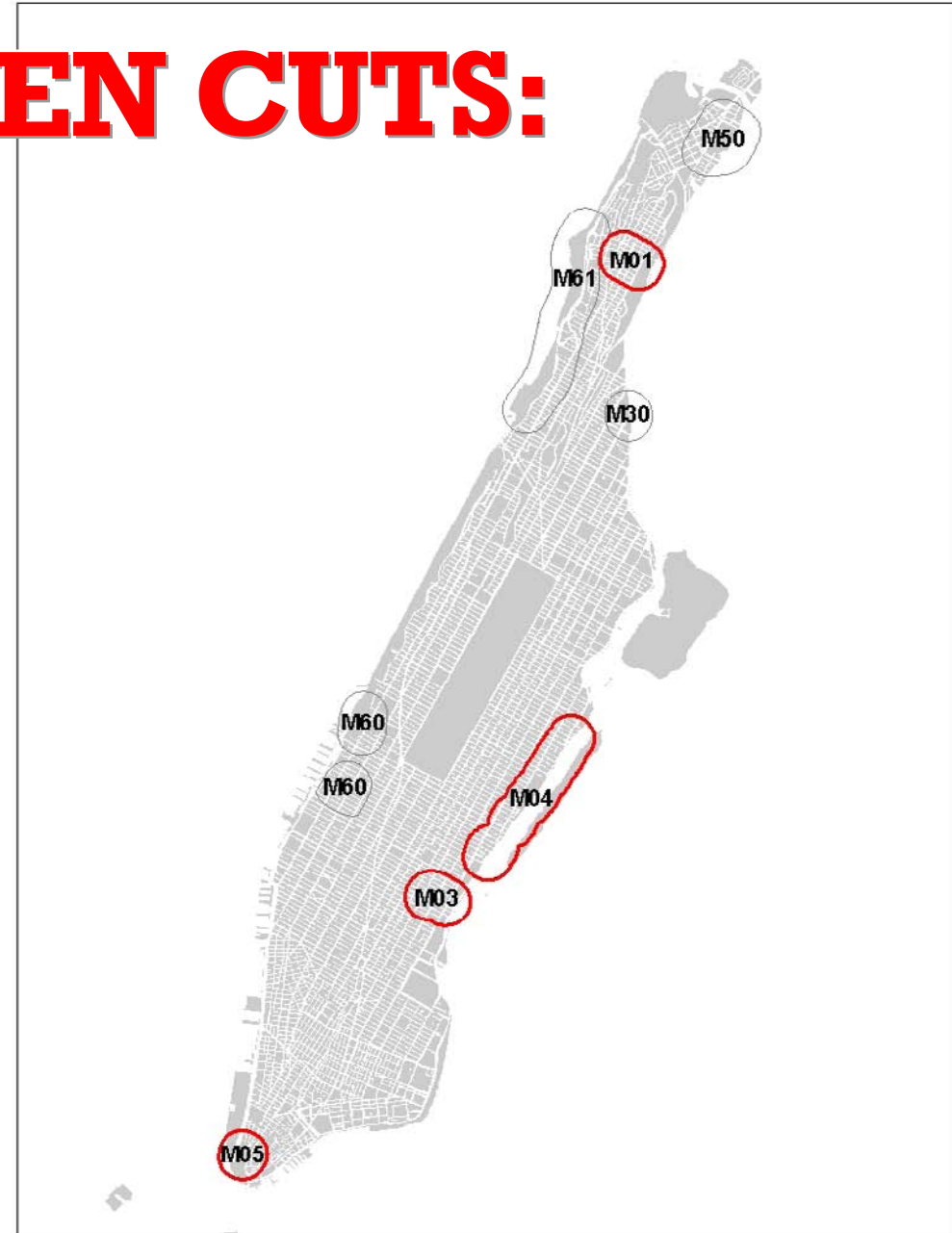


6.12: ROADWAY OPEN CUTS: MANHATTAN

4 corridors,
17 parcels,
12.52 acres

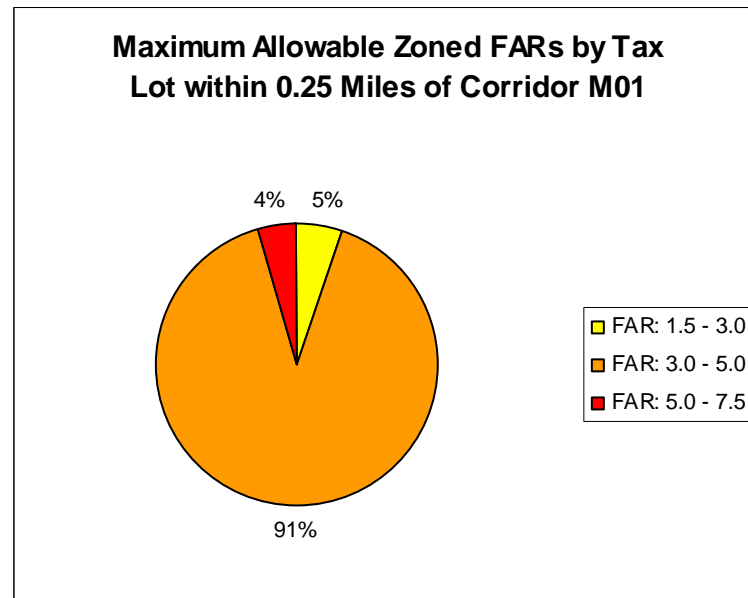
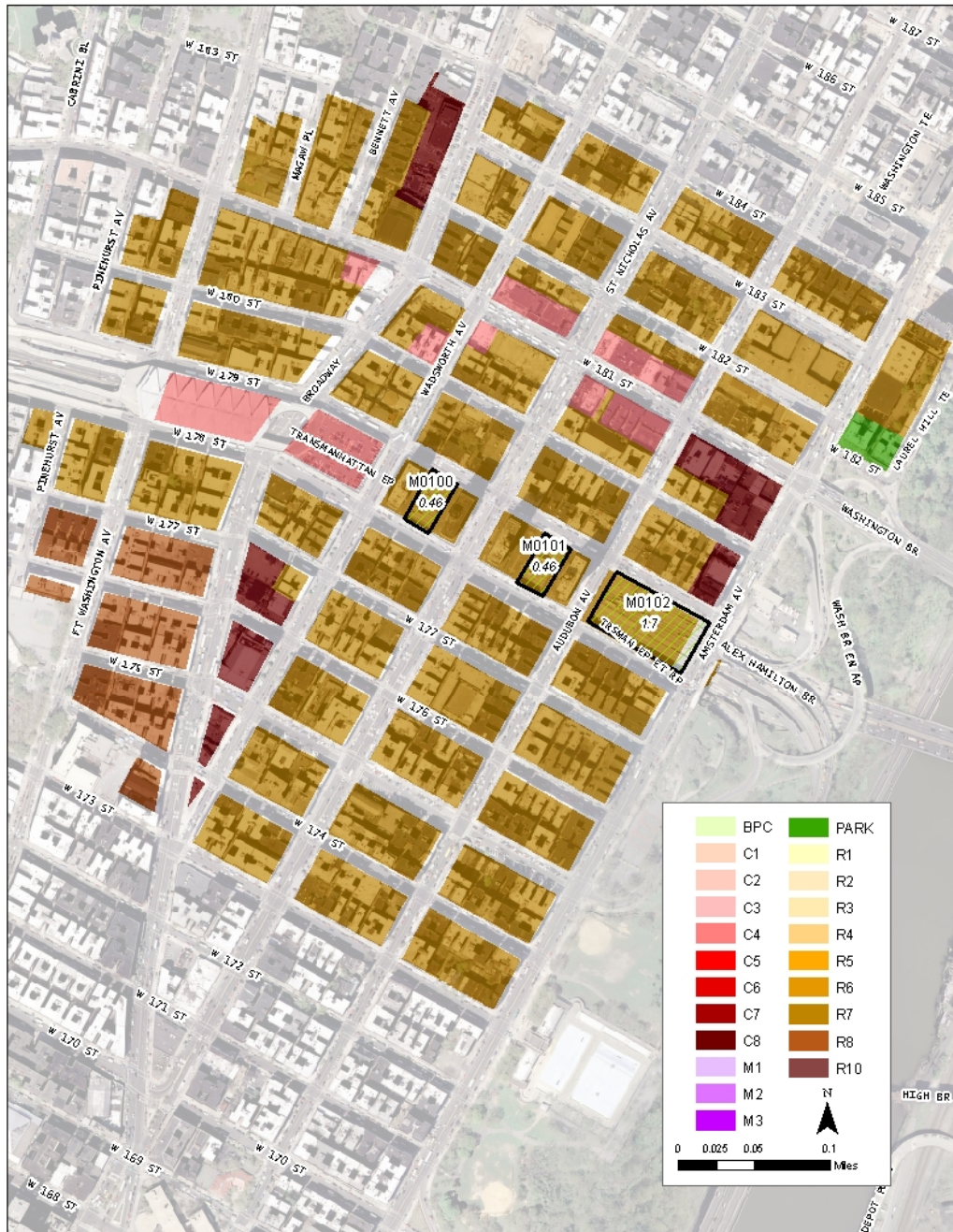


Corridor Code	Corridor Name	Parcels	Total Acres
M01	Trans-Manhattan Expressway: East Of Wadsworth Avenue-Amsterdam Avenue	3	2.62
M03*	Queens-Midtown Tunnel Approach Roads: South Of East 36 th Street-West Of 1 st Avenue And South Of East 37 th Street	5	1.21
M04	FDR Drive: Various Locations, South Of East 50 th Street-East 81 st Street	8	8.23
M05	Brooklyn-Battery Tunnel: Manhattan Portal	1	0.45

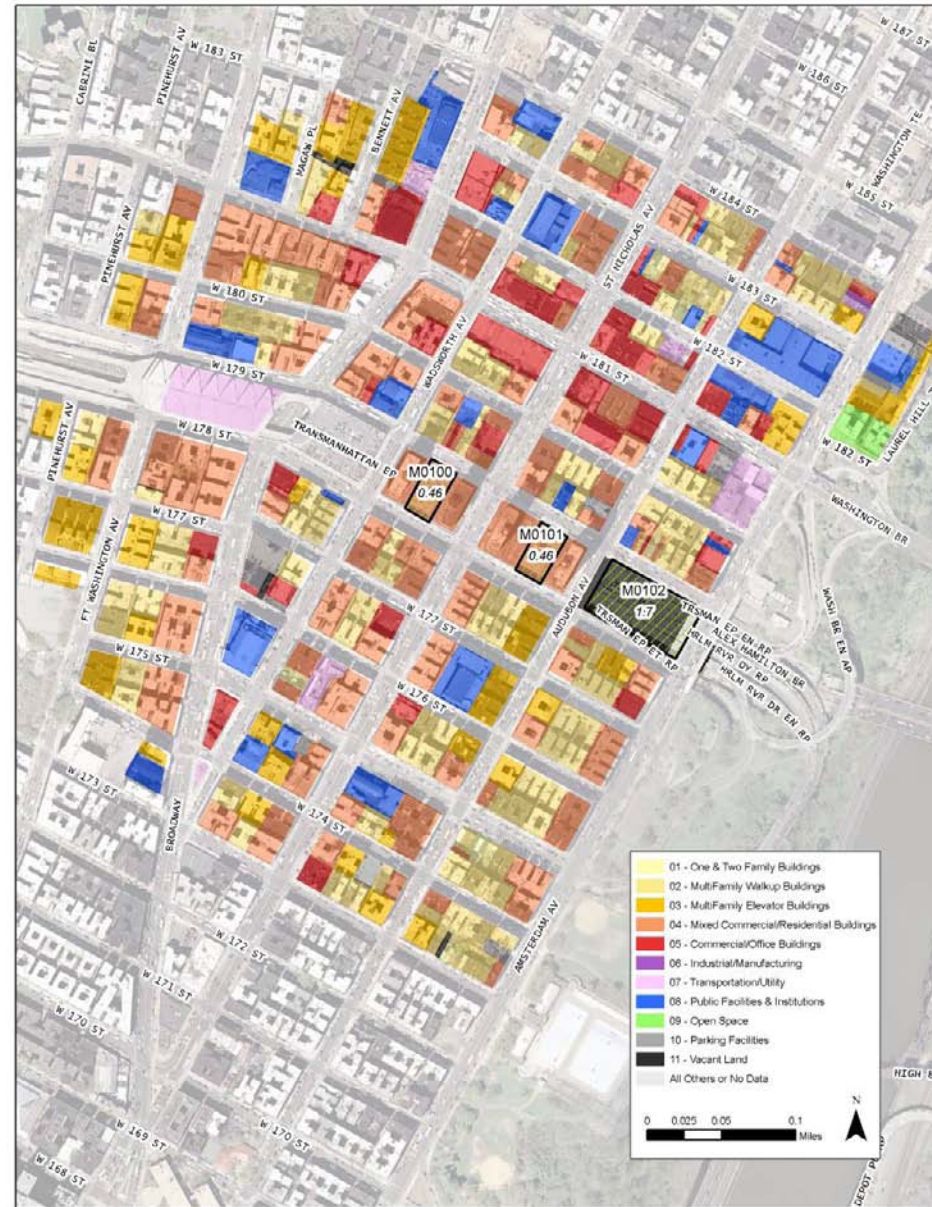
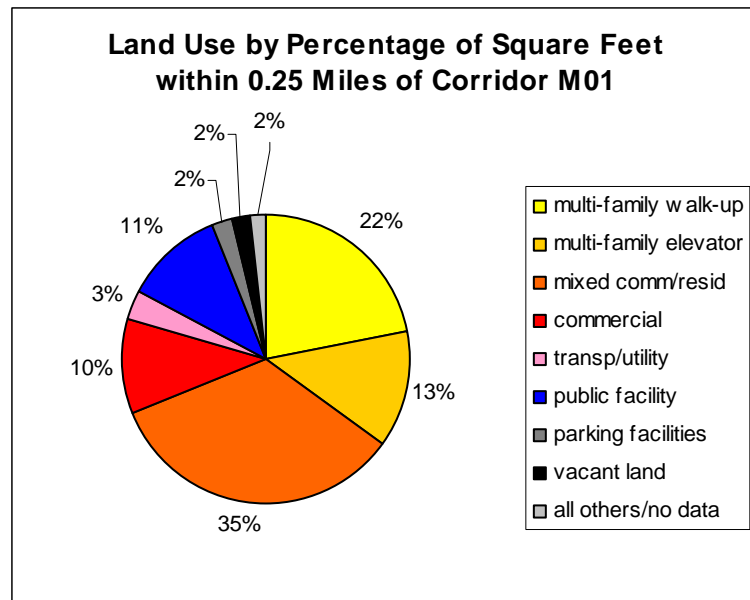
*Corridor M02 was designated for the Lincoln Tunnel approaches, which are entirely within the Hudson Yards Special Purpose District. Properties within the district are not included in this report.

M01: TRANS-MANHATTAN EXPRESSWAY: EAST OF WADSWORTH AVENUE- AMSTERDAM AVENUE

ZONING



LAND USE



GENERAL INFORMATION:

DESCRIPTION This corridor sits atop the short but wide stretch of Interstate 95 that passes through Washington Heights. This 12-lane highway occupies the entire block between West 178th and West 179th streets from Cabrini Blvd. to Amsterdam Ave. Two two-lane tunnels, now sealed, were built between 1938 and 1952 and originally moved cross-borough traffic.

Unlike most corridors in this inventory, some of the airspace above this section of highway has already been developed. The George Washington Bridge Bus Station and the Bridge Apartments all opened within two years of the expanded highway’s opening in 1962. (A brief discussion of the issues surrounding the Bridge Apartments appears in Section 4.5 of this document; a more in-depth discussion is in the Literature Review.)

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database indicates that the Port Authority of NY/NJ and The George Units LLC hold full or partial ownership of parcels in this corridor.

TOPOGRAPHY No issues related to this corridor are evident.

VENTILATION Decking any of the three remaining parcels along this corridor would demand additional mechanical ventilation facilities, since this would effectively place the right-of-way in a more continuous tunnel than already exists. Vent shaft siting and exhaust disposal in this exceptionally densely settled neighborhood would also need to be given extra attention.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
M0100	I-95: E. of Wadsworth Avenue-W. of St. Nicholas Avenue	0.46	I-95 (Trans-Manhattan Expressway)	C1-4, R7-2
M0101	I-95: E. of St. Nicholas Avenue-W. of Audubon Avenue	0.46	I-95 (Trans-Manhattan Expressway)	C1-4, R7-2
M0102	I-95: Audubon Avenue-Amsterdam Avenue	1.70	I-95 (Trans-Manhattan Expressway)	R7-2

POTENTIAL FOR CONNECTING STREETS:

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



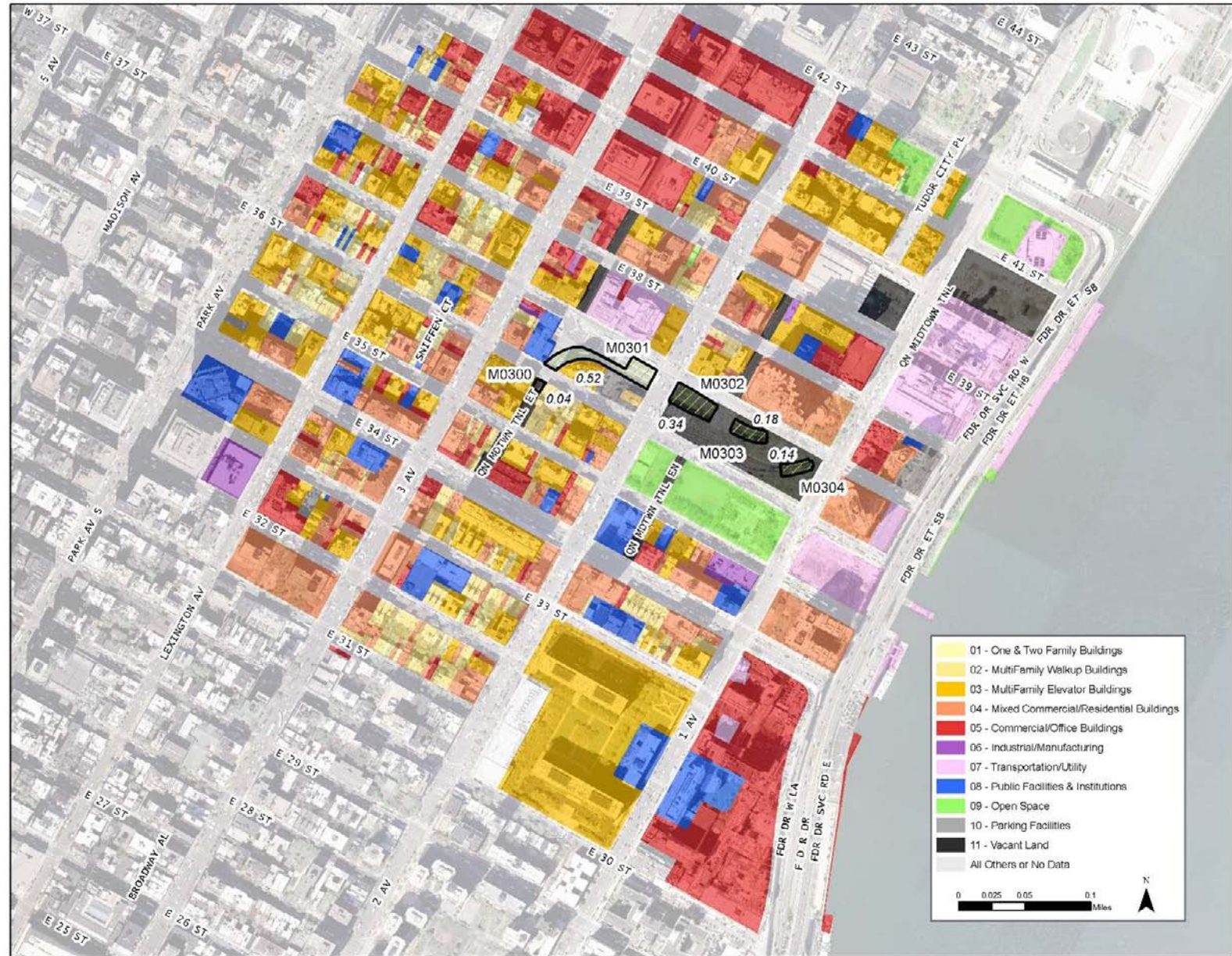
Parcel M0102, looking west from
Amsterdam Avenue towards
Audubon Avenue

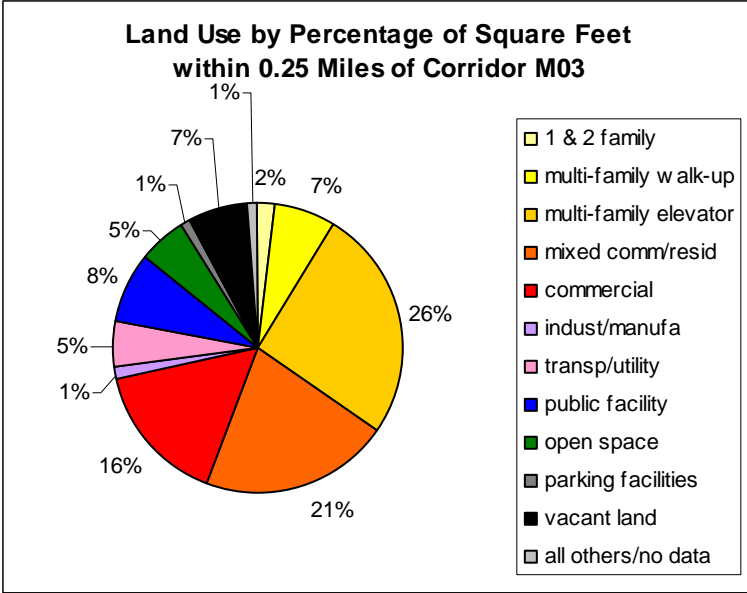
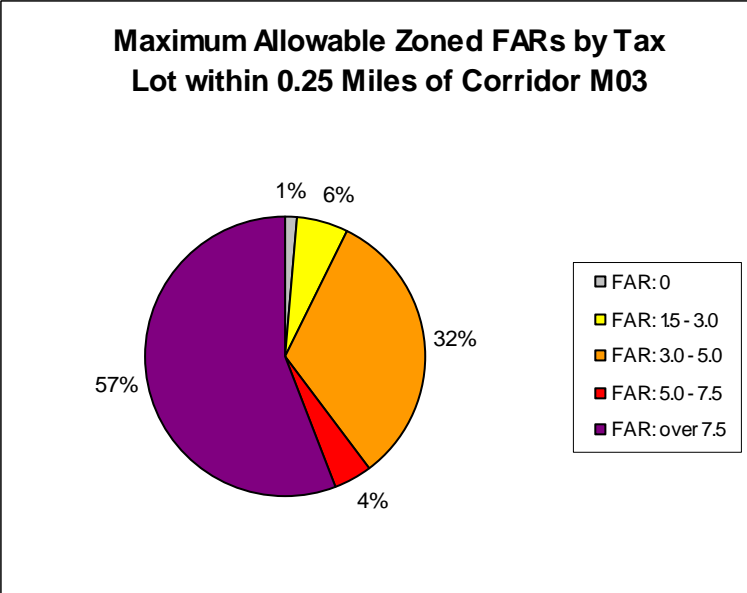


**M03:
 QUEENS-MIDTOWN
 TUNNEL APPROACH
 ROADS: SOUTH OF
 EAST 36TH STREET-
 WEST OF 1ST
 AVENUE AND
 SOUTH OF EAST 37TH
 STREET**

ZONING

LAND USE





GENERAL INFORMATION:

DESCRIPTION The entrance to the Queens-Midtown Tunnel offers two small parcels, 1/3 and 1/2 acre, for potential decking. It is located in a predominantly residential neighborhood just to the south of the United Nations.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database records indicate that the MTA and three private landholders hold full or partial ownership of parcels in this corridor.

In addition, parcels M0300 and M0301 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 A deck at parcel M0301 would have the appearance of a raised platform relative to an adjacent triangular paved area within the tunnel entrance property that is currently unused by through traffic. This overhang begins approximately 50 to 75 feet northeast of East 36th Street on a curved portion of the parcel’s north side. The overhang would then parallel the four exit lanes to the north before the deck entirely encloses the exit lanes approximately 100-120 feet west of 2nd Avenue.

VENTILATION A full deck over the roadway at the following parcels or combinations of parcels would exceed 295 feet in length: M0300+M0301, M0301+M0302, or M0300+M0301+M0302. 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 long history of slow-moving traffic may need mechanical facilities or emergency ventilation at shorter intervals than 295 feet. (Since parcels M0303 and M0304 are immediately adjacent to the Queens-Midtown Tunnel itself, it should be assumed that the existing tunnel ventilation system would either be able to absorb the exhaust generated in the extra tunnel length or that the system would need retrofitting or upgrading.)

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
M0300	Queens-Midtown Tunnel approach road: S. of East 36th Street	0.04	Queens-Midtown Tunnel approach road	R8B
M0301	Queens-Midtown Tunnel approach road: East 36th Street-2nd Avenue/East 37th Street	0.52	Queens-Midtown Tunnel approach road	C1-9 (D-76)
M0302	Queens-Midtown Tunnel approach road: 2nd Avenue/East 37th Street-Tunnel Entrance Street	0.34	Queens-Midtown Tunnel approach road	C1-9, R8
M0303	Queens-Midtown Tunnel portal: W. of 1st Avenue/S. of East 37th Street	0.18	Queens-Midtown Tunnel westbound portal	R8
M0304	Queens-Midtown Tunnel portal: W. of 1st Avenue/N. of East 36th Street	0.14	Queens-Midtown Tunnel eastbound portal	R8

POTENTIAL FOR CONNECTING STREETS:

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

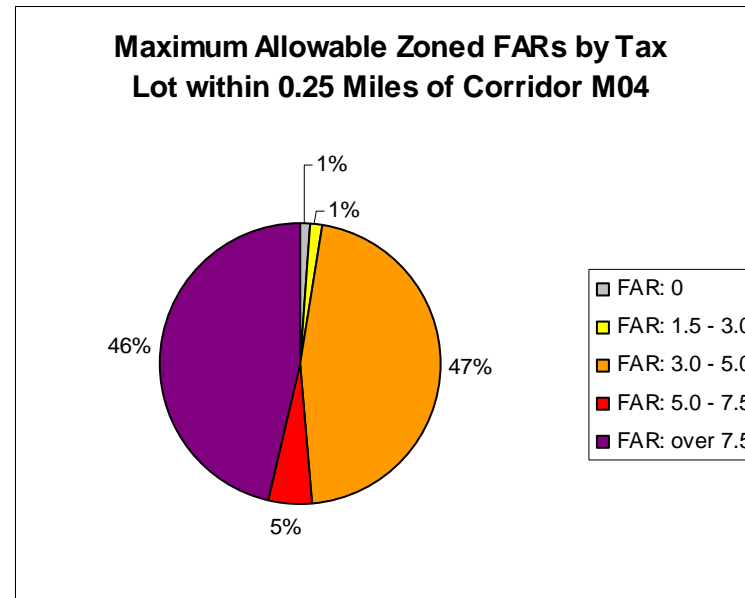


Parcel M0302, looking west from East 37th Street (at far right) towards 2nd Avenue



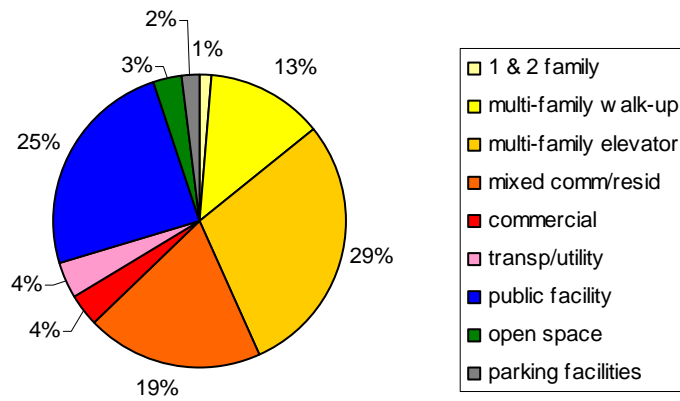
**M04:
FDR DRIVE:
VARIOUS LOCATIONS, SOUTH OF
EAST 50TH STREET-EAST 81ST STREET**

ZONING



LAND USE

Land Use by Percentage of Square Feet within 0.25 Miles of Corridor M04



GENERAL INFORMATION:

DESCRIPTION The FDR Drive shares the distinction with the Trans-Manhattan Expressway of already having a considerable fraction of its air rights developed. The United Nations campus, parts of Rockefeller University, New York Hospital/Cornell Medical Center and Carl Schurz Park all overhang the highway. In the long term, construction and opening of Phase I of the 2nd Avenue Subway could spur additional airspace uses over the road.

The FDR Drive hugs the East River shoreline for virtually its entire distance. Only a thin strip of parkland with a bicycle/pedestrian walkway separates the parkway from the river north of the 59th Street Bridge.

The existing overhangs come in two varieties. The more common one is an unenclosed deck, where support pillars hold up the deck at the waterfront but the road is otherwise exposed to the elements on the river side. The UN campus provides a sample of this type of deck. Less common is the one that Carl Schurz Park sits upon, part of which is completely enclosed in a tunnel. (The pedestrian path rises up to the park deck at this location.)

Parcels in this corridor are scattered over six separate locations:

- *Parcel M0400: south of East 50th Street-north of East 52nd Street*

This 2.56-acre parcel would deck over approximately 680 linear feet of the FDR Drive. Peter Detmold Park occupies one acre of this parcel at parkway level, and a pedestrian ramp to a waterfront esplanade (which is currently closed but may be reconstructed in the future) connects East 51st Street to the river. If a deck were to be built here, the entire park would have to be alienated, demapped, elevated, remapped and rebuilt. In addition, a deck would obscure the river views of apartments at the east end of East 52nd Street.

- *Parcel M0410: south of East 59th Street-East 60th Street*

Located beneath the Queensboro Bridge, this .84-acre parcel would deck over about 370 linear feet of parkway. Con Edison and NYCDOT share the block beneath the bridge; security for both would need to be addressed. This parcel would adjoin an existing 30-foot-wide overpass that leads to the East River 60th Street Pavilion.

- *Parcel M0420: north of East 64th Street-East 68th Street*

This 1.8-acre parcel would deck the gap between two existing buildings which currently overhang the FDR Drive. The parcel itself would cover approximately 930 linear feet of the parkway.¹

¹ Located east of Rockefeller University, this would seem like the logical extension of their college campus, since a 1973 agreement sold the planes of airspace to the hospitals immediately adjacent to the FDR Drive. According to the "Draft Scope of Work: Preparation of an Environmental Impact Statement (EIS) for Hospital of Special Surgery, Manhattan,"

"In 1971, a special permit was granted pursuant to New York State legislation authorizing the City to close and discontinue in whole or in part the space over the FDR Drive in an area generally located between East 62nd and East 72nd streets, and portions of East 63rd, East 70th and East 71st streets between York Avenue and the FDR Drive. The property was then [transferred] to three non-profit institutions, which included The Society of New York Hospital, The New York Society for the relief of the

- Parcels M0430, M0431 and M0432: East 71st Street-south of East 75th Street

Approximately .21 acres was removed from M0431 in April 2008, in anticipation of 12-story building spanning the southern half of the block between East 71st Street and East 72nd Street, to be built by the Hospital for Special Surgery. The building would have an unenclosed deck over the FDR Drive, allowing light in from the river.

A 1973 agreement with the City transferred this property to the Hospital for Special Surgery.

- Parcel M0440: East 76th Street-East 78th Street

This nearly one-acre deck would be located immediately east of John Jay Park, a 3.31-acre park with sitting areas, an outdoor swimming pool and basketball courts. East 76th Street, which is along the south end of the park, descends to highway grade.

- Parcel M0450: East 80th Street-East 81st Street

A peculiar byproduct of the FDR Drive is this dead end, which traverses the back ends of 25 and 33 East End Avenue. There is a 15- to 20-foot-high stone wall at its northern limit. The FDR Drive blocks any access to the east, and buildings hem the visitor in to the west. The road's primary use appears to be for garbage pickup.

OWNERSHIP

DCP's Primary Land Use Tax Lot Output (PLUTO) database records indicate that the Department of Parks and Recreation, the Department of Business and 12 private landholders hold full or partial ownership of parcels in this corridor. Alienation of parkland will most likely be necessary in decking these parcels.

In addition, all parcels 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.

TOPOGRAPHY

- East 71st Street descends to highway level. The remaining airspace between the existing and proposed Hospital for Special Surgery buildings lies mostly in parcel M0430. At some point these decks could be united, probably with some sort of open space, and it is possible to actually alter the grade of East 71st Street to ramp up to such a deck, should that be desired.
- East 72nd Street dead-ends in an elevated cul-de-sac that slightly overhangs the southbound FDR Drive. It would easily be flush with (or even slightly above) a deck.
- East 73rd Street descends to highway grade. Unlike East 71st Street, raising the road's grade to deck level is not possible, since the street ends with an

Ruptured and Crippled maintaining The Hospital for Special Surgery, and The Rockefeller University. As a result of the legislation, the three institutions and the City of New York entered into an Agreement in 1973 On April 2, 1973, the City passed two resolutions which accepted the agreement, authorized the City to release its interest in volumes above the streets, and changed the City Map to reflect the State legislation Agreement." (pp. 3-4)

See http://nyc.gov/html/dcp/html/env_review/hfss.shtml for more information.

entranceway to the southbound FDR Drive. However, pedestrian ramps to deck level are feasible.

- East 74th Street is at grade with the FDR Drive, but the two buildings fronting the street closest to the river create enough of a non-residential wall along the FDR to allow this street to be regarded to deck level without appreciable aesthetic impacts.
- East 75th Street also descends to highway level, but an adverse impact along the north side of the street would occur if the street was raised to deck grade. However, the presence of a Con Edison building with a massive stone base allows the south sidewalk to be elevated to deck grade.

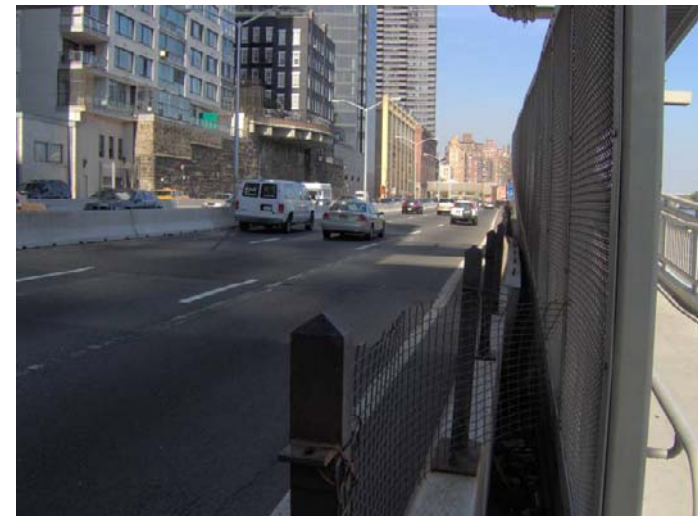
VENTILATION A mechanical ventilation system and emergency facilities for the highway below would be needed if these parcels were to be entirely enclosed by a deck, since this would effectively place the highway in a tunnel. The question of whether to place the waterfront esplanade at parkway or deck level would also need to be addressed.

PARCEL INFORMATION:

Parcel Code	Name	Size (acres)	Existing Corridor Uses	Surrounding zoning
M0400	FDR Drive: S. of East 50th Street-N. of East 52nd Street	2.56	FDR Drive	R8B, R10
M0410	FDR Drive: East 59th Street- East 60th Street	0.84	FDR Drive; Queensboro Bridge overhead	M3-2
M0420	FDR Drive: N. of East 64th Street-East 68th Street	1.59	FDR Drive	R9
M0430	FDR Drive: East 71st Street	0.10	FDR Drive	R9
M0431	FDR Drive: East 71st Street-N. of East 74th Street	1.80	FDR Drive	M3-2, R9, R10
M0432	FDR Drive: S. of East 75th Street	0.18	FDR Drive	M3-2
M0440	FDR Drive: East 76th Street-East 78th Street	0.95	FDR Drive	R8B
M0450	FDR Drive service road: East 80th Street-East 81st Street	0.21	FDR Drive	R10A



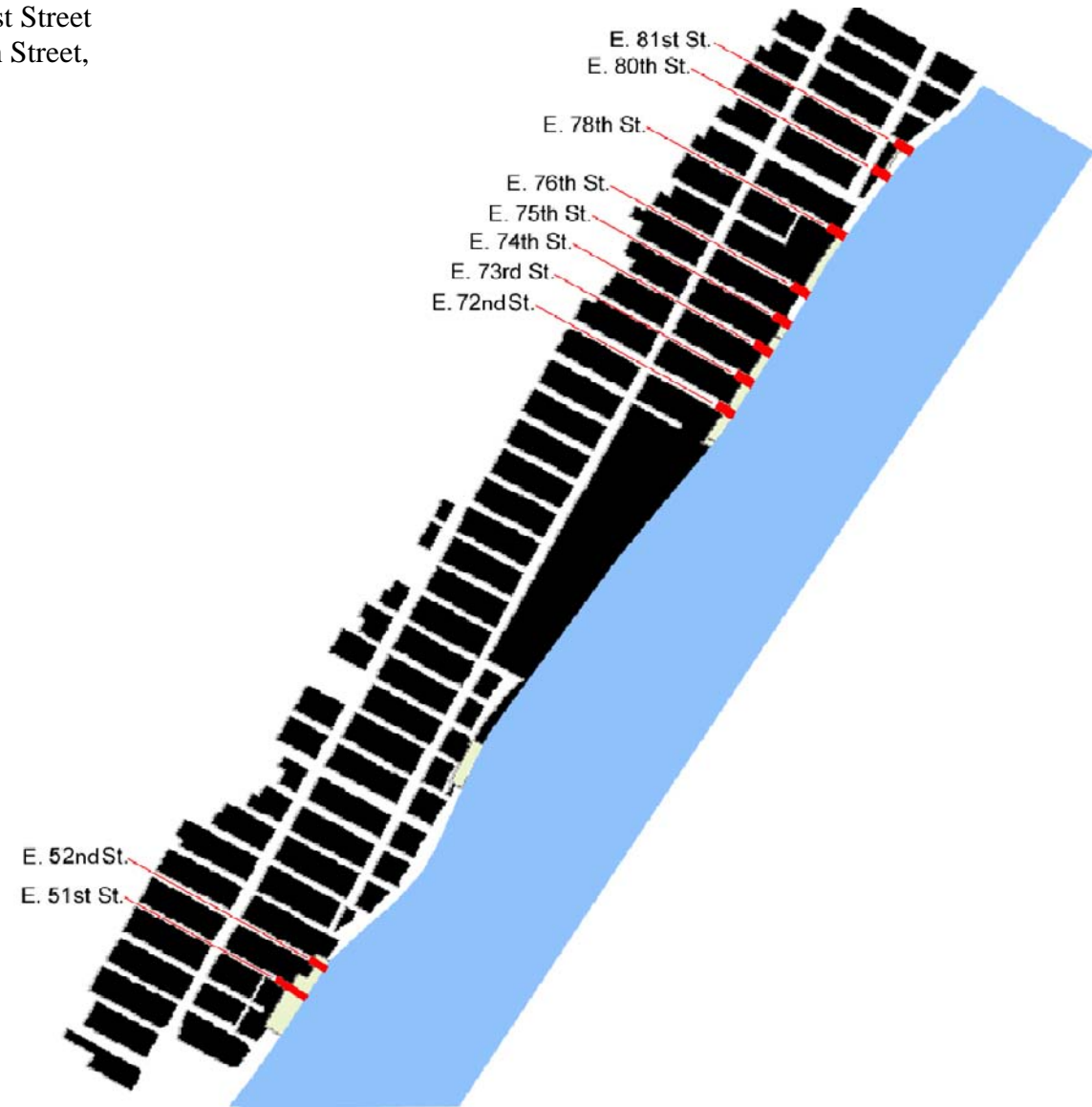
Parcel M0410, looking north from East 59th Street

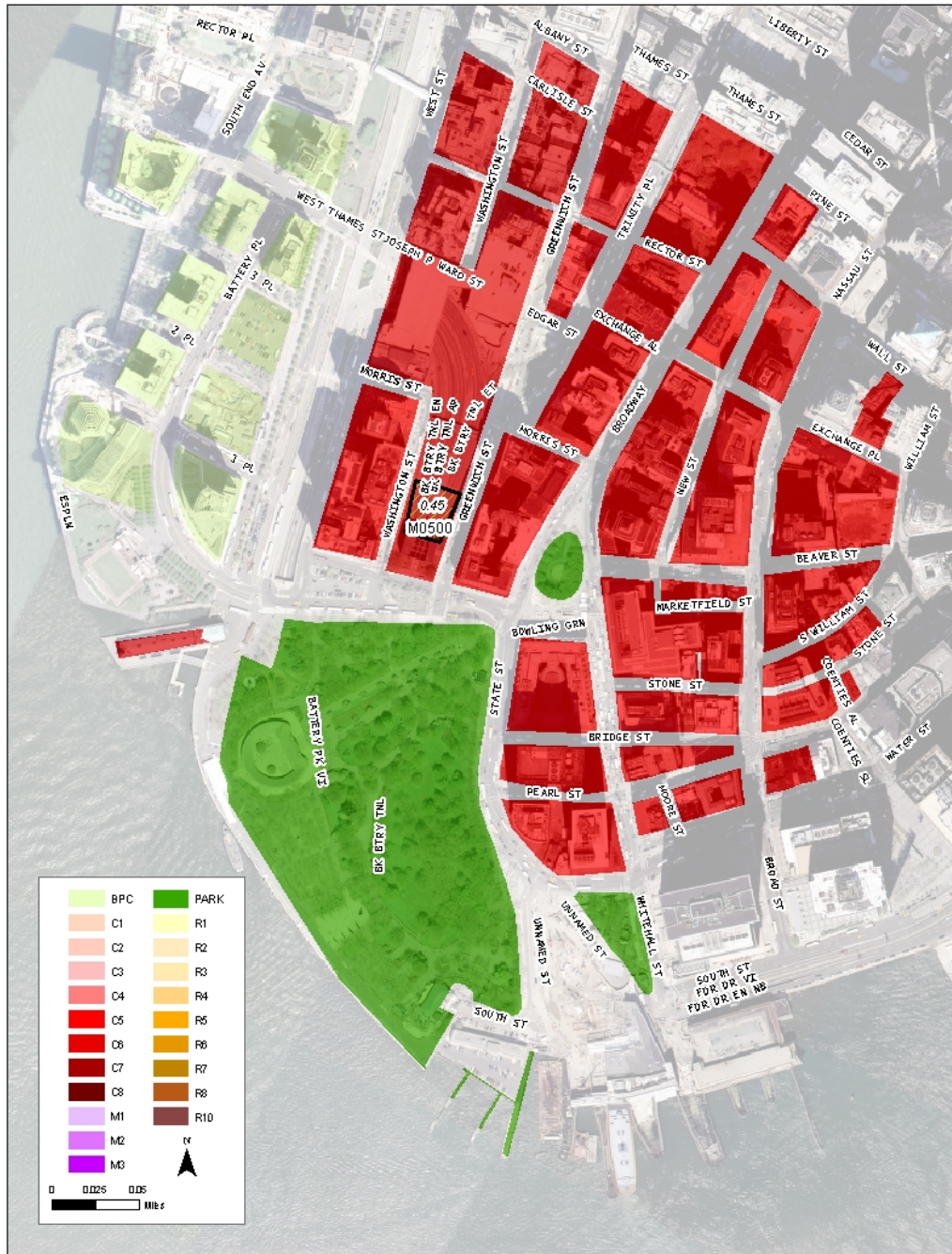


Parcel M0431, looking north from the esplanade east of East 71st Street. A future Hospital for Special Surgery building is anticipated to occupy a deck in the foreground.

POTENTIAL FOR CONNECTING STREETS:

full East 51st street vehicular overpass (extended dead end); East 52nd Street (extended dead end); East 59th Street (extended dead end); East 72nd Street; East 73rd Street (with grade elevation); East 74th Street (with grade elevation); East 80th Street (extended dead end); East 81st Street (extended dead end). Pedestrian overpasses may be possible at south end of East 75th Street, the north end of East 76th Street, the south end of East 78th Street.

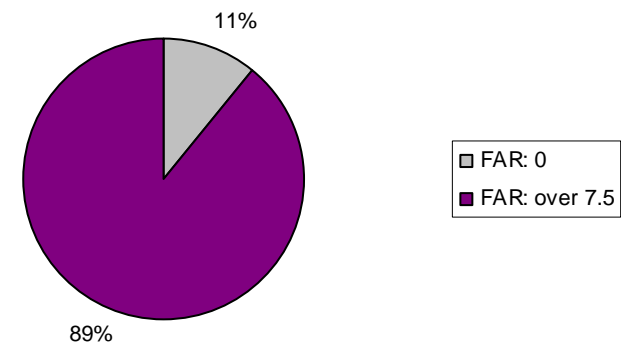




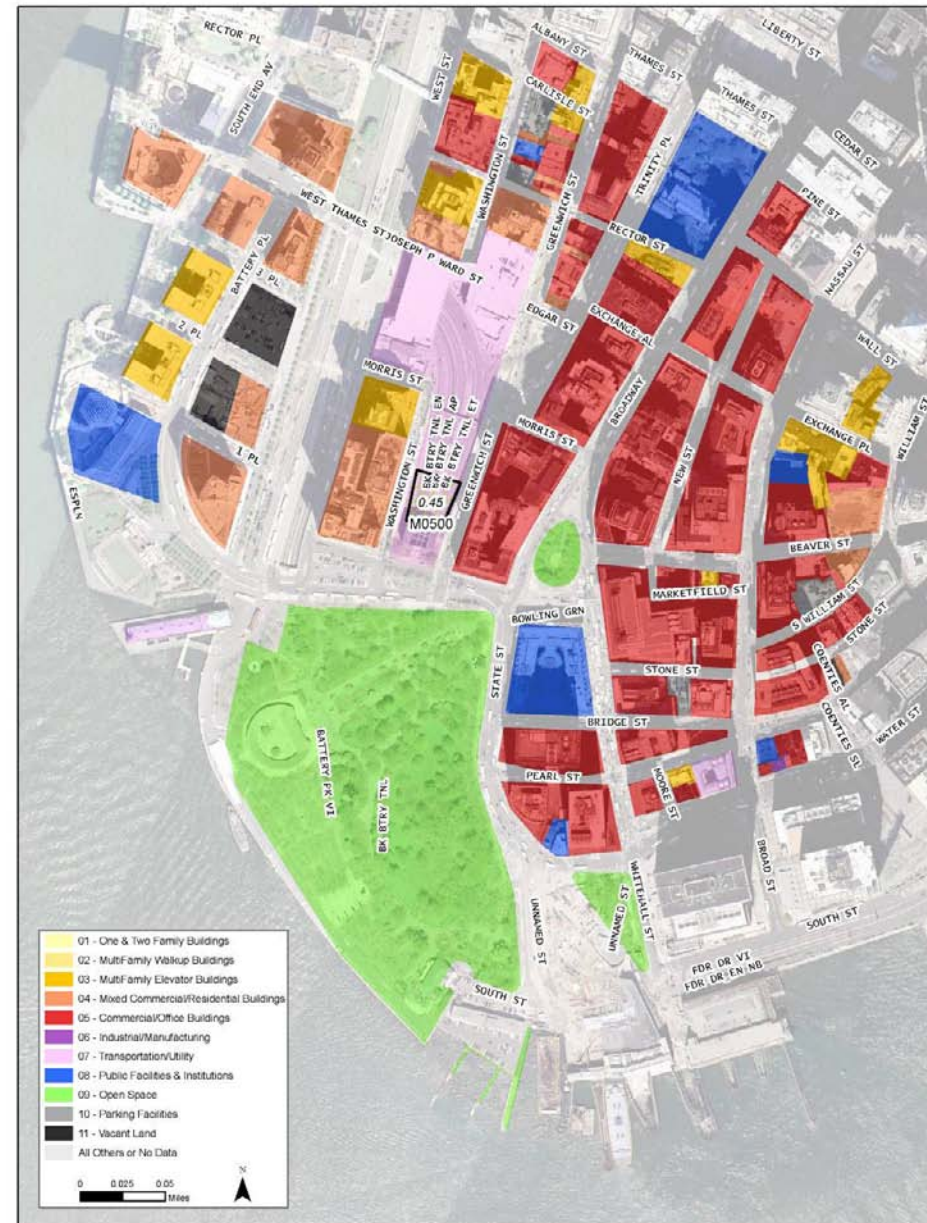
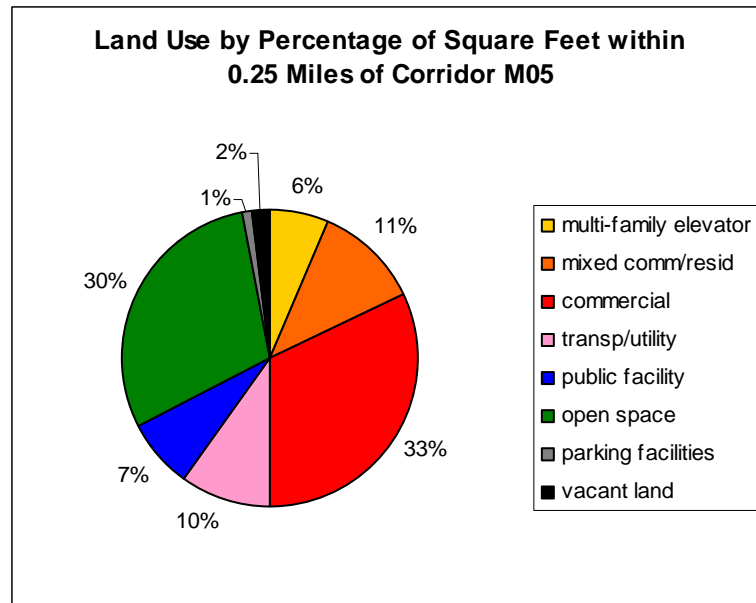
M05: BROOKLYN-BATTERY TUNNEL: MANHATTAN PORTAL

ZONING

Maximum Allowable Zoned FARs by Tax Lot within 0.25 Miles of Corridor M05



LAND USE



GENERAL INFORMATION:

DESCRIPTION This .45-acre parcel is located above the entrance to the Brooklyn-Battery Tunnel, north of Battery Place, just north of the western end of Battery Park. The tunnel and its approach roads are part of I-478, though no road signs conspicuously state this to motorists.

Transit access is provided by the Bowling Green station on the 4 and 5 lines, and the Rector Street stations of both the R and W lines and the 1 Line. Parcel M0500 is zoned C5-5, and is located in the Lower Manhattan Special Purpose District.

OWNERSHIP DCP’s Primary Land Use Tax Lot Output (PLUTO) database records indicate that this parcel is owned by the State of New York.

TOPOGRAPHY No issues related to this corridor are evident.

VENTILATION Since parcel M0500 is immediately adjacent to the Brooklyn-Battery Tunnel itself, it should be assumed that the existing tunnel ventilation system will either be able to absorb the exhaust generated in the extra tunnel length or that the system would need retrofitting or upgrading.

PARCEL INFORMATION:

<i>Parcel Code</i>	<i>Name</i>	<i>Size (acres)</i>	<i>Existing Corridor Uses</i>	<i>Surrounding zoning</i>
M0500	Brooklyn-Battery Tunnel portal	0.45	Brooklyn-Battery Tunnel	C5-5

POTENTIAL FOR CONNECTING STREETS:

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



Parcel M0500, looking south from the western edge of a pedestrian bridge towards the tunnel approach

This page intentionally left blank.