

5.20 SOCIOECONOMICS

5.20.1 Introduction

This section presents a discussion of the potential effects of construction and operation of the Proposed Action on the demographic, social, and economic profile of the study area, including patterns in population, housing, and employment characteristics. Current demographic and employment conditions are presented, along with future trends and projections, so that the character of the community now and at the time of construction and operation of the Proposed Action can be determined. The study area is defined as an area encompassing a half-mile radius around the project site, which reflects the area most likely to be affected by direct and indirect socioeconomic effects from the construction and operation of the Proposed Action.

5.20.2 Existing Housing Characteristics

Based on data from the U.S Census of Population and Housing for 1990 and 2000, a housing profile has been developed for the study area and surrounding region. From 1990 to 2000, the study area witnessed a 71 percent growth in households and a 72 percent growth in housing units (see Table 5-49). Lower Manhattan also witnessed a growth in the number of households and housing units in the same period. The increase in these numbers indicates that Lower Manhattan and the study area are undergoing a gradual transformation from a purely business and commercial district to a “24/7” community with an increased supply of residential units.

Table 5-49
Trends in Households and Housing Units, 1990 and 2000

| Region | 1990 | | 2000 | | % Growth | |
|-----------------|------------|---------------|------------|---------------|------------|---------------|
| | Households | Housing Units | Households | Housing Units | Households | Housing Units |
| Study Area | 3,794 | 4,535 | 6,491 | 7,820 | 71.1% | 72.4% |
| Lower Manhattan | 28,066 | 29,783 | 33,404 | 36,346 | 19.0% | 22.0% |
| New York County | 716,422 | 785,127 | 738,644 | 798,144 | 3.1% | 1.7% |

Source: U.S Department of Commerce, Bureau of Census, U.S Census of Population and Housing, 1990 and 2000.

The attacks of 9/11 led to dislocation of downtown residents and an increase in vacancy rates in the Lower Manhattan area. Public agencies at all levels have announced incentives for owners of residential units and renters affected by the events in an effort to re-attract residents to the area. Trends in housing tenure observed within the study area, Lower Manhattan, and New York County are presented in Table 5-50. The number of rental units in the study area increased by 87.3 percent between 1990 and 2000. For areas within Lower Manhattan, the percentage growth for rental units was nearly 14 percent and percentage growth for owner-occupied units was 46 percent. The growth of

rental units within the primary study area can be attributed to the increasing trend towards conversion of commercial properties to residential uses.

Table 5-50
Trends in Housing Tenure, 1990 and 2000

| Region | 1990 | | | | 2000 | | | | % Growth | |
|-----------------|--------------|-------|----------------|-------|--------------|-------|----------------|-------|--------------|----------------|
| | Rental Units | | Owner Occupied | | Rental Units | | Owner Occupied | | Rental Units | Owner Occupied |
| Study Area | 2,956 | 77.9% | 838 | 22.1% | 5,538 | 85.3% | 953 | 14.7% | 87.3% | 13.7% |
| Lower Manhattan | 23,593 | 84.1% | 4,473 | 15.9% | 26,854 | 80.4% | 6,550 | 19.6% | 13.8% | 46.4% |
| New York County | 588,385 | 82.1% | 128,037 | 17.9% | 589,912 | 79.9% | 148,732 | 20.1% | 0.2% | 16.2% |

Source: U.S Department of Commerce, Bureau of Census, U.S Census of Population and Housing, 1990 and 2000.

5.20.3 Existing Employment Characteristics

As the nation's third largest Central Business District (CBD) in terms of commercial floor space, Lower Manhattan is not only a major employment center but also the headquarters of many national and international businesses. As presented in Table 5-51, the share of Finance, Insurance, and Real Estate (FIRE) employment in Lower Manhattan in 1995 was nearly half of the total employment for the City of New York. It has been projected that in the year 2020, the share of Lower Manhattan to New York City in the FIRE sector would marginally drop to 43.3 percent. In order to re-attract businesses lost to other areas since 9/11 and attract non-FIRE businesses, several initiatives have been announced by local, state and federal agencies.

As the study area is located in close proximity to the financial and commercial district of the City, a high median household income is observed. The percentage of the total labor force employed within the study area was also observed to be high at 96.7 percent. Table 5-52 presents a comparison of the labor force in the study area to the surrounding region.

Residents in the study area are highly transit dependent. Means of transportation to work data compiled from the U.S Census Bureau revealed that a large percentage of residents in the study area use mass transit to commute to their place of work. Table 5-53 presents data on the different modes used by residents in the study area and the region. Over 42 percent of the residents in the study area use the subway system or the regional rail system to commute to their place of work. This is slightly higher than that of residents in Lower Manhattan as a whole. Walking to work is the second most popular mode across all the three regions. Nearly 36 percent of the residents in the study area walk to their work location, compared to 33.6 percent for the residents in Lower Manhattan and 22 percent in the County.

Table 5-51
Trends in Employment, 1995 to 2020
 (Employment in 000's)

| | Year | | Annual % |
|--|-------------|-------------|------------------|
| | 1995 | 2020 | Change |
| Lower Manhattan | | | 1995-2020 |
| FIRE | 184.2 | 191.3 | 0.26% |
| Retail Trade | 19.4 | 21.5 | 0.72% |
| Services | 78.5 | 111.5 | 2.80% |
| Government | 126 | 124.5 | -0.08% |
| Others * | 89.5 | 89.6 | 0.01% |
| | | | |
| New York City | 1995 | 2020 | 1995-2020 |
| FIRE | 409.3 | 442.2 | 0.54% |
| Retail Trade | 196.9 | 219.3 | 0.76% |
| Services | 734.2 | 1093.4 | 3.26% |
| Government | 358.6 | 368.4 | 0.18% |
| Others * | 578 | 578.1 | 0.00% |
| | | | |
| Share of Lower Manhattan to New York City | | | |
| | 1995 | 2020 | 1995-2020 |
| FIRE | 45.0 | 43.3 | -0.26% |
| Retail Trade | 9.9 | 9.8 | -0.03% |
| Services | 10.7 | 10.2 | -0.31% |
| Government | 35.1 | 33.8 | -0.25% |
| Others * | 15.5 | 15.5 | 0.01% |

Source: NYMTC Employment Forecasting and Analysis Technical Memorandum Sept.1997

*Sectors include Proprietors, Manufacturing, Construction, Transportation and Public Utilities and Wholesale Trade.

Table 5-52
Labor Force Characteristics of Study Areas, 2000

| Areas | Total Labor Force | Employed Labor Force | Percent of Labor Force Employed | Median Household Income |
|--------------------|-------------------|----------------------|---------------------------------|-------------------------|
| Primary Study Area | 8,618 | 8,337 | 96.7% | \$101,557 |
| Lower Manhattan | 51,382 | 48,098 | 93.6% | \$45,111 |
| New York County | 841,633 | 770,283 | 91.5% | \$47,030 |

Source: U.S Department of Commerce, Bureau of Census, U.S Census of Population and Housing, 2000.

Table 5-53
Means of Transportation to Work, 2000

| Means of Transportation to Work | | | | | |
|--|------------------------|------------|--------------------------|-------------|--------------|
| Areas | Subway/Railroad | Bus | Autos & Taxis | Walk | Other |
| Study Area | 42.4% | 1.3% | 12.5% | 35.6% | 0.2% |
| Lower Manhattan | 40.5% | 6.2% | 12.6% | 33.6% | 0.5% |
| New York County | 44.8% | 5.7% | 15.7% | 22.0% | 0.8% |

Source: U.S Department of Commerce, Bureau of Census, U.S Census of Population and Housing, 2000

5.20.4 Environmental Performance Commitments

The socioeconomic analysis of the South Ferry Terminal Project was conducted taking into account the following Environmental Performance Commitments (EPCs) which would be implemented as part of the project, so as to proactively avoid or minimize adverse effects on socioeconomic conditions:

- Coordination with the Lower Manhattan Development Corporation (LMDC), the Downtown Alliance, and other entities to minimize residential and retail impacts.
- Appropriate signage for affected businesses and amenities to maintain their visibility, when obscured as a result of construction activities.

In addition to these EPCs, which are specifically tailored to socioeconomic conditions, potential effects on socioeconomic conditions have also been proactively addressed through EPCs intended to avoid or minimize effects on access and circulation, noise and vibration, air quality, and cultural and historic resources, all of which may indirectly affect socioeconomic conditions. A discussion of the aforementioned EPCs is presented in their respective resource sections.

5.20.5 Potential Environmental Impacts

5.20.5.1 Analysis Year 2005/2006 (Construction)

No Build Condition

Under the No Build Condition, the South Ferry Terminal Project would not be constructed. The project study area would continue to undergo economic recovery and growth, and Lower Manhattan would continue to evolve into a “24/7” community. In addition to the increase in permanent employment as office space in Lower Manhattan is rebuilt, along with the increase in permanent residents as office-to-residential conversions occur, the rebuilding activities are expected to produce significant opportunities for temporary construction employment at the World Trade Center site, and other construction projects including the Permanent WTC PATH Terminal, Fulton Street Transit Center, and Route 9A. These temporary construction employment opportunities are expected to commence or continue through 2006. In the absence of the South Ferry

Terminal Project, the city and regional economies would not benefit from the incremental purchases, employment, and indirect economic activity related to construction activity of the terminal facilities.

Without the South Ferry Terminal Project, construction activities would be in progress in other Lower Manhattan study areas that have the potential to reduce access in localized areas. The New York City Department of Transportation (NYCDOT) would be continuing with a program of reconstructive roadwork in Lower Manhattan in 2005/2006. This work would range from utility replacement and full-scale street reconstruction to repaving operations. The street work planned by NYCDOT is necessary to repair and replace aging utility services, ensure the continued provision of services, prevent utility emergencies, and coordinate servicing efforts to reduce the occurrence and duration of street construction. The reconstruction of Battery Place from West Street to State Street would also be underway, as part of New York State Department of Transportation's (NYSDOT) Route 9A project. The construction-related activities of these projects are not expected to result in permanent adverse impacts to business operations in the study area. The coordinated street work activity is designed to limit the duration of street closures and access reductions and limit the potential for future disruptions.

Proposed Action

Construction of the South Ferry Terminal Project would represent an infusion of capital investment (approximately \$400 million) into the New York City economy. Capital expenditures would flow through the local economy and generate a range of economic benefits. These benefits would take the form of increases during the construction period in economic activity or output for local supplying industries; earnings to local employees; state and local tax revenues; and jobs.

Construction activities for the Proposed Action would extend over only a small portion of the study area, and would be confined to limited sections of individual streets, sidewalks, street corners, and parkland areas. The one component of the Proposed Action that has the potential to impact access to adjacent commercial uses during construction is the bellmouth and fan plant component, which will be constructed in the area bounded by Greenwich Street, Battery Place, and State Street. The two properties that could be affected by this construction are the New York State Department of Motor Vehicles with an entrance at 11 Greenwich Street and the Citibank offices at One Broadway with entrance on Broadway. The construction plan for this component of the project (see Chapter 4) identifies that pedestrian and vehicular access in this area will be maintained during construction. Maintaining this access will be a part of the Maintenance and Protection of Traffic (MPT) Plan, as described in Section 5.9. Therefore, it is not anticipated that these commercial operations will be adversely impacted by construction activities. As indicated in Section 5.20.4 above, appropriate signage for affected businesses and amenities to maintain their visibility, when obscured as a result of construction activities, will be provided by MTA/NYCT.

Within the eastern edge of Battery Park, it is anticipated that mobile concessions and vendors in this area would be temporarily relocated to other areas of the park during the

construction period. Thus, these vendors would be allowed to continue in operation and would not be adversely affected by construction activities.

5.20.5.2 Analysis Year 2008 (Initial Operation)

No Build Condition

Under the No Build Condition, the South Ferry Terminal Project would not be operational in 2008. The project study area would continue to undergo economic recovery and growth, and Lower Manhattan would continue to evolve into a “24/7” community; the existing South Ferry Station would continue to serve this growth and recovery in its substandard configuration. The rebuilding activities are expected to continue to produce opportunities for temporary construction employment at the WTC site.

Proposed Action

In its operational state, the South Ferry Terminal would not affect the socioeconomic conditions within the study area. The terminal would not generate induced growth in employment or residents within the study area. The terminal would improve transit connectivity for existing residents and employees of the area, as well as tourists, and would be operational in time to support the growth in population anticipated with residential developments and conversions and the recovery of employment with the completion of office buildings damaged or destroyed on 9/11, as well as elements of the WTC site expected to be completed by 2009.

Essentially all of the facilities associated with the proposed South Ferry Terminal Project would be located underground, except for entry/exit features, vent structures, and emergency hatches. None of these aboveground facilities would be located in areas that would have permanent adverse effects on surrounding commercial properties. Only in the event of an emergency would smoke be vented through the vent structures. The fan plant would also be tested periodically to ensure its functionality. Therefore, no adverse operational effects of the Proposed Action on the commercial properties adjacent to the project corridor are expected.

5.20.5.3 Analysis Year 2025 (Long Term Operation)

No Build Condition

Under the No Build Condition, the South Ferry Terminal Project would not be operational in 2025. The project study area would continue to undergo economic recovery and growth, and Lower Manhattan would continue to evolve into a “24/7” community. The WTC site is expected to be fully redeveloped by this time, resulting in important economic benefits for the Lower Manhattan area. This would include increased spending by those who commute to the area from other areas and from those workers who would reside locally. In addition, the WTC would attract substantial numbers of tourists to the Lower Manhattan area; these visitors would generate new jobs within New York City to support the increased tourist activity, a substantial proportion of which would be created

within the Lower Manhattan area. The existing South Ferry Station would continue to serve this growth and recovery in its substandard configuration.

Proposed Action

In its operational state, the South Ferry Terminal would not affect the socioeconomic conditions within the study area. The terminal would improve transit connectivity for existing residents and employees of the area, as well as tourists, and would support the growth in population and visitors anticipated with residential developments and conversions, and the recovery of employment with the full completion of the WTC site redevelopment. The project would provide improved transit service reliability to Lower Manhattan on the **1** **9** line, in addition to the South Ferry Terminal itself, which provides connections to existing and future tourist destinations along the **1** **9** line.