

## **8.1 INTRODUCTION**

This chapter assesses the potential effects to above-ground historic structures as a result of the construction and operation of the station entrance alternatives for the 72nd Street and 86th Street Stations. The potential effects of the station entrance alternative on archaeological resources are described in Chapter 9 of this Supplemental Environmental Assessment (EA), “Archaeological Resources.”

The Final Environmental Impact Statement (FEIS) prepared for the Second Avenue Subway analyzed the project’s impacts on historic, architectural resources in accordance with Section 106 of the National Historic Preservation Act (NHPA) of 1966. This law requires that federal agencies consider the effects of their actions on any properties listed on or determined eligible for listing on the State and National Registers of Historic Places (S/NR). The NHPA also requires that federal agencies afford the federal Advisory Council on Historic Preservation the opportunity to comment on federal actions and that federal agencies undertake planning and actions to minimize harm to properties designated as National Historic Landmarks. NHPA also requires the opportunity for public comment on the project’s effects on historic resources.

In addition, historic properties are also protected from adverse effects by Section 4(f) of the Department of Transportation Act of 1966, which prohibits actions by the Secretary of Transportation that require the “use” of a historic property that is listed in or eligible for inclusion in the S/NR, unless a determination is made that there is no feasible and prudent alternative to such use, and all possible planning has been undertaken to minimize harm to the 4(f) property. A Section 4(f) Evaluation for the entrance alternatives is included at the end of this EA.

The Second Avenue Subway project’s Programmatic Agreement (PA), prepared pursuant to Section 106 of the NHPA among the Federal Transit Administration (FTA), Metropolitan Transportation Authority (MTA) New York City Transit, and the New York State Historic Preservation Officer (SHPO) and executed on April 8, 2004, sets forth the steps to be followed for any changes to the project that would expand the project’s Area of Potential Effect (APE) for historic resources. As set forth in the PA and consistent with Section 106 of the National Historic Preservation Act, as the project design proceeds, if additional APEs are identified, surveys are to be conducted to identify any potential historic resources in those APEs, and the potential historic resources will then be evaluated in consultation with the SHPO to determine whether they are eligible for the State and National Registers of Historic Places.

The station entrance alternatives at the 72nd Street and 86th Street Stations would expand the APEs for the two stations beyond what was analyzed in the FEIS. Therefore, consistent with the procedures set forth in the PA, the buildings located within 200 feet of the station entrance alternative locations were evaluated by professional architectural historians to determine whether they appear to meet the eligibility criteria for the S/NR.

## **8.2 FEIS FINDINGS**

The FEIS evaluates the Second Avenue Subway’s possible effect on historic resources in Chapter 9, “Historic Resources.” For all project APEs, the FEIS evaluated the project’s potential effects on “known” historic resources—i.e., properties that were National Historic Landmarks (NHLs), properties listed on or determined eligible for listing on the S/NR, properties located within historic districts that are either listed on or determined eligible for listing on the S/NR, properties designated as New York City Landmarks (NYCLs), and properties located within New York City Landmark Historic Districts.

In addition to known historic resources, the FEIS also identified and considered the “potential” historic resources that could be affected by project elements developed during the more refined engineering conducted for the FEIS. Potential resources are those properties in the expanded APEs that were identified by a professional architectural historian as having the potential to meet the eligibility criteria for S/NR and/or designation as NYCLs. As set forth in the PA, the potential historic resources will be evaluated in consultation with the SHPO to determine whether they are eligible for the State and National Registers of Historic Places.

The FEIS noted (see page 9-14 in Chapter 9 of the FEIS) that construction activities would occur in close proximity to historic resources identified, including those identified near the 72nd Street and 86th Street Stations. This would include cut-and-cover construction activities, potential underpinning, construction of station entrances and ventilating plants, and possible vibration during construction. Ongoing consultation will be undertaken among the MTA New York City Transit, FTA, and SHPO, as required by the PA, as the Second Avenue Subway project designs progress, to avoid or minimize the potential for adverse effects on any historic resources during construction of the Second Avenue Subway. Historic resources within 90 feet of most construction activities, or within 200 feet of blasting areas, will be included in the Construction Protection Plan.

With respect to permanent impacts of the Second Avenue Subway on historic resources, the FEIS concluded that given the densely developed and highly urbanized context of the historic resources and the history of the use of Second Avenue for transportation, it is highly unlikely that any significant adverse contextual impacts would occur to any historic resources as a result of the construction of any visible subway elements (see page 9-16 of the FEIS). In cases where entrances would occur within or adjacent to historic structures, or where ventilating structures and other ancillary facilities are planned contiguous to or in close proximity to historic structures, consultation with the SHPO would be undertaken to avoid or minimize significant adverse contextual impacts to the nearby resources. The protocol for such consultation is set forth in the Second Avenue Subway project’s PA.

## **8.3 POTENTIAL IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES**

### **8.3.1 EXISTING CONDITIONS**

The Areas of Potential Effect for the evaluation of station entrance alternatives at the 72nd Street Station include the area within 200 feet of any excavation area for each of the entrance alternatives. APEs of 200 feet were used for areas of the Second Avenue Subway project where blasting could occur. To be conservative, a 200-foot APE was defined around the outside

boundary of all station entrance construction areas, even where no blasting would occur (and therefore where a 90-foot APE would be appropriate). The 200-foot APEs were used to evaluate potential impacts that could occur as a result of vibrations from controlled blasting as well as to assess the potential contextual effects of above-ground subway infrastructure once the subway is operational. The APEs for the 72nd Street Build entrance alternatives (Alternatives 1, 3, and 4) are shown in **Figures 8-1 through 8-3**. As shown in those figures, the APEs extend generally from 71st to 73rd Street, and extend east and west along 72nd Street on either side of Second Avenue.

In this area, the FEIS did not identify any “known” historic resources —i.e., properties that are NHLs, properties listed on or determined eligible for listing on the S/NR, located within historic districts either listed on or determined eligible for listing on the S/NR, NYCLs, or properties located within NYCL Historic Districts.

Four potential historic resources were identified in the 72nd Street Station APE in the FEIS (see Table 9-2 of the FEIS in Chapter 9). For these buildings, additional investigation was conducted following completion of the FEIS, as set forth in the PA, to determine whether they were eligible for the S/NR. In addition, the APEs for the new station entrance alternatives are larger than the APE analyzed in the FEIS. Therefore, consistent with the procedures set forth in the PA, the buildings not already evaluated for the FEIS that are located within 200 feet of the new station entrance locations were evaluated by professional architectural historians to determine whether they appear to meet the eligibility criteria for the S/NR. The following conclusions were reached:

**Buildings Determined to be Eligible for the S/NR**

- The Catholic Church of St. John the Martyr, at 252 East 72nd Street on the south side of 72nd Street between Second and Third Avenues, which was identified in the FEIS as a potential historic resource. Additional investigation was conducted for this building and a Historic Resource Inventory Form was submitted to the SHPO on March 12, 2008 for this building. In a letter dated March 28, 2008, the SHPO concluded that this building appears to meet the eligibility criteria for listing on the S/NR.
- 325 East 72nd Street, a 16-story apartment building on the north side of 72nd Street between Second and First Avenues. A Historic Resource Inventory Form was submitted to the SHPO on March 28, 2008 for this building. In a letter dated April 15, 2008, the SHPO concluded that this building appears to meet the eligibility criteria for listing on the S/NR.

**Buildings Determined to be Not Eligible for the S/NR**

- 241-251 East 72nd Street, a 20-story apartment building on the north side of 72nd Street between Second and Third Avenues, which was identified in the FEIS as a potential historic resource. Additional investigation was conducted for this building and a Historic Resource Inventory Form was submitted to the SHPO on March 12, 2008 for this building. In a letter dated March 28, 2008, the SHPO concluded that this building does not appear to meet the eligibility criteria for listing on the S/NR.
- 242 East 72nd Street, a 16-story apartment building on the south side of 72nd Street between Second and Third Avenues, which was identified in the FEIS as a potential historic resource. Based on evaluation by a professional architectural historian following completion of the

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FEIS, it was determined that no additional documentation was required for this building and that it is not a potential historic resource.

- 307-313 East 72nd Street, a 17-story apartment building on the north side of 72nd Street between Second and First Avenues, which was identified in the FEIS as a potential historic resource. Additional investigation was conducted for this building and a Historic Resource Inventory Form was submitted to the SHPO on March 12, 2008 for this building. In a letter dated March 28, 2008, the SHPO concluded that this building does not appear to meet the eligibility criteria for listing on the S/NR.
- 316-328 East 72nd Street, a 19-story apartment building on the south side of 72nd Street between Second and First Avenues. A Historic Resource Inventory Form was submitted to the SHPO on March 12, 2008 for this building. In a letter dated March 28, 2008, the SHPO concluded that this building does not appear to meet the eligibility criteria for listing on the S/NR.

In summary, two historic resources are present within 200 feet of the station entrance alternatives: the Catholic Church of St. John the Martyr, on the south side of 72nd Street west of Second Avenue, and the apartment building at 325 East 72nd Street, on the north side of 72nd Street east of Second Avenue. Copies of the SHPO's eligibility determinations are included in Appendix C, "Historic Resources," of this EA.

**8.3.2 CONSTRUCTION IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES**

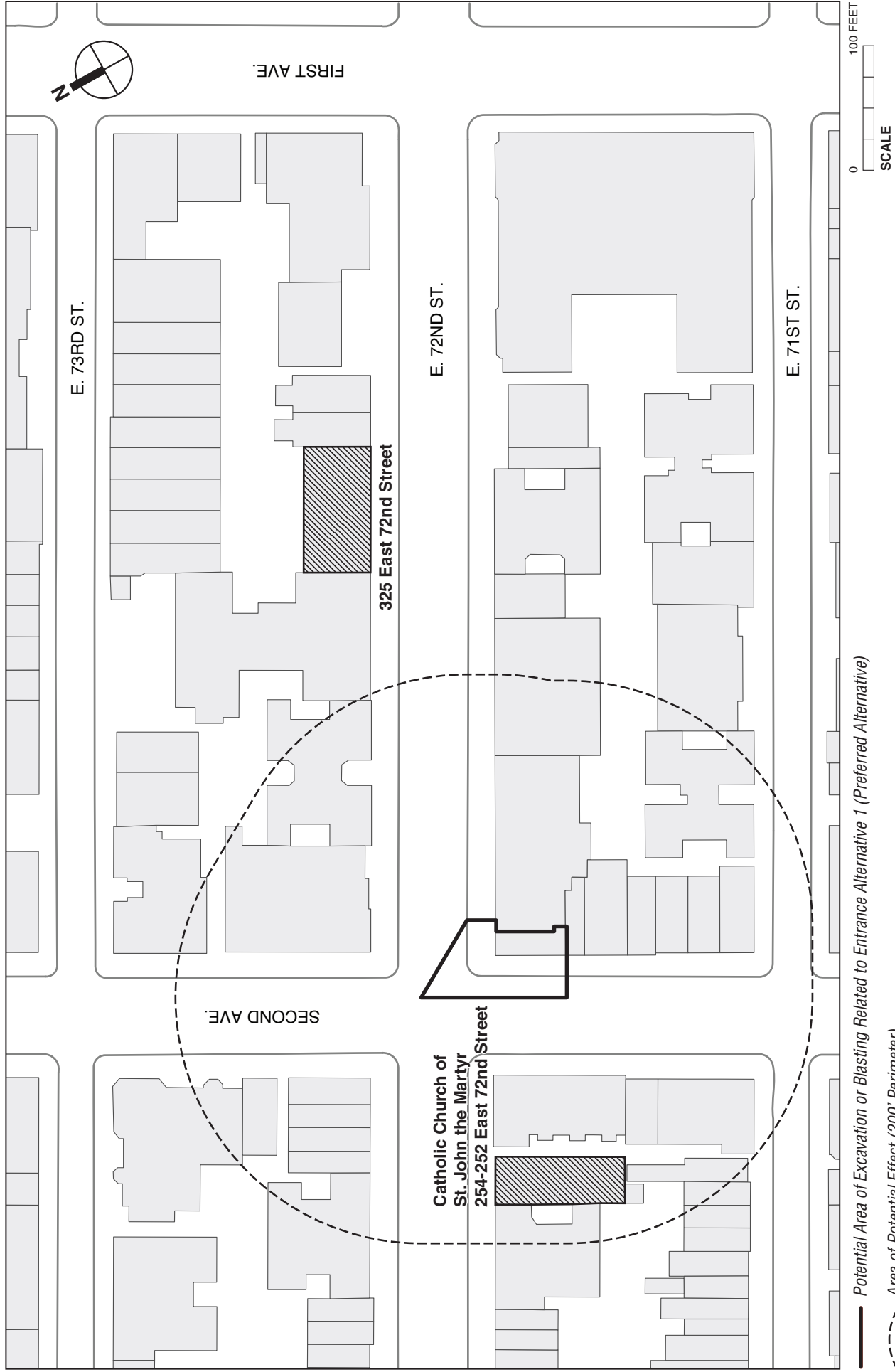
With the No Action Alternative and with all 72nd Street Build entrance alternatives, the ancillary and entrance building for the 72nd Street Station at the northwest corner of Second Avenue and 72nd Street, and the cavern for the 72nd Street Station, will be in close proximity to the historic Catholic Church of St. John the Martyr. In accordance with the Second Avenue Subway project's PA, the church will be included in a Construction Protection Plan developed for the Second Avenue Subway project so as to avoid potential accidental damage during construction.

*8.3.2.1 72ND STREET STATION NO ACTION ENTRANCE ALTERNATIVE*

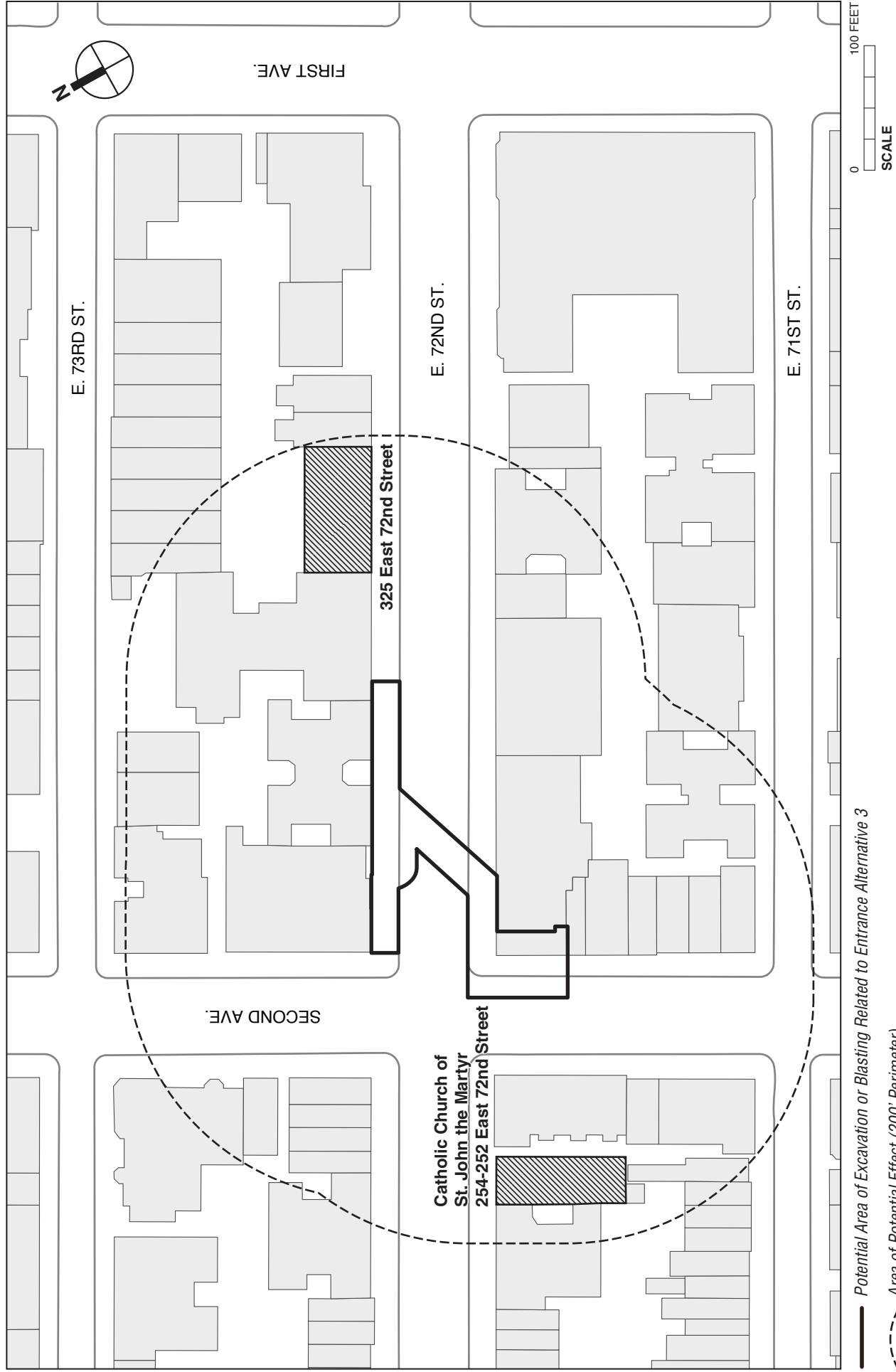
In the No Action Alternative for the 72nd Street Station entrance, the building at 325 East 72nd Street would be more than 200 feet from the station entrances on the east side of Second Avenue and therefore would not be adversely affected by construction of the station entrance.

*8.3.2.2 72ND STREET STATION ENTRANCE ALTERNATIVE 1 (ELEVATORS AT THE SOUTHEAST CORNER AT 300 EAST 72ND STREET)—PREFERRED ALTERNATIVE*

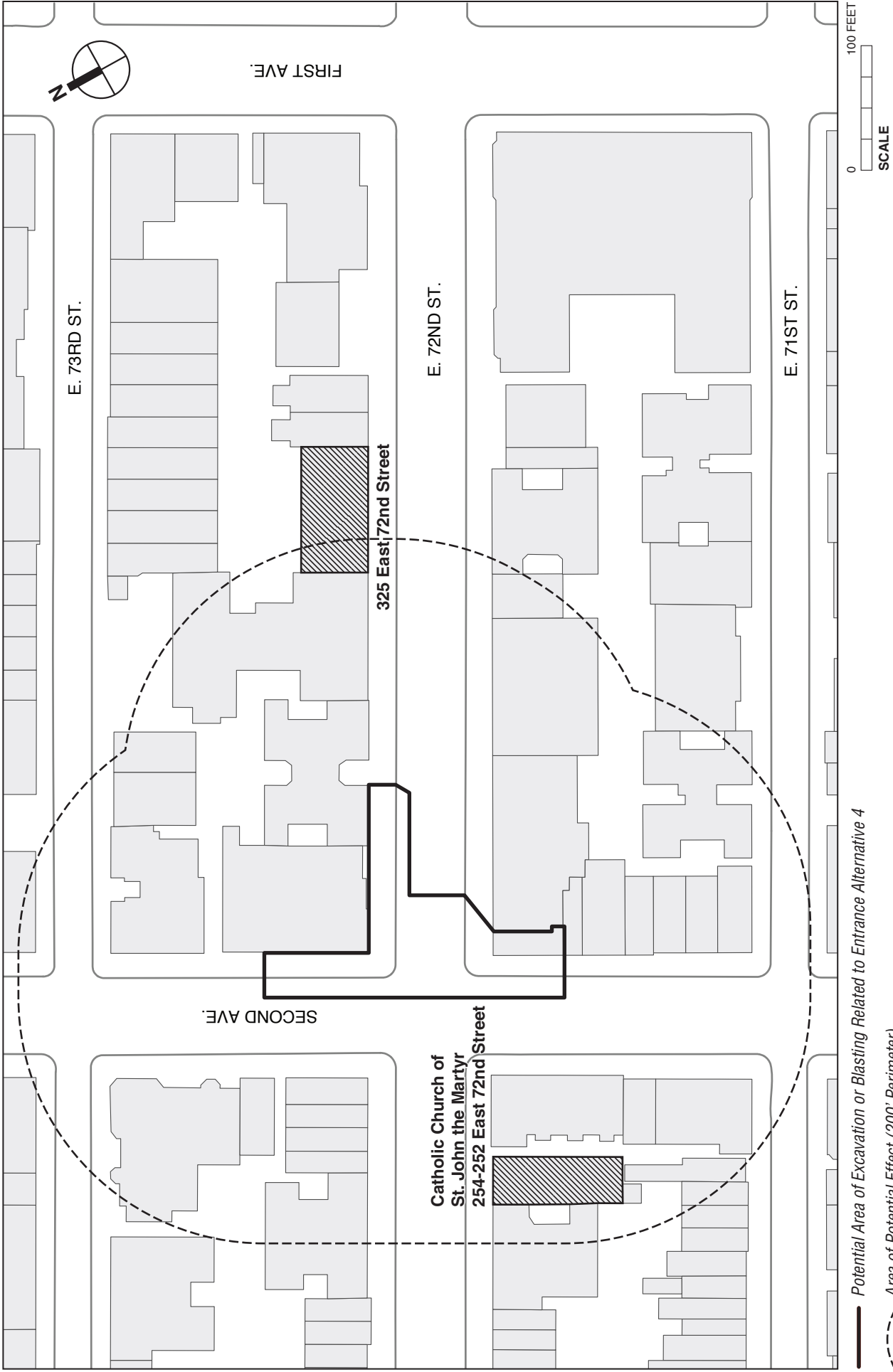
Like the No Action Alternative, Alternative 1 for the 72nd Street Station entrance would involve construction more than 200 feet from the building at 325 East 72nd Street and therefore the historic resource would not be adversely affected by construction of the station entrance. The building at the southeast corner of Second Avenue and 72nd Street that would be demolished in this alternative is not a historic resource, based on the analysis conducted for the FEIS.



Area of Potential Effect for Historic Resources  
72nd Street Station Entrance Alternative 1  
Figure 8-1



Area of Potential Effect for Historic Resources  
72nd Street Station Entrance Alternative 3  
Figure 8-2



Area of Potential Effect for Historic Resources  
72nd Street Station Entrance Alternative 4  
Figure 8-3

*8.3.2.3 72ND STREET STATION ENTRANCE ALTERNATIVE 3 (ESCALATORS ON THE NORTH SIDE OF 72ND STREET EAST OF SECOND AVENUE)*

In Alternative 3, the area to be excavated for the station entrances on the north side of 72nd Street would be within 200 feet of the building at 325 East 72nd Street. Therefore, in accordance with the Second Avenue Subway project's PA, this building would be included in a Construction Protection Plan developed for the Second Avenue Subway project so as to avoid potential accidental damage during construction. The building at the southeast corner of Second Avenue and 72nd Street that would be demolished in this alternative is not a historic resource, based on the analysis conducted for the FEIS.

*8.3.2.4 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)*

In Alternative 4 (like Alternative 3), the area to be excavated for the station entrance on the north side of 72nd Street would be within 200 feet of the building at 325 East 72nd Street. Therefore, in accordance with the Second Avenue Subway project's PA, this building would be included in a Construction Protection Plan developed for the Second Avenue Subway project so as to avoid potential accidental damage during construction. The building at the southeast corner of Second Avenue and 72nd Street that would be demolished in this alternative is not a historic resource, based on the analysis conducted for the FEIS.

**8.3.3 PERMANENT IMPACTS OF THE 72ND STREET STATION ENTRANCE ALTERNATIVES**

With the No Action Alternative and with all 72nd Street Build entrance alternatives, the ancillary and entrance building for the 72nd Street Station at the northwest corner of Second Avenue and 72nd Street would be in close proximity to the historic Catholic Church of St. John the Martyr. In accordance with the Second Avenue Subway project's PA, the design of the ancillary building (not the subject of this EA) will be developed in coordination with the SHPO to ensure compatibility with the church.

*8.3.3.1 72ND STREET STATION NO ACTION ENTRANCE ALTERNATIVE*

In the No Action Alternative, the sidewalk elevators on the south side of 72nd Street east of Second Avenue and the entrance in the building at 305 East 72nd Street would both be within visual range of the building at 325 East 72nd Street. In accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrances to SHPO and LPC for review and comment prior to construction.

*8.3.3.2 72ND STREET STATION ENTRANCE ALTERNATIVE 1 (ELEVATORS AT THE SOUTHEAST CORNER AT 300 EAST 72ND STREET)—PREFERRED ALTERNATIVE*

Alternative 1 would add a new subway building at the southeast corner of 72nd Street and Second Avenue, within visual range of the building at 325 East 72nd Street. Therefore, like the No Action Alternative, in accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrance structure to SHPO and LPC for review and comment prior to construction.

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*8.3.3.3 72ND STREET STATION ENTRANCE ALTERNATIVE 3 (ESCALATORS ON THE NORTH SIDE OF 72ND STREET EAST OF SECOND AVENUE)*

Alternative 3 would have the same new entrance building on the southeast corner of Second Avenue and 72nd Street as Alternative 1. It would also have two escalator entrances in a widened sidewalk on the north side of 72nd Street that would extend 270 feet east of the Second Avenue curbline. These project elements would be within visual range of the building at 325 East 72nd Street. Therefore, like the No Action Alternative, in accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrances to SHPO and LPC for review and comment prior to construction.

*8.3.3.4 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)*

Alternative 4 would have the same new entrance building on the southeast corner of Second Avenue and 72nd Street as Alternative 1. It would also have an escalator entrance in a widened sidewalk that would extend 150 feet east of the Second Avenue curbline. These project elements would be within visual range of the building at 325 East 72nd Street. Therefore, like the No Action Alternative, in accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrances to SHPO and LPC for review and comment prior to construction.

**8.3.4 SUMMARY: THE 72ND STREET STATION ENTRANCE ALTERNATIVES**

The No Action Alternative and 72nd Street Alternative 1 would not have construction activities related to the station entrances within 200 feet of the historic building at 325 East 72nd Street. Unlike the No Action Alternative, Alternatives 3 and 4 would involve cut-and-cover excavation and controlled drilling and blasting within 200 feet of that building, and therefore the building would be included in the Second Avenue Subway project's Construction Protection Plan for those alternatives, which would not be needed for the No Action Alternative. For all three Build alternatives, like the No Action Alternative, no significant adverse effect to historic resources would occur during construction.

Once completed, the No Action Alternative and Alternatives 1, 3, and 4 for the 72nd Street Station would all have station entrances on the east side of Second Avenue within visual proximity of 325 East 72nd Street. For all Build alternatives, as for the No Action Alternative, the design of these entrances would be provided to SHPO and LPC for review and comment in accordance with the Second Avenue Subway project's PA. Therefore, for all station entrance alternatives, no significant adverse effect to historic resources would occur when the Second Avenue Subway is completed.

The SHPO has concluded that the alternatives would result in no adverse effect to historic properties in a letter dated March 12, 2009, and LPC also concluded that no adverse effect would occur in a letter dated February 13, 2009. This correspondence is provided in Appendix C.

## **8.4 POTENTIAL IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES**

### **8.4.1 EXISTING CONDITIONS**

The Areas of Potential Effect for the evaluation of station entrance alternatives at the 86th Street Station includes the area within 200 feet of any excavation area for each of the entrance alternatives. APEs of 200 feet were used for areas of the Second Avenue Subway project where blasting could occur. To be conservative, a 200-foot APE was defined around the outside boundary of all station entrance construction areas, even where no blasting would occur (and therefore where a 90-foot APE would be appropriate). The 200-foot APEs were used to evaluate potential impacts that could occur as a result of vibrations from controlled blasting as well as to assess the potential contextual effects of above-ground subway infrastructure once the subway is operational. The APEs for the 86th Street Build entrance alternatives (Alternatives 2, 5, and 7) are shown in **Figures 8-4 through 8-6**. As shown in those figures, the APEs extend generally from 85th to 87th Street, and extend east and west along 86th Street on either side of Second Avenue.

In this area, the FEIS identified one known historic resource, the Manhattan Apartments (S/NR), on the southwest corner of Second Avenue and 86th Street at 1649-1657 Second Avenue. In addition, six potential historic resources were located in the 86th Street Station APE in the FEIS (see Table 9-2 of the FEIS in Chapter 9). For these buildings, additional investigation was conducted following completion of the FEIS, as set forth in the PA, to determine whether they were eligible for the S/NR. In addition, the APEs for the new station entrance alternatives are larger than the APE analyzed in the FEIS. Therefore, consistent with the procedures set forth in the PA, the buildings not already evaluated for the FEIS that are located within 200 feet of the new station entrance locations were evaluated by professional architectural historians to determine whether they appear to meet the eligibility criteria for the S/NR. The following conclusions were reached:

#### **Buildings Determined to be Eligible for the S/NR**

- The Manhattan Apartments (S/NR), on the southwest corner of Second Avenue and 86th Street at 1649-1657 Second Avenue, which was determined to be eligible for the S/NR for the FEIS.

#### **Buildings Determined to be Not Eligible for the S/NR**

- The two five-story tenement buildings at 304 and 306 East 86th Street, on the south side of 86th Street east of Second Avenue, which were identified in the FEIS as potential historic resources. Additional investigation was conducted for these buildings and Historic Resource Inventory Forms were submitted to the SHPO on March 12, 2008. In a letter dated March 28, 2008, the SHPO concluded that these buildings do not appear to meet the eligibility criteria for listing on the S/NR.
- The three four-story rowhouses at 308–312 East 86th Street, on the south side of 86th Street east of Second Avenue, which were identified in the FEIS as potential historic resources. Based on evaluation by a professional architectural historian following completion of the FEIS, it was determined that no additional documentation was required for these buildings and that they are not potential historic resources.

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- The five story tenement at 307 East 85th Street on the north side of 85th Street between Second and First Avenues, which were identified in the FEIS as potential historic resources. Based on evaluation by a professional architectural historian following completion of the FEIS, it was determined that no additional documentation was required for this building and that it is not a potential historic resource.

In summary, one historic resource is present within 200 feet of the station entrance alternatives at 86th Street: the Manhattan Apartments, at the southwest corner of 86th Street and Second Avenue.

**8.4.2 CONSTRUCTION IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES**

With the No Action Alternative and with all 86th Street Build entrance alternatives, the ancillary building for the 86th Street Station at the northwest corner of Second Avenue and 86th Street, and the cavern for the 86th Street Station, will be in close proximity to the Manhattan Apartments. In accordance with the Second Avenue Subway project's PA, the Manhattan Apartments will therefore be included in a Construction Protection Plan developed for the Second Avenue Subway project so as to avoid potential accidental damage during construction.

*8.4.2.1 86TH STREET STATION NO ACTION ENTRANCE ALTERNATIVE*

As noted above, the Manhattan Apartments will be included in the Second Avenue Subway project's PA, so as to avoid potential accidental damage during construction. The subway entrances on the east side of Second Avenue in the No Action Alternative would not change this conclusion.

*8.4.2.2 86TH STREET STATION ENTRANCE ALTERNATIVE 2 (TWO ESCALATOR BANKS ON THE SOUTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)*

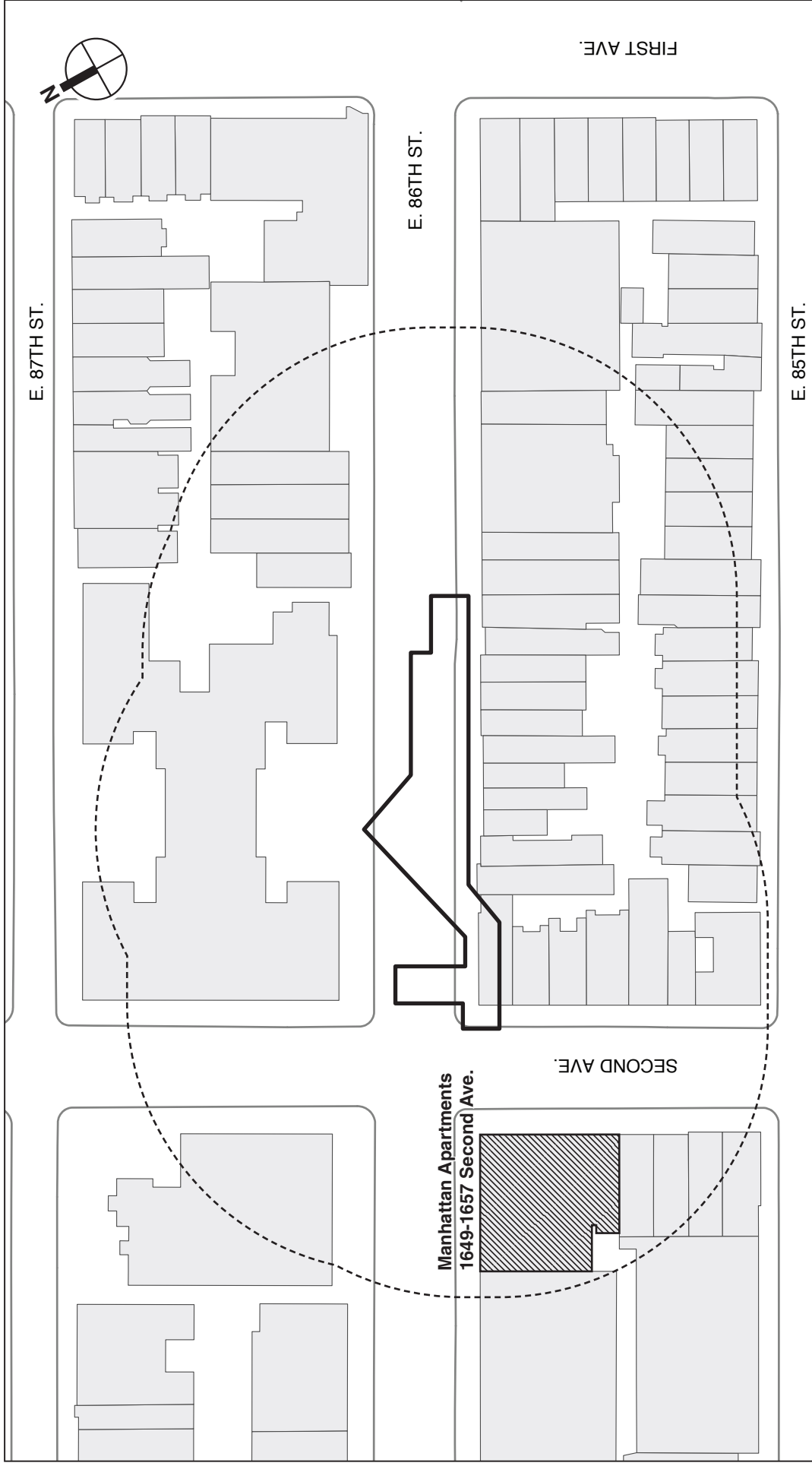
As noted above, in the No Action Alternative the Manhattan Apartments will be included in the Second Avenue Subway project's PA, so as to avoid potential accidental damage during construction. The subway entrances on the east side of Second Avenue in this alternative would not change this conclusion.

*8.4.2.3 86TH STREET STATION ENTRANCE ALTERNATIVE 5 (ELEVATORS AT SOUTHEAST CORNER)*

As noted above, in the No Action Alternative the Manhattan Apartments will be included in the Second Avenue Subway project's PA, so as to avoid potential accidental damage during construction. The subway entrances on the east side of Second Avenue in this alternative would not change this conclusion. The buildings at the southeast corner of Second Avenue and 86th Street that would be demolished in this alternative are not historic resources, based on the analysis conducted for the FEIS.

*8.4.2.4 86TH STREET STATION ENTRANCE ALTERNATIVE 7 (TWO ESCALATOR BANKS ON THE NORTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)—PREFERRED ALTERNATIVE*

As noted above, in the No Action Alternative the Manhattan Apartments will be included in the Second Avenue Subway project's PA, so as to avoid potential accidental damage during



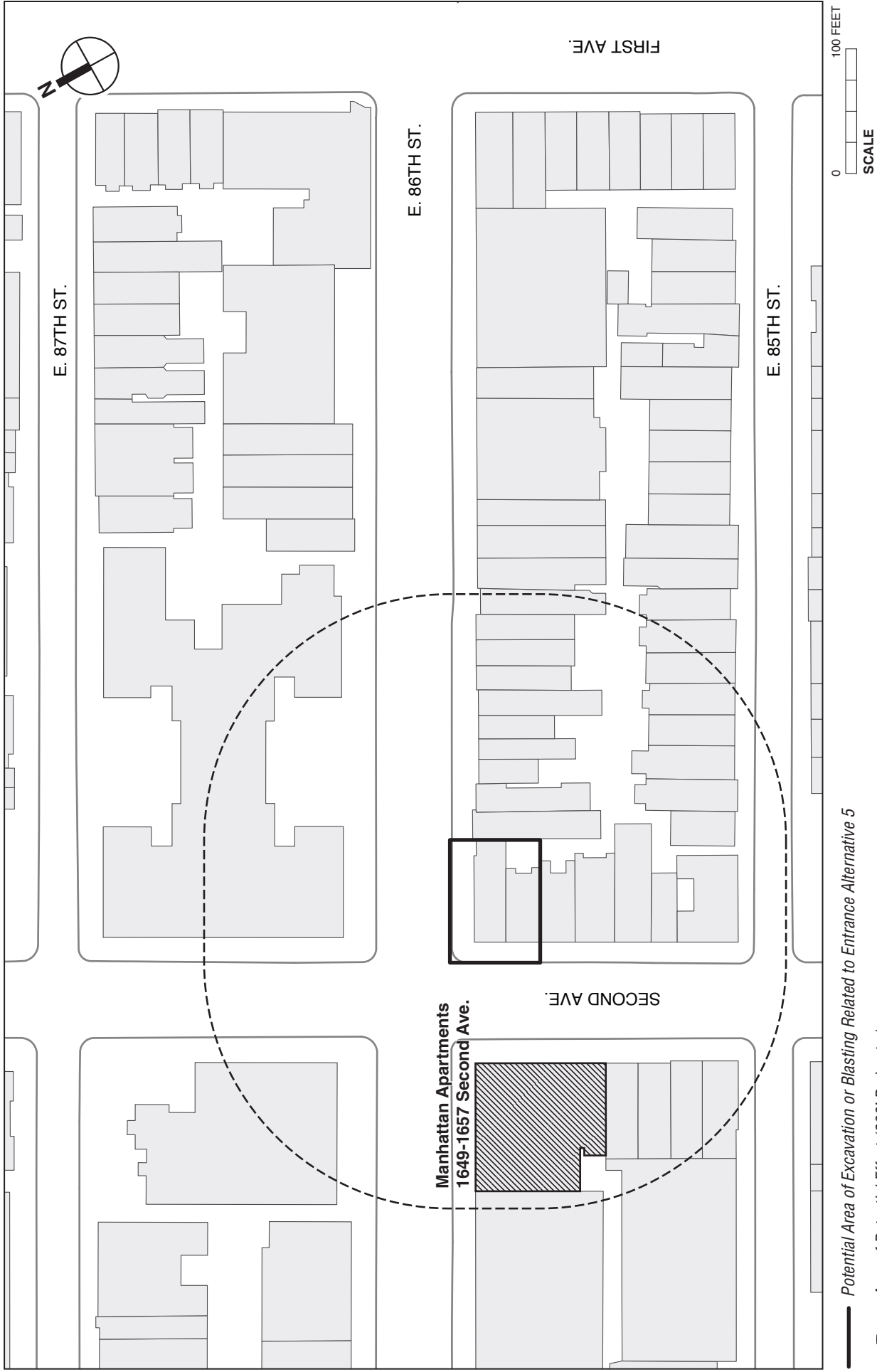
— Potential Area of Excavation or Blasting Related to Entrance Alternative 2

- - - Area of Potential Effect (200' Perimeter)

▨ Historic Resource

0 100 FEET  
SCALE

Area of Potential Effect for Historic Resources  
86th Street Station Entrance Alternative 2  
Figure 8-4

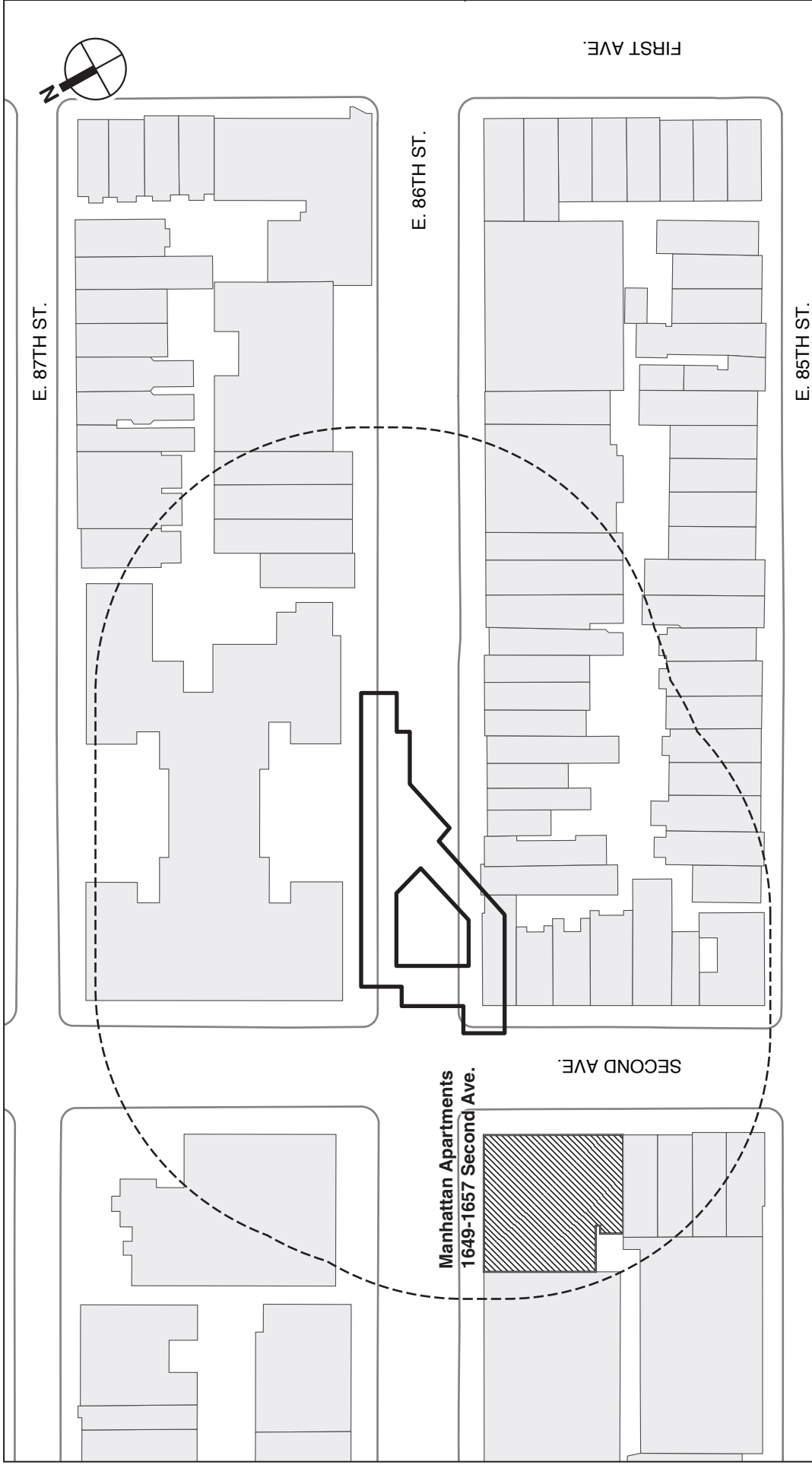


Potential Area of Excavation or Blasting Related to Entrance Alternative 5

Area of Potential Effect (200' Perimeter)

Historic Resource

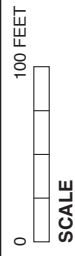
Area of Potential Effect for Historic Resources  
86th Street Station Entrance Alternative 5  
Figure 8-5



— Potential Area of Excavation or Blasting Related to Entrance Alternative 7 (Preferred Alternative)

- - - Area of Potential Effect (200' Perimeter)

▨ Historic Resource



Area of Potential Effect for Historic Resources  
86th Street Station Entrance Alternative 7  
Figure 8-6

construction. The subway entrances on the east side of Second Avenue in this alternative would not change this conclusion.

### **8.4.3 PERMANENT IMPACTS OF THE 86TH STREET STATION ENTRANCE ALTERNATIVES**

With the No Action Alternative and with all 86th Street entrance alternatives, the ancillary building for the 86th Street Station at the northwest corner of Second Avenue and 86th Street would be in close proximity to the historic Manhattan Apartments. In accordance with the Second Avenue Subway project's PA, the design of the ancillary building (not the subject of this EA) will be developed in coordination with the SHPO to ensure compatibility with the Manhattan Apartments.

#### *8.4.3.1 86TH STREET STATION NO ACTION ENTRANCE ALTERNATIVE*

In the No Action Alternative, the sidewalk elevator on the south side of 86th Street east of Second Avenue and the entrance in the building at 305 East 86th Street would both be within visual range of the Manhattan Apartments. In accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrances to SHPO and LPC for review and comment prior to construction.

#### *8.4.3.2 86TH STREET STATION ENTRANCE ALTERNATIVE 2 (TWO ESCALATOR BANKS ON THE SOUTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)*

Like the No Action Alternative, Alternative 2 would have a sidewalk elevator on the south side of 86th Street east of Second Avenue. It would also have escalator entrances in the south sidewalk of 86th Street east of Second Avenue. In accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrances to SHPO and LPC for review and comment prior to construction.

#### *8.4.3.3 86TH STREET STATION ENTRANCE ALTERNATIVE 5 (ELEVATORS AT SOUTHEAST CORNER)*

Alternative 5 would add a new subway building at the southeast corner of 86th Street and Second Avenue, rather than the sidewalk elevator and entrance within 305 East 86th Street that would be present in the No Action Alternative. The new subway building, like the No Action Alternative's entrances, would be within visual range of the Manhattan Apartments. Therefore, like the No Action Alternative, in accordance with the Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrance building to SHPO and LPC for review and comment prior to construction.

#### *8.4.3.4 86TH STREET STATION ENTRANCE ALTERNATIVE 7 (ESCALATORS ON THE NORTH SIDE OF 86TH STREET EAST OF SECOND AVENUE)—PREFERRED ALTERNATIVE*

Like the No Action Alternative, Alternative 7 would have a sidewalk elevator on the south side of 86th Street east of Second Avenue. It would also have two escalator entrances on the north side of 86th Street in a widened sidewalk that would extend 270 feet east of the Second Avenue curbline in front of 305 East 86th Street. These project elements would be within visual range of the Manhattan Apartments. Therefore, like the No Action Alternative, in accordance with the

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Second Avenue Subway project's PA, MTA New York City Transit would submit design drawings of the entrance structure to SHPO and LPC for review and comment prior to construction.

**8.4.4 SUMMARY: THE 86TH STREET STATION ENTRANCE ALTERNATIVES**

Regardless of the entrance alternative selected, the cavern for the 86th Street Station will be in close proximity to the Manhattan Apartments. The No Action Alternative and all Build entrance alternatives for the 86th Street Station would also have construction activities within 200 feet of the Manhattan Apartments. This building will be included in the Second Avenue Subway project's Construction Protection Plan to protect it from accidental damage during construction. For all three Build alternatives, like the No Action Alternative, no significant adverse effect to historic resources would occur during construction.

Once completed, the No Action Alternative and Alternatives 2, 5, and 7 for the 86th Street Station would all have station entrances on the east side of Second Avenue within visual proximity of the Manhattan Apartments. For all alternatives, the design of these entrances would be provided to SHPO and LPC for review and comment in accordance with the Second Avenue Subway project's PA. Therefore, for all Build alternatives, like the No Action Alternative, no significant adverse effect to historic resources would occur when the Second Avenue Subway is completed.

The SHPO has concluded that the alternatives would result in no adverse effect to historic properties in a letter dated March 12, 2009, and LPC also concluded that no adverse effect would occur in a letter dated February 13, 2009. This correspondence is provided in Appendix C. \*