

5.4 COMMUNITY AND PUBLIC FACILITIES

5.4.1 Introduction

As depicted in Figure 7 in Chapter 1, the construction corridor for the Proposed Action would be mostly confined to the intersection of Greenwich Street/Battery Place, the eastern edge of Battery Park, State Street, and Peter Minuit Plaza. The community and public facilities study area covers a larger surrounding area bounded by Morris Street to the north, Broadway and Whitehall Street to the east, the New York Harbor confluence with the Hudson River to the south, and West Street to the west. For the purposes of this EA, community and public facilities are defined as public or publicly-funded facilities such as schools, hospitals, libraries, post offices, other government offices routinely accessed by the general public, day care centers, senior and homeless centers, and fire and police protection. While museums are not typically included in community facilities, they are considered in this analysis because of the role that tourism plays in the Lower Manhattan area in general and the Battery Park area specifically.

5.4.2 Existing Conditions

Table 5-2 inventories the community and public facilities within the study area. Also included are facility addresses and map numbers, so that Table 5-2 can be used in conjunction with Figure 24. The community and public facilities in the study area have not changed substantially since September 11, 2001.

5.4.3 Potential Environmental Impacts

5.4.3.1 Analysis Year 2005/2006 (Construction)

No Build Condition

Under the No Build Condition, the South Ferry Terminal Project would not be constructed, and there would not be any change in the study area associated with the project. Community and public facilities within the study area would be expected to remain similar to the existing condition. No adverse impacts to community and public facilities or their services would be anticipated under the No Build Condition.

Proposed Action

The public facility closest to the project construction corridor is the New York State Department of Motor Vehicles (DMV) at 11 Greenwich Street, just north of the intersection of Greenwich Street and Battery Place. Construction of the project's bellmouth and fan plant in the intersection of Greenwich Street and Battery Place has the potential to affect access to the DMV office. However, it is anticipated that during the construction period, public access to the community and public facilities located within the study area would continue to be provided, including to the DMV. Some local travel routes of persons accessing these facilities might be altered during different phases of

construction, but the community and public facilities and their services would not be adversely affected.

Table 5-2
Community and Public Facilities in Study Area

Map Number	Facility	Type	Address/Location
1	Castle Clinton National Monument	Monument	Battery Park
2	Federal Hall National Memorial	Monument	26 Wall Street
3	National Museum of the American Indian	Museum	U.S. Custom House, Bowling Green
4	New York Unearthed	Museum	17 State Street
5	Museum of Women	Museum	Battery Place
6	Skyscraper Museum	Museum	Ritz Carlton Hotel
7	Museum of Jewish Heritage	Museum	18 First Place, Battery Park City
8	Museum of American Financial History	Museum	26 Broadway
9	Fraunces Tavern Museum	Museum	54 Pearl Street
10	New York City Police Museum	Museum	25 Broadway
11	The Church of Our Lady of the Rosary (formerly the James Watson Residence)	Church	7 State Street
12	Trinity Church	Church	Broadway at Wall Street
13	Children First at 125 Broad	Corporate Group Daycare	125 Broad Street
14	Children Center at Goldman Sachs	Corporate Group Daycare	85 Broad Street
15	Lipton Corporate Child Care Center	Corporate Group Daycare	75 Wall Street
16	J.P. Morgan Chase Back-up Child Care Center	Corporate Group Daycare	20 Pine Street
17	Trinity Parish Pre School Nursery	Private Group Daycare	68 Trinity Place
18	Trinity Parish Pre School & Nursery	Private Group Daycare	74 Trinity Place
19	John Heuss House and John Heuss Corporation	Drop-In Center for Homeless and Soup Kitchen	42 Beaver Street
20	New York State Department of Motor Vehicles	Government	11 Greenwich Street
21	U.S. Post Office (Bowling Green Station)	Government	25 Broadway
22	U.S. Bankruptcy Court	Government	U.S. Custom House
23	John V. Lindsay Wildcat Academy	Public School	17 Battery Place
24	Millennium High School	Public School	75 Broad Street
25	High School for Leadership and Public Service	Public School	90 Trinity Place
26	Engine 4, Ladder 15	NYC Fire House	42 South Street

Sources: NYCDOP *Community District Needs*, 2001 Edition, NYCDOP *Selected Facilities & Program Sites in New York City*, 2003 Edition, *New York New Visions Downtown Now* map (CultureNOW, 2002), and site visits (2003).

5.4.3.2 Analysis Year 2008 (Initial Operation)

No Build Condition

Under the No Build Condition, the South Ferry Terminal Project would not be constructed, and there would not be any change in the study area associated with the project. Community and public facilities within the study area would be expected to remain similar to the existing condition. No adverse impacts to community and public facilities or their services would be anticipated under the No Build Condition.

Proposed Action

When it becomes operational in early 2008, the South Ferry Terminal would provide enhanced transportation access to the study area and generally improve mobility in Lower Manhattan. The new terminal would also provide better intermodal connectivity to other Lower Manhattan transportation services, and could potentially increase visitation to and usage of local community and public facilities.

The community and public facilities with the greatest potential to be affected by an increase in the number of visitors and tourists would be museums and cultural facilities. Services provided by other community and public facilities would not be affected, as there would be no change in their user populations. Increased visitation to the project area, a potential indirect effect of the project, would not adversely affect community and public facilities as the user populations of critical community facilities (schools, health care facilities, and day care centers) would not change. The new terminal is not expected to introduce new worker or residential populations to the area. Therefore, no adverse impacts to community and public facilities or the services they provide are anticipated as a result of the Proposed Action.

5.4.3.3 Analysis Year 2025 (Long Term Operation)

No Build Condition

Under the No Build Condition, the South Ferry Terminal Project would not be constructed, and there would not be any change to public and community facilities in the study area associated with the project. Community and public facilities within the study area would be expected to remain similar to the existing condition. However, as the residential community grows in Lower Manhattan, it would be expected that additional community and public facilities would also be developed to serve the residential community. No adverse impacts to community and public facilities or their services would be anticipated under the No Build Condition.

Proposed Action

In the long term, the South Ferry Terminal would continue to provide enhanced transportation access and improved mobility to Lower Manhattan. The project itself would not induce, directly or indirectly, the need for new community and public facilities, but it would provide improved access to such facilities in the Battery Park vicinity.