

## 5.1 LAND ACQUISITION AND DISPLACEMENT

This section describes potential residential and business displacement that may occur as a result of the Proposed Action. It also describes permanent and temporary easements and acquisitions that may be required.

### 5.1.1 Residential and Business Displacement

The new South Ferry Terminal, approach tunnels, bellmouth, and fan plant facilities would be constructed underground. No subway facilities would be located aboveground other than three entry/exit points and ventilation facilities. Thus, there would be no temporary or permanent residential or business displacements as a result of terminal operations.

To provide ongoing **19** subway service to Lower Manhattan, the existing station is expected to remain operational during construction of the new terminal. Therefore, existing station concessions would be able to continue operations, as temporary displacement of these concessions due to construction is not anticipated. Upon completion of construction, replacement concession space would be available in the new terminal.

During construction of the approach tunnels in the eastern edge of Battery Park, mobile concessions and vendors that are typically located in the proposed construction zone would be required to temporarily relocate elsewhere in Battery Park. As a result, no adverse impacts to these concessions resulting from construction in the eastern portion of Battery Park are anticipated.

### 5.1.2 Temporary Construction Easements and Displacements

The Proposed Action would require temporary construction easements along the construction corridor, including the following:

- Construction easements from New York City Department of Transportation (NYCDOT) for work in Battery Place, Greenwich Street, and State Street.
- Construction easements from New York City for work in Peter Minuit Plaza (approximately 1.8 acres) and Battery Park (approximately 1.0 acres).
- Construction easement from New York City for demolition and reconstruction of basement vaults at One Broadway Building at the northeast corner of Battery Place and Greenwich Street.

During construction in the eastern edge of Battery Park, the following park resources would be temporarily displaced:

- Portion of Eisenhower Mall, including the temporary World Trade Center (WTC) Sphere and memorial (which may need to be temporarily relocated).

- Pathways, lawn area and trees (approximately 50) in the construction zone between Battery Place and the eastern edge of the park adjacent to State Street.
- A portion of the black iron fence that separates the State Street sidewalk from the eastern edge of the park.

It is anticipated that MTA/NYCT would restore the park area affected by construction in a manner consistent with The Battery Conservancy's Master Plan for Battery Park, as described in greater detail in Section 5.3: Public Open Space.

### 5.1.3 Permanent Acquisitions and Easements

Peter Minuit Plaza is officially mapped parkland. However, it presently is used for construction staging for the Whitehall Ferry Terminal reconstruction project. According to the *Final EA and Section 4(f) Evaluation for the Whitehall Ferry Terminal Reconstruction Project* (FTA, 1999), the Plaza originally consisted of five pockets of land that were mapped as park, but were primarily used as traffic islands. The interior streets within the Plaza provided circulation for bus layover, pick-up and discharge activities; ferry vehicle stacking; some parking; and access for NYCDPR and U.S. Coast Guard personnel to their facilities in Battery Park. The original land area of the mapped parkland was approximately 1.5 acres. As part of the Whitehall Ferry Terminal reconstruction project, Peter Minuit Plaza will be reconfigured as follows: 1.3 acres of open space/pedestrian plaza area, 0.4 acres of mapped street (Peter Minuit Place) and park area, and improvement and mapping as parkland of 0.1 acres adjacent to Battery Park of what was previously street area. The total new area of mapped parkland, therefore, is 1.8 acres. The parkland alienation of Peter Minuit Plaza has occurred for the Whitehall Ferry Terminal Project.

Two of the three South Ferry Terminal entry/exits and a vent structure would be permanent features in Peter Minuit Plaza. The permanent surface area for these elements is approximately 0.05 acres. The third (northernmost) entry/exit would be permanently located in the sidewalk between the eastern edge of Battery Park and State Street (the sidewalk is part of Battery Park), requiring acquisition of approximately 0.02 acres. As described in Chapter 1, the South Ferry Terminal Project would be required to go through the parkland alienation process for these permanent features in Peter Minuit Plaza and Battery Park; the alienation process has been initiated by MTA/NYCT to the State Legislature.

Following is a list of permanent acquisitions and easements for the project components:

- Permanent acquisition of 0.05 acres in Peter Minuit Plaza for two entry/exit points and a vent structure.
- Permanent acquisition of 0.02 acres in the sidewalk between the eastern edge of Battery Park and State Street for an entry/exit point.
- Permanent subsurface easement (approximately 25,000 cubic yards) in the eastern edge of Battery Park for the approach tunnel.
- Permanent subsurface easement (approximately 40,000 cubic yards) in Peter Minuit Plaza for the approach tracks and terminal.