

7.1 INTRODUCTION

This chapter summarizes the displacement and relocation impacts previously identified in the Final Environmental Impact Statement (FEIS) and then evaluates the residential and commercial displacement that could be required for each of the station entrance alternatives analyzed for the 72nd and 86th Street Stations in comparison to the effects of the No Action Alternative.

As described in Chapter 1, “Purpose and Need,” of this Supplemental Environmental Assessment (EA), since the issuance of the Record of Decision (ROD) for the Second Avenue Subway project in 2004, NYCT has been working on the design for the project. Through that process, NYCT has determined that certain design assumptions of the FEIS and ROD must be refined or revised. The proposed modifications include the relocation of one station entrance at the 72nd Street Station from within 305 East 72nd Street at the northeast corner of Second Avenue and one station entrance at the 86th Street Station from within 305 East 86th Street at the northeast corner of Second Avenue and 86th Street. As described in Chapter 1 of this EA, the entrance alternatives were developed using the Second Avenue Subway project’s overall siting criteria for entrances and in accordance with the purpose and need and goals and objectives for the entrance modifications.

Some entrance alternatives for both stations would require temporary, subgrade easements. Once construction is complete, the easements would lapse. Since no temporary or permanent displacement or relocation effects would occur as a result of these easements, further discussion is not warranted in this chapter.

7.2 FEIS FINDINGS

Chapter 8 of the FEIS, “Displacement and Relocation,” noted that the proposed Second Avenue Subway was designed to follow the public right-of-way of city streets and, to the extent possible, minimize the need to disrupt private property for the Second Avenue Subway project. It also noted, however, that the Second Avenue Subway is likely to require some permanent acquisition of private property along the alignment, for ventilation and cooling structures, emergency exits, and off-street entrances to subway stations. The selection process for properties to be acquired for ancillary facilities and station entrances is outlined in the FEIS in Chapter 8 (see pages 8-9 through 8-11). Additional information on the selection of entrance locations is provided in the FEIS in Chapter 2, “Project Alternatives,” on page 2-19.

Chapter 8 of the FEIS, together with accompanying Appendix F, describes the possible residential and business relocation that could be required for the Second Avenue Subway, based on the preliminary designs that were available when the FEIS was completed in 2004. As described there (see page 8-1), the final locations of properties that require final or partial acquisition during subway construction may shift during continuing design and engineering, but the nature and extent of impacts that would result would be similar to those described in the

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FEIS. The chapter also describes the different options under consideration for entrances, including off-street entrances within buildings as well as entrances in wide sidewalk areas (see page 8-7).

The FEIS also notes (see page 8-8) that at some locations near subway station elements that would be created by cut-and-cover construction (such as entrances), the Second Avenue Subway could require permanent use of space beneath the sidewalk. As a result, some buildings that use City-owned vault space beneath the sidewalks or have cellar doors in the sidewalks would have that use curtailed and ended, so that the City-owned below-ground space under the sidewalk could be used instead by the new subway. This could affect or alter the owners' and occupants' use of, and access to, those buildings' basement areas.

As discussed in the FEIS, the various entrances and ancillary facilities will each pose unique requirements in terms of their dimensions, quantity, and locations. The selection of individual properties required for either full or partial acquisition seeks to limit the impacts to the community and environment by minimizing the need for residential and business displacement to the extent practicable (see page 8-9 of the FEIS).

Overall, as described in the FEIS (see page 8-34 of the FEIS), property acquisition and relocation of residents or businesses would take place in accordance with the requirements of the New York State Eminent Domain Procedure Law and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and will adhere to all procedures required by these statutes, including those concerning relocation assistance and/or compensation.

7.2.1 POTENTIAL DISPLACEMENT ASSOCIATED WITH THE 72ND STREET STATION IDENTIFIED IN THE FEIS

The 72nd Street Station will be located beneath Second Avenue between 69th and 72nd Streets. In the FEIS design, five properties were identified in the FEIS for potential full or partial acquisition for station entrances and/or ancillary facilities. These are shown in Figure 8-7 in Chapter 8 of the FEIS; they are also illustrated in this Environmental Assessment in **Figure 1-5** in Chapter 1 of this EA, "Purpose and Need."

The amount of commercial and residential space affected, and the number of employees and residents who would be displaced, was calculated for the FEIS (see Table 8-2 in Chapter 8 of the FEIS).¹ At the 72nd Street Station, the amount of displacement required in the five affected properties was estimated at approximately 16,170 square feet of commercial space with 64 employees, and 62 residential units with 95 residents. The entrance to the station at the northeast corner of Second Avenue and 72nd Street, which is the subject of this Environmental Assessment, was to be located within the ground-floor and lower floors of a residential building at 305 East 72nd Street in the FEIS design. This entrance would have displaced a portion of a

¹ All employees were described in the FEIS in terms of full-time equivalent employees, which is one employee working full-time for one year. For example, two employees working half-time on a job together equal one full-time equivalent. Employees were estimated based on the amount of floor area that would be displaced. The number of affected residents was estimated based on information on the number of affected apartments from the New York City Department of Finance Real Property Assessment Data, with the number of residents based on the average household size for the census tract.

CVS Pharmacy (approximately 2,200 square feet of commercial space), affecting an estimated 6 full-time equivalent employees.

7.2.2 POTENTIAL DISPLACEMENT ASSOCIATED WITH THE 86TH STREET STATION IDENTIFIED IN THE FEIS

The 86th Street Station will be located beneath Second Avenue from approximately 83rd Street to north of 86th Street. In the FEIS design, eight properties were identified for potential full or partial acquisition for station entrances and/or ancillary facilities. These are shown in Figure 8-6 in Chapter 8 of the FEIS; they are also illustrated in this EA in **Figure 1-11** in Chapter 1 of this EA, “Purpose and Need.”

The amount of commercial and residential space affected, and the number of employees and residents who would be displaced, was calculated for the FEIS (see Table 8-2 in Chapter 8 of the FEIS). At the 86th Street Station, the amount of displacement required in the eight affected properties was estimated at approximately 11,882 square feet of commercial space, affecting an estimated 39 employees, and 34 residential units with an estimated 53 residents.

The entrance to the station at the northeast corner of Second Avenue and 86th Street, which is the subject of this EA, was to be located within the ground-floor and lower floors of a residential building at 305 East 86th Street in the FEIS design. This entrance would have displaced a portion of a Food Emporium supermarket (approximately 2,800 square feet), affecting an estimated 7 full-time equivalent employees.

7.3 POTENTIAL IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES

7.3.1 POTENTIAL TEMPORARY DISPLACEMENT REQUIRED DURING CONSTRUCTION

The No Action Alternative and station entrance alternatives for the 72nd Street Station would not require temporary displacement of businesses or residents to accommodate construction activities. However, as described in Chapter 1, “Purpose and Need,” and Chapter 2, “Entrance Alternatives,” the No Action Alternative would require the displacement of the existing mechanical space and laundry room of 305 East 72nd Street. These facilities would need to be permanently relocated within the building prior to construction of the No Action Alternative.

7.3.2 PERMANENT DISPLACEMENT REQUIRED FOR ENTRANCE ALTERNATIVES

The 72nd Street Station Build entrance alternatives would all eliminate the need for acquisition of a portion of 305 East 72nd Street, and would instead require full acquisition of the four-story building at 300 East 72nd Street. The displacement effects of the 72nd Street entrance alternatives would be as follows:

- **72nd Street No Action Entrance Alternative:** The No Action Alternative would require the partial acquisition of the CVS pharmacy in 305 East 72nd Street. In addition, the No Action Alternative would require a permanent subgrade easement at 300 East 72nd Street (on the southeast corner of the intersection) for the elevators to be constructed in the sidewalk in front of that building.

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- **72nd Street Alternative 1 (Elevators at the Southeast Corner at 300 East 72nd Street—Preferred Alternative):** In Alternative 1, the acquisition of space at 305 East 72nd Street (CVS pharmacy) would no longer be required. Instead, the four-story building at the southeast corner of Second Avenue and 72nd Street (300 East 72nd Street) would be acquired in full and replaced by a new subway entrance building. This would require the displacement of the uses within that building: approximately 1,100 square feet of commercial space (a ground-floor restaurant and a cellular phone store, together with a total of approximately five employees) and three apartments, occupied by an estimated six residents.
- **72nd Street Alternative 3 (Escalators on the North Side of 72nd Street East of Second Avenue):** In Alternative 3, the acquisition of space at 305 East 72nd Street (CVS pharmacy) would no longer be required. Like Alternative 1, the building at 300 East 72nd Street would be acquired in full.
- **72nd Street Alternative 4 (Escalators on the East Side of Second Avenue North of 72nd Street and North Side of 72nd Street East of Second Avenue):** In Alternative 4, the acquisition of space at 305 East 72nd Street (CVS pharmacy) would no longer be required. Like Alternative 1, the building at 300 East 72nd Street would be acquired in full.

Table 7-1 compares the property acquisition and associated displacement required for the station entrances on the east side of Second Avenue at 72nd Street.

Table 7-1
**Comparison of Permanent Displacement Required
for the 72nd Street Station Entrance Alternatives**

Alternative	Estimated Commercial Displacement (Square Feet)	Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²
No Action Alternative				
305 East 72nd Street	1,260	3	0	0
Alternative 1 (Preferred)				
300 East 72nd Street	1,090	5	3	6
Alternative 3				
300 East 72nd Street	1,090	5	3	6
Alternative 4				
300 East 72nd Street	1,090	5	3	6
Notes:				
1. Commercial displacement was estimated using the following rates: Retail: 1 full-time equivalent (FTE) employee per 400 square feet (sf), Restaurant: 1 FTE employee per 200 sf.				
2. Residential units represent all units in the building (including vacant units), based on New York City Department of Finance Real Property Assessment Data. Number of residents is based on the average household size for the census tract in which the station is located.				

7.3.3 SUMMARY: THE 72ND STREET STATION ENTRANCE ALTERNATIVES

In summary, 72nd Street Alternatives 1, 3, and 4 would eliminate the need to displace a portion of the CVS at 305 East 72nd Street (1,260 square feet, 3 full-time-equivalent employees) that is required for the No Action Alternative. Alternatives 1, 3, and 4 would instead require full acquisition of the property at 300 East 72nd Street with the potential to displace approximately 1,100 square feet of commercial space (a ground-floor restaurant and a cellular phone store with a total of approximately five employees) and three apartments, occupied by an estimated six residents, which is not required for the No Action Alternative. Overall, Alternatives 1, 3, and 4 would result in the displacement of a similar number of employees and approximately six additional residents as compared to the No Action Alternative. Property acquisition and relocation of residents or businesses would take place in accordance with applicable federal and state regulations and would not result in significant adverse impacts.

7.4 POTENTIAL IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES

7.4.1 POTENTIAL TEMPORARY DISPLACEMENT REQUIRED DURING CONSTRUCTION

The No Action Alternative and Alternatives 5 and 7 of the 86th Street station entrance alternatives would not require temporary displacement of businesses or residents to accommodate construction activities.

As discussed in Chapter 3 of this EA, “Construction Activities” (see section 3.4.2), access to three buildings—310, 312, and 314 East 86th Street—on the south side of 86th Street would have to be blocked for approximately eight months during construction of Alternative 2. During this period, ground-floor businesses and upper-floor residential units in these four-story buildings would be displaced. This would affect four businesses (three active businesses and one vacant commercial space, for a total of approximately 5,500 square feet of commercial space) and eight residential units for that period. A total of 21 estimated employees¹ in local retail stores and eight apartments (with an estimated 15 residents) would be temporarily displaced for Alternative 2.

7.4.2 PERMANENT DISPLACEMENT REQUIRED FOR ENTRANCE ALTERNATIVES

The 86th Street Station Build entrance alternatives would all eliminate the need for acquisition of a portion of 305 East 86th Street. Alternatives 2 and 7 would not require displacement of any businesses or residents, while Alternative 5 would require acquisition of two buildings and permanent displacement of their occupants. The displacement effects of the 86th Street entrance alternatives would be as follows:

¹ Employees were calculated using the following assumptions: 3,170 square feet of restaurant space, with one full-time equivalent (FTE) employee per 200 square feet; 1,235 square feet of medical office space, with one FTE employee per 250 square feet; and 1,095 square feet of vacant retail space, assumed to be occupied with general retail activity and one FTE employee per 400 square feet.

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- **86th Street No Action Entrance Alternative:** The No Action Alternative would require acquisition of a portion of the ground-floor and below-grade retail space within 305 East 86th Street, occupied by Food Emporium. As noted in Chapter 1 of this EA, “Purpose and Need” (see section 1.3.2.4), it is possible that the construction difficulties associated with the No Action Alternative would require that the full Food Emporium be acquired. In addition, the No Action Alternative would require a permanent subgrade easement at 1656 Second Avenue (on the southeast corner of the intersection) for the new elevator to be constructed in the sidewalk in front of that building.
- **86th Street Alternative 2 (Two Escalator Banks on the South Side of 86th Street East of Second Avenue):** In Alternative 2, the acquisition of space at 305 East 86th Street would no longer be required. Sidewalk space would be used for new escalators, which would not require acquisition of private property. Like the No Action Alternative, this alternative would require a permanent subgrade easement at 1656 Second Avenue. Therefore, no permanent displacement would be required for this entrance alternative.
- **86th Street Alternative 5 (Elevators at Southeast Corner):** In Alternative 5, the acquisition of space at 305 East 86th Street (Food Emporium supermarket) would no longer be required. Instead, the two buildings on the southeast corner of the intersection, at 1654 and 1656 Second Avenue, would be acquired in full and replaced with a new subway entrance structure. The acquisition of these two buildings would result in the displacement of approximately 3,200 square feet of commercial space, with an estimated eight full-time-equivalent employees. The commercial space includes a coffee shop and a portion of Schaller & Weber, a traditional German specialty food store that occupies the ground floors of 1654 and 1652 Second Avenue. The buildings also contain 15 residential units with an estimated 23 residents. If Schaller & Weber cannot relocate to another space of suitable size for its needs, this alternative may result in its closure.
- **86th Street Alternative 7 (Escalators on the North Side of 86th Street East of Second Avenue—Preferred Alternative):** Alternative 7 would not require the acquisition of space at 305 East 86th Street (Food Emporium supermarket). Rather, sidewalk space would be used for new escalators and an elevator. Like the No Action Alternative, this alternative would require a permanent subgrade easement at 1656 Second Avenue, but this alternative would not result in displacement of any residents or businesses.

Table 7-2 compares the property acquisition and associated displacement required for the station entrances on the east side of Second Avenue at 86th Street.

7.4.3 SUMMARY: THE 86TH STREET STATION ENTRANCE ALTERNATIVES

Unlike the No Action Alternative, Alternative 2 would require displacement of 21 estimated employees and 15 residents for up to eight months during construction. The No Action Alternative and Alternatives 5 and 7 would not require temporary displacement of businesses or residents to accommodate construction activities.

All three Build entrance alternatives for the 86th Street Station would eliminate the need to displace a portion of the Food Emporium at 305 East 86th Street (2,800 square feet, 7 full-time-equivalent employees) that is required for the No Action Alternative. One alternative, Alternative 5, would require full acquisition of two private properties, with the potential to displace approximately 3,200 square feet of commercial space (eight full-time equivalent employees) and 15 residential units (23 residents). Alternative 2 would not require permanent

displacement, but would permanently affect three adjacent buildings by requiring their cellar access doors in the sidewalk to be permanently closed. Alternative 7 would eliminate the need for permanent displacement of commercial or residential space. Property acquisition and relocation of residents or businesses would take place in accordance with applicable federal and state regulations and would not result in significant adverse impacts.

**Table 7-2
Comparison of Permanent Displacement Required
for the 86th Street Station Entrance Alternatives**

Alternative	Estimated Commercial Displacement (Square Feet)	Commercial Displacement (Full-Time Equivalent Employees) ²	Estimated Residential Displacement (Units) ³	Estimated Residential Displacement (Residents) ³
No Action Alternative				
305 East 86th Street	2,808 ¹	7	0	0
Alternative 2	0	0	0	0
Alternative 5 ⁴				
1654 -1656 Second Avenue	3,238	8	15	23
Alternative 7 (Preferred)	0	0	0	0
Notes:				
1. Commercial displacement for the No Action Alternative could be larger if the entire Food Emporium must close.				
2. Commercial displacement was estimated using the following rates: Retail: 1 full-time equivalent (FTE) employee per 400 square feet (sf), Restaurant: 1 FTE employee per 200 sf.				
3. Residential units represent all units in the building (including vacant units), based on New York City Department of Finance Real Property Assessment Data. Number of residents is based on the average household size for the census tract in which the station is located.				
4. Information for 1654 and 1656 Second Avenue derived from <i>Second Avenue Subway Final Environmental Impact Statement and Final Section 4(f) and 6(f) Evaluation</i> (April 2004).				

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