

The Federal Transit Administration (FTA) issued a Record of Decision (ROD) for the Second Avenue Subway project on July 8, 2004. The ROD was issued based on the findings presented in the *Second Avenue Subway Final Environmental Impact Statement and Final Section 4(f) and 6(f) Evaluation* (FEIS; April 2004), which examined the potential impacts of the 8.5-mile-long Second Avenue Subway from East 125th Street in Harlem to Hanover Square in Lower Manhattan. The FEIS identified the environmental impacts of the Second Avenue Subway during its construction and the permanent impacts once the subway is operational. It also identified mitigation measures to alleviate the identified impacts. The assessment of the Second Avenue Subway's proposed alignment, ancillary facilities, stations, and station entrances presented in the FEIS was based on conceptual and preliminary engineering.

Following completion of the FEIS and issuance of the ROD, the design for the Second Avenue Subway advanced. It was determined that certain assumptions presented in the FEIS need to be changed since more detailed information on ground conditions and the subway's design are now known. Pursuant to 23 CFR §771.130, these changes have been evaluated in accordance with the National Environmental Policy Act (NEPA) to determine if they would alter the conclusions of the FEIS. Four previous technical memoranda were prepared between 2006 and 2008 to assess the changes to the design as follows:

- ***Technical Memorandum No. 1 (November 2006)***: evaluated changes to the design of the interlocking¹ south of the 72nd Street Station, changes in the construction technique to be used for the curved tunnels south of 66th Street, modification to the Second Avenue Subway project's phasing for the portion of the main line tunnels south of 68th Street, and modifications to the 72nd Street, 86th Street, and 96th Street Stations. At the 72nd Street Station, a new elevator entrance was added within the sidewalk on the southeast corner of 72nd Street and Second Avenue and the orientation of the entrance within 305 East 72nd Street (at the northeast corner) was revised. At the 86th Street Station, the entrance from within a new building on the southeast corner of 86th Street and Second Avenue was eliminated and an elevator entrance was added within the sidewalk at that corner location. These changes were needed to reflect advances to the Second Avenue Subway project's design as Preliminary Engineering continued and to reduce the overall construction impacts and cost of the Second Avenue Subway project.
- ***Technical Memorandum No. 2 (February 2007)***: analyzed the effects of the relocation of one ancillary structure, an above-ground ventilation structure related to the 96th Street Station.

¹ Interlockings are arrangements of interconnected signals and switches, which often include crossovers. Crossovers are turnouts on tracks that allow an uninterrupted connection between two nearby parallel tracks.

**Supplemental EA to the Second Avenue Subway FEIS:
72nd Street and 86th Street Station Entrance Alternatives**

- **Technical Memorandum No. 3 (June 2007):** evaluated design changes at the 63rd Street/Lexington Avenue Station related to the station's ventilation structures and entrance locations at Third Avenue and 63rd Street.
- **Technical Memorandum No. 4 (September 2008):** evaluated changes in the design of the subway's tunnel and track alignment between 63rd Street and 96th Street that would reduce the number of tracks near and in the 72nd Street Station from three to two and lower the tunnel alignment in the area near and in the 72nd Street and 86th Street Stations. The purpose of the modification was to reduce construction risk and associated cost. Technical Memorandum No. 4 did not result in changes in the entrances to the 72nd Street Station or 86th Street Station.

The design modifications proposed in these previous technical memoranda were reviewed and accepted by the FTA and incorporated into the Second Avenue Subway project.

This document, *Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: 72nd and 86th Street Station Entrance Alternatives (EA)*, analyzes the modifications for the locations of the northern station entrances at the 72nd and 86th Street Stations, describes the proposed modifications to these entrances, and compares the potential environmental impacts of the proposed modifications to those in the FEIS, as modified by the subsequent technical memoranda. The FEIS and previous technical memoranda form the basis for the No Action Alternative analyzed in this EA.

Following completion of the FEIS and Technical Memoranda Nos. 1 through 4 for the Second Avenue Subway project, MTA New York City Transit has identified unanticipated difficulties in the implementation of the design for the "northern" entrances at the 72nd Street and 86th Street Stations. At 72nd Street, the difficulties to implement the entrance within 305 East 72nd Street and the south sidewalk include complex property acquisition and difficult utility relocation. At 86th Street, major structural modifications would be needed at 305 East 86th Street to construct an entrance at that location, which would result in substantial disruption to the residential portion of the building and may require full acquisition of commercial space (Food Emporium supermarket) on that property. These are significant difficulties that would increase the time to implement construction, construction impacts, and associated cost. Therefore, MTA New York City Transit is exploring alternatives for these entrances.

On July 29, 2008, a public presentation was made to Community Board 8 and other interested members of the public. Public comments were raised before, during, and after the public information session. Verbal, written, and e-mail comments included concerns regarding pedestrian safety at vehicle driveways, jaywalking, community impacts of midblock entrances, and the aesthetic character of station canopies. These comments have been addressed in this EA in Chapter 5, "Transportation," and Chapter 6, "Social and Economic Conditions." In addition, MTA New York City Transit will hold a public hearing subsequent to publication of this EA.

This EA includes an Executive Summary and 14 chapters that evaluate the potential impacts of the 72nd Street Station and 86th Street Station entrance alternatives in comparison to the impacts of the No Action Alternative. The organization of this EA is as follows:

Executive Summary

- Chapter 1: Purpose and Need: Describes the planning context that led to the design for the 72nd Street and 86th Street Station entrances, identifies the reasons why alternatives to the No Action Alternative need to be explored; and provides the

locational requirements and goals and objectives for the northern entrances at the 72nd Street and 86th Street Stations.

- Chapter 2: Entrance Alternatives. Describes the entrance alternatives for the 72nd Street Station and the 86th Street Station evaluated throughout this EA, and other alternatives developed but eliminated.
- Chapter 3: Construction Activities. Describes the construction activities required for each of the entrance alternatives.
- Chapter 4: Environmental Screening Analysis. Discusses environmental areas for which the entrance alternatives would not differ from the No Action Alternative. These include public open space, infrastructure and energy, contaminated materials, natural resources, coastal zone consistency, safety, environmental justice, and indirect and cumulative effects.
- Chapter 5: Transportation. Evaluates the alternatives' effects with respect to subway ridership, effects on subway service and bus service, vehicular traffic and parking, and pedestrian conditions.
- Chapter 6: Social and Economic Conditions. Considers the potential effects of the entrance alternatives on land use and zoning, community character, and economic activity.
- Chapter 7: Displacement and Relocation. Describes the required property acquisitions for each entrance alternative in comparison to those of the No Action Alternative.
- Chapter 8: Historic Resources. Evaluates the entrance alternatives' potential effects on historic structures.
- Chapter 9: Archaeological Resources. Evaluates the entrance alternatives' potential effects on buried archaeological resources.
- Chapter 10: Air Quality. Describes the effects of the entrance alternatives on air quality.
- Chapter 11: Noise and Vibration. Assesses changes to potential noise impacts (primarily during construction) that would result from the entrance alternatives.
- Chapter 12: Recommendation of the Preferred Alternative. Describes the benefits and impacts of each alternative and identifies the reasons that Alternative 1 at the 72nd Street Station and Alternative 7 at the 86th Street Station are identified as the preferred entrance alternative.
- Chapter 13: Public Outreach and Review Process. Describes the public outreach efforts undertaken and planned for review of the proposed design modifications under NEPA.
- Chapter 14: List of Preparers.

Section 4(f) and Section 6(f) Evaluation for the entrance alternatives.

Each chapter describes the findings of the FEIS, followed by an analysis of the 72nd Street Station entrance alternatives and the 86th Street Station entrance alternatives. The effects of the Build alternatives for each station are compared to the effects of the No Action Alternative to determine whether the entrance alternatives would result in any significant adverse impacts not disclosed in the FEIS or require any mitigation measures not identified in the FEIS. *