

A. INTRODUCTION

This chapter, together with accompanying Appendix F, describes the possible residential and business displacement and relocation that could be required for the Second Avenue Subway. As described in Chapter 2 of this FEIS (“Project Alternatives”), the proposed Second Avenue Subway has been designed to follow the public right-of-way of city streets, to minimize the need to disrupt use of private property or to acquire private property for the project. Even so, some disruption to residential and commercial uses along the construction route would be required in certain locations to protect public safety or where access to building entrances may be disrupted significantly during construction. Disruptions related to safety and access would typically be short-term (up to 6 months) and temporary, although in a few locations, longer-term disruptions could be necessary. In addition, the Metropolitan Transportation Authority (MTA) or MTA New York City Transit (NYCT) would need to acquire some private property for the new Second Avenue Subway. Some acquisition of private property—either vacant land, whole buildings, or portions of buildings—would be necessary to allow construction of above-ground ventilation structures, emergency exits, other ancillary facilities, and off-street station entrances housing stairs, escalators, and elevators. The project would also require permanent below-ground easements beneath private property in a number of locations, for new subway tunnels and other subway-related facilities (including stations), or to provide necessary structural support during excavation. In some cases, these easements would be within the building’s basement or foundation, potentially resulting in a direct effect to the structure. (As described in Chapter 3, various measures would be employed to minimize the potential for structural damage.) Compensation and relocation assistance for owner-occupants or tenants needing to be relocated would be provided by MTA and NYCT in accordance with applicable legal procedures and federal guidelines.

As a result of these disruptions to access and acquisitions of property, some direct displacement of businesses and residents would occur, on a temporary or on a permanent basis. When the SDEIS was published, specific properties that might be acquired were not known. Instead, the SDEIS described (in Chapter 8 and Appendix F) the general location of properties that might need to be acquired along the alignment. Since completion of the SDEIS, engineering work has been ongoing, and preliminary designs for station entrances, ventilation facilities, ancillary station facilities, and emergency exits have been developed. NYCT representatives have been attending meetings with the various Community Boards located along the alignment to discuss the possible entrance locations and required ancillary facilities at each station. As a result of the ongoing design work and input from the Community Boards, a preliminary list of properties that may need to be acquired is now available and is described in this FEIS. While the final locations of properties requiring full or partial acquisition during subway construction or operations may shift during continuing design and engineering, the nature and extent of impacts that would result would be similar to those discussed in this chapter. Appendix F provides supporting information on the characteristics of each station zone, to identify the property acquisition and

displacement impacts that would occur should different or additional properties from those described in this chapter be affected.

Since completion of the SDEIS, ongoing engineering work has also identified 10 specific properties where temporary displacement of occupants could be required to facilitate construction of tunnels below. Those properties, at 125th Street and Second Avenue, are described in this chapter. As with the acquisition of property for station elements, this information is still preliminary and will continue to be refined as engineering continues.

Use of public property, such as parks or public rights-of-way, would require public policy decisions through a public process (see Chapter 4, “Public Outreach and Review Process”). (The process for relocating public utilities such as telephone lines, electricity, gas, and water during construction, and any associated short-term impacts is described in Chapter 13, “Infrastructure and Energy.”) This chapter first describes (in Section B) temporary displacement or limitations to access that could be required to facilitate the project’s construction, including the reasons displacement of uses and acquisition of private property might be required, the processes to be followed in determining which specific properties are to be acquired, the areas and properties where displacement and acquisition might be required, and the potential impacts of such acquisition. Section C then describes locations where the subway would require acquisition of property for permanent subway structures, again including the reasons for possible acquisition, the locations that might be affected, and potential impacts of the acquisition. Finally, Section D describes the protection that property owners and tenants are afforded under federal and state law, including compensation and relocation assistance.

As described in Chapter 3, since issuing the SDEIS, NYCT has identified a phasing plan for the project that would allow the new Second Avenue Subway to be built and operated incrementally, in four phases, as follows:

- Phase 1: 105th Street to 62nd Street, including the tunnel connection to the 63rd Street/Broadway Line;
- Phase 2: 125th Street to 105th Street;
- Phase 3: 62nd Street to Houston Street, including the 63rd Street tunnel connection to Queens for non-passenger services; and
- Phase 4: Houston Street to Hanover Square tail tracks.

The plan permits portions of the project to operate prior to completion of the entire line, with some service provided within each of the areas upon completion of that construction phase. The displacement described in this chapter that would occur as a result of property acquisition for the project could occur in advance, as properties become available on the market. In addition, MTA/NYCT may opt to purchase currently underdeveloped properties prior to construction in each phase.

B. ACTIVITIES THAT MAY REQUIRE DISPLACEMENT OR ACQUISITION TO FACILITATE CONSTRUCTION

During construction, the project would require three different types of displacement, as follows:

- Short-term access limitations during construction;
- Long-term access limitations during construction; and

- Short-term, long-term, or permanent displacement resulting from acquisition of property to be used for construction activities, including for ground stabilization, staging areas, and temporary subsurface easements.

These are described below.

In addition, the displacement that would be required for permanent project elements (described in Section C of this chapter) would also generally occur during the construction period, to allow the new elements to be built. These displacements could occur in advance of the start of construction of that phase of the project.

SHORT-TERM ACCESS LIMITATIONS DURING CONSTRUCTION

Construction activities associated with building a new subway line (described in detail in Chapter 3, “Description of Construction Methods and Activities”) could temporarily disrupt access to some buildings’ entrances. Throughout most of the alignment, access would be provided to residential and commercial buildings, including retail businesses, at all times. However, in limited areas, it would be necessary to restrict access to buildings. Generally, this would only occur for a few hours at a time, but in a few instances, disruptions could extend for up to 6 months. In one area (discussed below under “Possible Longer Term Access Limitations During Construction”), disruptions could extend for over a year.

Disruptions to access would occur in some locations where measures to support and protect existing structures would be implemented (such as grouting, underpinning, and the installation of internal bracing or star bolts). These measures are discussed in more detail in Chapter 3. This type of work is most likely in locations where excavation would occur immediately adjacent to standing structures—including station entrances, ventilation structures, and any areas constructed by cut-and-cover construction—and where tunnels would be constructed in soil immediately below or near existing buildings.

In these locations, in addition to disruptions to access, construction might also need to occur within basements of certain affected buildings, or potentially within other portions of the buildings’ interiors. Though access to these buildings would generally be maintained, access to some areas might be temporarily restricted. In addition, for buildings with access to basements through doors in the sidewalk that are adjacent to cut-and-cover activity, access to those doors would also be restricted at times. In areas where short-term access disruptions would occur, it is not anticipated that NYCT will need to acquire buildings or permanently evacuate residents and businesses from buildings adjacent to the construction work. However, in some limited locations, businesses and residents may have to relocate for up to 6 months due to safety concerns or significant access restrictions. In such instances, it is possible that some businesses and residents would choose not to return to their former building locations, and that some businesses would be displaced permanently. NYCT would make extensive efforts to avoid such displacement.

The work required to expand the existing Grand Street Station to accommodate Second Avenue service would cause limited access disruptions for the buildings bordering the station, from Delancey Street to Hester Street. In this area, access could be curtailed for short periods of a few hours for up to four weeks at a time several times during the construction period. Pedestrian access could also be interrupted for up to two weeks to allow installation of structural support measures to a limited number of buildings in the vicinity of the Grand Street Station. Vehicle access would be interrupted at several times during construction for up to two weeks at a time. The restrictions to vehicular access could have a significant adverse impact to businesses in this

area, which include wholesalers that depend on ready access to deliveries. See also Chapter 6 of this FEIS, “Social Conditions.”

The extent of required short-term displacement will be further developed during continuing engineering. Plans to maintain access will also be developed for all affected areas. For any locations where it would not be feasible for the project to maintain reasonable access to businesses, MTA or NYCT would compensate the landlords for diminution of rental value and, where applicable, provide relocation payments to displaced tenants. Residents temporarily displaced would typically be offered an alternative residential facility or some equivalent measure of compensation.

POSSIBLE LONGER-TERM ACCESS LIMITATIONS DURING CONSTRUCTION

In one location—at the corner of 125th Street and Second Avenue—construction work associated with the new subway could affect access to private property for an extended period of time (up to 12 months), possibly resulting in temporary but long-term displacement of existing occupants of buildings there. This could occur at the southwest corner of 125th Street and Second Avenue, where the project’s curved tunnel would be constructed during Phase 2 in soil beneath private property.¹

At the corner of Second Avenue and 125th Street, the project’s tunnels would be bored in the soil beneath existing buildings that face the west side of Second Avenue and the south side of 125th Street. This construction technique was selected to minimize the disruption to the buildings standing on this block. As detailed in Chapter 2 and Appendix B, in the vicinity of 125th Street and Second Avenue where the alignment would curve below private property, numerous engineering alignments were explored to minimize the number of properties that would be affected. Although NYCT has selected the alignment that would result in the fewest impacts to private and public properties, 11 properties (10 buildings and one vacant lot) would still be affected during the construction period. See Table 8-1 for a list of these specific properties and their current uses and Figure 8-1 for an illustration of the affected buildings.

Two of those 11 properties are proposed for use as construction sites to provide support to the tunnel work below the block. These sites would be cleared. One of these properties is currently a vacant lot, so no displacement would occur assuming no building is erected on that site between now and the property’s acquisition. Should a building be built on the site before this time, it would need to be demolished to provide the required access, and any tenants would be displaced. On the second site, a 2-story building with commercial uses located on the ground floor and residential uses above would need to be demolished to provide the required access. Two businesses with an estimated 21 employees (full-time equivalents²) and 8 apartments with 21 residents would be displaced in this building.

¹ The effects to the buildings at the corner of 125th Street and Second Avenue have been studied in further detail since publication of the SDEIS. For this reason, the period of potential displacement has increased from 6 months to up to 12 months. In addition, the SDEIS described long-term construction activities that could affect private property along Second Avenue north of 125th Street and in the area south of Houston Street. In both locations, construction activities proposed have been refined to eliminate this long-term impact to private property.

² All workers in this chapter are described in terms of full-time equivalents, or one employee working full-time for one year. Two employees working half-time on a job together equal one full-time equivalent.

**Table 8-1
Properties Potentially Affected for Subway Construction Activities**

Block	Lot	Address	Current Use	Commercial Displacement (Square Feet)	Commercial Displacement (Employees)	Residential Displacement (Units)	Residential Displacement (Residents)
125TH STREET AND SECOND AVENUE: PROPERTIES ABOVE CURVED TUNNEL							
Potential Full Acquisition for Construction Access Site: Property to be Cleared and Used to Facilitate Construction							
1789	25	2423 Second Ave	Vacant land	0	0	0	0
1789	30	246 E. 125 St	2-story building with ground-floor auto repair and residential above	8,550	21	8	21
Total				8,550	21	8	21
Potential Full Acquisition for Structural Enhancements to Building Property May Be Inaccessible for Up to 12 Months							
1789	23	2419 Second Ave	5-story residential (under renovation) \with ground-floor retail	1,903	5	16	42
1789	24	2421 Second Ave	5-story residential (under renovation) \with ground-floor retail	1,890	5	10	26
1789	26	260 E. 125 St	5-story residential with ground-floor retail (5 stores)	2,423	6	19	49
1789	27	258 E. 125 St	5-story residential	0	0	20	52
1789	28	256 E. 125 St	5-story residential with ground-floor restaurant and hair salon	2,118	8	16	42
1789	29	254 E. 125 St	5-story residential building (under renovation)	0	0	20	52
1789	34	232 E. 125 St	3-story vacant residential building (under renovation) with ground-floor retail	2,553	6	6	15
1789	35	230 E. 125 St	2-story place of worship	0	0	0	0
1789	36	228 E. 125 St	2-story commercial printer	2,700	5	0	0
Total				13,586	35	107	278
PROPERTY AT SECOND AVENUE AND 1ST STREET: POSSIBLE STAGING AREA							
443	1	24 Second Ave	Gasoline station and auto repair	1,800	10	0	0
Total				1,800	10	0	0.0
Notes:							
1. Employee numbers are for full-time equivalent (FTE) employees. Commercial displacement was estimated using the following rates: Retail: 1 full-time equivalent (FTE) employee per 400 square feet (sf), Office: 1 FTE employee per 250 sf, Manufacturing: 1 FTE employee per 500 sf, Vacant space was assumed to be occupied.							
2. Residential units represent all units in the building (including vacant units), based on New York City Department of Finance Real Property Assessment Data. Number of residents is based on the average household size for the census tract.							
This table is new for the FEIS. The information in this table is preliminary and subject to change during continuing engineering.							

The remaining nine properties above the curved tunnel area have buildings on them that would be protected during construction using a range of possible structural support systems (described in Chapter 3) to minimize the risk of structural damage during the tunneling operation occurring below them. While the buildings could theoretically remain occupied during this period, due to the invasiveness of these activities, construction could most likely be completed with much less disruption to residents if existing occupants of these buildings were temporarily relocated during the approximately 12-month construction period. While demolition of these buildings is not contemplated, it is possible that NYCT would acquire these properties or acquire interests in these properties (e.g., leases, licenses, occupancy agreements, easements, etc.) to facilitate construction. As shown in Table 8-1, an estimated 35 employees, 277 residents, and a place of worship, the United Christian Prison Ministry, would be affected in these nine buildings. Four of the nine buildings are currently being renovated, but it is assumed that they would be fully occupied by the time construction of the subway in this area commences.

For all properties identified in Table 8-1, permanent subsurface easements would also be required. These would not have any effects on the structures or their inhabitants. Please see the section below entitled “Acquisition of Permanent Below-Ground Easements” for more information.

ACQUISITION OF PROPERTY FOR USE DURING CONSTRUCTION: STAGING AREAS

As presented in the description of construction methods in Chapter 3, while most of the staging areas and shaft sites to be used during construction would be within the streetbed owned by the City of New York, some properties would need to be acquired for off-street staging areas. Most of the locations being considered for this purpose are publicly owned properties. As described elsewhere in this FEIS, these include two park spaces that may be used as staging areas for construction of the project: the western portion of Playground 96 at 96th Street and the western portion of St. Vartan Park at 35th Street. For a more detailed discussion of this potential use of park space, see Chapter 3 and Chapter 7, “Public Open Space.”

As noted above in the discussion of the curve at 125th Street and Second Avenue, two properties there—at 2423 Second Avenue and 246 East 125th Street—would be acquired to facilitate construction in that area.

Because the Houston Street area is under consideration as a possible spoils removal area, it might be necessary to acquire the property located on the northeast corner of Second Avenue and 1st Street, at 24 Second Avenue, that is currently occupied by a gas station and automobile service station. The property could be needed to accommodate the construction staging activities for Phase 3 described in Chapter 3. This property includes an approximately 1,400-square-foot, 1-story building that is used for automotive repairs and as the gas station office, which would probably need to be demolished. Fewer than 10 workers are likely to be employed at the gas station. While the site would not need to be used permanently, the spoils removal activities could last for up to 4 years.

Wherever possible, off-street staging activities would be placed on properties that must be acquired for permanent subway structures, to limit the number of property acquisitions needed. (For more on acquisition of property for permanent subway structures, see Section C below.) Other properties to be acquired for use during construction may also be identified along the alignment during ongoing engineering. It is also possible that the contractors selected to build the Second Avenue Subway might choose to buy or lease properties not described here for their use during

construction. The effects of acquisition of other properties than those described in this chapter would be similar in nature and extent to the other property acquisitions analyzed in this FEIS.

ACQUISITION OF PROPERTY FOR USE DURING CONSTRUCTION: TEMPORARY SUBSURFACE EASEMENTS

In advance of construction, it will be necessary to acquire temporary subsurface easements beneath a number of properties throughout the alignment. For the most part, these easements would be used to install rockbolts, which would be used during construction to secure the tunnels being built to the rockface. Rockbolts would have no structural effects on the buildings located above them, either during or after construction, and would not affect existing building occupants. Once the tunnel lining is complete, the rockbolts would no longer be required and would be abandoned in place. Property owners could perform any construction activities on their properties with no adverse effects to the subway or their buildings.

SUMMARY OF DISPLACEMENT AND RELOCATION TO FACILITATE CONSTRUCTION

Altogether, engineering efforts to date have identified three properties (a vacant lot and a building with auto repair and residential uses at 125th Street, and a gas station and auto repair shop at 1st Street) that may need to be acquired during construction to create construction access or staging areas for tunnel work below. A total of approximately 31 employees and 21 residents would be affected. In addition, another 35 employees and 278 residents, as well as a place of worship, might need to be temporarily displaced for up to 12 months at 125th Street and Second Avenue. Relocation and compensation benefits for these businesses and residents are described later in this chapter in Section D. Other temporary effects to residents and businesses will be identified as ongoing engineering continues.

C. ACQUISITION OF PRIVATE PROPERTY FOR PERMANENT PROJECT ELEMENTS

NEED FOR PRIVATE PROPERTY

The Second Avenue Subway alignment follows the public right-of-way along most of its route, to limit the number of acquisitions and amount of displacement required. However, the project is likely to require some permanent acquisition of private property along the alignment, for ventilation and cooling structures, emergency exits, and off-street entrances to subway stations.

As described in Chapter 2, several options are under consideration for the stations' street entrance configurations. To conform with the regulations of the Americans with Disabilities Act (ADA) and safety guidance of the National Fire Protection Association (NFPA), all stations would be accessible by escalators, elevators, and stairs. Escalators and elevators require more space than stairs, and station entrances should be covered for weather protection. For these reasons, the new subway system's entrances would be larger than the entrance stairs to NYCT's existing, older subway lines, and would not fit within the city sidewalks without causing substantial obstruction. Therefore, most stations would have entrances located within buildings, in private and public plaza areas, or in wide sidewalks (see Figure 2-9 in Chapter 2 for a graphic representation of station entrance concepts).

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All stations would also have ventilation systems to refresh air in the station, train area, and tunnel. At each station, ventilation systems would require areas above street level for intake and exhaust. As described in Chapter 2, NYCT has adopted a project-wide policy to require all vent structures to be located at least 10 feet above ground level. Among the reasons for this decision are: because of the depth of the new tunnels and stations, in many locations sidewalk grates alone would not be effective in venting the new subway system; compliance with current state codes requires intakes and exhausts away from street level and prohibits venting onto sidewalks; and raising air intakes above street level reduces security risks for the stations and alleviates potential for flooding at flood-prone locations. All stations would also have air cooling systems to moderate temperatures in the stations, and all would have emergency exits. In most locations, the vent structures, cooling structures, and emergency exits could be combined in multipurpose structures. In many locations, new entrances could also be combined into such a multipurpose structure.

As a result, the project would typically require up to eight easements or property acquisitions at each station (but up to 11 properties would be required at a few locations). As described elsewhere in the FEIS, New York City zoning encourages off-sidewalk station access through the provision of special transit districts where easements may be required of private developers. In anticipation of station construction, NYCT has used this provision to acquire easements in certain existing and planned buildings along the project right-of-way. These easements (listed in Chapter 2) would be used wherever practicable. However, many of the easements were secured prior to the design of the current full-length Second Avenue Subway, so many of these easements do not meet size or location requirements needed to satisfy current design standards and rider demands. Therefore, the existing easements would be modified, supplemented, or replaced with other properties in a manner that would be consistent with the project's most current design specifications.

While the precise locations of these elements have not yet been finalized for any of the station areas, NYCT has presented the properties currently under consideration as entrances or ancillary facilities for each station to the relevant Community Boards. These are described later in this chapter and shown in Figures 8-1 through 8-19. These locations are not final; it is possible that some will shift during continuing engineering from their currently proposed locations to other similar locations in the same vicinity, and/or that additional, similar properties could be required. Figures F-1 to F-18 in Appendix F illustrate the overall area at each station in which such property acquisitions or easements could occur, in the event that different locations are required to minimize displacement impacts or meet design specifications. For example, in an effort to reduce residential displacement, a commercial building may be selected as an alternative to a residential property. In general, any properties selected for acquisition different than those described in this chapter are anticipated to be similar in location and nature to those described throughout this chapter, and the impacts of using those properties would be similar to the impacts disclosed in this FEIS. Affected property owners will be notified during final design after plans have been confirmed.

In addition, at some locations near subway station elements that would be created by cut-and-cover construction (such as entrances and shallow mezzanines), the project could require permanent use of the area beneath the sidewalk. As a result, some buildings that use vault space beneath the sidewalks or have cellar doors in the sidewalks would have that use curtailed and ended, so that the below-ground space under the sidewalk could be used instead by the new subway. This could affect or alter the owners' and occupants' use of, and access to, those buildings' basement areas.

SELECTION PROCESS FOR PROPERTIES TO BE ACQUIRED

As part of the engineering process for the Second Avenue Subway, preliminary design procedures and criteria have been established to guide the selection process for the new subway station entrances, ventilation structures, and other ancillary facilities. The following is an explanation of the process used to date to identify the preliminary properties selected at this time for station entrances and other features.

Off-street entrances within buildings would typically require acquisition of ground-floor and contiguous basement-level space. Ventilation and cooling facilities could also require the use of basement space as well as the space above. As described in Chapter 2, these functions can often be combined into a single facility, approximately 25 to 40 feet wide, 75 feet deep, and up to 50 feet high. When entrance and ancillary space can be placed in an existing large building, it would occupy portions of the basement and lower levels. In existing small and/or older buildings, however, use of lower-level space could be impractical without acquisition of the entire building because of structural considerations. Typically, it would be necessary to acquire one or several adjacent small buildings to accommodate the necessary subway functions.

The various entrances and ancillary facilities will each pose unique requirements in terms of their dimensions, quantity, and locations. Moreover, the project must comply with all relevant federal, state, and local codes for both station entrances and emergency egresses, and for the venting facilities and other structures. Therefore, the first steps in identifying locations where acquisitions would be needed were to 1) identify the area and/or volume needed for each required system component; 2) use ridership modeling to determine where the anticipated peak demand would occur; and 3) conduct a detailed survey of each station area to identify potential properties for acquisition that would best meet the project needs while minimizing the impact to the surrounding neighborhood.

The selection of individual properties required for either full or partial acquisition seeks to limit the impacts to the community and environment by minimizing the need for residential and business displacement to the extent practicable, and to avoid impacts to such community facilities as schools, parks, houses of worship, or libraries to the extent practicable.

Given the different requirements of the various types of subway components (i.e., station entrances, emergency egresses, and other ancillary facilities), a separate property selection process was identified for each type of use, as follows. As described below in Section D (“Compensation and Relocation Assistance”), MTA and NYCT would follow the requirements of federal and New York State law with respect to the acquisition of private property. As part of the acquisition process, public outreach, meetings with Community Boards have been held and one or more public hearings would be held for the proposed acquisitions.

SELECTION PROCESS FOR STATION ENTRANCES

Station entrances would be provided at locations where the largest numbers of passengers are expected, based on ridership modeling information; at or close to major cross streets and destinations; and to facilitate transfers to other subway lines and bus routes. In each station entrance location, surveys were conducted to identify any plazas, arcades, vacant properties, and underdeveloped sites that might be appropriate for a new entrance location. Existing, pending, and possible future Special Transit Land Use District (“STLUD”) zoning easements were used wherever they met the project’s needs in terms of volume and location (these are discussed in Chapter 6). Locational constraints were also identified, such as major utilities that might

interfere with station elements, and vertical and horizontal alignment constraints governing the location of the station.

Based on surveys and identified constraints, a preliminary list of possible entrance locations was prepared, with possible locations ranked in descending order of priority as follows:

- Existing STLUD easements (if available);
- Pending and future STLUD easements;
- Vacant lots and buildings;
- Plazas and arcades;
- Possibilities for joint developments (i.e., new construction accommodating an entrance within a larger building developed for some non-transit use); and
- Open spaces such as parks, where no other feasible and prudent alternative is available, and using all practicable measures to minimize harm to the open spaces.

Where no such sites were available, the use of portions of existing structures with street-level retail facilities was next considered. Any such properties were examined to determine whether portions of the retail spaces could be used without requiring relocation of the entire business. If the dimensions of the space were such that the entire use, and potentially any uses above the retail space, would have to be displaced (typically in older, less structurally solid buildings), acquisition of the entire building and relocation of its occupants was assumed. Acquisition and relocation of buildings containing residential occupants was only considered after all other possibilities were exhausted. Use of historic resources (see Chapter 9), public open spaces (see Chapter 7), or community resources was avoided unless no feasible or prudent alternatives were available. To the extent that such properties were considered, additional alternatives analyses were conducted, and a preliminary assessment of impacts was conducted.

When acquisition of residential or commercial properties is required because of the absence of other suitable sites, NYCT has generally sought first to identify large, modern buildings where construction could occur in the buildings' lobbies, basements, or storefronts without requiring displacement of the residents or workers above. If such structures are not available, the smallest buildings (typically 5 stories or smaller) were then identified. Because of the smaller lot size (typically 25 feet wide), age, and structural condition of these buildings, generally it is not possible to use only a portion of the structure while leaving other existing uses in place. Therefore, when sites on small lots have been identified, the entire building would need to be acquired and removed.

SELECTION PROCESS FOR ANCILLARY FACILITIES

As described in Chapter 2, ancillary facilities for the Second Avenue Subway project include permanent facilities required for the operation, maintenance, and safety of the subway line including its passengers and staff. These may include signal and communications equipment, fans, pumps, cooling machinery, vents, staff facilities, and electrical distribution equipment. Each piece of machinery or equipment has different spatial requirements.

While locating suitable properties for ancillary facilities allows for more flexibility than station entrances, there are still a number of constraints regarding their siting. For example, the tunnel ventilation facilities must be located within a certain limited distance from each end of the station platform. The selection of properties was made to accommodate these constraints.

As with station entrances and emergency egress facilities, site selection for ancillary facilities consisted first of conducting site surveys within the various station areas. According to New York City’s Zoning Resolution, the easement volumes provided under the STLUD are to be used specifically for station access and pedestrian circulation purposes. Therefore, STLUD easements were not considered for ancillary facilities that did not provide a pedestrian amenity. Generally, the site selection process for ancillary facilities considered use of the following types of properties in descending order of priority:

- Vacant lots
- Vacant or deteriorated building sites
- Open spaces (non-parkland)
- Plazas and arcades
- Retail or commercial properties
- Residential properties or community resources

As with station entrances, use of historic resources, parkland, religious institutions, and other community facilities was avoided unless no feasible or prudent alternatives were available. An effort was also made to minimize residential displacements within the locational constraints of siting these ancillary facilities. Consideration was also given to whether the site could be redeveloped after construction of the ancillary facility space for residential, commercial, or some other use in addition to the transit use.

SELECTION PROCESS FOR EMERGENCY EGRESS

In addition to regular station entrances, emergency staircases would be provided for evacuation of stations and tunnels and to allow access by emergency services personnel in emergency situations. The number and location of emergency egress facilities is largely governed by federal, state, and city codes. Generally, site selection for emergency egress facilities included considering use of the following types of properties in descending order of priority:

- Pending and future STLUD easements, or existing STLUD easements that have agreements allowing such use;
- Incorporation in property acquired for entrances or ancillary facilities; and
- Plazas and arcades.

IDENTIFICATION OF POTENTIAL PROPERTIES FOR ACQUISITION FOR PERMANENT PROJECT ELEMENTS

As described in Chapter 2, detailed designs for stations—including their entrances, ancillary facilities, and emergency egress locations—along the Second Avenue Subway alignment will continue to be developed during ongoing design and engineering. At this time, NYCT has used the process described above to identify preliminary locations for these structures. NYCT representatives have been attending meetings with the various Community Boards located along the alignment to discuss these possible locations at each station. A list of the various private properties that have been identified for potential full or partial acquisition to date is provided in Table 8-2. Graphics showing these properties are also provided (see Figures 8-2 through 8-19). Table 8-2 does not include property to be acquired for all elevators, since these locations are still

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being determined. Therefore, additional property may be needed to accommodate elevators and associated equipment.¹

Table 8-2 includes private properties that are being considered for full or partial acquisition by the project at this time. As engineering advances and construction plans are developed, it is possible that additional property or different property will need to be acquired. The private properties that would be acquired by the project would be acquired by the MTA pursuant to the New York State Eminent Domain Procedure Law, and relocation assistance would be provided to displaced occupants pursuant to the federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970. These procedures are described later in this chapter in Section D, "Compensation and Relocation Assistance." Table 8-2 also includes a list of the zoning easements already acquired for use by the project. NYCT has the right to use these spaces for the Second Avenue Subway.

The properties listed in Table 8-2 do not include several publicly owned buildings, parks, and plazas that are also being considered for use by the project. Those properties are described elsewhere in this FEIS (see Chapter 7, "Public Open Space;" Chapter 9, "Historic Resources;" and the Section 4(f) Evaluation and Section 6(f) Evaluation).

As noted in the table, for each potential property to be acquired, the square footage and number of apartments in the affected buildings was determined through New York City Real Property Assessment Data property records and verified via field surveys; the number of employees was calculated using standard factors, based on square footage and use, and the number of affected residents for each building was calculated using average household size reported in the 2000 Census for that station area.

The specific issues related to siting of project elements at each station are described below. As noted earlier, these locations are preliminary, and may change during continuing engineering to similar sites in the same general vicinity. In that event, properties to be acquired would be similar in nature to those described in this chapter, and the impacts of such acquisitions would be similar in nature and extent to those described in this FEIS. The general area in which any acquisitions would occur is described below for each station and shown in Figures F-1 through F-18 in Appendix F to this FEIS.

125TH STREET STUDY AREA

The proposed 125th Street Station would extend beneath 125th Street from Park Avenue to east of Lexington Avenue. The properties in this area include stores, office buildings, vacant land, residential buildings, and community facilities. Most of these properties are relatively small (generally 4 to 6 stories), with the exception of a 12-story office building and a 10-story nursing home. Several of these small buildings are community facilities that would not be displaced for new subway entrances, including a firehouse (Engine 36, which is currently closed) and a library. There are also several churches between Park and Lexington Avenues. The buildings fronting on the station area contain street-level retail storefronts, of which some are currently

¹ In addition to the properties shown in Table 8-2, at some properties where partial acquisition of ground-floor space is acquired, it is possible that additional space immediately above that ground-floor area may also be required to allow access during construction.

Table 8-2

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
125th Street Station										
1773	57	132 E. 125th St	SW corner Lexington Ave at 125th St	2-story commercial w ground-floor pawn shop, grocery, and restaurant	6,594	21	0	0	Station entrance and ancillary facility	Full acquisition
1773	67	110 E. 125th St	S side 125th St, Park-Lexington Aves	Portion of parking lot	0	0	0	0	Ancillary facility	Partial acquisition
1789	46	2293 Third Ave	SE corner Third Ave at 125th St	Portion of vacant parcel	0	0	0	0	Ancillary facility	Partial acquisition
Subtotal					6,594	21	0	0		
116th Street Station										
1795	2	2304 Second Ave	E side Second Ave near 118th St	Vacant land	0	0	0	0	Ancillary facility	Full acquisition
1795	3	2306 Second Ave	E side Second Ave near 118th St	Vacant land	0	0	0	0	Ancillary facility	Full acquisition
1688	1	2262 Second Ave	NE corner 116th St	Vacant 5-story residential with ground-floor retail	1,196	3	6	18	Station entrance, ancillary facility and emergency egress	Full acquisition
1688	1	301 E. 116th St	N side 116th St, Second-First Aves	1-story retail	1,196	3	0	0	Station entrance and ancillary facility	Full acquisition
1688	2	307 E. 116th St	N side 116th St, Second-First Aves	Vacant land	0	0	0	0	Station entrance and ancillary facility	Full acquisition
1687	51	2254 Second Ave	SE corner 116th St	4-story residential with ground-floor barber shop	1,020	3	3	9	Ancillary facility	Full acquisition
1687	151	2252 Second Ave	SE corner 116th St	4-story residential with ground-floor discount store	1,020	3	3	9	Ancillary facility	Full acquisition
Subtotal					4,432	12	12	36		

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
106th Street Station										
1681	50	2132 Second Ave	SW corner 110th Street	1-story beer ⁴ distributor	3,600	9	0	0	Ancillary facility	Full acquisition
1678	1	2080 Second Ave	SE corner 108th St	Unused building at Ben Franklin Houses	0	0	0	0	Station entrance	Partial acquisition
1678	1	2078 Second Ave	NE corner 106th St	Portion of plaza at residential building	0	0	0	0	Station entrance	Partial acquisition
1677	1	2042 Second Ave	E side Second Ave, 105th-106th Sts	Vacant lot	0	0	0	0	Ancillary facility and emergency egress	Full acquisition
1677	2	2042 Second Ave	E side Second Ave, 105th-106th Sts	Vacant lot	0	0	0	0	Ancillary facility and emergency egress	Full acquisition
1677	3	2042 Second Ave	E side Second Ave, 105th-106th Sts	Vacant lot	0	0	0	0	Ancillary facility and emergency egress	Full acquisition
Subtotal					3,600	9	0	0		
96th Street Station										
1646	28	1873 Second Ave	SW corner 97th St	Hardware store/ lumber yard	11,429	29	0	0	Ancillary facility	Full acquisition
1541	21	1849 Second Ave	SW corner 96th St	Portion of open plaza near high-rise residential building	0	0	0	0	Station entrance	Partial acquisition
1557	1101	301 East 94th St	NE corner 94th St	Portion of sidewalk/open space for high-rise residential building	0	0	0	0	Station entrance	Partial acquisition
1539	7501	1801 Second Ave	SW corner 94th St	Ground-floor nail salon, restaurant, cleaners and flower store in high-rise residential building	2,321	7	0	0	Station entrance	Partial acquisition

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
96th Street Station (cont'd)										
1556	1	1800 Second Ave	NE corner 93rd St	Residential building under construction	n/a	n/a	n/a	n/a	Emergency egress	STLUD easement
1555	3	1770 Second Ave	E side Second Ave, 93rd-92nd Sts	2-story restaurant	4,443	22	0	0	Ancillary facility	Full acquisition
Subtotal					18,193	58	0	0		
86th Street Station										
1532	22	1659 Second Ave	W side Second Ave, 87-86th Sts	Portion of landscaped area at high-rise residential building	0	0	0	0	Ancillary facility	Partial acquisition
1549	1	1660 Second Ave	NE corner 86th St	Portion of ground-floor supermarket in high-rise residential building	2,808	7	0	0	Station entrance	Partial acquisition
1548	148	304 E. 86th St	SE corner 86th St	5-story residential with ground-floor pet store	1,041	3	7	11	Station entrance and ancillary facility	Full acquisition
1548	49	1656 Second Ave/300-302 E. 86th St	SE corner 86th St	4-story residential with ground-floor coffee shop	1,750	4	9	14	Station entrance and ancillary facility	Full acquisition
1548	50	1654 Second Ave	SE corner 86th St	4-story residential with ground-floor meat market	1,488	4	6	9	Station entrance and ancillary facility	Full acquisition
1546	1	1602 Second Ave	NE corner 83rd St	Restaurant space in high-rise residential	3,000	15	0	0	Station entrance	Partial acquisition
1528	28	1597 Second Ave	SW corner 83rd St	4-story residential with ground-floor retail	1,285	3	6	9	Ancillary facility	Full acquisition
1528	28	250 E. 83rd St	SW corner 83rd St	1-story restaurant behind residential building	510	3	6	9	Ancillary facility	Full acquisition
Subtotal					11,882	39	34	52		

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
72nd Street Station										
1447	7501	305 E. 72nd St	NE corner 72nd St	Portion of ground-floor chain pharmacy in high-rise residential	2,200	6	0	0	Station entrance	Partial acquisition
1427	23	253 E. 72nd St	NW corner 72nd St	5-story residential with ground-floor neighborhood pharmacy	4,917	12	37	57	Station entrance and ancillary facility	Full acquisition
1444	7501	301 E. 69th St	NE corner 69th St	Ground-floor restaurant in high-rise residential	5,625	28	0	0	Station entrance	Partial acquisition
1424	22	1315 Second Ave	NW corner 69th St	5-story residential with ground-floor restaurant	1,700	9	17	26	Ancillary facility	Full acquisition
1424	21	1313 Second Ave	NW corner 69th St	5-story residential with ground-floor restaurant	1,728	9	8	12	Ancillary facility	Full acquisition
Subtotal					16,170	64	62	95		
63rd Street/Lexington Avenue Station										
1398	7501	188 E. 64th St	NW corner Third Ave at 63rd St	Plaza and portion of supermarket in basement of high-rise residential	2,900	7	0	0	Station entrance	Partial acquisition
1417	45	1065 Third Ave	SE corner Third Ave at 63rd St	Ground-floor lighting store in residential building	1,400	4	0	0	Station entrance	Partial acquisition
1397	61	124 E. 63rd St	S side 63rd St, Lexington-Park Aves	4-story garage	1,250	1	0	0	Ancillary facility	Partial acquisition
1398	53	835 Lexington Ave	E side Lexington Ave, 63rd-64th Sts	2-story retail	250	1	0	0	Ancillary facility	Partial acquisition
Subtotal					5,800	13	0	0		

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
55th Street Station										
1349	1	1066 Second Ave	NE corner 56th St	4-story residential building with ground-floor diner and shoe repair	1,248	3	9	14	Ancillary facility	Full acquisition (Option A) ⁵
1349	2	1066 Second Ave	NE corner 56th St	4-story residential building with sandwich shop	1,146	3	2	3	Ancillary facility	Full acquisition (Option A) ⁵
1348	49	1044 Second Ave	E side Second Ave near 56th St	Portion of plaza at high-rise residential building	0	0	0	0	Ancillary facility	Partial acquisition (Options A and B) ⁵
1348	49	1050 Second Ave	E side Second Ave near 56th St	Portion of antiques wholesale center	750	2	0	0	Ancillary facility	Partial acquisition (Option B) ⁵
1347	49	1042 Second Ave	SE corner 55th St	Part of ground-floor vacant store in high-rise residential building	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
1347	150	304 E. 55th St	SE corner 55th St	Part of ground floor in high-rise commercial	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
1328	21	1035 Second Ave	SW corner 55th St	Ground-floor restaurant, cleaners and art gallery in high-rise residential building	2,000	7	0	0	Station entrance	Partial acquisition
1326	28	993 Second Ave	W side Second Ave, 53rd-52nd Sts	Vacant 4-story residential building with ground-floor retail	1,248	3	17	26	Station entrance	Full acquisition
1345	51	996 Second Ave	E side Second Ave, 53rd-52nd Sts	Vacant building	n/a	n/a	n/a	n/a	Station entrance	STLUD easement

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
55th Street Station (cont'd)										
1345	52	994 Second Ave	E side Second Ave, 53rd-52nd Sts	Vacant building	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
1345	4	992 Second Ave	E side Second Ave, 53rd-52nd Sts	Vacant building	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
1345	2	986 Second Ave	E side Second Ave, 53rd-52nd Sts	4-story residential with ground-floor restaurant	1,118	6	2	3	Ancillary facility	Full acquisition
1345	1	984 Second Ave	NE corner 52nd St	4-story residential with ground-floor restaurant	1,431	7	6	9	Ancillary facility	Full acquisition
Subtotal					8,191 ⁶	29 ⁶	36	55		
42nd Street Station										
1337	1	828 Second Ave	NE corner 44th St	Ground-floor store in high-rise office/ residential building	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
1337	105	303 E. 44th St	N side 44th St, Second-First Aves	Basement	0	0	0	0	Station entrance	Partial acquisition
1337	5	305 E. 44th St	N side 44th St, Second-First Aves	Basement	0	0	0	0	Station entrance	Partial acquisition
1317	28	248 E. 44th St	SW corner 44th St	1-story retail (variety and jewelry) behind residential building	461	1	0	0	Station entrance and ancillary facility	Full acquisition
1317	28	823 Second Ave	SW corner 44th St	4-story residential with ground-floor restaurant	962	5	3	4	Station entrance and ancillary facility	Full acquisition
1317	127	821 Second Ave	W side Second Ave, 44th-43rd Sts	4-story residential with ground-floor restaurant and retail (psychic)	962	5	2	3	Station entrance and ancillary facility	Full acquisition
1317	27	819 Second Ave	W side Second Ave, 44th-43rd Sts	4-story residential with ground-floor restaurant	981	5	3	4	Station entrance and ancillary facility	Full acquisition

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
42nd Street Station (cont'd)										
1317	26	817 Second Ave	W side Second Ave, 44th-43rd Sts	4-story residential with ground-floor restaurant	1,041	5	2	3	Station entrance and ancillary facility	Full acquisition
1316	23	235 E. 42nd St	NW corner 42nd St	Ground-floor restaurant and florist in high-rise commercial	2,680	10	0	0	Station entrance	Partial acquisition
1333	149	302 E. 41st St	SE corner 41st St	4-story commercial with ground-floor restaurant	3,200	14	0	0	Station entrance and ancillary facility	Full acquisition
1333	49	766 Second Ave	SE corner 41st St	1-story restaurant and liquor store	2,940	15	0	0	Station entrance and ancillary facility	Full acquisition
Subtotal					13,227	60	10	14		
Potential 42nd Street Transfer										
1316	1	201-203 E. 42nd St	NE corner 42nd St at Third Ave	Portion of plaza at high-rise commercial building	0	0	0	0	Ancillary facility	Partial acquisition
1316	5	205 E. 42nd St	N side 42nd St, Second-Third Aves	Ground-floor retail (office supply) in commercial high-rise building	700	3	0	0	Emergency egress	Partial acquisition
1296	46	150 E. 42nd St	S side 42nd St, Third-Lexington Aves	Ground-floor office (lobby) in commercial high-rise	804	0	0	0	Emergency egress	Partial acquisition
Subtotal					1,504	3	0	0		

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
34th Street Station										
916	32	647 Second Ave	W side Second Ave, 36th-35th Sts	5-story residential with ground-floor barbershop and florist	1,917	5	18	28	Ancillary facility	Full acquisition
914	35	621 Second Ave	SW corner 34th St	3-story residential with ground-floor deli and liquor store	1,728	4	2	3	Station entrance	Full acquisition
939	1	604 Second Ave/ 300 E. 34th St	E side Second Ave, 34th-33rd Sts	Portion of open area adjacent to high-rise residential	0	0	0	0	Station entrance	Partial acquisition
936	1001	300 E. 33rd St (300 Kips Bay Tower)	SE corner 32nd St	Portion of open area adjacent to high-rise residential building	0	0	0	0	Ancillary facility	Partial acquisition
Subtotal					3,645	9	20	31		
23rd Street Station										
934	1	500 Second Ave	NE corner 26th St	Portion of open area at high-rise residential	0	0	0	0	Ancillary facility	Partial acquisition
931	1	442 Second Ave	SE corner 26th St	Ground-floor store in high-rise residential	2,040	5	0	0	Station entrance and ancillary facility	Partial acquisition
904	24	225 E. 23rd St	NW corner 23rd St	Portion of arcade area in School for the Deaf	0	0	0	0	Station entrance	Partial acquisition
928	55	396 Second Ave	E side Second Ave 23rd-22nd Sts	Partially occupied residential building	0	0	n/a	n/a	Station entrance	STLUD easement
928	56	394 Second Ave	E side Second Ave 23rd-22nd Sts	Unoccupied residential building with ground-floor retail	n/a	n/a	n/a	n/a	Station entrance	STLUD easement

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
23rd Street Station (cont'd)										
928	57	392 Second Ave	E side Second Ave 23rd-22nd Sts	Vacant land	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
903	33	393 Second Ave	W side Second Ave, 23rd-22nd Sts	4-story residential with ground-floor store	1,203	3	3	5	Ancillary facility	Full acquisition
901	30	353 Second Ave	W side Second Ave, 20th-21st Sts	3-story funeral home	6,103	20	0	0	Ancillary facility	Full acquisition
Subtotal					8,143	28	3	5		
14th Street Station										
896	20	241 E. 14th St	N side 14th St, Third-Second Aves	5-story residential with ground-floor nail salon	1,738	4	9	15	Entrance and ancillary facility	Full acquisition
896	21	243 E. 14th St	N side 14th St, Third-Second Aves	5-story residential with ground-floor vacant store	1,146	3	8	13	Entrance and ancillary facility	Full acquisition
455	7	300 E. 14th St	SE corner 14th St	1-story retail facility at NY Eye & Ear Infirmary	1,699	4	0	0	Station entrance	Full acquisition
455	5	224 Second Ave	SE corner 14th St	Basement of NY Eye & Ear Infirmary	0	0	0	0	Station entrance	Partial acquisition
454	1	192 Second Ave	NE corner 12th St	4-story residential with ground-floor restaurant/ bar	3,687	18	16	26	Entrance and ancillary facility	Full acquisition
453	3	178 Second Ave	E side Second Ave, 12th-11th Sts	5-story residential with ground-floor restaurant/ bar	1,562	8	4	6	Ancillary facility	Full acquisition
Subtotal					9,832	37	37	60		

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
Houston Street Station										
445	2	56 Second Ave	NE corner 3rd St	3-story place of worship and residence	n/a	n/a	1	2	Entrance and ancillary facility	Full acquisition
445	1	54 Second Ave	NE corner 3rd St	Ground-floor ice cream store in 4-story residential building	1,444	7	6	10	Entrance and ancillary facility	Full acquisition
442	6	14 Second Ave	NE corner Houston St	Vacant land (demolished building)	0	0	0	0	Entrance and ancillary facility	Full acquisition
427	30	E. Houston St	SW corner Houston St	Residential high-rise development site	n/a	n/a	n/a	n/a	Station entrance	STLUD easement
Subtotal					1,444	7	2	3		
Grand Street Station										
424	35	125-129 Chrystie St	NW corner Broome St	2-story commercial (loft)	12,920	52	0	0	Ancillary facility	Full acquisition
304	26	89 Chrystie St	W side Chrystie St, Grand-Hester Sts	3-story garage	17,856	12	0	0	Ancillary facility	Full acquisition
Subtotal					30,776	64	0	0		
Chatham Square Station										
162	56	12 Bowery	W side Bowery south of Pell St	4-story commercial with ground-floor salon and barber shop	5,793	21	0	0	Ancillary facility	Full acquisition
162	57	10 Bowery	W side Bowery south of Pell St	3-story commercial (noodle company) with ground-floor store	3,274	7	0	0	Ancillary facility	Full acquisition
117	1	217 Park Row	W side St. James Pl across from James St	Portion of parking lot	1,320	1	0	0	Ancillary facility and emergency egress	Partial acquisition
Subtotal					10,387	29	0	0		
Seaport Station										
98	1	250 Water St	NE corner Beekman & SE corner Peck Slip	Portion of parking lot	2,000	0	0	0	Ancillary facility	Partial acquisition
Subtotal					2,000	0	0	0		

Table 8-2 (cont'd)

Preliminary List of Private Properties to be Acquired for Permanent Project Elements

Block	Lot	Address	Approximate Location	Current Use	Estimated Commercial Displacement (Square Feet)	Estimated Commercial Displacement (Full-Time Equivalent Employees) ¹	Estimated Residential Displacement (Units) ²	Estimated Residential Displacement (Residents) ²	Proposed Use	Acquisition Type ³
Hanover Square Station										
39	38	124-126 Water St	W side Water St, Pine-Wall Sts	2-story restaurant	4,647	23	0	0	Ancillary facility	Full acquisition
32	1002	55 Water St	SE corner Old Slip	Commercial	n/a	n/a	0	0	Station entrance	Zoning easement
Subtotal					4,647	23	0	0		
Totals					157,367	506	216	351		
<p>Notes:</p> <ol style="list-style-type: none"> Commercial displacement was estimated using the following rates: Retail: 1 full-time equivalent (FTE) employee per 400 square feet (sf), Office: 1 FTE employee per 250 sf, Restaurant: 1 FTE employee per 200 sf, Manufacturing: 1 FTE employee per 500 sf, Parking: 1 FTE employee per 1,500 sf. Vacant space was assumed to be occupied. Residential units represent all units in the building (including vacant units), based on New York City Department of Finance Real Property Assessment Data. Number of residents is based on the average household size for the census tract in which the station is located. When a station area falls in two census tracts, the larger of the two average household sizes was used. Acquisitions are considered partial when only a portion of a property must be acquired and the remaining portion would remain usable. This property is not available for use by the Second Avenue Subway Project, as a residential building is planned for the site. An alternate site may be more appropriate, subject to further engineering. Two options for the location of the ancillary facility at the north end of the 55th Street Station are under consideration. Acquisition would therefore not be required for all properties indicated in the table at the intersection of 56th Street and Second Avenue. See also Figure 8-9. Subtotal and totals for residential and commercial displacement represent Option A, the worst-case scenario at this location. <p>This table is new for the FEIS. All properties listed in this table are preliminary and subject to change as engineering progresses.</p>										

Second Avenue Subway FEIS

vacant. Based on estimates of floor area, most of the smaller stores employ fewer than 10 workers. Larger stores like supermarkets along Second Avenue can employ as many as 80 to 100 full-time and part-time workers.¹ The residential properties in the study area include 3- and 5-story walk-up apartment buildings with stores on the ground floor. These buildings typically contain 5 to 16 apartments, with an estimated 13 to 40 residents each.

As described in Chapter 2 of this FEIS, the 125th Street Station is being designed to provide free transfers to the Lexington Avenue 4 5 6 trains, and to allow for connections to Metro-North commuter service as well. The new subway would use existing entrances to the Lexington Avenue Line station at 125th Street, but these entrances must be reconfigured and expanded to accommodate larger volumes of people. This would involve displacement of one 2-story commercial building on the southwest corner of 125th Street and Lexington Avenue for a new station entrance, affecting an estimated 21 employees (see Table 8-2 and Figure 8-2). At the Metro-North Harlem-125th Street Station, entrances would be provided in the Metro-North station and the similar structure on the south side of Park Avenue (known as the Comfort Station). As described in Chapter 9, work in these two historic structures will require coordination with the State Historic Preservation Office under the terms of the Programmatic Agreement attached to this FEIS. In addition, vacant land close to Third Avenue would be acquired for a new ancillary facility.

116TH STREET STUDY AREA

The 116th Street study area includes both sides of Second Avenue from north of 118th Street to north of 115th Street. The properties in this area contain residential buildings, vacant land, store buildings, warehouses, and lofts. There are also a few gas stations, community facilities, and an office building in the study area. The buildings in this study area range in height from 1 to 16 stories. At the ground floor, there are street-level retail storefronts, some of which are currently vacant. Most of the stores are relatively small, averaging 1,800 gross square feet (gsf) with four to seven employees. The area also includes a 3-story bank on the southeast corner of 116th Street and Second Avenue, with an estimated 13,200 gsf and 53 employees, and three warehouse buildings between 118th and 117th Streets.

Most of the residential properties in this station area are small, typically 4- to 6-story walk-up buildings with 6 to 20 apartments above ground-floor stores. These buildings generally house an estimated 19 to 60 residents each. A 16-story building under the jurisdiction of the New York City Housing Authority (NYCHA) stands on the east side of Second Avenue between 117th and 116th Streets.

At the 116th Street Station, based on input from the local Community Board and elected officials, siting an entrance at 116th Street was considered critical. Projected passenger demand would be substantially higher on east side of Second Avenue than on the west and thus the entrance is currently planned on the east side of the street at 116th Street. As shown in Table 8-2 and Figure 8-3, property would also be required for ancillary facilities in this area near the ends of the station. Two of the buildings (containing an estimated six apartments) proposed for acquisition are currently occupied. Including unoccupied buildings, an estimated total of 12

¹ This assumes 1 employee per 400 square feet of floor area; urban supermarkets are generally some 35,000 square feet in size.

apartments (housing approximately 36 people) and four businesses (total of 12 employees) would be displaced by project elements at the 116th Street Station.

106TH STREET STUDY AREA

The 106th Street study area stretches along Second Avenue from 108th Street to 105th Street, and is dominated by the Franklin Plaza Apartment complex, which is located on superblocks between First and Third Avenues and 109th and 106th Streets. These buildings are set back from the street with plazas. South of 106th Street, the station area contains smaller properties with 4- and 5-story walk-up apartment buildings, mixed-use buildings, store buildings, and parking facilities. Most of the businesses in the study area are small, with fewer than 10 employees, with the exception of a bank and supermarket on the north side of 106th Street just west of Second Avenue. As noted above, urban supermarkets can employ as many as 80 to 100 full- and part-time workers.

At the 106th Street Station, entrances and ancillary structures must be located on the east side of Second Avenue, because all of the underground utilities were relocated to the west side of the street during the subway construction here in the 1970s, leaving no space for entrances or ancillary facilities on that side of the street. As shown in Table 8-2 and Figure 8-4, entrances are planned on the east side of the avenue in a wide plaza area and in a portion of an unused residential building. Two buildings (one occupied and one vacant) must be acquired for the station's ancillary facilities at either end of the station. An estimated total of one business (9 employees) would be affected.

96TH STREET STUDY AREA

The 96th Street station study area stretches from approximately 97th to 92nd Street. The properties in this area are predominantly residential buildings, but also include community facilities and vacant land. There are also several store buildings in the study area. North of 97th Street, the study area is dominated by superblocks that contain the Washington Houses (a 14-story NYCHA apartment complex) to the west and Metropolitan Hospital Center to the east. South of 96th Street, the study area is characterized by large high-rise apartment buildings with ground-floor retail space. Among the area's smaller residential buildings, 5-story walk-up apartment buildings are the most common, typically containing some 1,800 gsf of ground-floor retail space and 8 to 16 apartments, with an estimated 19 to 38 residents each. The study area has many ground-floor storefronts and a few vacant storefronts. With the exception of a chain pharmacy and lumber yard, the businesses in the study area are relatively small, with fewer than 10 employees.

The ridership modeling conducted for the project indicates that this station would serve a large number of people, with greatest demand at the southern end of the station. Station entrances are proposed at 96th Street and 94th Streets in open plaza areas as well as in the ground-floor retail space of a large building (see Table 8-2 and Figure 8-5). Ancillary facilities for this station are proposed at 97th and 92nd Streets, close to the ends of the new station. One existing easement space would be used, and two small buildings would also need to be acquired for ancillary structures (the lumber yard/hardware store and a 2-story commercial building). An estimated total of six businesses with 58 employees could be affected in the 96th Street Station area.

86TH STREET STUDY AREA

For the 86th Street Station, the study area extends along Second Avenue from 87th Street to just south of 83rd Street. This area consists predominantly of residential buildings, but also includes commercial buildings with ground-floor retail space. The buildings in the study area include smaller walk-ups and large high-rise apartment buildings, all of which have ground-floor retail space. Many retail storefronts including several restaurants are located in the station area. The restaurants in the area typically have fewer than 20 employees (assuming an estimated four to five workers per 1,000 square feet of floor area). The area's larger retail establishments include a supermarket and a bank branch at 86th Street. As noted earlier, urban supermarkets can employ some 80 to 100 workers. The smaller residential buildings, predominantly 5- and 6-story walk-up apartment buildings and 4-story mixed-use buildings, typically have an estimated 5 to 20 units and 8 to 32 residents each.

Like the 96th Street Station, the 86th Street Station would be a very high-volume station, requiring three entrances to accommodate the anticipated passenger demand. Entrances are currently planned at 86th and 83rd Streets, requiring displacement of three small buildings, a portion of the supermarket (in the lower level of a large building), and a ground-floor restaurant in a high-rise building (see Figure 8-6 and Table 8-1). Ancillary facilities would be located at both station ends—near 87th and 83rd Streets. These would affect two buildings and a plaza area. In total, an estimated 34 apartments (52 residents) and six businesses and part of a seventh (an estimated 39 employees) would be displaced.

72ND STREET STUDY AREA

The study area for the 72nd Street Station extends from 73rd Street to just south of 69th Street. All of the properties in the study area are residential and most have ground-floor retail space. Buildings include smaller residential buildings and large high-rise buildings. Smaller buildings are typically 4-story walk-up apartments with approximately 6 to 12 units and 9 to 18 residents each. Retailers range from small local businesses (such as pizzerias and local services) to larger national chain stores. All of the stores are small in area; ground-floor stores in a typical walk-up apartment building, for example, contain about 1,800 gsf and five to seven employees.

The 72nd Street Station requires multiple entrances to serve the projected high passenger demand. Two entrances are currently planned at 72nd Street. In an effort to minimize property takings in this area, one of the proposed ancillary facilities would be located in the same property as an entrance at 72nd Street (see Figure 8-7). These would require acquisition of ground-floor retail space in a larger building, as well as a full walk-up residential building with a local ground-floor retail business. A third entrance is planned at 69th Street, as this location is important for serving the hospital complex located two blocks to the east on York Avenue. This entrance would affect a ground-floor retail space in a large building. Ancillary facilities are proposed near 69th Street as well, affecting two walk-up buildings. In total, an estimated 62 apartments (95 residents) and four businesses and part of a fifth (64 employees) would be affected (see Table 8-2).

LEXINGTON AVENUE/63RD STREET STATION ON THE BROADWAY LINE

As described in Chapter 2 of this FEIS, the project would also improve the existing subway station at Lexington Avenue/63rd Street on the 63rd Street Line (currently serving the **F** train) by creating a new Third Avenue entrance. Two new entrance locations are proposed on Third Avenue at 63rd Street, within ground-floor retail space, and a sidewalk and plaza space at that

intersection. Portions of two other properties would be acquired for new ancillary facilities. Four businesses and up to 13 employees could be affected (see Table 8-2 and Figure 8-8).

55TH STREET STUDY AREA

Near the 55th Street Station, the study area extends from 58th to 52nd Street. The majority of the properties in this area are residential buildings, many of which have retail stores such as pharmacies and restaurants on the ground floor. In addition there are commercial buildings, many of which are part of the decorator district; and a small amount of vacant land. There is one office building and a school (High School of Arts and Design). The buildings in the study area range in height from 2 to 45 stories. Some of the larger residential buildings are set back from the street with landscaped plazas in front. Other large buildings have ground-floor retail spaces, such as the pharmacy at the southeast corner of 57th Street. The smaller residential buildings are predominantly 4-story mixed-use buildings with 6 to 12 dwellings and 9 to 18 residents each. All of these have small ground-floor retail stores, typically with fewer than 10 employees. There are many street-level retail establishments and a few vacant storefronts are located in this station area. The area's one office building is approximately 10,000 gsf, with an estimated 34 employees.

At the 55th Street Station, three entrances are planned, at 55th and 53rd Streets (see Figure 8-9). NYCT would use its existing STLUDE easements in existing structures at the southeast corner of 55th Street and at a currently vacant parcel at the southeast corner of 53rd Street. The other properties affected are a small currently vacant building and the ground-floor retail space in a large building. Ancillary facilities are planned for both station ends at 56th and 52nd Streets, requiring acquisition of several small buildings and a private plaza. Two options are under consideration for the properties that would be acquired for an ancillary facility at the north end of the station. Option A would require the acquisition of two small residential buildings and a portion of a private plaza, and Option B would require the acquisition of a portion of the same plaza, as well as a portion of a commercial building. Table 8-2 provides more details on properties proposed for acquisition. In total, an estimated 36 apartments (55 residents) and nine businesses and a portion of a tenth (29 employees) would be displaced with Option A, the worst-case scenario.

42ND STREET STUDY AREA

The study area for the 42nd Street Station extends along Second Avenue from 44th to 40th Street. While this area includes some small buildings, most of the properties are large lots. The majority of the properties in this area include residential buildings ranging from a 4-story walk-up building to a 36-story high-rise apartment building, as well as large office towers. The smaller residential buildings are located along the southwest corner of 44th Street and Second Avenue. These 4-story, mixed-use buildings typically contain about 2 to 3 apartments and 3 to 5 residents each with retail space on the ground floor. The area contains a total of 27 street-level retail businesses and one vacant storefront. The stores in the small residential buildings range in size from 800 to 1,500 gsf with up to six employees. Larger national retailers are located in the area's large office towers and high-rise apartment buildings and may employ an estimated 15 to 30 workers each.

In the 42nd Street Station area, four entrances are proposed to accommodate the high volumes of passengers expected at this station, because of its proximity to the United Nations and Midtown office district, in addition to the substantial residential population. Additionally, entrances are

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being planned to accommodate a potential connector along 42nd Street to allow transfers between the Second Avenue Subway Line and the 7 train, and to avoid impacts to the Daily News Building, a National Historic Landmark. Entrances are proposed at 44th, 42nd, and 41st Streets (see Figure 8-10). To minimize property impacts, ancillary facilities would be incorporated into entrance structures where practicable. NYCT would use its existing easement at the northeast corner of 44th Street and Second Avenue for a new entrance. In addition, six small buildings and one ground-floor space in a large building would be acquired. Basement areas in two additional buildings would also be acquired (see Table 8-2). An estimated total of 10 apartments (14 residents) and 14 businesses (60 employees) would be displaced.

In addition, if the project includes a new pedestrian transfer beneath 42nd Street between the Second Avenue Subway and the Third Avenue end of the Grand Central-42nd Street Station on the 7 line, three additional properties would be affected (see Figure 8-11 and Table 8-2). These would require displacement of small amounts of ground-floor space in two office buildings and part of a plaza along 42nd Street.

34TH STREET STUDY AREA

The study area for the 34th Street Station extends from approximately 36th Street to 31st Street. The vast majority of the properties in this area contain residential buildings (many of which have ground-floor retail space). There are also some store buildings and community facilities. The buildings range in height from a 2-story store building to a 36-story apartment building. Most of the smaller lots and buildings are located on the west side of Second Avenue. The east side of the street is characterized by large buildings such as St. Vartan Cathedral at 34th Street and two large residential towers immediately to the south.

This area has many street-level retail businesses and a few vacant storefronts. Most of the stores are located on the west side of the avenue in mixed-use buildings with apartments above the ground floor. The stores average 1,100 gsf and three to five employees. These buildings are typically 4 stories, with an estimated 6 to 12 apartments and 10 to 19 residents each. The only stores located on the east side of Second Avenue are set back from the street in a below-grade plaza between 34th and 33rd Streets. These include a restaurant, medical offices, and an animal clinic on the ground floor and a second-floor fitness center. Each ground-floor business on this property is estimated to employ an average of 5 to 10 workers.

At the 34th Street Station, two entrances would be required to serve the residential uses and hospitals nearby. All entrances are proposed at 34th Street (see Figure 8-12). The northeast corner was excluded from consideration because of the presence of St. Vartan Cathedral, an important religious institution. One entrance would be at the southwest corner of Second Avenue and 34th Street, where a small building is currently located. Another entrance would be in an open area on the east side of Second Avenue between 34th and 33rd Streets. Ancillary facilities would be located near 35th and 32nd Streets, requiring acquisition of one small building between 36th and 35th Streets and some open space on the east side of Second Avenue at 32nd Street. An estimated total of 20 apartments (31 residents) and four businesses (9 employees) would be displaced by new subway structures at the 34th Street Station (see Table 8-2).

23RD STREET STUDY AREA

The 23rd Street Station study area extends from just south of 28th Street to just south of 23rd Street. Most of the properties in the area are residential buildings, but there are a few office buildings and community facilities in the area as well. The buildings range in height from a 3-

story office building to a 35-story apartment building. Most of the residential buildings are high-rise buildings set back from the street with ground-floor retail tenants. Small buildings include a 2-story religious facility on the southeast corner of 23rd Street as well as smaller residential buildings—typically 4- and 5-story walk-up apartment buildings with about 6 to 20 units and 10 to 33 residents each. The study area contains many street-level retail businesses and a few vacant storefronts. Businesses range in size from small restaurants and other small retailers, which typically have fewer than 10 workers, to larger establishments such as supermarkets, which can employ an estimated 80 to 100 employees.

Three entrances are proposed for this station, at 26th and 23rd Street. Ancillary facilities would be located at both station ends—at 26th Street and 23rd Street (see Figure 8-13). At 26th Street, the entrance and some ancillary facilities at 26th Street would be combined in one structure, to minimize property impacts. At 23rd Street, one entrance would be within an existing easement on the east side of Second Avenue between 23rd and 22nd Streets, and another would be in an arcade in the School for the Deaf on the northwest corner of 23rd Street. In addition, a vent structure would be located on the north side of 26th Street east of Second Avenue in private open space adjacent to a residential high-rise building. Two other buildings would be affected for ancillary facilities south of 23rd Street. A total of one small building, one ground-floor retail space, and a funeral home would be affected at the 23rd Street Station under the current plans. As shown in Table 8-2, this would require displacement of an estimated three apartments (five residents) and would affect three businesses (28 employees).

14TH STREET STUDY AREA

The 14th Street Station study area, which extends from 15th to 10th Street, consists predominantly of residential buildings, many of which have retail stores on the ground floor. The other properties in the area include community facilities, an office building, theater, and a telephone utility building. The residential buildings in this study area are predominantly 5- and 6-story walk-up apartments and mixed-use buildings. The typical walk-up apartment building in this area has an average of 2,700 gsf of retail space on the ground floor and approximately 8 to 20 housing units above (13 to 32 residents each). The mixed-use buildings have an average floor plate of 1,800 gsf, with a range of total of 8 to 10 housing units and 13 to 16 residents each. The study area contains many street-level businesses. Most of the stores are small in area and employ fewer than 10 workers. Village East Theater, a seven-screen movie house on the southwest corner of Second Avenue and 12th Street, is much larger and employs approximately 65 workers.

Potential sites for new subway entrances and ancillary structures were limited at the 14th Street Station because of the large number of historic properties and community facilities in this area. Historic resources include Stuyvesant Park, Stuyvesant Square Historic District, St. Mark's Historic District, and several other individual historic structures. Community facilities include New York Eye & Ear Infirmary (itself partially in a historic structure) and several schools.

Because of these considerations, as well as the desire to facilitate a transfer to the  along 14th Street, one of the main entrances for this station is proposed for the north side of 14th Street between Second and Third Avenues (see Figure 8-14). Ancillary facilities would be sited here in addition to the entrance. Additional entrances would be provided at the corners of Second Avenue and 14th Street and at the southern end of this station at 12th Street. Ancillary facilities would also be included in the 12th Street entrance structure and in another building nearby. Table 8-2 provides additional information on properties proposed for acquisition. In total, an

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estimated 37 apartments (60 residents) and four businesses (37 employees) would be displaced by the 14th Street Station structures.

HOUSTON STREET STUDY AREA

The proposed station at Houston Street would extend along Second Avenue from 4th Street to just south of Houston Street. Almost half of the properties in this area contain residential buildings (including walk-up, high-rise, and mixed-use/primarily residential buildings, some of which contain ground-floor stores); with some community facilities (including a hospital/health facility, several religious facilities, a school, and a cemetery); store buildings; and office buildings constituting the bulk of the remaining uses. There are also a few warehouses and lofts, a gas station, theater, and vacant land in the study area. Most of the buildings in this study area are 4 to 5 stories tall, with the exception of a 9-story apartment building and a 9-story warehouse. The 4- to 5-story walk-up apartment buildings typically contain 6 to 20 units and 10 to 33 residents each. The buildings in the station area have many street-level retail businesses (including two funeral homes) and some vacant storefronts. The stores are generally small in area, about 2,000 to 3,000 gsf, with fewer than 10 employees.

Station entrances are proposed at the north and south ends of the station, at 3rd and Houston Streets (see Figure 8-15). Ancillary facilities are also proposed at 3rd and Houston Streets. At the northeast corner of 3rd Street, the entrance would be combined with an ancillary facility to limit property impacts. Two small buildings would be acquired in this area, of which one is a place of worship—Iglesias DeCristo. While the project has endeavored to avoid affecting such institutions to the degree possible, acquiring this building would limit the number of residents who must be displaced in the Houston Street Station area. At the southwest corner of Houston Street, the project would use an easement acquired in a new building to be constructed at that corner. The southern ancillary facility is proposed on a vacant property where a building collapsed several years ago. An estimated total of two apartments (three residents), one business (7 employees), and a religious institution would be displaced (see Table 8-2).

As discussed above in the description of potential displacement during construction, the gas station at the northeast corner of 1st Street and Second Avenue is a potential location for a construction-related staging area.

GRAND STREET STATION

The study area for potential permanent station elements at Grand Street Station includes all properties located on the west side of Chrystie Street from Delancey Street to Hester Street. This area includes mostly residential buildings, with some warehouses and loft buildings, and a few miscellaneous store buildings. The remaining properties include a garage and a 5-story office building. Most of the residential buildings are 5- and 6-story walk-up apartments with ground-floor retail. These buildings house an estimated 4 to 20 apartments and up to 65 residents each. The floor plate of these buildings averages 2,700 square feet. The study area contains one 7-story apartment building, the tallest structure in the area. With a floor plate of 3,750 square feet, this building includes approximately 26,250 gsf and may house an estimated 33 apartments and 110 residents.

The sidewalks on the west side of Chrystie Street are very narrow and extremely congested. The streets are lined with active storefronts selling fruit, vegetables, and fish on the sidewalks. NYCT has sought to minimize the amount of disruption that would be created along this corridor throughout its planning process. Other important considerations in trying to site station entrances

is that they be designed to facilitate a free transfer to the **B D** service at the existing Grand Street Station, and that they avoid affecting Sara D. Roosevelt Park to the degree possible.

Entrances are proposed for Grand Street itself, on the northern and southern sides of the street between Chrystie and Forsyth Streets adjacent to the park (see Figure 8-16). Two emergency egresses may also be required in Sara D. Roosevelt Park, as discussed in Chapter 7. Ancillary facilities would be located on the west side of Chrystie Street near Broome and Hester Streets, requiring the acquisition of two small buildings—a 2-story loft structure and a 3-story parking garage. This would result in the displacement of an estimated 64 employees (see Table 8-2).

CHATHAM SQUARE STUDY AREA

The study area for the Chatham Square Station extends from Pell to Madison Street. Nearly half of the properties that face the project alignment in the Chatham Square Station area contain store buildings (including stand-alone stores, a funeral home, and a store with apartments above). There are also some office buildings and residential buildings (including walk-up and high-rise apartments, some of which contain ground-floor stores). The remainder of the properties in the study area include a cemetery, two schools, and three open spaces (Kimlau Square at Chatham Square, a park at St. James Place and Oliver Street, and James Madison Plaza, mapped parkland that is used as a parking lot by the New York City Police Department).

Most of the buildings in this study area are 4 to 6 stories tall, although some taller buildings (12, 21, and 25 stories) are also present. The smaller residential buildings typically contain 3,200 gsf of retail space on the ground floor and 8 to 20 apartments (25 to 60 residents each). This area contains many street-level retail businesses. Based on estimates of floor area, most of the smaller ground-floor retail spaces employ fewer than 10 workers.

At Chatham Square, entrances cannot be provided at Kimlau Square because of a very large subsurface high voltage system located there, running directly beneath East Broadway. Additionally, minimizing traffic congestion at this complicated intersection is also a key goal.

As currently proposed, both station entrances would be located in widened sidewalk areas, so that no private property would be affected. However, as shown in Figure 8-17 and Table 8-2, two small buildings and a portion of a parking lot would be acquired to accommodate ancillary structures. An estimated 29 employees would be displaced.

SEAPORT STUDY AREA

The Seaport Station study area extends from close to Frankfort Street (at the Brooklyn Bridge) to near John Street. Half of the properties in the study area are residential buildings (including high-rise apartments and condominiums). Other properties include parking lots (including a large parking lot at 250 Water Street that is proposed for development with a residential building), a post office, and an office tower (199 Water Street, also known as Seaport Plaza). The study area contains a few street-level retail businesses. Among these are the 11,000-gsf retail space in the ground floor of the office tower at the southeast corner of Fulton Street and Water Street, with 28 employees. The residential properties in this study area include the 27-story Southbridge Towers and a 31-story NYU dormitory at Fulton and Water Streets. The NYU dormitory has an office supply store on the ground floor, with an estimated 13 employees.

The project's ridership modeling predicts that the number of patrons exiting and entering at Fulton Street would be higher on the west side of Water Street than on the east during peak

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periods. However, off-peak, a sizable number of passengers would also enter and exit on the east side on their ways to and from the South Street Seaport.

Potential locations for entrances and ancillary facilities at the Seaport Station were limited by the presence of the Brooklyn Bridge, the tunnels of the **A** train beneath Fulton Street, the presence of the Seaport Historic District along the entire east side of the station area, and the presence of several parks and other public open spaces. The locations currently under consideration for station entrances include the northwest corner of Fulton Street and Water Street in the Pearl Street Playground and the northeast corner of Pearl Street and Fulton Street, in a public plaza (Fulton Plaza) within the Seaport Historic District (see Figure 8-18). These locations are preliminary and subject to change as engineering continues and based on ongoing coordination with the New York City Department of Parks and Recreation, the New York State Historic Preservation Office, and the local Community Board. Ancillary facilities are proposed at 250 Water Street, at both Peck Slip and at Beekman Street. This large property is currently used as a parking lot. No displacement of residences or businesses would occur at the Seaport Station under the project's current design.

HANOVER SQUARE STUDY AREA

The Hanover Square Station study area extends along both sides of Water Street from just north of Wall Street to Coenties Slip. The study area contains a mix of office buildings, residential buildings (including one condominium building and several mixed-use/primarily residential buildings), loft buildings (one of which contains ground-level retail), and a commercial building with a sports club. Most of the buildings in this area are high-rise structures, although there are several smaller (4-story) buildings. The smaller buildings are estimated to contain six units and 11 residents each. The study area contains several street-level retail businesses. Based on estimates of floor area, most of the smaller businesses typically employ an average of 15 to 20 workers, while larger retailers (such as a clothing store) can employ more than 30 workers.

Given this station's location in the heart of the financial district, four entrances are planned to serve its projected high travel demand. The many large office buildings in this area present opportunities for some of the station's entrances and ancillary facilities to be located on the ground floors of these structures or in their plaza areas. At present, entrances are planned at the northeast and northwest corners of Water Street and Wall Street, both in wide sidewalk areas and at Coenties Slip, in a plaza area (see Figure 8-19). A deed provision based on a zoning agreement would be used for a combined entrance and ancillary facility at 55 Water Street. The project also proposes acquisition of a small building (a 2-story restaurant) between Pine and Wall Streets for an ancillary facility. An estimated 23 employees would be displaced by acquisition of this building.

EFFECTS OF PERMANENT DISPLACEMENT AND RELOCATION

Although the project has been designed to minimize the number of properties that must be acquired and the number of residents and businesses affected, some private properties must be acquired at each of the new subway's 16 stations and at 63rd Street and Third Avenue to accommodate station entrances and ancillary facilities. In total, an estimated 220 apartments, housing an estimated 350 residents, and approximately 80 businesses, with an estimated 510 employees, would be displaced or partially displaced. The affected apartments are all located in small, walk-up apartment buildings located on or near Second Avenue; the businesses include

ground-floor retail space in large buildings, ground-floor space in walk-up apartment buildings, and space in small commercial buildings.

EFFETS TO BUSINESSES

It is anticipated that most of the displaced businesses would be successful in locating suitable alternative space. (Relocation assistance to be provided under federal and state law is described below in Section D.) Considering the limited number of potential displaced businesses, and the amount of space these tenants may require, and comparing that with the large ample inventory of vacant office and retail, warehouse, and industrial space in Manhattan (as well as industrial space in other boroughs), it is likely that suitable relocation opportunities would be available. The ease of relocation would be affected by the fluctuations of the marketplace and space availability.

On the whole, smaller businesses may find relocation more problematic, as a result of business disturbance and difficulties inherent in setting up a new operation, from establishing a new clientele to publicizing a new telephone number. Larger businesses, particularly those associated with national or regional chains, may find less difficulty in relocating due to corporate support that may be available in addition to the relocation assistance that MTA/NYCT will provide. In addition, the condition of particular sectors of the real estate market at the time of construction cannot be forecasted; if market conditions are “tight” (i.e., new space is difficult to find), alternative locations may not be available in the right spot at the right time. If the market is slack in a given sector, new space will become easier to find.

Larger restaurants are particularly sensitive to the effects of relocation, since their business depends, in part, on pedestrian traffic flows, neighborhood demographics, and repeat clientele—all of which are highly sensitive to the location of the business. A restaurant that relocates near its original location is more likely to retain its existing customer base. On the other hand, a restaurant that relocates far from the existing location enters a new market and must establish a new clientele. Smaller fast-food restaurants, which are more dependent on pedestrian flows, would need to relocate to high pedestrian traffic areas. And while the operation of the subway may generate substantial new pedestrian traffic for these types of restaurants along Second Avenue, those that are permanently displaced may not be able to benefit from the proposed project.

EFFETS TO RESIDENTS

Where possible, MTA NYCT has attempted to avoid dislocating residences entirely. Where entire properties need to be acquired for ancillary facilities, an effort has been made to select the smallest available properties that are large enough to do serve the required purpose and are appropriately located (e.g., at the south and north ends of each station for tunnel and station ventilation), and where possible to avoid residential properties altogether. If there are no vacant lots, plazas, or commercial structures available of the appropriate size and in the appropriate location, the next most reasonable choice may well be a 3- or 4-story residential building with ground-floor retail. While not always the case, the residences in such buildings along Second Avenue for most of the alignment tend to be subject to New York City’s rent stabilization guidelines, and, therefore, have rents that are significantly below market rates for similar apartments nearby.

The federal relocation regulations require the MTA to find comparable replacement dwellings for residents displaced as a direct result of federally supported projects; affordability is a component of the definition of an acceptable replacement dwelling.

While the relocation assistance and payments that MTA/NYCT would make available to the displaced residents would ameliorate the financial burdens of displacement, the larger issues for all displaced individuals and families are likely to be related to social issues, such as the possibility of relocating children to new schools, establishing new friendships, and proximity to work. Relocation alternatives are likely to be available within the neighborhood of the affected property, or, if not within the neighborhood, within the borough. It may be difficult, if not impossible, to relocate occupants of rent-controlled and rent-stabilized apartments who are displaced by the project to other comparable, rent-controlled and rent-stabilized units because of the relative shortage of such available units in New York City. Where other suitable rent-controlled or rent-stabilized apartments cannot be located, MTA/NYCT will develop a compensation program for affected tenants in accordance with all applicable federal regulations.

ACQUISITION OF PERMANENT BELOW-GROUND EASEMENTS

Permanent, below-ground easements for underground tunnels, pedestrian passageways, station entrances, and ancillary facilities would also be acquired, but these would be well below the foundations of existing buildings on the affected properties and would not significantly affect any existing building occupants after construction. Below-ground easements would be required at all of the properties at the corner of 125th Street and Second Avenue identified above in Table 8-1, along Second Avenue from approximately 123rd Street to 121st Street, on the blocks on the west side of Second Avenue between 65th and 63rd Streets and on the east side of Second Avenue between 63rd and 61st Street (for curved tunnel connections to the 63rd Street Line), beneath a number of properties in the 42nd Street area in order to construct a transfer to the 7 Line, beneath properties on both sides of Second Avenue from approximately 21st to 9th Streets where the new midline storage tracks are proposed, beneath the public property of Sara D. Roosevelt Park on the Lower East Side, on the west side of Chrystie Street between Hester and Canal Streets, and at a number of other locations along the Second Avenue Subway alignment. As with all property acquisition issues facing the project, the locations of such easements could change as engineering continues.

D. COMPENSATION AND RELOCATION ASSISTANCE

Once the general property needs have been defined for the project, the MTA Real Estate and Legal Departments are responsible for acquiring right-of-way and other real estate interests necessary to complete the project. The Real Estate and Legal Departments would be assisted by the right-of-way coordinator from the Second Avenue Subway team. The acquisition process would consist of the following seven steps: identification of required real estate once design information is available; appraisal of required property interests; preparation of detailed property acquisition maps and metes-and-bounds descriptions of the property interests to be acquired; procurement of title reports to identify owners, lessees, mortgages, lien holders, and any parties with compensable interests in the property to be acquired; acquisition, either through negotiation or eminent domain; settlement or litigation of any claims for additional compensation or property damage; and relocation of occupants if necessary.

With respect to property acquisition, MTA and NYCT would adhere to the requirements of the New York State Eminent Domain Procedure Law (the “Eminent Domain Procedure Law”).

Among other things, the Eminent Domain Procedure Law requires the condemnor to hold a public hearing (for all potential acquisitions other than “de minimis” and emergency acquisitions); inform the public and affected parties about the public use, benefit, and purpose of the proposed acquisitions, the reasons for selecting those locations, and the general impacts of the acquisition on the surrounding area; issue a determination and findings within 90 days after the close of the public hearing; make written offers in the full amount of MTA/NYCT’s highest approved appraisal; advise condemnees that, subject to proving title and clearing title objections, the offer may be accepted as payment in full for the property interests to be acquired, or in the alternative, accepted as advance payments with a continuing right on the owners’ part to file claims for additional compensation; and if the compensation offer is not accepted, to file a petition with the New York State Supreme Court to acquire the necessary property interests by condemnation. Compensation for real property generally is determined on the basis of fair market or fair rental value and, in the case of partial takings, diminution (if any) to the value of the remaining property. Compensation for tenant-owned trade fixtures is determined on the basis of “sound value,” which under New York law generally constitutes a fixture’s reproduction cost less depreciation.

MTA and NYCT would also adhere to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as codified in Title 42, Section 4601 *et seq.* of the United States Code, and the applicable implementing regulations set forth in Title 49, Part 24 of the Code of Federal Regulations (collectively, the “Uniform Act”) with regard to relocation services, moving payments, replacement housing payments, and other allowable payments related to commercial and residential moving costs and displacement.

As part of the project’s design work, property identification plans would be developed to identify every parcel affected by the project and to define the need for property acquisitions and/or easements. From property identification plans, preliminary information would be obtained to ascertain the owners of record and legal descriptions of the parcels. The parcels would then be certified as needed for the project and the acquisition process initiated.

The federal relocation regulations require the MTA to find comparable replacement dwellings for residents displaced as a direct result of federally supported projects; affordability is a component of the definition of an acceptable replacement dwelling.

Public hearings on proposed property acquisitions can be expected to occur at least six months to a year before MTA would seek to acquire needed properties by condemnation. Even though the project would be constructed in phases, property acquisition could occur at any phase, as properties become available on the market. In addition, MTA/NYCT may opt to purchase currently underdeveloped properties prior to construction in a given phase. Affected parties would be given notice by mail approximately 30 days before the hearing. Determinations and findings of the MTA Board would be published after the hearing. In the case of condemnation proceedings, condemnees would be provided with legal notice prior to the court date. Replacement housing payments would be determined on a case-by-case basis, taking into account existing rent, available comparable dwellings, and market rents. A minimum of 90 days’ notice would be given to both residents and business owners before they would be required to vacate. However, where practicable MTA would work with property owners and tenants to develop fair and reasonable time frames for commercial and residential tenants to be relocated to replacement sites. Businesses, whether new or old, would be compensated for the appraised depreciated value of their business fixtures and relocation costs.

As part of the procedure for preparing the acquisition stage relocation plan, all site occupants would be personally interviewed to determine their specific relocation needs, and would be given written information about benefits to which they may be entitled. Owners, tenants, and parties with compensable interests in the properties to be acquired would be compensated in accordance with the Eminent Domain Procedure Law. Displaced residents, business owners, and commercial tenants would receive relocation benefits and assistance as required under the Uniform Act.

The rights of owners and tenants of real property acquired to implement the proposed project are protected under the Uniform Act, which provides for fair, uniform, and equitable treatment of persons displaced from their homes, businesses or farms by federal and federally assisted programs. ("Owner" refers to either the fee owner of the property or the tenant-owner of improvements on it.) The Uniform Act recognizes that displacement of businesses often results in their closure, and aims to minimize the adverse impact of displacement in order to maintain the economic and social well-being of communities. Overall, the Uniform Act is designed to ensure that individuals do not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public as a whole, and to minimize the hardship of displacement on such persons. More specific information on the entitlements provided by the Uniform Act is provided in Appendix F (as well as on the internet at www.fhwa.dot.gov/realestate/index.htm).

E. SUMMARY OF SIGNIFICANT ADVERSE IMPACTS AND MITIGATION MEASURES

SIGNIFICANT ADVERSE IMPACTS

- Short-term access limitations during construction, generally for a few hours at a time, but in a few instances for up to 6 months. These would be necessary where ground stabilization, underpinning, or other construction activities close to or within buildings would occur.
- Possible longer-term access limitations during construction to allow construction of curved tunnel beneath 11 properties (10 buildings and one vacant lot) at the southwest corner of 125th Street and Second Avenue. In this area, the estimated 35 employees, 278 residents, and a religious institution in nine of the buildings residents could be displaced for up to 12 months.
- Possible acquisition of property for construction access and staging for tunneling below. Three properties might be acquired: a vacant lot and a building with auto repair and residential uses at 125th Street, and a gas station and auto repair shop at 1st Street. A total of approximately 31 employees and 21 residents would be affected.
- Permanent acquisition of private property along the entire alignment, to allow construction of station entrances, ancillary facilities (such as ventilation and cooling structures), and emergency exits. In total, approximately 50 full acquisitions and 35 partial acquisitions are being considered, potentially affecting 350 residents in some 220 apartments and 510 employees of approximately 80 businesses.

MITIGATION MEASURES

- For any locations where it would not be feasible for the project to maintain reasonable access to businesses, MTA or NYCT would compensate the landlords for diminution of

rental value and, where applicable, provide relocation payments to displaced tenants. Residents temporarily displaced would typically be offered an alternative residential facility, or some equivalent measure of compensation.

- Compensation for property based on fair market value and, in the case of partial takings, diminution (if any) to the value of the remaining property in accordance with the New York State Eminent Domain Procedure Law.
- Provision of relocation services, moving payments, replacement housing payments, and other allowable payments related to commercial and residential moving costs and displacement in accordance with the Uniform Act. *