

6.1 INTRODUCTION

Consistent with the Final Environmental Impact Statement (FEIS), social and economic conditions for purposes of this Supplemental Environmental Assessment (EA) are defined as those components of a community that influence its character. These conditions include its population, economic base, land uses and the zoning and public policies that support those land uses, important community and municipal facilities and parks, urban design, street grid and other structural features, and those elements, examined in other chapters in this EA, such as traffic, pedestrian conditions, and noise, which also contribute to neighborhood conditions.

The introduction of a major new transit line will affect many of these components of neighborhood character, either temporarily (during construction) or permanently (during operation). This chapter describes the conclusions of the FEIS with respect to social and economic conditions (see section 6.2). For the 72nd Street Station (section 6.3) and the 86th Street Station (section 6.4), the chapter provides an updated assessment of existing conditions based on recent surveys, and an evaluation of the potential temporary impacts during construction and permanent impacts during operation for the No Action Alternative and station entrance alternatives. The potential impacts related to residential and business displacement are described in Chapter 7 of this EA, “Displacement and Relocation.”

6.2 FEIS FINDINGS

The FEIS examined social and economic conditions for the full-length of the Second Avenue Subway, but for presentation purposes, the analysis was divided into seven study areas. The areas surrounding the 72nd Street and 86th Street Stations were included in the Upper East Side study area (see **Figure 6-1**).

As described in the FEIS, the Upper East Side study area is densely developed, with high-rise apartment buildings, commercial establishments, and concentrations of large museums and medical institutions. The neighborhood character is predominately residential with an active retail presence along its avenues. High-rise (generally 20- to 35-story) apartment buildings line most of the north-south avenues and the major crosstown streets where the subway stations will be located. Most side streets include brownstone and other smaller buildings of up to six stories. The principal crosstown streets through the area are 72nd, 86th, and 96th Streets, which contain a mix of residential building types some with ground-level retail, restaurants, and medical offices.

The majority of vehicular traffic on the Upper East Side travels on the avenues and on major crosstown streets that provide access to the FDR Drive or the Queensboro Bridge. Pedestrian activity within the area is typically quite busy because of both the high-residential density and the active retail presence along the major thoroughfares. Because of the heavy traffic volumes,

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noise levels in the project area are generally relatively high and reflect the high traffic volumes along the avenues.

6.2.1 CONSTRUCTION IMPACTS

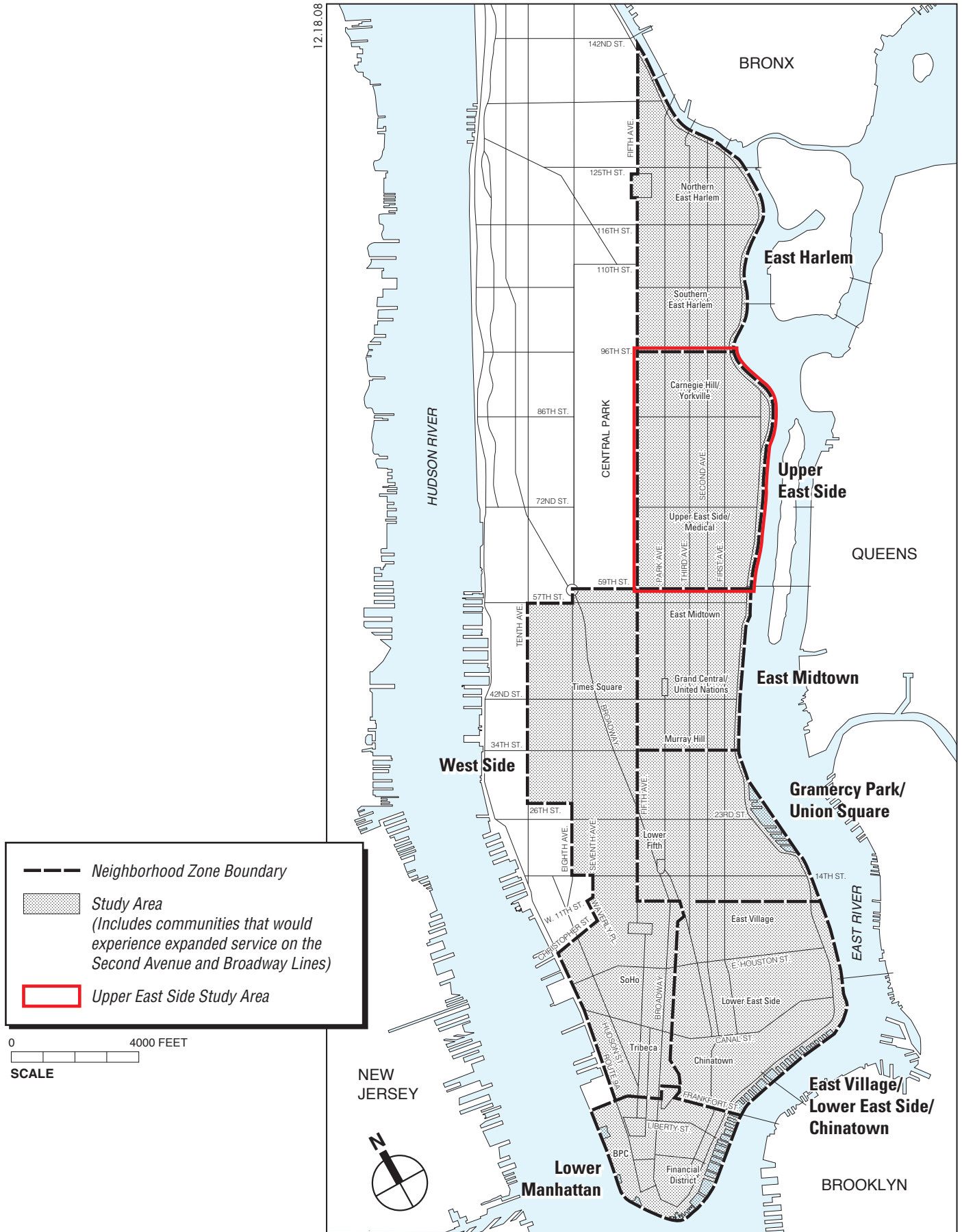
The FEIS determined that all above-ground construction activities associated with the Second Avenue Subway, including the construction of stations and station entrances, will result in temporary significant adverse construction impacts on social and economic conditions in the immediate area of the construction (see pages 6-26 through 6-30 in Chapter 6 of the FEIS, “Social and Economic Conditions”). Activities that would take place underground, such as boring tunnels with a tunnel boring machine, do not have the potential to materially affect social and economic conditions other than at the above-ground staging sites supporting the underground work.

Above-ground construction activities will include delivery and storage of materials, hauling away soil and rock from tunneling and other construction activities, construction and maintenance of tunnel access shaft sites, possible limited underpinning or other building reinforcement techniques, ground improvements, and cut-and-cover construction necessary for a portion of the subway tunnel and for all or portions of all stations. Areas on Second Avenue at station sites will be used to stage construction activities for the stations. These activities will require use of land on or near Second Avenue and the streets along the alignment, and temporary significant adverse impacts would result.

Although the 72nd Street and 86th Street Stations will be constructed primarily by boring with a tunnel boring machine and by mining below-ground, these stations, like all of the Second Avenue Subway stations will require some cut-and-cover excavation to create entrances and to provide shafts to allow access to the station construction below (see page 6-37 of the FEIS). Up to half the width of Second Avenue and portions of nearby side streets will have to be reserved for construction operations. Sidewalk sheds will be required in certain areas, and at a number of locations the construction itself might intrude into the sidewalk area. In addition, construction will occur at each station at off-street properties, where new station entrances and ancillary facilities will be built in new structures or as part of existing ones (see page 6-27 of the FEIS). Construction areas will typically be separated from the remaining street and sidewalk by temporary, moveable barriers with construction fencing. Construction activities for the Second Avenue Subway will also involve increases in noise, vibration, and dust both at the construction sites and along the truck access routes. At a number of locations, these impacts will occur for several years.

Generally, the FEIS indicated that construction effects on social and economic conditions will stem from disruption of access (closure of some streets, street crossings, and sidewalks, lack of convenient loading and pick-up areas, temporary blockage of entrances to stores and other buildings, removal of awnings, termination of subsurface commercial vault space under city sidewalks and streets, relocation of bus stops and areas for taxi pick-up and drop-off) as well as increases in noise, vibration, and dust, and the visual effects of sidewalk sheds and other construction equipment and activities. It is possible that development of new buildings in an area under construction would be stalled until after construction was completed, thus delaying or perhaps altering a development or economic trend. The FEIS also notes (see page 6-28) that in some locations, construction activities particularly close to buildings could require access restrictions for several hours or days at a time over a period of several weeks. This could occur if

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Second Avenue Subway Study Areas in FEIS
Figure 6-1

underpinning work is required to support a building's foundation in advance of construction, for example, or when slurry walls for a station are being constructed in the sidewalk in front of buildings. The FEIS also notes limited locations where buildings may need to be evacuated for up to a year where structures must be reinforced because the tunnel below will be constructed in soft soils (see page 6-28).

The FEIS notes (see page 6-28) that in most cases, access to street-level business will be maintained during construction, but pedestrian and vehicular access will be modified or restricted by the construction of sidewalk sheds, removal of awnings and some signage, and removal of parking and travel lanes. For buildings where access to basements is provided through doors in the sidewalk, such access will also be restricted at times.

As described in the FEIS (see page 6-53), construction activities will result in temporary but significant unavoidable impacts on neighborhood character, economic conditions, and visual character during construction. These will include disruptions to access and travel patterns as well as increases in noise, vibration, and dust. During the construction, temporary visual effects from barriers and construction equipment (including nighttime lighting) will adversely affect the neighborhood character and visual environment of the surrounding area. Street trees would also need to be removed from affected sidewalks, resulting in visual changes to the streetscapes. The visual character of the study areas would be diminished during construction, and the intensity of the impacts would be compounded by the length of construction, which is up to five years. In addition, in some cases, street-level businesses, and particularly retail businesses, may be adversely affected by the disruptions associated with the construction activities (see page 6-28).

The FEIS identified a number of mitigation measures (see pages 6-55 and 6-56) that will be employed during construction throughout the alignment to minimize effects on social and economic conditions associated with the construction of the project. A community outreach program has been designed to provide residents and business with information about construction activities. Some measures will be aimed at maintaining operations of restaurants and stores along the construction zone by ensuring continuity of access and the visibility of signage. Construction activities will be limited to daytime hours to avoid disturbing residents in the area and measures will be taken to minimize construction dust and debris.

6.2.2 PERMANENT IMPACTS

Permanent impacts on social and economic conditions of the Second Avenue Subway once it is in operation are also described in Chapter 6 of the FEIS (see page 6-48). The FEIS concludes that, overall, the new subway will bring significant benefits to every neighborhood it serves by relieving severe overcrowding on the Lexington Avenue 456 line, improving train access for communities on the far East Side, and improving accessibility for the physically challenged. All of these improvements will contribute to the economic growth and productivity of the city and the metropolitan region overall by providing better connections to transportation outside the city. The FEIS also concludes that the new subway stations will make underutilized sites in the vicinity of the stations more attractive for development, and that the nature of retail uses in the vicinity of subway stations could shift to retail serving commuters. It notes that up to 10 properties at each station may be acquired for entrances and/or ancillary facilities, requiring displacement of commercial and/or residential uses (see page 6-50).

As described in the FEIS, the new subway stations of the Second Avenue Subway will be located in many predominantly residential neighborhoods and the station entrances, particularly

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on the Upper East Side, will be in overwhelmingly residential areas. Station entrances were identified as being adjacent to large and small residential buildings. The FEIS concluded that introduction of new station entrances adjacent to residential buildings will not result in any significant adverse impacts related to neighborhood character.

The FEIS also concluded that in general, the entrances of stations and other external facilities, such as above-ground cooling and ventilation structures, will not have significant visual effects along the Second Avenue Subway alignment (see page 6-49). As noted in the FEIS, these are common features of Manhattan streetscapes and will not be incongruous to the visual environment or disturb views.

The FEIS concluded that the Second Avenue Subway project will support existing land uses and trends by adding an additional amenity for existing and prospective residents. Faster and more efficient commutes will enhance neighborhood character by providing faster access to and from residential areas, community facilities, and local businesses.

With respect to zoning, the FEIS notes (see page E.2-16 in Appendix E, which provides detailed land use and zoning discussions for each station area) that a special zoning district is mapped along Second Avenue where future Second Avenue Subway stations were to be located in the 1970s. This district, the Special Transit Land Use District, was established in 1974 to support construction of the Second Avenue Subway, minimize pedestrian conflicts by encouraging provision of access to underground transit and of adequate underground pedestrian circulation systems, provide light and air to underground transit facilities, encourage development that promotes needed pedestrian amenities, and coordinate present and future relationship of land uses within the special district including weather-protected public access to the underground transit system, and to promote the most desirable use of land in the area. As a result of the Special Transit Land Use District, buildings constructed since the district was created in the 1970s have been required under the New York City Zoning Resolution, if the Department of City Planning and the Metropolitan Transportation Authority (MTA) New York City Transit so determine, to provide easement volumes for the subway. MTA New York City Transit has obtained several easements through existing buildings in the Special Transit Land Use District.

6.3 POTENTIAL IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES

This evaluation first describes the existing conditions of the area in the immediate vicinity of the intersection of Second Avenue and 72nd Street, where the station entrance alternatives would be located, and then discusses the potential effects of the No Action and Build station entrance alternatives for the 72nd Street Station.

6.3.1 EXISTING CONDITIONS

A land use survey was undertaken in August 2008 to confirm and update conditions identified in the FEIS. For this updated analysis, a study area for the 72nd Street Station entrance alternatives was defined that included the area between East 71st and East 73rd Streets and between First and Third Avenues (see **Figure 6-2**). As described in the FEIS and confirmed during the recent survey, the 72nd Street Station study area is densely developed with residential and ground-floor commercial uses, along with scattered institutional uses. The overall neighborhood character of the study area is predominantly residential with an active retail presence along Second Avenue.



72nd Street Study Area: Existing (2008) Land Use
Figure 6-2

Along most of its length, the Second Avenue corridor is lined with residential buildings with ground-floor retail. Many of the buildings are older, four- to five-story townhouses and small apartment buildings. Interspersed among these low-density buildings are more recently constructed high-rise apartment buildings. The ground-floor commercial uses along Second Avenue serve local neighborhood retail needs. Two new high-rise residential buildings are currently under construction: the Isis at 303 East 77th Street and 255 East 74th Street.

East 72nd Street is developed with several mid- to high-rise residential buildings and limited ground-floor retail, most of which is clustered near the avenues. The midblocks also contain some institutional uses, including a Manhattan Marymount College dormitory, the Catholic Church of St. John the Martyr, and St. Mary's Residence for Girls.

The buildings in this area are a mix of high-rise residential buildings on large footprints as well as smaller multi-family tenement buildings and apartment houses. The architectural styles vary from older 19th century structures to new, modern buildings constructed since the 1960s. Often buildings of varying types are next door or across the street from each other, resulting in a juxtaposition of architectural styles.

The 72nd Street Station study area is mapped with the city's highest-density residential zoning districts. The study area is also mapped with contextual districts in the midblock areas of the side streets, intended to preserve the prevailing rowhouse character of the midblock, and on 72nd Street, intended to maintain the context of the existing building form on this major street. Specifically, the midblock areas of side streets are mapped with an R8B district, which permits medium-density residential and community facility uses, and 72nd Street—which is a wide, two-way, crosstown street—is mapped with an R10A district, which permits high-density residential and community facility uses. The area along Second Avenue north and south of 72nd Street is mapped C1-9, a low-density neighborhood shopping commercial district that also permits high- to medium-density residential and community facility uses.

In addition, the area around the intersection of 72nd Street and Second Avenue is also mapped with the Special Transit Land Use District, described earlier in the discussion of the FEIS analyses. At 72nd Street, MTA New York City Transit has an easement in the building at 308 East 72nd Street, on the south side of 72nd Street east of Second Avenue.

6.3.2 CONSTRUCTION IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES

6.3.2.1 72ND STREET STATION NO ACTION ENTRANCE ALTERNATIVE

The No Action Alternative would require cut-and-cover construction for the 72nd Street Station. As described on page 6-37 of the FEIS, cut-and-cover construction would be required for the 72nd Street Station, which would result in temporary neighborhood character impacts. In addition, use of controlled drilling and blasting would be required to construct the inclined escalator cavern beneath 72nd Street and the elevator shaft in the sidewalk on the south side of the street. The No Action Alternative would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees. Parking lanes may be closed and sidewalks narrowed to accommodate diverted traffic. As noted above, awnings to building entrances may have to be temporarily removed along the construction zone to provide room for

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traffic diversions or to allow excavation activities nearby. These could be replaced following construction.

In 2006 when MTA presented the addition of the No Action Alternative's elevators within the sidewalk on the southeast corner of 72nd Street and Second Avenue, there was no need to relocate the 48-inch high pressure steam main that runs beneath 72nd Street. However, in 2007, Con Edison revised its lateral clear distance around its high pressure steam mains. To comply with the requirements, the main would need to be relocated. This would result in additional and extensive construction impacts that were not known when the elevator entrance was incorporated into the Second Avenue Subway project.

*6.3.2.2 72ND STREET STATION ENTRANCE ALTERNATIVE 1 (ELEVATORS AT THE
SOUTHEAST CORNER AT 300 EAST 72ND STREET)—PREFERRED ALTERNATIVE*

Alternative 1, like the No Action Alternative, would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees.

Alternative 1 would substantially reduce the amount of disruption at the 72nd Street Station as compared to the No Action Alternative, by eliminating the need for relocation of the 48-inch high pressure steam main and by substantially reducing the amount of excavation required for the station entrance. With less extensive cut-and-cover, the need for traffic diversions would also be smaller. In addition, Alternative 1 would require less area for on-street staging and removal of fewer trees. This alternative would also eliminate the need to narrow sidewalks on 72nd Street to accommodate traffic diversions.

In place of the extensive construction in the public sidewalk and roadway, Alternative 1 would instead require demolition of an existing building and construction of a new building on that site. This would involve controlled drilling and blasting, which would also be used elsewhere in the station to excavate areas of rock (and which was also required for the No Action Alternative).

*6.3.2.3 72ND STREET STATION ENTRANCE ALTERNATIVE 3 (ESCALATORS ON THE
NORTH SIDE OF 72ND STREET EAST OF SECOND AVENUE)*

Alternative 3, like the No Action Alternative, would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees.

In most respects, the construction disruption associated with Alternative 3 would be similar to that of the No Action Alternative. Both would require cut-and-cover construction across much of 72nd Street to install the new entrance, and both would therefore require implementation of traffic diversions that could temporarily affect traffic patterns and sidewalk widths. With Alternative 3, the excavation area would be farther east than with the No Action Alternative.

However, Alternative 3 would substantially reduce the amount of disruption at the 72nd Street Station as compared to the No Action Alternative, by eliminating the need for relocation of the 48-inch high pressure steam main. At the same time, however, Alternative 3 would also add an additional construction site not required for the No Action Alternative new entrance building at the southeast corner of Second Avenue and 72nd Street, which would require demolition of an

existing building and construction of a new building on that site. This would increase the amount of construction activity required for the station entrance overall, in comparison to the No Action Alternative, but both the No Action Alternative and Alternative 3 would result in temporary significant adverse impacts during construction.

6.3.2.4 72ND STREET STATION ENTRANCE ALTERNATIVE 4 (ESCALATORS ON THE EAST SIDE OF SECOND AVENUE NORTH OF 72ND STREET AND NORTH SIDE OF 72ND STREET EAST OF SECOND AVENUE)

Alternative 4, like the No Action Alternative, would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees.

In most respects, the construction disruption associated with Alternative 4 would be similar to that of the No Action Alternative (and to Alternative 3). Both the No Action Alternative and Alternative 4 would require cut-and-cover construction across much of 72nd Street to install the new entrance, and both would therefore require implementation of traffic diversions that could temporarily affect traffic patterns and sidewalk widths. With Alternative 4, the excavation area would be farther east than with the No Action Alternative (but less far than in Alternative 3).

However, Alternative 4 would substantially reduce the amount of disruption at the 72nd Street Station as compared to the No Action Alternative, by eliminating the need for relocation of the 48-inch high pressure steam main. At the same time, however, Alternative 4 would also add an additional construction site not required for the No Action Alternative new entrance building at the southeast corner of Second Avenue and 72nd Street, which would require demolition of an existing building and construction of a new building on that site. This would increase the amount of construction activity required for the station entrance overall, in comparison to the No Action Alternative, but both the No Action Alternative and Alternative 4 would result in temporary significant adverse impacts during construction.

6.3.3 PERMANENT IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES

6.3.3.1 72ND STREET STATION NO ACTION ENTRANCE ALTERNATIVE

The No Action Alternative would include two elevators in the public sidewalk on the south side of 72nd Street east of Second Avenue. The sidewalk along the south side of 72nd Street would be widened for a length of 80 feet from the intersection. The No Action Alternative would also include an entrance within the building at 305 East 72nd Street. This entrance would occupy a portion of the commercial space (currently occupied by a CVS pharmacy) and the basement of the building at 305 East 72nd Street. This entrance would require the sidewalk on the north side of 72nd Street to be widened for a distance of 95 feet east of the Second Avenue curbline (to a point slightly past 305 East 72nd Street).

The elevator entrance would be a new transportation use located in the public sidewalk at the southeast corner of 72nd Street and Second Avenue. This would not result in conflicts to surrounding land uses or changes in land use or development patterns in the surrounding area. The entrance at the northeast corner in 305 East 72nd Street would add a new transportation use at that location. Since the entrance would only partially occupy the existing commercial space

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(currently occupied by a CVS pharmacy), this site would continue to include commercial and residential land uses. These new transportation uses would be similar in size and location to other subway station entrances found in predominately residential neighborhoods throughout New York City.

The No Action Alternative would bring additional pedestrians to the sidewalk of 72nd Street. This would not be incongruous with the street's setting as a busy, wide crosstown street. Pedestrian traffic associated with the new subway station would be most noticeable in the morning and evening peak periods when the volume of passengers would be greater. Outside of the morning and evening peak periods, the volume of passengers would be smaller. The small reduction in on-street parking spaces that would result from the sidewalk bump-outs on the north and south sides of 72nd Street would not adversely affect the parking supply in the surrounding area and therefore would not adversely affect land uses or business activities.

The new sidewalk elevators would introduce a new, above-ground urban design element that would alter the appearance of the immediate surroundings. Together, the elevators would be approximately 22 feet tall, 18 feet long, and 12 feet wide. The minimalist glass design would be similar in nature to other new street furniture (e.g., bus shelters and newsstands) being installed throughout New York City. The FEIS did anticipate above-ground subway structures at each station, but did not specifically discuss the possibility of stand-alone elevators in sidewalks. The addition of this elevator in the sidewalk in a densely developed urban environment would not result in significant adverse impacts to visual character or urban design. With the No Action Alternative, subway entrances would be located on three corners of the intersection (northwest, northeast, and southeast).

The No Action Alternative would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The building at 308 East 72nd Street (on the south side of 72nd Street east of Second Avenue) has provided an easement for the Second Avenue Subway in accordance with the special zoning district. However, as described in Appendix A of this EA, "Alternatives Considered but Eliminated," this easement is not large enough to accommodate a new entrance to the 72nd Street Station that would meet the project's purpose and need and goals and objectives. The widened sidewalks and off-street entrance in the No Action Alternative would be consistent with the goal of easing pedestrian flows.

Overall, therefore, the No Action Alternative would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational. Rather, it would support the introduction of the new subway service, which is expected to result in an overall benefit to the social and economic conditions of the neighborhoods it serves.

**6.3.3.2 72ND STREET STATION ENTRANCE ALTERNATIVE 1 (ELEVATORS AT THE
SOUTHEAST CORNER AT 300 EAST 72ND STREET)—PREFERRED ALTERNATIVE**

Unlike the No Action Alternative, Alternative 1 would eliminate the need to partially occupy existing retail space (currently occupied by a CVS pharmacy) on the ground floor of 305 East 72nd Street as would be required in the No Action Alternative and therefore would not result in a change to the existing land use on the northeast corner of 72nd Street and Second Avenue.

Therefore, with Alternative 1 the existing retail space at 305 East 72nd Street would continue to serve local neighborhood retail needs. Alternative 1 would also differ from the No Action Alternative because it would not introduce a transportation use (elevator) in the public sidewalk on the south side of 72nd Street.

Instead, Alternative 1 would replace an existing, four-story residential building that has ground-level retail space at the southeast corner of Second Avenue and 72nd Street with a new building dedicated to transportation use. This would result in the loss of 1,100 square feet of local retail space and three residential units (see Chapter 7 of this EA, “Displacement and Relocation”). However, given the large number of residential buildings and local retail establishments in the Upper East Side study area, the loss of this structure and its land uses would not alter the overall character of the area.

Since the entrance would be within a building at 300 East 72nd Street, existing sidewalks on Second Avenue and 72nd Street would not be obstructed by the subway’s infrastructure, meaning that pedestrian circulation space would not be reduced as compared to the No Action Alternative. Unlike the No Action Alternative, Alternative 1 would also not require sidewalk bump-outs along 72nd Street and reductions in curbside parking.

The entrance building in Alternative 1 would introduce a new building, no higher than the existing building on the site, to an area with a mix of old and new brick and brownstone buildings. This would change the appearance of the building site, but would not be incongruous with the mix of different building types, heights, and architectural styles in the area and would not adversely affect the area’s visual character. The new elevator building would be diagonally across the street from the new entrance/ancillary building on the northwest corner of the intersection, bringing two subway-related buildings to the intersection. This is similar to the No Action Alternative, which also would introduce several subway-related structures on different corners of the intersection.

Like the No Action Alternative, this alternative would add a subway station entrance on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character.

Like the No Action Alternative, the Alternative 1 entrance on the south side of 72nd Street would also bring additional pedestrians to the sidewalk of 72nd Street, but this number would not differ noticeably from the number of pedestrians in the No Action Alternative and would also not be incongruous with the street’s setting as a busy, wide crosstown street.

Alternative 1 would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The off-street entrance in Alternative 1 would be consistent with the goal of easing pedestrian flows.

Therefore, like the No Action Alternative, Alternative 1 would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational.

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*6.3.3.3 72ND STREET STATION ENTRANCE ALTERNATIVE 3 (ESCALATORS ON THE
NORTH SIDE OF 72ND STREET EAST OF SECOND AVENUE)*

Unlike the No Action Alternative, Alternative 3 would eliminate the need to partially occupy existing retail space (currently occupied by a CVS pharmacy) on the ground floor of 305 East 72nd Street as would be required in the No Action Alternative and therefore would not result in a change to the existing land use on the northeast corner of 72nd Street and Second Avenue. Therefore, with Alternative 3, the existing retail space at 305 East 72nd Street would continue to serve local neighborhood retail needs. Alternative 3 would also differ from the No Action Alternative because it would not introduce a transportation use (elevator) in the public sidewalk on the south side of 72nd Street.

Instead, Alternative 3 (like Alternatives 1 and 4) would replace an existing, four-story residential building with ground-level retail space at the southeast corner of Second Avenue and 72nd Street with a new building dedicated to transportation use. Because the existing building at 300 East 72nd Street would be demolished, 1,100 square feet of local retail space and three residential units would be eliminated. However, given the large number of residential buildings and local retail establishments in the Upper East Side study area, the loss of this structure and its land uses would not alter the overall character of the area. As noted above in the discussion of Alternative 1, this new entrance building would not obstruct public sidewalks or require sidewalk widening.

In addition, in Alternative 3, the sidewalk along the north side of 72nd Street east of Second Avenue would be widened for a length of 270 feet from the intersection (longer than the 95-foot-long sidewalk bump-out included in the No Action Alternative), to a point in front of the building at 315 East 72nd Street. Within this widened sidewalk, Alternative 3 would have two new escalator entrances as follows:

- Western entrance (one escalator and one stair): in the sidewalk in front of the large apartment building at 305 East 72nd Street, which is 17 stories high and has 85 feet of frontage along East 72nd Street.
- Eastern entrance (two escalators): in the sidewalk in front of portions of the apartment buildings at 311 and 315 East 72nd Street, straddling the property line between these buildings. The building at 311 East 72nd Street is 17 stories high, with 115 feet of frontage along East 72nd Street. The building at 315 East 72nd Street is 21 stories high, with 100 feet of frontage along East 72nd Street.

As described in Chapter 2 of this EA, “Entrance Alternatives” (see section 2.2.4), each entrance would have a granite base with a sloped glass canopy above. The entrances would be approximately 41 feet long and 14 feet wide, with a height of 16 feet above the entrance sloping to 6 feet at the rear. The use of a minimal footprint and transparent canopy were selected so that the new entrances would be least intrusive visually to the surrounding neighborhood context. The minimalist glass design would be similar in nature to other new street furniture (e.g., bus shelters and newsstands) being installed throughout New York City. The entrance canopies would not block or interfere with the main entrances to the buildings or the doctor’s office entrance at 311 East 72nd Street.

Like the No Action Alternative, this alternative would add subway station entrances on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character. East 72nd Street is a wide, crosstown street

and the location of new sidewalk subway entrances with canopies would not be out of character for this urban setting. Sidewalk entrances to the subway are prominent throughout New York City. Several entrances that have canopies are located in neighborhoods with buildings of similar size and scale, such as those at Astor Place and Bowling Green; however these are not predominantly residential neighborhoods. In other cities, such as Washington D.C., sidewalk subway entrances with canopies are provided at many locations throughout the city, including predominately dense residential neighborhoods. Moreover, Alternative 3 would be consistent with the station entrance concept of sidewalk entrances within wide sidewalks described in the FEIS (see also section 1.3.3.1 in Chapter 1 of this EA). Adding a transportation use to the public sidewalk would be similar to subway entrances elsewhere in New York City, and consistent with the addition of a sidewalk elevator entrance in the No Action Alternative. The Alternative 3 entrances on the north side of 72nd Street would also bring additional pedestrians to the sidewalk of 72nd Street, but this number would not differ noticeably from the number of pedestrians in the No Action Alternative and would also not be incongruous with the street's setting as a busy, wide crosstown street. Overall, therefore, the Alternative 3 entrances would not alter the conclusions made in the FEIS that new station entrances would be designed to be sensitive to the surrounding architectural context, would not substantially affect views in the area, and would not result in a material change in urban design or neighborhood character.

Similar to the No Action Alternative, the small number of parking spaces lost to the bump-out on the north side of 72nd Street in Alternative 3 would not significantly affect parking supply in the surrounding area and therefore would not adversely affect nearby land uses, including street-level retail uses.

With the addition of the new elevator building and the two new sidewalk entrances east of Second Avenue, as well as the new entrance/ancillary building on the west side of the avenue, Alternative 3 would introduce four visible structures serving the underground subway system at this intersection. This would be similar to the effect of the No Action Alternative, which would also introduce subway-related structures on several corners at this intersection, but with Alternative 3 the subway infrastructure would be more noticeable.

Alternative 3 would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The widened sidewalk in Alternative 3 would be consistent with the goal of easing pedestrian flows.

Therefore, like the No Action Alternative, Alternative 3 would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational.

6.3.3.4 72ND STREET STATION ENTRANCE ALTERNATIVE 4 (ESCALATORS ON THE EAST SIDE OF SECOND AVENUE NORTH OF 72ND STREET AND NORTH SIDE OF 72ND STREET EAST OF SECOND AVENUE)

Unlike the No Action Alternative, Alternative 4 would eliminate the need to partially occupy existing retail space (currently occupied by a CVS pharmacy) on the ground floor of 305 East 72nd Street as would be required in the No Action Alternative and therefore would not result in a change to the existing land use on the northeast corner of 72nd Street and Second Avenue. Therefore, with Alternative 4, the existing retail space at 305 East 72nd Street would continue to

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serve local neighborhood retail needs. Alternative 4 would also differ from the No Action Alternative because it would not introduce a transportation use (elevator) in the public sidewalk on the south side of 72nd Street.

Instead, Alternative 4 (like Alternatives 1 and 3) would replace an existing, four-story residential building with ground-level retail space at the southeast corner of Second Avenue and 72nd Street with a new building dedicated to transportation use. This would result in the loss of local retail space and three residential units, but given the large number of residential buildings and local retail establishments in the Upper East Side study area, the loss of these land uses would not alter the overall character of the area. As noted above in the discussion of Alternative 1, this new entrance building would not obstruct public sidewalks or require sidewalk widening.

In addition, in Alternative 4, the sidewalk along the north side of 72nd Street east of Second Avenue would be widened for a length of 150 feet from the intersection (longer than the 95-foot-long sidewalk bump-out included in the No Action Alternative), to a point in front of 311 East 72nd Street, and the sidewalk along the east side of Second Avenue would also be widened, for a distance of 100 feet north of 72nd Street, extending along the length of 305 East 72nd Street. Within these widened sidewalks, two new escalator entrances would be located alongside 305 East 72nd Street: one on the east side of Second Avenue and the other on the north side of 72nd Street. As described in Chapter 2 of this EA, “Entrance Alternatives” (see section 2.2.5) and in the discussion of Alternative 3, each entrance would have a granite base with a sloped glass canopy above. The entrances would be approximately 41 feet long and 14 feet wide, with a height of 16 feet above the entrance sloping to 6 feet at the rear. The use of a minimal footprint and transparent canopy were selected so that the new entrances would be least intrusive visually to the surrounding neighborhood context. The minimalist glass design would be similar in nature to other new street furniture (e.g., bus shelters and newsstands) being installed throughout New York City.

Like the No Action Alternative, this alternative would add subway station entrances on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character. East 72nd Street is a wide, crosstown street and the location of new sidewalk subway entrances with a canopy in front of 305 East 72nd Street would not be out of character for this urban setting. Sidewalk entrances to the subway are prominent throughout New York City. Several entrances that have canopies are located in neighborhoods with buildings of similar size and scale such as those at Astor Place and Bowling Green; however these are not predominantly residential neighborhoods. In other cities, such as Washington D.C., sidewalk subway entrances with canopies are provided at many locations throughout the city, including predominately dense residential neighborhoods. Moreover, Alternative 4 would be consistent with the station entrance concept of sidewalk entrances within wide sidewalks described in the FEIS (see also section 1.3.3.1 in Chapter 1 of this EA). Adding a transportation use to the public sidewalk would be similar to subway entrances elsewhere in New York City, and consistent with the addition of a sidewalk elevator entrance in the No Action Alternative. The Alternative 4 entrances on the north side of 72nd Street and the east side of Second Avenue would also bring additional pedestrians to the sidewalks of 72nd Street and Second Avenue, but this number would not differ noticeably from the number of pedestrians in the No Action Alternative and would also not be incongruous with those streets’ settings as a busy, wide crosstown street and major avenue. Overall, therefore, the Alternative 4 entrances would not alter the conclusions made in the FEIS that new station entrances would be designed

to be sensitive to the surrounding architectural context, and would not result in a material change in urban design.

Similar to the No Action Alternative, the small number of parking spaces lost to the bump-out on the north side of 72nd Street and the east side of Second Avenue in Alternative 4 would not significantly affect parking supply in the surrounding area and therefore would not adversely affect nearby land uses, including street-level retail uses.

With the addition of the new elevator building and the two new sidewalk entrances east of Second Avenue, as well as the new entrance/ancillary building on the west side of the avenue, Alternative 4 would introduce four visible structures serving the underground subway system at this intersection. This would be similar to the effect of the No Action Alternative, which would also introduce subway-related structures on several corners at this intersection, but with Alternative 3 the subway infrastructure would be more noticeable.

Alternative 4 would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The widened sidewalks in Alternative 4 would be consistent with the goal of easing pedestrian flows.

Therefore, like the No Action Alternative, Alternative 4 would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational.

6.3.4 SUMMARY: THE 72ND STREET STATION ENTRANCE ALTERNATIVES

In summary, the three 72nd Street Build entrance alternatives—Alternatives 1, 3, and 4—would all result in similar impacts during construction and operation to the No Action Alternative.

During construction, like the No Action Alternative, all 72nd Street Build entrance alternatives would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees. With Alternative 1, these impacts would be reduced from those of the No Action Alternative, because Alternative 1 would have the least amount of cut-and-cover excavation or need for on-street staging and traffic diversion. Alternatives 3 and 4 would result in similar construction impacts to those of the No Action Alternative, except that they, like Alternative 1, would eliminate the need for relocation of a major steam main that runs beneath 72nd Street.

Once the Second Avenue Subway is completed, like the No Action Alternative, all three of the 72nd Street Station Build entrance alternatives would be consistent with the land use, zoning, neighborhood character, and other social and economic conditions of the surrounding area and would not result in significant adverse impacts. The No Action Alternative and the 72nd Street Station entrance alternatives would all add subway station entrances on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character. This would also be consistent with the intent of the Special Transit Land Use District, a zoning district mapped along Second Avenue in support of placement of entrances for the new subway. All alternatives would require some displacement (at 305 East 72nd Street for the No Action Alternative and at 300 East 72nd Street for the other station

entrance alternatives), but this displacement and the associated change in use to transportation-related use would not adversely affect the overall character of the surrounding area.

6.4 POTENTIAL IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES

This evaluation first describes the existing conditions of the area in the immediate vicinity of the intersection of Second Avenue and 86th Street, where the station entrance alternatives would be located, and then discusses the potential effects of the No Action and Build station entrance alternatives for the 86th Street Station.

6.4.1 EXISTING CONDITIONS

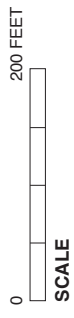
A land use survey was undertaken in August 2008 to confirm and update conditions identified in the FEIS. For this updated analysis, a study area for the 86th Street Station entrance alternatives was defined that included the area between East 85th and East 87th Streets and between First and Third Avenues (see **Figure 6-3**). The study area is densely developed with residential and ground-floor commercial uses, along with scattered institutional uses. The overall neighborhood character of the study area is predominantly residential with an active retail presence along Second Avenue, East 86th Street, and East 85th Street.

Along most of its length, the Second Avenue corridor is lined with residential buildings with ground-floor retail. Many of the residential buildings along this corridor are older, four- to five-story townhouses and small apartment buildings. Interspersed among these low-density buildings are more recently constructed high-rise apartment buildings. The ground-floor commercial uses along Second Avenue serve local neighborhood retail needs. One new high-rise residential building is currently under construction: the Georgica between East 86th and East 85th Streets.

The East 86th Street corridor between First and Third Avenues has a higher concentration of high-rise residential buildings and a stronger commercial presence. This is particularly true between Second and Third Avenues, where there are several mid- to high-rise residential buildings constructed during the 1980s and 1990s. In addition to local retail, this block also has commercial uses that serve a broader market, including a Barnes & Noble, Circuit City, and a movie theater. In contrast, the block between First and Second Avenues has more low-rise residential uses, particularly along the south side of the block, and more neighborhood retail establishments. A new residential building, the Brompton, is under construction at the southeast corner of Third Avenue and East 86th Street.

East 85th Street between First and Third Avenues has a similar mix of uses compared to the rest of the study area. As this is a narrow side street, most residential buildings are four- to six-story townhouses and small apartment buildings. Ground-floor retail uses are concentrated along the avenues and on the north side of East 85th Street between Second and Third Avenues. There is one large institutional use, the Gracie Station Post Office, located on the north side of the street.

The buildings in this area are a mix of high-rise residential buildings on large footprints as well as smaller multi-family tenement buildings and apartment houses. The architectural styles vary from older 19th century structures to new, modern buildings constructed since the 1960s. Often buildings of varying types are next door or across the street from each other, resulting in a juxtaposition of architectural styles.



- 1 305 East 86th Street
- 2 1656 Second Avenue
- 3 1654 Second Avenue
- [] Station

- Residential
- Residential with Commercial Below
- Commercial and Office Buildings
- Industrial and Manufacturing
- Public Facilities and Institutions
- Parking Facilities
- Under Construction

SECOND AVENUE **SUBWAY**

86th Street Station Study Area: Existing (2008) Land Use
Figure 6-3

The 86th Street Station study area is mapped with the city's highest-density residential zoning districts. The study area is also mapped with contextual districts in the midblock areas, intended to preserve the prevailing rowhouse character of the side streets' midblocks, and on 86th Street, intended to maintain the context of the existing building form on this major street. Specifically, the midblock areas of side streets are mapped with an R8B district, which permits medium-density residential and community facility uses, and 86th Street is mapped with a C2-8A district, a low-density neighborhood shopping/services commercial district that also permits high- to medium-density residential and community facility uses. The area along Second Avenue north of 86th Street is mapped C2-8 and south of 86th Street is mapped C1-9.

In addition, the area around the intersection of 86th Street and Second Avenue is also mapped with the Special Transit Land Use Transit District, which is described above in the zoning description of the 72nd Street Station study area. As a result, MTA New York City Transit has an easement in the building at 240 East 86th Street, on the south side of 86th Street west of Second Avenue.

6.4.2 CONSTRUCTION IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES

6.4.2.1 86TH STREET STATION NO ACTION ENTRANCE ALTERNATIVE

The No Action Alternative would require cut-and-cover construction for the 86th Street Station, which would result in temporary neighborhood character impacts. In addition, use of controlled drilling and blasting would be required to construct the inclined escalator cavern beneath 86th Street and the elevator shaft in the sidewalk on the south side of 86th Street. The No Action Alternative would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees. Parking lanes may be closed and sidewalks narrowed to accommodate diverted traffic. As noted above, awnings to building entrances may have to be temporarily removed along the construction zone to provide room for traffic diversions or to allow excavation activities nearby. These could be replaced following construction.

While the entrance design on the northeast corner of 86th Street and Second Avenue evaluated in the FEIS is the same as the design in the No Action Alternative, as engineering has advanced, it has become evident that the construction of the entrance would be substantially more disruptive than described in the FEIS because of the need to make major structural modifications to the residential building at 305 East 86th Street (see section 1.3.2.4 in Chapter 1 of this EA, "Purpose and Need"). This would impact residential apartments in the building and would likely require the Food Emporium in that building to close.

6.4.2.2 86TH STREET STATION ENTRANCE ALTERNATIVE 2 (ESCALATORS ON THE SOUTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)

Alternative 2, like the No Action Alternative, would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees.

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In most respects, the construction disruption associated with Alternative 2 would be similar to that of the No Action Alternative. Both would require cut-and-cover construction across part of 86th Street and in the south sidewalk of 86th Street to install the new entrances, and both would therefore require implementation of traffic diversions that could temporarily affect traffic patterns and sidewalk widths. With Alternative 2, the excavation area would be farther east than with the No Action Alternative and would extend the full width of 86th Street, for a total excavation area larger than that of the No Action Alternative.

While Alternative 2 would eliminate the substantial disruption during construction to occupants of the building at 305 East 86th Street that would occur with the No Action Alternative, this alternative would result in new disruption to buildings on the south side of 86th Street that would not occur with the No Action Alternative.

Construction of Alternative 2 would require modifications to the buildings that front the south side of East 86th Street. Cellar doors for 300-302, 304, 306, 308, and 322 East 86th Street would be permanently removed. Since the cellar doors currently provide a means of egress from the cellars, sprinklers would need to be installed within the cellars of buildings where they are not currently present or where two means of egress cannot currently be provided to meet the fire code.

In addition, during construction of Alternative 2, the stoops would have to be temporarily removed from 310 and 312 East 86th Street, and during the early phases of the cut-and-cover construction, sidewalk access to the buildings at 310, 312, and 314 East 86th Street would be fully restricted, meaning that businesses and residents would be temporarily displaced for up to eight months. This would affect three active businesses and eight residential units. As with the No Action Alternative, these temporary effects have the potential to result in significant adverse impacts on social and economic conditions during the construction period.

6.4.2.3 86TH STREET STATION ENTRANCE ALTERNATIVE 5 (ELEVATORS AT SOUTHEAST CORNER)

Alternative 5, like the No Action Alternative, would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees.

Alternative 5 would result in a similar amount of excavation at 86th Street as the No Action Alternative. While this alternative would eliminate the entrance from the north side of 86th Street and the elevator in the sidewalk on the south side, it would still require cut-and-cover construction on the south side of 86th Street east of Second Avenue, for a distance of 80 feet. No utility relocation would be required there; however, a 150-foot construction staging zone would be established along East 86th Street east of Second Avenue. The area required for on-street staging, traffic diversions, sidewalk narrowings, and removal of street trees would be less than with the No Action Alternative.

While Alternative 5 would eliminate the substantial disruption during construction to occupants of the building at 305 East 86th Street that would occur with the No Action Alternative, this alternative would require acquisition of occupied buildings and displacement of businesses and residents (see Chapter 7 of this EA, "Displacement and Relocation"). It would instead require demolition of two buildings at the southeast corner, excavation of their sites, and construction of a new subway building in their place. Construction of the new entrance building would involve

controlled drilling and blasting, which would also be used elsewhere in the station to excavate areas of rock (and which was also required for the No Action Alternative).

As with the No Action Alternative, these temporary effects have the potential to result in significant adverse impacts on social and economic conditions during the construction period.

6.4.2.4 86TH STREET STATION ENTRANCE ALTERNATIVE 7 (TWO ESCALATOR BANKS ON THE NORTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)—PREFERRED ALTERNATIVE

Alternative 7, like the No Action Alternative, would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees.

In most respects, the construction disruption associated with Alternative 7 would be similar to that of the No Action Alternative. Both would require cut-and-cover construction across part of 86th Street and in the south sidewalk of 86th Street to install the new entrances, and both would therefore require implementation of traffic diversions that could temporarily affect traffic patterns and sidewalk widths. With Alternative 7, cut-and-cover construction would be required on the north side of 86th Street in front of the building at 305 East 86th Street; in the No Action Alternative, cut-and-cover construction would be required within and in front of that building. Alternative 7 would eliminate the substantial disruption during construction to occupants of the building at 305 East 86th Street that would occur with the No Action Alternative.

6.4.3 PERMANENT IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES

6.4.3.1 86TH STREET STATION NO ACTION ENTRANCE ALTERNATIVE

The No Action Alternative would include an elevator in the public sidewalk on the south side of 86th Street east of Second Avenue. This is a change from the FEIS design, which included a station entrance and ancillary facility in a new building to be constructed at the current location of the buildings at 304 East 86th Street and 1654 and 1656 Second Avenue. In the No Action Alternative, those three buildings would remain. The elevator would be located in front of the north side of the building at the corner, 1656 Second Avenue (also known as 300-302 East 86th Street), a four-story building with ground-level retail that fronts Second Avenue. The sidewalk would be widened along the south side of 86th Street for a distance of 150 feet from the Second Avenue curbline.

The No Action Alternative would also have an entrance within the existing building at 305 East 86th Street. This entrance would occupy a portion of the retail space (currently occupied by a Food Emporium supermarket) and the basement of the building at 305 East 86th Street.

The elevator entrance would be a new transportation use located in the public sidewalk at the southeast corner of 86th Street and Second Avenue. This would not result in conflicts to surrounding land uses or changes in land use or development patterns in the surrounding area. The entrance at the northeast corner in 305 East 86th Street would add a new transportation use at that location. It was originally anticipated that this entrance would only partially occupy the existing retail space (Food Emporium), so that this site would continue to include commercial

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and residential land uses. However, as noted in Chapter 1, it is possible that construction of the subway entrance in the No Action Alternative would require a large enough area of the Food Emporium that it could not remain open. Given the large number of local retail establishments in the Upper East Side study area, the loss of this land use would not alter the overall character of the area. The new transportation uses added to the 86th Street area in the No Action Alternative would be similar in size and location to other subway station entrances found in predominately residential neighborhoods throughout New York City.

The No Action Alternative would bring additional pedestrians to the sidewalks of Second Avenue and 86th Street. This would not be incongruous with those streets' roles as a busy, wide avenue and crosstown street, respectively. Pedestrian traffic associated with the new subway station would be most noticeable in the morning and evening peak periods when the volume of passengers would be greater. Outside of the morning and evening peak periods, the volume of passengers would be smaller. The small reduction in on-street parking spaces that would result from the sidewalk bump-out on the south side of 86th Street would not adversely affect the parking supply in the surrounding area and therefore would not adversely affect land uses or business activities.

The new sidewalk elevator on the south side of 86th Street would introduce a new, above-ground urban design element that would alter the appearance of the immediate surroundings. The elevator would be approximately 22 feet tall, 12 feet long, and 12 feet wide. The minimalist glass design would be similar in nature to other new street furniture (e.g., bus shelters and newsstands) being installed throughout New York City. The FEIS did anticipate above-ground subway structures at each station, but did not specifically discuss the possibility of stand-alone elevators in sidewalks. The addition of this elevator in the sidewalk in a densely developed urban environment would not result in significant adverse impacts to visual character or urban design. With the No Action Alternative, subway entrances would be located on two corners of the intersection (northeast and southeast).

The No Action Alternative would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The building at 240 East 86th Street (on the south side of 86th Street west of Second Avenue) has provided an easement for the Second Avenue Subway in accordance with the special zoning district. However, this easement is not large enough to accommodate a new entrance to the 86th Street Station that would meet the project's purpose and need and goals and objectives (for more information, see Appendix A, "Alternatives Considered but Eliminated"). The widened sidewalk and off-street entrance in the No Action Alternative would be consistent with the goal of easing pedestrian flows.

Overall, therefore, the No Action Alternative would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational. Rather, it would support the introduction of the new subway service, which is expected to result in an overall benefit to the social and economic conditions of the neighborhoods it serves.

6.4.3.2 86TH STREET STATION ENTRANCE ALTERNATIVE 2 (ESCALATORS ON THE SOUTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)

Unlike the No Action Alternative, Alternative 2 would eliminate the need to partially occupy existing retail space (currently occupied by a Food Emporium) on the ground floor and basement level of 305 East 86th Street as would be required in the No Action Alternative and therefore would not result in a change to the existing land use on the northeast corner of 86th Street and Second Avenue. Therefore, with Alternative 2, the existing retail space at 305 East 86th Street would continue to serve local neighborhood retail needs. Like the No Action Alternative, Alternative 2 would also provide a transportation use (elevator) in the public sidewalk on the south side of 86th Street.

Unlike the No Action Alternative, Alternative 2 would provide two escalator entrances to the 86th Street Station from the public sidewalk on the south side of 86th Street east of Second Avenue. The sidewalk along the south side of 86th Street east of Second Avenue would be widened for a length of 330 feet from the Second Avenue curbline (longer than the 150-foot-long sidewalk bump-out included in the No Action Alternative). Within this widened sidewalk, two new escalator entrances would be located in the south sidewalk. As described in Chapter 2 of this EA, “Entrance Alternatives” (see section 2.3.2), each entrance would have a granite base with a sloped glass canopy above. The entrances would be approximately 41 feet long and 14 feet wide, with a height of 16 feet above the entrance sloping to 6 feet at the rear.

The west entrance would be located approximately 10 feet from the building line of the small four- and five-story buildings at 1656 Second Avenue / 300-302 East 86th Street and 304 and 306 East 86th Street. These buildings have ground-level retail and restaurants fronting East 86th Street. These buildings also have sidewalk vault spaces beneath the sidewalk, with cellar entrances in the sidewalk that would be permanently closed in order to accommodate the new subway entrance. The east entrance would be located approximately 9.5 feet from the building line of the three buildings at 316-320, 322, and 324 East 86th Street. These are small, five-story buildings with ground-level retail and restaurants fronting 86th Street.

Like the No Action Alternative, this alternative would add subway station entrances on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character. East 86th Street is a wide, crosstown street and the location of new sidewalk subway entrances with canopies on the south side of 86th Street would not be out of character for this urban setting. Several entrances that have canopies are located in neighborhoods with buildings of similar size and scale such as those at Astor Place and Bowling Green; however these are not predominantly residential neighborhoods. In other cities, such as Washington D.C., sidewalk subway entrances with canopies are provided at many locations throughout the city, including predominately dense residential neighborhoods. As noted earlier, the escalator entrances were designed to use a minimal footprint and transparent canopy, so that the new entrances would be least intrusive visually to the surrounding neighborhood context. The minimalist glass design would be similar in nature to other new street furniture (e.g., bus shelters and newsstands) being installed throughout New York City. Moreover, Alternative 2 would be consistent with the station entrance concept of sidewalk entrances within wide sidewalks described in the FEIS (see also section 1.3.3.1 in Chapter 1 of this EA). Adding a transportation use to the public sidewalk would be similar to subway entrances elsewhere in New York City, and consistent with the addition of a sidewalk elevator entrance in the No Action Alternative. The Alternative 2 entrances on the south side of 86th

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Street would also bring additional pedestrians to the sidewalk of 86th Street, but this number would not differ noticeably from the number of pedestrians in the No Action Alternative and would also not be incongruous with the street's setting as a busy, wide crosstown street. Overall, therefore, the Alternative 2 entrances would not alter the conclusions made in the FEIS that new station entrances would be designed to be sensitive to the surrounding architectural context, would not substantially affect views in the area, and would not result in a material change in urban design or neighborhood character.

Alternative 2 would not require the permanent displacement of businesses or residents, but it would result in new transportation uses (an elevator and escalator entrances) within the sidewalk adjacent to existing buildings, and permanent modifications to buildings alongside the entrances. The buildings on the south side of East 86th Street are low- and mid-rise residential buildings, many with ground-level retail. Restaurants and other businesses have awnings and canopies that extend into East 86th Street, and some buildings have cellar access from the sidewalk. While the sidewalk would be widened with a bump-out to accommodate the Alternative 2 entrances, the cellar entrances would be permanently removed during construction, and it may not be possible to reconstruct canopies or awnings once construction is complete. Sidewalk seating at local restaurants may also be restricted in order to maintain adequate sidewalk flows. Therefore, the permanent operation of subway entrances at this location could impact the operation of adjacent businesses and buildings.

Similar to the No Action Alternative, the small number of parking spaces lost to the bump-out on the south side of 86th Street in Alternative 2 would not significantly affect parking supply in the surrounding area and therefore would not adversely affect nearby land uses, including street-level retail uses.

Alternative 2 would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The widened sidewalk in Alternative 2 would be consistent with the goal of easing pedestrian flows.

Therefore, like the No Action Alternative, Alternative 2 would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational.

6.4.3.3 86TH STREET STATION ENTRANCE ALTERNATIVE 5 (ELEVATORS AT SOUTHEAST CORNER)

Unlike the No Action Alternative, Alternative 5 would eliminate the need to partially occupy existing retail space (currently occupied by a Food Emporium) on the ground floor and basement level of 305 East 86th Street as would be required in the No Action Alternative and therefore would not result in a change to the existing land use on the northeast corner of 86th Street and Second Avenue. Therefore, with Alternative 5, the existing retail space at 305 East 86th Street would continue to serve local neighborhood retail needs. Alternative 5 would also differ from the No Action Alternative because it would not introduce a transportation use (elevator) in the public sidewalk on the south side of 86th Street.

Instead, Alternative 5 would replace two existing, four-story residential buildings that have ground-level retail space at the southeast corner of Second Avenue and 86th Street with a new

building dedicated to transportation use. Because the existing buildings at 1654 and 1656 Second Avenue would be demolished, an estimated 3,200 square feet of commercial space and 15 residential units would be displaced.

The ground level retail consists of a coffee shop and a portion of a German specialty food store (Schaller and Weber) that occupies the ground-floor space at 1652 and 1654 Second Avenue. Schaller and Weber has been a long-time tenant of the area. It is reminiscent of the community's former character as a prominent German neighborhood and is considered an important business by local residents. Alternative 5 would replace these buildings with a new subway structure housing elevators and ancillary space. This displacement would not be required for the No Action Alternative.

Since the entrance would be within a building at 1654 and 1656 Second Avenue, existing sidewalks on Second Avenue and 86th Street would not be obstructed by the subway's infrastructure, meaning that pedestrian circulation would not be reduced as compared to the No Action Alternative. Unlike the No Action Alternative, Alternative 5 would also not require a sidewalk bump-out along 86th Street and reductions in curbside parking.

The entrance building in Alternative 5 would introduce a new building, no higher than the existing buildings on the site, to an area with a mix of old and new brick and brownstone buildings. This would change the appearance of the building site, but would not be incongruous with the mix of different building types, heights, and architectural styles in the area and would not adversely affect the area's visual character.

Like the No Action Alternative, this alternative would add a subway station entrance on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character.

Like the No Action Alternative, the Alternative 5 entrance on the south side of 86th Street would bring additional pedestrians to the sidewalk, but this number would not differ noticeably from the number of pedestrians in the No Action Alternative and would also not be incongruous with the street's setting as a busy, wide crosstown street.

Alternative 5 would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The off-street entrance in Alternative 5 would be consistent with the goal of easing pedestrian flows.

Therefore, like the No Action Alternative, Alternative 5 would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational.

6.4.3.4 86TH STREET STATION ENTRANCE ALTERNATIVE 7 (ESCALATORS ON THE NORTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)—PREFERRED ALTERNATIVE

Unlike the No Action Alternative, Alternative 7 would eliminate the need to partially occupy existing retail space (currently occupied by a Food Emporium) on the ground floor and basement level of 305 East 86th Street as would be required in the No Action Alternative and therefore would not result in a change to the existing land use on the northeast corner of 86th Street and

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Second Avenue. Therefore, with Alternative 7, the existing retail space at 305 East 86th Street would continue to serve local neighborhood retail needs. Like the No Action Alternative, Alternative 7 would also provide a transportation use (elevator) in the public sidewalk on the south side of 86th Street.

Unlike the No Action Alternative, Alternative 7 would provide two escalator entrances to the 86th Street Station from the public sidewalk on the north side of 86th Street east of Second Avenue. The sidewalk along the north side of 86th Street east of Second Avenue would be widened for a length of 270 feet from the Second Avenue curbline, which would not occur in the No Action Alternative. Within this widened sidewalk, two new escalator entrances would be located in the south sidewalk in front of 305 East 86th Street. The building at 305 East 86th Street is a large, 21-story apartment building that extends from 86th to 87th Street and occupies the western third of the block. This building has ground-floor retail space (Food Emporium) that fronts on Second Avenue. On East 86th Street, the center of the building is set back more than 50 feet from the sidewalk behind a landscaped area and a U-shaped driveway. The building's residential entrance is from East 86th Street, via the driveway. The entrances would flank the curved driveway. As described in Chapter 2 of this EA, "Entrance Alternatives" (see section 2.3.4) and in the discussion above for Alternative 2, each entrance would have a granite base with a sloped glass canopy above. The entrances would be approximately 41 feet long and 14 feet wide, with a height of 16 feet above the entrance sloping to 6 feet at the rear.

Like the No Action Alternative, this alternative would add subway station entrances on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character. East 86th Street is a wide, crosstown street and the location of new sidewalk subway entrances with canopies on the north side of 86th Street would not be out of character for this urban setting. Several entrances that have canopies are located in neighborhoods with buildings of similar size and scale such as those at Astor Place and Bowling Green; however these are not predominantly residential neighborhoods. In other cities, such as Washington D.C., sidewalk subway entrances with canopies are provided at many locations throughout the city, including predominately dense residential neighborhoods. As noted earlier, the escalator entrances were designed to use a minimal footprint and transparent canopy, so that the new entrances would be least intrusive visually to the surrounding neighborhood context. The minimalist glass design would be similar in nature to other new street furniture (e.g., bus shelters and newsstands) being installed throughout New York City. Moreover, Alternative 7 would be consistent with the station entrance concept of sidewalk entrances within wide sidewalks described in the FEIS (see also section 1.3.3.1 in Chapter 1 of this EA). The setback in front of 305 East 86th Street further enforces the character of the sidewalk there as a plaza-like space. Overall, therefore, the Alternative 7 entrances would not alter the conclusions made in the FEIS that new station entrances would be designed to be sensitive to the surrounding architectural context, would not substantially affect views in the area, and would not result in a material change in urban design or neighborhood character.

Adding a transportation use to the public sidewalk would be similar to subway entrances elsewhere in New York City, and consistent with the addition of a sidewalk elevator entrance in the No Action Alternative. The Alternative 7 entrances on both sides of 86th Street would also bring additional pedestrians to the sidewalk of 86th Street, but this number would not differ noticeably from the number of pedestrians in the No Action Alternative and would also not be incongruous with the street's setting as a busy, wide crosstown street.

Similar to the No Action Alternative, the small number of parking spaces lost to the bump-out on the north side of 86th Street in Alternative 7 would not significantly affect parking supply in the surrounding area and therefore would not adversely affect nearby land uses, including street-level retail uses.

Alternative 7 would be consistent with the intent of the Special Transit Land Use District, which, as noted above, is to support construction of the Second Avenue Subway and to minimize pedestrian conflicts by encouraging provision of access to the subway, including weather-protected public access to the underground transit system. The widened sidewalk in the Alternative 7 would be consistent with the goal of easing pedestrian flows.

Therefore, like the No Action Alternative, Alternative 7 would not result in significant adverse impacts on social and economic conditions and neighborhood character once the Second Avenue Subway is operational.

6.4.4 SUMMARY: THE 86TH STREET STATION ENTRANCE ALTERNATIVES

In summary, the three 86th Street Build entrance alternatives—Alternatives 2, 5, and 7—would all result in similar impacts to the No Action Alternative during construction and operation.

During construction, like the No Action Alternative, all 86th Street Build entrance alternatives would result in temporary but significant adverse impacts during construction related to disruptions to access and travel patterns; increases in noise, vibration, and dust; temporary visual effects from barriers and construction equipment (including nighttime lighting); and removal of street trees. Alternative 7 would require less disruption to existing businesses and residents than the No Action Alternative, since it would not require permanent displacement of any businesses or significant disruption during construction of residents in 305 East 86th Street. In contrast, Alternatives 2 and 5 would be more disruptive to businesses and residents during construction than the No Action Alternative. Alternative 2 would temporarily (up to eight months) eliminate access to three buildings on the south side of 86th Street during construction, which would require temporary displacement of businesses and residents from those buildings, and Alternative 5 would require permanent displacement of businesses and residents from two buildings at the southeast corner of Second Avenue and 86th Street.

Once the Second Avenue Subway is completed, like the No Action Alternative, all three of the 86th Street Station Build entrance alternatives would be consistent with the land use, zoning, neighborhood character, and other social and economic conditions of the surrounding area. The No Action Alternative and the 86th Street Station entrance alternatives would all add subway station entrances on a wide crosstown street with a bus route and large apartment buildings, which would not result in conflicts with land use or neighborhood character. This would also be consistent with the intent of the Special Transit Land Use District, a zoning district mapped along Second Avenue in support of placement of entrances for the new subway. Unlike the No Action Alternative, Alternative 2 has the potential to adversely affect adjacent retail businesses, because of the narrow sidewalk that would separate the subway entrances from the businesses and because of the need to permanently close cellar doors serving these buildings. Alternative 5 would require displacement of residents and active businesses, including Schaller and Weber, a long-time tenant of the area that is reminiscent of the community's former character as a prominent German neighborhood and is considered an important business by local residents. Only Alternative 7 would avoid the need for displacement or disruption of existing residents or businesses once the subway is operational, which is an improvement over the No Action Alternative. *