

APPENDICES

APPENDIX A
TRANSPORTATION

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday AM Peak Hour (7:45 - 8:45 AM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
1. Second Avenue & East 105th Street											
Second Avenue	SBT	10.4	0.75	B	12.0	0.80	B	SBTR	7.7	0.59	A
	SBR	4.4	0.15	A	5.9	0.27	A				
East 105th Street	WBLT	28.8	0.46	C	32.5	0.59	C	WBLT	32.5	0.59	C
	Overall	12.4		B	14.6		B	Overall	12.2		B
2. Second Avenue & East 106th Street											
Second Avenue	SBL	18.0	0.29	B	16.5	0.30	B	SBLTR	8.2	0.62	A
	SBT	2.1	0.67	A	2.8	0.74	A				
	SBR	2.5	0.33	A	2.8	0.35	A				
East 106th Street	EBTR	95.4	1.05	F	132.2	1.16	F	EBTR	132.2	1.16	F
	WBL	38.4	0.50	D	59.5	0.73	E	WBL	59.5	0.73	E
	WBT	37.2	0.70	D	37.9	0.73	D	WBT	37.9	0.73	D
	Overall	24.7		C	33.3		C	Overall	41.8		D
3. Second Avenue & East 108th Street											
Second Avenue	SBL	2.5	0.24	A	2.4	0.24	A	SBLT	4.8	0.62	A
	SBT	5.7	0.77	A	6.3	0.82	A				
	Overall	5.5		A	6.0		A	Overall	4.8		A
4. Second Avenue & East 109th Street											
Second Avenue	SBT	22.6	0.80	C	25.0	0.85	C	SBTR	19.4	0.69	B
	SBR	18.8	0.44	B	19.7	0.47	B				
East 109th Street	WBLT	28.7	0.46	C	29.1	0.48	C	WBLT	29.8	0.50	C
	Overall	23.0		C	25.0		C	Overall	20.8		C
5. Second Avenue & East 115th Street											
Second Avenue	SBT	8.0	0.70	A	8.2	0.73	A	SBTR	5.2	0.57	A
	SBR	4.1	0.20	A	4.3	0.25	A				
East 115th Street	WBLT	26.7	0.48	C	27.9	0.53	C	WBLT	27.9	0.53	C
	Overall	10.4		B	10.8		B	Overall	9.3		A
6. Second Avenue & East 116th Street											
Second Avenue	SBL	23.4	0.42	C	26.8	0.65	C	SBLTR	10.7	0.69	B
	SBT	2.7	0.66	A	2.5	0.70	A				
	SBR	2.7	0.38	A	2.5	0.42	A				
East 116th Street	EBTR	31.7	0.74	C	33.9	0.79	C	EBTR	33.9	0.79	C
	WBLT	27.6	0.57	C	28.9	0.62	C	WBLT	28.9	0.62	C
	Overall	14.5		B	15.5		B	Overall	20.3		C
7. Second Avenue & East 117th Street											
Second Avenue	SBT	7.7	0.86	A	10.1	0.94	B	SBTR	6.4	0.72	A
	SBR	1.8	0.14	A	1.7	0.16	A				
East 117th Street	WBLT	25.5	0.31	C	26.2	0.35	C	WBLT	26.5	0.37	C
	Overall	8.9		A	11.1		B	Overall	8.5		A

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday AM Peak Hour (7:45 - 8:45 AM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
8. Second Avenue & East 118th Street											
Second Avenue	SBL	2.0	0.14	A	1.9	0.16	A	SBLT	5.0	0.70	A
	SBT	7.1	0.84	A	8.5	0.91	A				
	EBTR	37.0	0.72	D	40.5	0.78	D	EBTR	41.8	0.79	D
	Overall	12.2		B	13.9		B	Overall	12.9		B
9. Second Avenue & East 119th Street											
Second Avenue	SBT	24.1	0.83	C	29.1	0.91	C	SBTR	20.9	0.75	C
	SBR	14.3	0.26	B	15.4	0.33	B				
East 119th Street	WBLT	31.9	0.58	C	34.0	0.64	C	WBLT	34.0	0.64	C
	Overall	24.4		C	28.7		C	Overall	23.1		C
10. Third Avenue & East 125th Street											
Second Avenue	NBLTR	14.4	0.37	B	19.0	0.50	B	NBLTR	19.0	0.51	B
East 125th Street	EBL	7.3	0.28	A	6.3	0.41	A				
	EBT	11.6	0.88	B	55.5	1.10	E	EBLT	166.9	1.35	F*
	WBTR	20.4	0.35	C	19.1	0.47	B	WBTR	30.0	0.76	C
	Overall	14.5		B	30.5		C	Overall	71.8		E
11. Lexington Avenue & East 124th Street											
Second Avenue	SBLT	6.2	0.63	A	6.8	0.69	A	SBLT	7.2	0.78	A
East 124th Street	EBTR	36.8	0.75	D	44.8	0.86	D	EBTR	125.0	1.17	F*
	Overall	14.7		B	17.9		B	Overall	46.9		D
12. Lexington Avenue & East 125th Street											
Lexington Avenue	SBLTR	31.1	0.99	C	86.9	1.16	F	SBLTR	152.0	1.31	F*
East 125th Street	EBT	71.4	1.02	E	230.3	1.43	F				
	EBR	28.9	0.44	C	31.4	0.54	C	EBTR	160.6	1.28	F
	WBT	87.5	1.04	F	265.3	1.51	F	WBT	81.2	1.06	F
	Overall	52.2		D	163.6		F	Overall	139.7		F
13. Lexington Avenue & East 126th Street											
Lexington Avenue	SBTR	22.1	0.81	C	25.1	0.86	C	SBTR	35.1	0.95	D
East 126th Street	WBLT	53.4	0.91	D	306.1	1.60	F	WBLT	415.7	1.84	F*
	Overall	30.1		C	125.2		F	Overall	174.8		F
14. Park Avenue Northbound & East 125th Street											
Park Avenue Northbound	NBTR	19.7	0.31	B	22.5	0.47	C	NBTR	22.5	0.47	C
East 125th Street	EBLT	1.1	0.51	A	1.4	0.67	A	EBLT	7.2	0.97	A
	WBTR	7.7	0.51	A	7.4	0.72	A	WBTR	49.8	1.08	D
	Overall	6.9		A	7.6		A	Overall	28.3		C

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
 New York, New York
 Weekday AM Peak Hour (7:45 - 8:45 AM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
15. Park Avenue Southbound & East 125th Street											
Park Avenue Southbound	SBTR	24.1	0.56	C	27.8	0.69	C	SBTR	37.8	0.86	D
East 125th Street	EBT	48.0	1.00	D	157.3	1.31	F	EBTR	104.8	1.20	F
	EBR	11.2	0.46	B	16.7	0.74	B				
	WBL	5.7	0.32	A	49.0	0.83	D	WBLT	508.4	2.12	F*
	WBT	11.0	0.74	B	56.5	1.06	E				
	Overall	28.4		C	84.7		F	Overall	193.8		F
16. Madison Avenue & East 125th Street											
Madison Avenue	NBLT	22.8	0.67	C	23.7	0.70	C	NBLT	23.8	0.70	C
	NBR	16.8	0.23	B	18.3	0.30	B	NBR	18.3	0.30	B
East 125th Street	EBLT	25.1	0.72	C	64.9	1.03	E	EBLT	265.6	1.51	F*
	WBT	36.5	0.75	D	82.0	1.09	F	WBTR	34.5	0.94	C
	WBR	24.7	0.19	C	24.2	0.24	C				
	Overall	25.9		C	50.9		D	Overall	106.3		F

Notes: Analysis results based on Synchro 9.1, build 912, revision 4 (9.1.912.4).

* indicates adverse impact

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday Midday Peak Hour (12:00 - 1:00 PM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
1. Second Avenue & East 105th Street											
Second Avenue	SBT	10.9	0.81	B	11.6	0.86	B	SBTR	7.8	0.67	A
	SBR	4.9	0.19	A	5.8	0.34	A				
East 105th Street	WBLT	21.6	0.02	C	22.8	0.13	C	WBLT	22.8	0.13	C
	Overall	10.6		B	11.5		B	Overall	8.4		A
2. Second Avenue & East 106th Street											
Second Avenue	SBL	17.6	0.27	B	17.3	0.28	B	SBLTR	8.6	0.67	A
	SBT	3.3	0.71	A	5.1	0.79	A				
	SBR	3.4	0.37	A	4.2	0.39	A				
East 106th Street	EBTR	83.7	1.02	F	117.8	1.13	F	EBTR	117.8	1.13	F
	WBL	106.5	1.04	F	171.7	1.22	F	WBL	171.7	1.22	F
	WBT	31.5	0.57	C	31.7	0.60	C	WBT	31.7	0.60	C
Overall	27.6		C	40.0		D	Overall	48.1		D	
3. Second Avenue & East 108th Street											
Second Avenue	SBL	1.8	0.14	A	1.7	0.14	A	SBLT	2.9	0.58	A
	SBT	3.2	0.72	A	3.4	0.77	A				
Overall	3.1		A	3.3		A	Overall	2.9		A	
4. Second Avenue & East 109th Street											
Second Avenue	SBT	20.9	0.75	C	22.7	0.81	C	SBTR	17.4	0.60	B
	SBR	12.5	0.13	B	12.9	0.15	B				
East 109th Street	WBLT	25.1	0.28	C	25.4	0.30	C	WBLT	25.6	0.31	C
	Overall	20.9		C	22.5		C	Overall	18.1		B
5. Second Avenue & East 115th Street											
Second Avenue	SBT	11.0	0.72	B	11.4	0.77	B	SBTR	7.2	0.60	A
	SBR	5.1	0.20	A	5.2	0.25	A				
East 115th Street	WBLT	27.9	0.54	C	29.4	0.59	C	WBLT	29.4	0.59	C
	Overall	13.1		B	13.6		B	Overall	11.2		B
6. Second Avenue & East 116th Street											
Second Avenue	SBL	33.8	0.68	C	35.8	0.76	D	SBLTR	11.3	0.68	B
	SBT	3.6	0.65	A	3.6	0.69	A				
	SBR	2.7	0.32	A	2.7	0.34	A				
East 116th Street	EBTR	29.5	0.67	C	30.8	0.71	C	EBTR	30.8	0.71	C
	WBLT	31.6	0.68	C	33.6	0.72	C	WBLT	33.6	0.72	C
	Overall	15.0		B	15.7		B	Overall	19.7		B
7. Second Avenue & East 117th Street											
Second Avenue	SBT	7.1	0.80	A	7.8	0.86	A	SBTR	5.5	0.68	A
	SBR	2.5	0.15	A	2.5	0.19	A				
East 117th Street	WBLT	30.8	0.55	C	32.8	0.61	C	WBLT	33.0	0.61	C
	Overall	9.8		A	10.8		B	Overall	9.8		A

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday Midday Peak Hour (12:00 - 1:00 PM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
8. Second Avenue & East 118th Street											
Second Avenue	SBL	2.1	0.17	A	2.1	0.21	A	SBLT	7.1	0.67	A
	SBT	6.3	0.75	A	6.7	0.81	A				
	EBTR	35.0	0.67	C	40.2	0.76	D	EBTR	40.7	0.77	D
	Overall	10.6		B	11.9		B	Overall	13.8		B
9. Second Avenue & East 119th Street											
Second Avenue	SBT	22.3	0.79	C	25.2	0.86	C	SBTR	18.3	0.65	B
	SBR	12.3	0.11	B	12.7	0.14	B				
East 119th Street	WBLT	28.8	0.48	C	31.3	0.57	C	WBLT	31.3	0.57	C
	Overall	22.8		C	25.5		C	Overall	20.4		C
10. Third Avenue & East 125th Street											
Second Avenue	NBLTR	14.1	0.35	B	17.9	0.47	B	NBLTR	17.9	0.47	B
East 125th Street	EBL	7.1	0.19	A	5.6	0.36	A				
	EBT	11.9	0.75	B	20.0	1.01	B	EBLT	112.4	1.22	F*
	WBTR	20.1	0.32	C	19.6	0.47	B	WBTR	28.3	0.71	C
	Overall	14.4		B	18.4		B	Overall	50.2		D
11. Lexington Avenue & East 124th Street											
Second Avenue	SBLT	4.2	0.37	A	5.4	0.46	A	SBLT	4.0	0.53	A
East 124th Street	EBTR	30.9	0.63	C	37.5	0.77	D	EBTR	55.8	0.95	E*
	Overall	13.6		B	17.0		B	Overall	25.1		C
12. Lexington Avenue & East 125th Street											
Lexington Avenue	SBLTR	14.5	0.72	B	24.7	0.91	C	SBLTR	59.5	1.08	E*
East 125th Street	EBT	53.7	0.97	D	225.3	1.43	F				
	EBR	18.0	0.32	B	23.1	0.48	C	EBTR	146.5	1.25	F
	WBT	53.1	0.91	D	149.7	1.24	F	WBT	43.2	0.89	D
	Overall	33.3		C	110.1		F	Overall	79.7		E
13. Lexington Avenue & East 126th Street											
Lexington Avenue	SBTR	15.1	0.56	B	19.7	0.66	B	SBTR	22.9	0.77	C
East 126th Street	WBLT	36.0	0.72	D	214.9	1.39	F	WBLT	287.5	1.56	F*
	Overall	20.9		C	102.8		F	Overall	133.8		F
14. Park Avenue Northbound & East 125th Street											
Park Avenue Northbound	NBTR	24.0	0.36	C	27.6	0.53	C	NBTR	27.6	0.53	C
East 125th Street	EBLT	1.9	0.41	A	1.6	0.62	A	EBLT	2.4	0.78	A
	WBTR	13.0	0.40	B	11.7	0.55	B	WBTR	19.7	0.85	B
	Overall	10.2		B	9.9		A	Overall	14.4		B

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
 New York, New York
 Weekday Midday Peak Hour (12:00 - 1:00 PM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
15. Park Avenue Southbound & East 125th Street											
Park Avenue Southbound	SBTR	29.1	0.62	C	37.7	0.80	D	SBTR	64.8	1.00	E*
East 125th Street	EBT	9.9	0.73	A	55.3	1.10	E	EBTR	36.5	1.06	D
	EBR	6.5	0.42	A	9.7	0.75	A				
	WBL	3.3	0.26	A	9.6	0.48	A	WBLT	138.9	1.28	F*
	WBT	5.8	0.57	A	14.1	0.82	B				
	Overall	13.8		B	34.4		C	Overall	74.9		E
16. Madison Avenue & East 125th Street											
Madison Avenue	NBLT	23.6	0.69	C	24.5	0.73	C	NBLT	24.5	0.73	C
	NBR	16.1	0.18	B	20.9	0.37	C	NBR	20.9	0.37	C
East 125th Street	EBLT	24.9	0.70	C	75.4	1.06	E	EBLT	320.0	1.63	F*
	WBT	27.1	0.60	C	35.9	0.87	D	WBTR	23.3	0.83	C
	WBR	21.4	0.18	C	20.4	0.27	C				
	Overall	24.3		C	45.0		D	Overall	123.0		F

Notes: Analysis results based on Synchro 9.1, build 912, revision 4 (9.1.912.4).

* indicates adverse impact

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday PM Peak Hour (5:00 - 6:00 PM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
1. Second Avenue & East 105th Street											
Second Avenue	SBT	7.0	0.79	A	8.1	0.84	A	SBTR	5.8	0.63	A
	SBR	3.7	0.16	A	4.3	0.29	A				
East 105th Street	WBLT	27.0	0.39	C	29.5	0.50	C	WBLT	29.5	0.50	C
	Overall	8.8		A	10.2		B	Overall	9.1		A
2. Second Avenue & East 106th Street											
Second Avenue	SBL	13.6	0.20	B	14.1	0.20	B	SBLTR	5.6	0.64	A
	SBT	2.4	0.74	A	4.0	0.81	A				
	SBR	1.5	0.26	A	2.4	0.28	A				
East 106th Street	EBTR	87.0	1.02	F	106.3	1.09	F	EBTR	106.3	1.09	F
	WBL	39.9	0.56	D	44.3	0.62	D	WBL	44.3	0.62	D
	WBT	32.8	0.61	C	33.5	0.65	C	WBT	33.5	0.65	C
Overall	19.6		B	24.2		C	Overall	29.2		C	
3. Second Avenue & East 108th Street											
Second Avenue	SBL	2.3	0.25	A	2.3	0.26	A	SBLT	3.4	0.68	A
	SBT	4.3	0.83	A	4.9	0.88	A				
	Overall	4.2		A	4.7		A				
4. Second Avenue & East 109th Street											
Second Avenue	SBT	26.4	0.88	C	31.0	0.93	C	SBTR	20.4	0.74	C
	SBR	15.1	0.32	B	16.2	0.37	B				
East 109th Street	WBLT	29.3	0.50	C	30.1	0.53	C	WBLT	30.2	0.53	C
	Overall	25.9		C	29.9		C	Overall	21.6		C
5. Second Avenue & East 115th Street											
Second Avenue	SBT	10.4	0.75	B	10.7	0.79	B	SBTR	6.5	0.60	A
	SBR	4.6	0.20	A	4.8	0.25	A				
East 115th Street	WBLT	32.8	0.69	C	34.9	0.73	C	WBLT	34.9	0.73	C
	Overall	13.9		B	14.5		B	Overall	12.6		B
6. Second Avenue & East 116th Street											
Second Avenue	SBL	25.0	0.49	C	25.4	0.58	C	SBLTR	9.3	0.64	A
	SBT	2.5	0.66	A	2.4	0.70	A				
	SBR	1.6	0.24	A	1.5	0.28	A				
East 116th Street	EBTR	30.3	0.70	C	32.2	0.75	C	EBTR	32.2	0.75	C
	WBLT	29.6	0.64	C	31.3	0.68	C	WBLT	31.3	0.68	C
	Overall	13.8		B	14.5		B	Overall	19.1		B
7. Second Avenue & East 117th Street											
Second Avenue	SBT	6.3	0.84	A	7.3	0.90	A	SBTR	5.2	0.69	A
	SBR	2.1	0.16	A	2.2	0.21	A				
East 117th Street	WBLT	29.9	0.52	C	31.2	0.57	C	WBLT	31.4	0.57	C
	Overall	8.9		A	9.9		A	Overall	9.0		A

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday PM Peak Hour (5:00 - 6:00 PM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
8. Second Avenue & East 118th Street											
Second Avenue	SBL	1.9	0.16	A	1.9	0.19	A	SBLT	6.4	0.67	A
	SBT	7.8	0.81	A	8.9	0.88	A				
	EBTR	57.8	0.93	E	74.8	1.01	E	EBTR	76.6	1.01	E
	Overall	17.8		B	22.0		C	Overall	23.8		C
9. Second Avenue & East 119th Street											
Second Avenue	SBT	21.8	0.79	C	24.6	0.85	C	SBTR	18.4	0.66	B
	SBR	13.1	0.18	B	13.7	0.22	B				
East 119th Street	WBLT	27.7	0.43	C	28.8	0.48	C	WBLT	28.8	0.48	C
	Overall	22.0		C	24.5		C	Overall	19.8		B
10. Third Avenue & East 125th Street											
Second Avenue	NBLTR	14.6	0.39	B	18.8	0.54	B	NBLTR	18.9	0.54	B
East 125th Street	EBL	5.0	0.24	A	4.3	0.55	A				
	EBT	8.8	0.72	A	152.4	1.33	F	EBLT	566.2	2.24	F*
	WBTR	22.3	0.48	C	22.2	0.62	C	WBTR	46.0	0.93	D
	Overall	15.2		B	59.5		E	Overall	193.8		F
11. Lexington Avenue & East 124th Street											
Second Avenue	SBLT	4.8	0.55	A	6.7	0.66	A	SBLT	6.2	0.76	A
East 124th Street	EBTR	31.3	0.64	C	40.4	0.81	D	EBTR	107.8	1.12	F*
	Overall	11.7		B	16.3		B	Overall	39.3		D
12. Lexington Avenue & East 125th Street											
Lexington Avenue	SBLTR	10.8	0.78	B	14.9	0.98	B	SBLTR	69.6	1.13	E*
East 125th Street	EBT	37.2	0.89	D	380.1	1.78	F				
	EBR	15.1	0.32	B	23.0	0.49	C	EBTR	264.4	1.52	F
	WBT	73.4	0.98	E	177.8	1.30	F	WBT	41.5	0.89	D
	Overall	31.4		C	162.1		F	Overall	122.7		F
13. Lexington Avenue & East 126th Street											
Lexington Avenue	SBTR	21.4	0.79	C	34.8	0.93	C	SBTR	63.1	1.05	E*
East 126th Street	WBLT	72.6	1.03	E	325.1	1.66	F	WBLT	404.6	1.83	F*
	Overall	38.2		D	161.9		F	Overall	210.8		F
14. Park Avenue Northbound & East 125th Street											
Park Avenue Northbound	NBTR	32.4	0.70	C	55.5	0.94	E	NBTR	55.5	0.94	E
East 125th Street	EBLT	1.3	0.36	A	1.4	0.68	A	EBLT	3.2	0.89	A
	WBTR	12.5	0.42	B	11.2	0.57	B	WBTR	19.5	0.85	B
	Overall	15.2		B	19.0		B	Overall	24.7		C

Second Avenue Subway
INTERSECTION LEVELS OF SERVICE SUMMARY
New York, New York
Weekday PM Peak Hour (5:00 - 6:00 PM)

Intersection	Movement	2017 Existing			2024 No Action Condition			2024 Construction Condition			
		Delay (sec/veh)	v/c ratio	LOS	Delay (sec/veh)	v/c ratio	LOS	Movement	Delay (sec/veh)	v/c ratio	LOS
15. Park Avenue Southbound & East 125th Street											
Park Avenue Southbound	SBTR	31.6	0.69	C	47.2	0.90	D	SBTR	111.8	1.14	F*
East 125th Street	EBT	10.3	0.63	B	87.8	1.18	F	EBTR	49.7	1.09	D
	EBR	9.0	0.40	A	12.7	0.81	B				
	WBL	2.8	0.18	A	16.5	0.54	B	WBLT	171.8	1.35	F*
	WBT	8.1	0.65	A	20.3	0.89	C				
	Overall	16.0		B	51.0		D	Overall	105.5		F
16. Madison Avenue & East 125th Street											
Madison Avenue	NBLT	27.7	0.81	C	30.3	0.85	C	NBLT	30.3	0.85	C
	NBR	17.7	0.27	B	22.7	0.44	C	NBR	22.7	0.44	C
East 125th Street	EBLT	21.8	0.59	C	81.6	1.08	F	EBLT	344.5	1.69	F*
	WBT	29.6	0.69	C	45.1	0.96	D	WBTR	24.1	0.87	C
	WBR	22.0	0.22	C	20.4	0.29	C				
	Overall	25.9		C	49.4		D	Overall	122.5		F

Notes: Analysis results based on Synchro 9.1, build 912, revision 4 (9.1.912.4).

* indicates adverse impact

APPENDIX B
CULTURAL RESOURCES

ARCHAEOLOGY

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-M
Project: 0 SECOND AVE SUBWAY
Date received: 5/2/2017

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.

Comments: The LPC is in receipt of the, "Second Avenue Subway Phase 2 Soil Boring Program, New York, New York: Archaeological Monitoring and Human Remains Discoveries Plan," prepared by AKRF, Inc and dated April 28, 2017. The LPC concurs with the plan.

cc: NYSHPO



5/9/2017

SIGNATURE
Amanda Sutphin, Director of Archaeology

DATE

File Name: 5151_FSO_ALS_05092017.doc

[Close](#)**View and/or Address a Response****Project 17PR02965: Second Avenue Subway Phase 2 (K8IG7G8271XG)**

Please accept the following information below as the consolidated response from NYS SHPO for the above referenced submission.

Review Responses

Reviewer	Review Type	Response
Philip Perazio	Archaeology	SHPO concurs with "Second Avenue Subway, Phase 2 Soil Boring Program, New York, New York Archaeological Monitoring and Human Remains Discoveries Plan" (AKRF, April 28, 2017).

Information Requests

Status	Reviewer	Review Type	Request Type	Request Entity	Request Item	Request Description
No Request Records						

Attachments

Attachment	Reviewer	Review Type	Type	Name	Description
No Attachment Records					

ARCHAEOLOGY

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-M
Project: 0 SECOND AVE SUBWAY
Date received: 8/7/2017

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.

Comments: The LPC is receipt of a revised boring plan and test pit plan for work on Second Avenue between 106th and 116th Streets, and five geotechnical borings and one environmental boring within the zone of sensitivity for the Harlem African Burial Ground. We concur with the recommendations that there are no further concerns for the test pit locations and that an archaeologist will analyze the results of the borings and submit their findings to the reviewing agencies.

cc: NYSHPO



8/8/2017

SIGNATURE
Amanda Sutphin, Director of Archaeology

DATE

File Name: 5151_FSO_ALS_08082017.doc



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

August 18, 2017

Ms. Jennifer Wuotinen
Program Manager, I
MTACC
2 Broadway
New York, NY 10004

Re: FTA
Second Avenue Subway Phase 2
Borough of Manhattan, New York County, NY
17PR02965

Dear Ms. Wuotinen:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO concurs with the revised plan for geotechnical and environmental tests for this project (Wuotinen, 2 August 2017).

If you have any questions please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Elizabeth Meade, AKRF
Amanda Sutphin, LPC

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



AKRF, Inc.
Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

December 12, 2017

Ms. Amanda Sutphin
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, NY 10007

Re: Second Avenue Subway Phase 2 Supplemental Phase 1A Archaeological Documentary Study; New York, NY (17PR0296)

Dear Ms. Sutphin:

As you are aware, with the recent opening of the first phase of the Second Avenue Subway (SAS) in Manhattan, New York, the Metropolitan Transportation Authority (MTA) is advancing the second phase of the project (OPRHP project review number 17PR02965). MTA has retained AKRF for archaeological consulting services in association with the construction of the second phase of the Second Avenue Subway. A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued for the full-length Second Avenue Subway (comprising four project phases) in 2004 by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act of 1969 (NEPA). A Programmatic Agreement (PA) among the FTA, the Metropolitan Transportation Authority New York City Transit (MTA NYCT), and the New York State Historic Preservation Officer (SHPO), was executed on April 8, 2004 to describe the procedures that would be followed to document and protect cultural resources that could be impacted by the construction of the subway. The PA sets forth the steps to be followed in the event that new project elements were added to locations that were not analyzed in the 2004 FEIS and also included provisions for future archaeological analysis of locations of soils borings completed as part of the subway's construction.

The overall SAS Phase 2 alignment remains largely consistent with the original preliminary engineering (PE) design that was analyzed in the 2003 Phase 1A Archaeological Documentary Study (and supplemental analyses) and the 2004 FEIS. Some changes have occurred to the SAS Phase 2 design because of changes in background conditions, efforts to minimize construction impacts, and advanced engineering. In some cases, sites previously identified for ancillary facilities and entrances are no longer suitable or available, requiring these facilities to be relocated. Pursuant to the terms of the PA, in November 2017, AKRF prepared a supplemental Phase 1A Archaeological Documentary Study of the SAS Phase 2 project site to analyze the potential archaeological sensitivity of all portions of the Area of Potential Effect (APE) that were not previously analyzed in the 2003 Phase 1A Archaeological Documentary Study. These supplemental study areas included the updated locations of station entrances and ancillary facilities. A draft of the Supplemental Phase 1A Study is enclosed for your review and comment.

The Supplemental Phase 1A Study determined that undisturbed portions of the APE could have precontact and historic archaeological sensitivity. In those areas that were identified as potentially sensitive, one of four types of additional archaeological analysis was recommended: the review of soil borings to determine the potential depths of archaeological resources; the review of final design drawings to determine if potentially sensitive depths would be impacted by the proposed project; topic intensive documentary research to determine the potential sensitivity for human remains; and Phase 1B subsurface testing. Any future archaeological analysis would be completed pursuant to the terms of the PA and in consultation with LPC.

Thank you for your assistance with this matter and we look forward to receiving your comments on the enclosed Supplemental Phase 1A Study. If you have any questions or if you require any additional information, please do not hesitate to contact me at emeade@akrf.com or by telephone at (646) 388-9811.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth D. Meade". The signature is written in a cursive style with a large initial "E".

Elizabeth D. Meade, RPA
Technical Director/Archaeologist

cc:

Nina Chung, FTA

Jennifer Wuotinen, MTACC

Linda Corcoran, MTACC

Steven Gates, AKRF



AKRF, Inc.
Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

December 12, 2017

Mr. Philip Perazio
NYS Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
Pebbles Island, PO Box 189
Waterford, NY 12188

Re: Second Avenue Subway Phase 2 Supplemental Phase 1A Archaeological Documentary Study; New York, NY (17PR0296)

Dear Mr. Perazio:

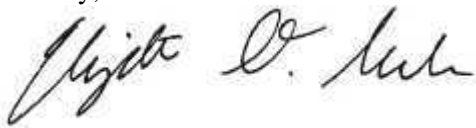
As you are aware, with the recent opening of the first phase of the Second Avenue Subway (SAS) in Manhattan, New York, the Metropolitan Transportation Authority (MTA) is advancing the second phase of the project (OPRHP project review number 17PR02965). MTA has retained AKRF for archaeological consulting services in association with the construction of the second phase of the Second Avenue Subway. A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued for the full-length Second Avenue Subway (comprising four project phases) in 2004 by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act of 1969 (NEPA). A Programmatic Agreement (PA) among the FTA, the Metropolitan Transportation Authority New York City Transit (MTA NYCT), and the New York State Historic Preservation Officer (SHPO), was executed on April 8, 2004 to describe the procedures that would be followed to document and protect cultural resources that could be impacted by the construction of the subway. The PA sets forth the steps to be followed in the event that new project elements were added to locations that were not analyzed in the 2004 FEIS and also included provisions for future archaeological analysis of locations of soils borings completed as part of the subway's construction.

The overall SAS Phase 2 alignment remains largely consistent with the original preliminary engineering (PE) design that was analyzed in the 2003 Phase 1A Archaeological Documentary Study (and supplemental analyses) and the 2004 FEIS. Some changes have occurred to the SAS Phase 2 design because of changes in background conditions, efforts to minimize construction impacts, and advanced engineering. In some cases, sites previously identified for ancillary facilities and entrances are no longer suitable or available, requiring these facilities to be relocated. Pursuant to the terms of the PA, in November 2017, AKRF prepared a supplemental Phase 1A Archaeological Documentary Study of the SAS Phase 2 project site to analyze the potential archaeological sensitivity of all portions of the Area of Potential Effect (APE) that were not previously analyzed in the 2003 Phase 1A Archaeological Documentary Study. These supplemental study areas included the updated locations of station entrances and ancillary facilities. A draft of the Supplemental Phase 1A Study will be submitted to OPRHP via the New York State Cultural Resource Information System (CRIS) for your review and comment.

The Supplemental Phase 1A Study determined that undisturbed portions of the APE could have precontact and historic archaeological sensitivity. In those areas that were identified as potentially sensitive, one of four types of additional archaeological analysis was recommended: the review of soil borings to determine the potential depths of archaeological resources; the review of final design drawings to determine if potentially sensitive depths would be impacted by the proposed project; topic intensive documentary research to determine the potential sensitivity for human remains; and Phase 1B subsurface testing. Any future archaeological analysis would be completed pursuant to the terms of the PA and in consultation with OPRHP.

Thank you for your assistance with this matter and we look forward to receiving your comments on the enclosed Supplemental Phase 1A Study. If you have any questions or if you require any additional information, please do not hesitate to contact me at emeade@akrf.com or by telephone at (646) 388-9811.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth D. Meade". The signature is written in a cursive style with a large initial "E".

Elizabeth D. Meade, RPA
Technical Director/Archaeologist

cc:

Nina Chung, FTA

Jennifer Wuotinen, MTACC

Linda Corcoran, MTACC

Steven Gates, AKRF

ARCHAEOLOGY

Final Sign-Off (Multiple Sites)

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-M
Project: 0 SECOND AVE SUBWAY
Date received: 12/14/2017

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.

Comments:

The LPC is in receipt of the, "Second Avenue Subway: Phase Two: Second Ave Between East 104th and East 125th St and East 125th St between Second Ave and Adam Clayton Powell, Jr Blvd," prepared by AKRF, Inc and dated November 2017.

The LPC concurs with the findings of this report. Please submit a pdf of the report to the LPC for our archives.

Cc: NYSHPO



12/22/2017

SIGNATURE
Amanda Sutphin, Director of Archaeology

DATE

File Name: 5151_FSO_ALS_12202017.doc



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

December 27, 2017

Ms. Jennifer Wuotinen
Program Manager, I
MTACC
2 Broadway
New York, NY 10004

Re: FTA
Second Avenue Subway Phase 2
Borough of Manhattan, New York County, NY
17PR02965

Dear Ms. Wuotinen:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed the following submission for this project – *Second Avenue Subway: Phase Two, Second Avenue Between East 104th and East 125th Streets and East 125th Street Between Second Avenue and Adam Clayton Powell, Jr. Boulevard, New York, New York: Supplemental Phase 1A Archaeological Documentary Study* (AKRF, November 2017). Based on the information provided, we concur with the report's conclusions and recommendations. Please continue consultation with this office as the investigation proceeds.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit

Phone: 518-268-2175

e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Elizabeth Meade, AKRF
Amanda Sutphin, LPC

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



Environmental, Planning, and Engineering Consultants

440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

February 20, 2018

Beth A. Cumming
Senior Historic Site Restoration Coordinator
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

Re: Second Avenue Subway Phase 2—Assessment of Effects to Historic Resources
New York County: 17PR02965 (01PR039201/05PR00975)

Dear Ms. Cumming:

Following the recent opening of Phase 1 of the Second Avenue Subway Project (the “Project”) in Manhattan, the Metropolitan Transportation Authority (MTA) is now advancing Phase 2 of the Project. A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued for the full-length Second Avenue Subway in 2004 by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act of 1969 (NEPA). The FEIS included a Programmatic Agreement (PA)¹ among FTA, MTA², and the New York State Historic Preservation Officer (SHPO), executed on April 8, 2004 pursuant to Section 106 of the National Historic Preservation Act (NHPA), to describe the procedures that would be followed to document and protect cultural resources that could be adversely affected by the construction of the subway. The New York City Landmarks Preservation Commission (LPC) is a consulting party to the PA. Exhibit E of the PA was amended in May 2012 with respect to vibration limit criteria and reporting.³

The full-length Project would extend about 8.5 miles along Manhattan’s east side, but given its total capital cost, it is to be constructed in four phases. Phase 1, now in revenue service, included extension of the Broadway (Q) subway line along Second Avenue from 63rd Street to 105th Street, with new stations at 72nd, 86th, and 96th Streets. Phase 2 would continue the Q service farther north to 125th Street, with new stations at 106th, 116th, and 125th Streets. The tracks, which would curve west along 125th Street, would terminate near Lenox Avenue.

¹ http://web.mta.info/capital/sas_docs/feis/programagreement.pdf

² New York City Transit (NYCT) was the official signatory of the Programmatic Agreement. The MTA Capital Construction Company (MTACC) is responsible for planning, design, and construction of the project and related public outreach, and New York City Transit (NYCT) will operate and maintain the service, but for purposes of this document, they are collectively referred herein as “MTA.”

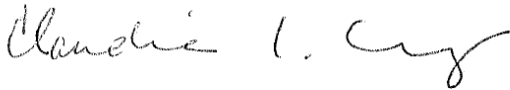
³ http://web.mta.info/capital/sas_pdf/2012May23AmendmentNo1SASPA.pdf

To facilitate continued coordination with SHPO in accordance with the 2004 PA, the attached document is provided for your review, which presents an overview of design modifications of Phase 2 and provides an assessment of potential changes to adverse effects on historic resources as a result of those design modifications in accordance with Section 106 of the NHPA. MTA is also conducting a re-evaluation of potential impacts pursuant to NEPA in collaboration with FTA to comply with stipulations of the 2004 ROD and to evaluate design modifications.

The assessment of potential effects in the attachment first discusses potential changes in construction (short-term) effects, followed by potential changes in operational (long-term) effects. As demonstrated in the attached, no new adverse effects to historic resources have been identified. Further, an adverse effect identified in the 2004 FEIS has been eliminated as a result of design modifications. Please note that this attachment addresses historic architectural resources—an assessment of archaeological resources has been submitted under separate cover.

Thank you for your assistance with this matter and we look forward to receiving your comments on the attached assessment. If you have any questions please do not hesitate to contact me at (646) 388-9745 or ccooney@akrf.com.

Sincerely,
AKRF, Inc.

A handwritten signature in cursive script, appearing to read "Claudia L. Cooney".

Claudia Cooney
Vice President

cc:
Nina Chung, FTA
Gina Santucci, New York City Landmarks Preservation Committee (LPC)
Jennifer Wuotinen, MTACC
Linda Corcoran, MTACC
Steven Gates, AKRF

ATTACHMENT

OVERVIEW OF SECOND AVENUE SUBWAY PHASE 2 DESIGN MODIFICATIONS

AND

EVALUATION OF POTENTIAL CHANGES IN ADVERSE EFFECTS TO HISTORIC
ARCHITECTURAL RESOURCES

[ATTACHMENT NOT INCLUDED IN EA]



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

March 22, 2018

Ms. Jennifer Wuotinen
Program Manager, I
MTACC
2 Broadway
New York, NY 10004

Re: FTA
Second Avenue Subway Phase 2
Borough of Manhattan, New York County, NY
17PR02965

Dear Ms. Wuotinen:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the technical memorandum dated February 20th, 2018 summarizing the modified project design and resulting changes in anticipated effects to historic resources. We concur with the memorandum's conclusions and recommendations. We note that Survey staff has requested more information regarding historic resources and will provide comments on the survey of known and newly identified historic resources.

If additional information correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at www.nysparks.com/shpo/online-tools/. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: Amanda Sutphin, LPC
Elizabeth Meade, AKRF
Erica Mollon, AKRF

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

ARCHAEOLOGY

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-M
Project: 0 SECOND AVE SUBWAY
Date received: 3/22/2018

Comments: as indicated below. Properties that are individually LPC designated or in LPC historic districts require permits from the LPC Preservation department. Properties that are S/NR listed or S/NR eligible require consultation with SHPO if there are State or Federal permits or funding required as part of the action.

This document only contains Archaeological review findings. If your request also requires Architecture review, the findings from that review will come in a separate document.

Comments: The LPC is in receipt of the letter dated March 22, 2018 which details three new test pits: (1) within the streetbed of Park Ave south of E 125th, (2) within the streetbed of E 125th St west of Malcolm X Blvd, and (3) in Lexington between E 125th and E 126th, as prepared by AKRF. The LPC concurs that given the location and that they will not extend below 5' the test pits do not need to be archaeologically tested or monitored. However, please consult with LPC if the test pits are moved.

Cc: NYSHPO



3/23/2018

SIGNATURE
Amanda Sutphin, Director of Archaeology

DATE

File Name: 5151_FSO_ALS_03232018.doc



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

April 03, 2018

Ms. Jennifer Wuotinen
Program Manager, I
MTACC
2 Broadway
New York, NY 10004

Re: FTA
Second Avenue Subway Phase 2
Borough of Manhattan, New York County, NY
17PR02965

Dear Ms. Wuotinen:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the submitted materials in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

SHPO has reviewed *Review of Archaeological Resources in the Locations of Additional Test Pits for Phase 2 of the Second Avenue Subway Project* (Wuotinen, 22 March 2018). Based on the information provided, we have no concerns regarding the proposed test pit locations. Please continue consultation as the project proceeds.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Philip A. Perazio, Historic Preservation Program Analyst - Archaeology Unit
Phone: 518-268-2175
e-mail: philip.perazio@parks.ny.gov

via e-mail only

cc: Elizabeth Meade and Erica Mollon, AKRF
Amanda Sutphin, LPC

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

April 11, 2018

Ms. Jennifer Wuotinen
Program Manager, I
MTACC
2 Broadway
New York, NY 10004

Re: FTA
Second Avenue Subway Phase 2
Borough of Manhattan, New York County, NY
17PR02965

Dear Ms. Wuotinen:

Thank you for continuing to consult with the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the additional information recently provided to our office. Our office has determined that the St. Ann's Roman Catholic Church Complex is eligible for listing in the State and National Registers of Historic Palaces. Please see attached, the Resource Evaluation for the property. Based upon our review, OPRHP recommends that a Construction Protection Plan be implemented for any historic resources located within 90 feet of proposed construction activities.

If additional information correspondence is required regarding this project it should be provided via our Cultural Resource Information System (CRIS) at www.nysparks.com/shpo/online-tools/. Once on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project". You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,

Olivia Brazee
Historic Site Restoration Coordinator
olivia.brazee@parks.ny.gov

via e-mail only

cc: Amanda Sutphin, LPC
Elizabeth Meade, AKRF

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

St. Ann's Roman Catholic Church Complex

Located on East 109th and East 110th Streets in Manhattan, the St. Ann's Roman Catholic Church Complex is significant under Criterion C in the area of architecture and has a period of significance from 1911 to 1968, the fifty year mark, as it continues to be an active religious facility. The complex consists of the church and rectory constructed in 1911 and designed by Nicholas Serracino, a school built between 1924 and 1926 and designed by architect Edward F. Fanning and a convent, located on East 109th Street, built in 1955 and designed by George J. Sole. The architect of the church and rectory, Serracino, designed many other religious buildings during the first two decades of the twentieth century, particularly for the Catholic Church. Located on the south side of 110th Street, Saint Ann's Church is a Neoclassical-style church building that displays Italian Renaissance Revival elements. It is constructed of brick with stone or cast stone detailing. The three-bay façade features engaged Corinthian pilasters at each bay division with stone plinths and capitals, and a full entablature surmounted by a pediment topped with a cross, which forms a roof parapet, in the central bay. The central bay accommodates a large central entry at ground story level with projecting molded lintels supported by modillion brackets. Slightly smaller entries with molded lintels occupy the flanking bays. A central rose window with tracery is located above the central entry. A narrow additional bay to the east of the main section of the façade gives the appearance of a side tower. This feature is capped with a pediment bearing a cross finial. It contains a small round window at ground-story level and a round-arched aperture at eaves level. The associated Rectory occupies the building that adjoins the church to the east. This three-story brick Neoclassical building also has a flat roof and stone or cast stone trim, including window lintels with pronounced keystones and a pediment above the main entryway, which occupies the eastern bay at ground-story level. The windows appear to have been retrofitted with modern one-over-one-light sash and the cornice appears to have been altered. The Neoclassical-style St. Ann's School is five stories in height and has a three-bay façade. It is faced in light-colored brick with stone or cast stone trim. The symmetrically fenestrated building is restrained and methodical in design. It features paired windows on each of the four upper stories. Wide stone spandrel panels occupy the spaces between the second and third story windows and the third and fourth story windows. The verticality of the brickwork between each bay of the building evokes piers or pilasters. The building has a cornice with a wide frieze inscribed with "ST. ANN'S PARISH SCHOOL." The ground story is faced in rusticated stone and features a central doorway with a Neoclassical surround flanked by smaller entries without elaborate surrounds. The St. Ann's Convent, which faces East 110th street, is a mid-century modern building constructed of brick with stone details. The building is three stories in height with a raised basement. The front façade is nine bays wide. It displays regular fenestration and symmetrical design with the notable exception of two bays, off center, set within a rectangular stone-faced section that projects slightly forward from the façade and projects slightly higher than the eaves line of the building's flat roof. The main entryway is located centrally within this stone-faced section and is flanked by sidelights. A large cross is affixed to the upper portion of the projecting section. The door that occupies the main entry appears original as do the window sash throughout the building.

Second Avenue Subway

1 message

Claudia Cooney <ccooney@akrf.com>

Mon, Apr 16, 2018 at 2:12 PM

To: Gina Santucci <GSantucci@lpc.nyc.gov>

Cc: "Wuotinen, Jennifer" <JWuotinen@mtacc.info>, "Corcoran, Linda" <LCorcoran@mtacc.info>, Steven Gates <sgates@akrf.com>, Erica Mollon <emollon@akrf.com>

Hi Gina,

Please see the attached historic architectural resources submission for Phase 2 of the Second Avenue Subway, which is being provided to your office for review as per the project's Section 106 Programmatic Agreement. This includes a letter and technical memorandum submitted to SHPO, along with information regarding potential architectural resources identified. SHPO has provided comments on the technical memorandum and also made determinations of eligibility for the potential architectural resources. These letters are also attached.

Please let me know if you require further information to review.
Thank you.

--

Claudia Cooney
Vice President
AKRF, Inc.
440 Park Avenue South
New York, NY 10016
646-388-9745
ccooney@akrf.com
www.akrf.com

4 attachments

ENVIRONMENTAL REVIEW

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-M
Project: 0 SECOND AVE SUBWAY
Date received: 4/16/2018

Properties with Architectural significance:

- 27) ADDRESS: 120 EAST 124 STREET, BBL: 1017720062, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: STUDY AREA ONLY
- 28) ADDRESS: 116 EAST 124 STREET, BBL: 1017720064, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: STUDY AREA ONLY.
- 29) ADDRESS: 312 EAST 110 STREET, BBL: 1016810045, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: ST. ANN'S RC COMPLEX. STUDY AREA ONLY.
- 30) ADDRESS: 306 EAST 110 STREET, BBL: 1016810046, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: ST. ANN'S RC COMPLEX. STUDY AREA ONLY.
- 31) ADDRESS: 317 EAST 109 STREET, BBL: 1016810011, LPC FINDINGS: NO INTEREST, STATE/NATIONAL REGISTER FINDINGS: ELIGIBLE FOR NATIONAL REGISTER LIST, COMMENTS: ST.ANN'S RC COMPLEX. STUDY AREA ONLY.

Comments: The LPC is in receipt of the historic resources submission for Phase 2 of the Second Ave. Subway. LPC concurs with the SHPO finding that a Construction Protection Plan be implemented for any historic resources located within 90 feet of proposed construction activities.

cc: SHPO



5/3/2018

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 5151_FSO_GS_05032018.doc



Environmental, Planning, and Engineering Consultants

440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

May 16, 2018

Ms. Olivia Brazee
Historic Site Restoration Coordinator
New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
P.O. Box 189
Waterford, NY 12188-0189

Re: Second Avenue Subway Phase 2—Historic Resources
New York County: SHPO PR NO: 17PR02965 (01PR039201/05PR00975)

Dear Ms. Brazee:

Thank you for your letter of March 22, 2018 concurring with the conclusions and recommendations contained in the Historic Resources Technical Memorandum provided for your review on February 20, 2018, and for providing a determination of National Register eligibility for the St. Ann's Roman Catholic Church complex, located at 312 East 110th Street, in your letter of April 11, 2018.

We are providing information regarding one additional potential architectural resource that has been identified in the APE; this resource was identified as a potential architectural resource in the Second Avenue Subway 2004 Final Environmental Impact Statement (FEIS).

This potential resource is a tenement building located at 306 East 119th Street in Manhattan (Block 1795, Lot 50). It is a five-story brick and stone building constructed in 1889-1890. This building was one of five brick and stone flats, measuring 20 feet by 85 feet, that were built at 306-314 East 119th Street for Jacob Doll, and which were designed by E. W. Greis. The three-bay wide building has a rusticated first floor with a raised-stoop entry with a round-arched surround. The second through fourth floors have simple brownstone lintels, belt courses, and quoins. The windows on the fifth floor have flat-arched lintels. The building is capped with a projecting metal cornice. The four buildings that were built east of and at the same time as this structure have since been demolished.

The proposed Second Avenue Subway entrance on the east side of Second Avenue between East 119th Street and East 118th Street is located within 90 feet of the potential architectural resource located at 306 East 119th Street. As stated in the 2004 FEIS and the Programmatic Agreement (PA), architectural resources that could be affected by construction activities would require the preparation of a Construction Protection Plan (CPP) prior to construction, demolition, or excavation work. The CPP would set forth the specific measures to be used, and specifications that would be applied, to protect each of the historic resources that could be affected during the construction period. Typical protective measures that will be included in a CPP are presented in Exhibit E of the project's PA. Should this potential architectural resource be determined National Register-eligible or New York City Landmark-eligible, it would be included and

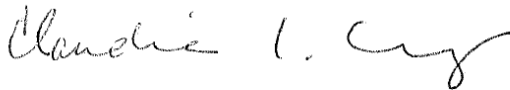
protected in the CPP. Therefore, we are seeking your determination of this property's eligibility for listing on the National Register.

In addition, please provide us with a letter of National Register eligibility for the properties listed below. Information regarding these properties was provided via CRIS on February 20, 2018 at the time of submission of the Historic Resources Technical Memorandum. These properties appear as National Register eligible in CRIS (March 15, 2018 determinations) but we have not received a letter to that effect.

- 1969-1961 Madison Avenue (Five four-story rowhouses): Block 1750/ Lots 50, 52, 53
- 1825 Park Avenue (former Hamilton Storage and Warehouse Co.): Block 1774/ Lot 1
- 23-25 East 124th Street (Cambridge and Oxford Flats): Block 1749/ Lots 14, 16
- 116-120 East 124th Street (Loft building): Block 1772/ Lots 62, 64
- 2118 Second Avenue (former bank): Block 1680/ Lot 49

Thank you very much for your attention to this matter. Please let me know if you have any questions at 646-388-9745.

Sincerely,
AKRF, Inc.



Claudia Cooney
Vice President

cc:

Nina Chung, FTA

Gina Santucci, New York City Landmarks Preservation Commission (LPC)

Jennifer Wuotinen, MTACC

Linda Corcoran, MTACC

Steven Gates, AKRF

ENVIRONMENTAL REVIEW

Project number: FEDERAL TRANSIT ADMINISTRATION / 106-M
Project: 0 SECOND AVE SUBWAY
Date received: 5/16/2018

Properties with no Architectural significance:

164) ADDRESS: 309 EAST 119 STREET, BBL: 1017960106

Gina Santucci

5/25/2018

SIGNATURE
Gina Santucci, Environmental Review Coordinator

DATE

File Name: 5151_FSO_GS_05252018.doc



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

June 14, 2018

Jennifer Woutinen
Program Manager, I
MTACC
2 Broadway, New York, NY 10004

Re: FTA
Second Avenue Subway Phase 2
Borough of Manhattan, New York County, NY
17PR02965

Dear Ms. Woutinen:

Thank you for continuing to consult with New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

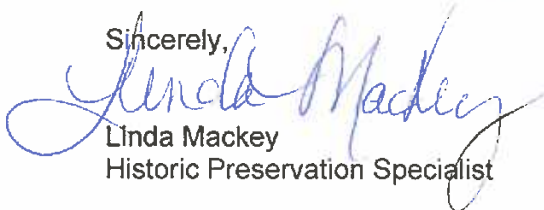
We reviewed the additional information recently provided to our office. Our office has determined that the building located at 306 East 119th Street is *not* eligible for listing on the State and National Registers of Historic Places.

The following properties were determined eligible for the State and National Registers:

- 1969-1961 Madison Avenue (Five four-story rowhouses): Block 1750/ Lots 50, 52, 53
- 1825 Park Avenue (former Hamilton Storage and Warehouse Co.): Block 1774/ Lot 1
- 23-25 East 124th Street (Cambridge and Oxford Flats): Block 1749/ Lots 14, 16
- 116-120 East 124th Street (Loft building): Block 1772/ Lots 62, 64
- 2118 Second Avenue (former bank): Block 1680/ Lot 49

If additional correspondence is required regarding this project, it should be provided via our Cultural Resource Information System (CRIS) at <https://parks.ny.gov/shpo/online-tools/>. Once on the CRIS site, you can log in as a guest and choose "Submit" in the top menu. Next choose "submit new information for an existing project." You will need this project number and your email address. If you have any questions, I can be reached at 518-268-2148 or linda.mackey@parks.ny.gov.

Sincerely,



Linda Mackey
Historic Preservation Specialist

cc: Amanda Sutphin, LPC
Elizabeth Meade, AKRF

Division for Historic Preservation

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • www.nysparks.com

APPENDIX C
NATURAL RESOURCES



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To:

October 24, 2017

Consultation Code: 05E1LI00-2018-SLI-0037

Event Code: 05E1LI00-2018-E-00078

Project Name: Second Avenue Subway

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the

human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967
(631) 286-0485

Project Summary

Consultation Code: 05E1LI00-2018-SLI-0037

Event Code: 05E1LI00-2018-E-00078

Project Name: Second Avenue Subway

Project Type: TRANSPORTATION

Project Description: Phase 2 of the Second Avenue Subway project, which would provide a new subway along the following corridor: Second Ave (from 105th to 125th Sts) and 125th St from Second to Lenox Aves

Project Location:

Approximate location of the project can be viewed in Google Maps:

<https://www.google.com/maps/place/40.799105462245464N73.93619197710501W>



Counties: New York, NY

Endangered Species Act Species

There is a total of 0 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.



AKRF, Inc.
Environmental, Planning, and Engineering Consultants
440 Park Avenue South
7th Floor
New York, NY 10016
tel: 212 696-0670
fax: 212 213-3191
www.akrf.com

August 11, 2017

Mr. Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program
New York State Department of Environmental Conservation
625 Broadway, 5th Floor
Albany, NY 12233-4757

Re: **Threatened or Endangered Species Information Request**
Second Avenue Subway Phase 2, New York, New York

Dear Mr. Conrad:

In 2004, the Federal Transit Administration (FTA) issued a Record of Decision (ROD) in accordance with the National Environmental Policy Act (NEPA) for the proposed Second Avenue Subway in Manhattan, which would extend from 125th Street and Park Avenue in East Harlem to Hanover Square in Lower Manhattan. The project was envisioned in four phases. Phase 1 is complete, and the Metropolitan Transportation Authority Capital Construction Company (MTACC) is advancing Phase 2 of the Second Avenue Subway (SAS Phase 2). Phase 2 would extend northward along Second Avenue from the Phase 1 limits at about 105th Street, then curve westward along 125th Street and extend to a point near Lenox Avenue (exact terminus depends on design options) (see **Figure 1**). Three new stations would be located at 106th Street and 116th Street along Second Avenue, and at 125th Street between Lexington and Park Avenues.

Because the proposed project is seeking federal funding from the FTA, it requires consistency with NEPA. Due to project changes since the 2004 Final Environmental Impact Statement (FEIS) and ROD were issued, a NEPA Re-evaluation will be prepared for the proposed SAS Phase 2 project. In support of this effort, I am requesting information on federally- and/or state-listed threatened or endangered species, species of special concern, and habitats of special concern within 0.5 miles of the proposed project. The information provided by the New York Natural Heritage Program (NYNHP) will be used in the preparation of environmental documentation for this project. However, map(s) showing specific locations of sensitive species or habitats developed from lists provided by NYNHP will not be published in any document.

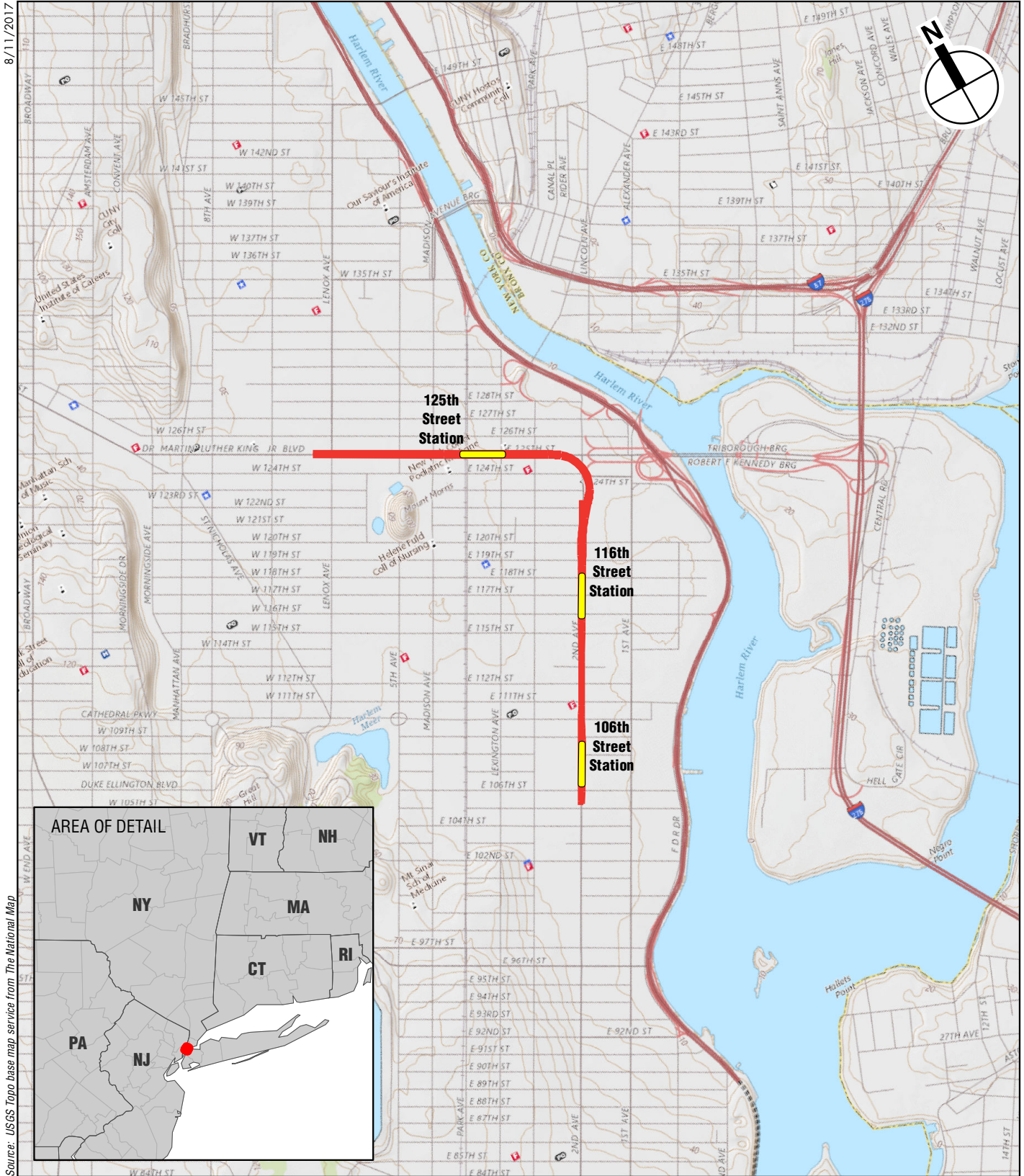
Please feel free to contact me at (646) 388-9824 or by email at enemeth@akrf.com should you have any questions regarding this information request. Thank you for your time in providing us with this information.

Sincerely,

A handwritten signature in black ink, appearing to read "Elizabeth Nemeth", with a long horizontal flourish extending to the right.

Elizabeth (Betsi) Nemeth
Senior Technical Director

cc: Linda Corcoran, Jennifer Wuotinen (MTACC)
Julie Cowing, Chris Calvert, Steven Gates (AKRF)

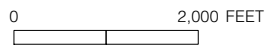


Source: USGS Topo base map service from The National Map



- Project Site
- Proposed Station Locations

Approximate coordinates of Project Site:
 73°56'24"W 40°47'57"N



SECOND AVENUE SUBWAY PHASE 2

USGS 7.5 Minute Topographic Map
 Central Park Quad
Figure 1

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program

625 Broadway, Fifth Floor, Albany, NY 12233-4757

P: (518) 402-8935 | F: (518) 402-8925

www.dec.ny.gov

August 17, 2017

Betsi Nemeth
AKRF, Inc.
440 Park Avenue South, 7th Floor
New York, NY 10016

Re: Second Avenue Subway Phase 2
County: New York Town/City: City Of New York

Dear Betsi Nemeth:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

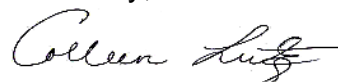
Enclosed is a report of state-listed animals that our database indicates occur in the vicinity of the project site.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

Our database is continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review or permit conditions. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 2 Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,



Colleen Lutz

Assistant Biologist

New York Natural Heritage Program

1011



The following state-listed animal has been documented in the vicinity of the project site.

The following list includes animals that are listed by NYS as Endangered, Threatened, or Special Concern; and/or that are federally listed or are candidates for federal listing.

For information about any permit considerations for the project, contact the Permits staff at the NYSDEC Region 2 Office. For information about potential impacts of the project on these species, and how to avoid, minimize, or mitigate any impacts, contact the Wildlife Manager.

A listing of Regional Offices is at <http://www.dec.ny.gov/about/558.html>.

The following species has been documented at two locations 0.4 mile from the project site.

<i>COMMON NAME</i>	<i>SCIENTIFIC NAME</i>	<i>NY STATE LISTING</i>	<i>FEDERAL LISTING</i>
Peregrine Falcon <i>Breeding</i>	<i>Falco peregrinus</i>	Endangered	12413

This report only includes records from the NY Natural Heritage database.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the listed animals in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, and from NYSDEC at www.dec.ny.gov/animals/7494.html.

APPENDIX D
COASTAL ZONE CONSISTENCY

June 20, 2018

Mr. Robert Conway
MTA Capital Construction
2 Broadway, 8th Floor
New York, NY 10004

Re: **F-2018-0544**
Metropolitan Transportation Authority
Phase 2 – Second Avenue Subway
105th Street to 125th Street; 125th St. to Lenox Ave.,
Manhattan, New York, NY

No Permit Review Necessary - No Jurisdiction;
General Concurrence – No Objection to Funding

Dear Mr. Conway:

The Department of State has reviewed your Federal Consistency Assessment Form and supporting information submitted to this Department related to the above proposal.

According to the information and plan drawings submitted, the proposed activity does not appear to require a federal permit, license, or other form of federal authorization. Therefore, further review of this project by the Department of State, and concurrence with your consistency certification, are not necessary.

Additionally, based on our review of the materials submitted, the Department of State has no objection to federal financial assistance in support of the proposed activities.

If you have any questions or need any additional information regarding this matter, please contact us at (518) 474-6000.

Sincerely,



Jeffrey Zappieri
Supervisor, Consistency Review Unit
Office of Planning, Development,
and Community Infrastructure

JZ/ TS

Cc: COE/ NYD – Steve Ryba
NYSDEC/ Region 1 – Roger Evans



Department
of State



May 22, 2018

Mr. Jeffrey Zappieri
Consistency Review Unit
Office of Planning and Development
New York State Department of State
Suite 1010
99 Washington Avenue
One Commerce Place
Albany, NY 12231-0001

RE: PHASE 2 OF THE SECOND AVENUE SUBWAY, NEW YORK, NY

Dear Mr. Zappieri:

With the recent opening of Phase 1 of the Second Avenue Subway Project (the Project) in Manhattan, the Metropolitan Transportation Authority (MTA) is now advancing Phase 2 of the Project. Phase 2 would extend along Second Avenue from the Phase 1 limits at 105th Street to 125th Street and then curve west along 125th Street to about Lenox Avenue. New stations would be constructed at 106th Street, 116th Street, and 125th Street between Lexington and Park Avenues (see **Figure 1**).

A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued in 2004 for the full-length Project, which would extend about 8.5 miles along Manhattan's East Side from Hanover Square in Lower Manhattan to 125th Street in Harlem. In conjunction with the 2004 FEIS, a coastal zone consistency assessment was conducted in accordance with the New York City Waterfront Revitalization Program (WRP) and New York State coastal zone management program. The coastal zone assessment concluded that once operational, the Second Avenue Subway Project would be consistent with all applicable state and local coastal zone policies. Measures were stipulated in the 2004 FEIS to avoid and minimize impacts to resources within the coastal zone during construction of the Project, including measures to avoid significant adverse impacts on wetlands or natural features that protect against flooding and erosion; best management practices for stormwater management and erosion control, to be incorporated in a Construction Environmental Protection Plan (CEPP); and construction protection plans (CPPs) to protect historic resources.

Subsequent to the 2004 FEIS, the New York City WRP policies and the Coastal Zone Boundary Maps have been updated. At the time of the 2004 FEIS, Phase 2 was not within the Coastal Zone Boundary, whereas a portion of Phase 2 is now within the revised boundary (see **Figure 2**). In addition, the design of Phase 2 has advanced and has been refined, although the alignment remains largely consistent with the design presented in the 2004 FEIS.

The MTA, along with the Federal Transit Administration (FTA) serving as lead agency, is preparing a Supplemental Environmental Assessment (EA) for Phase 2 in accordance with the National Environmental Policy Act (NEPA) to evaluate potential changes in impacts of modifications to the design of Phase 2. The MTA has also reviewed the modified design of Phase 2 with the current WRP policies and certified consistency with the WRP through the preparation of a WRP coastal assessment form (CAF) with policy discussions, as well as a state CAF and a federal CAF. These documents are enclosed for your review. We respectfully request your concurrence with the coastal zone consistency assessments.

Thank you for your assistance in this matter. If you have questions or need additional information please contact me at (212) 878-7452 or rconway@mtahq.org.

Sincerely,



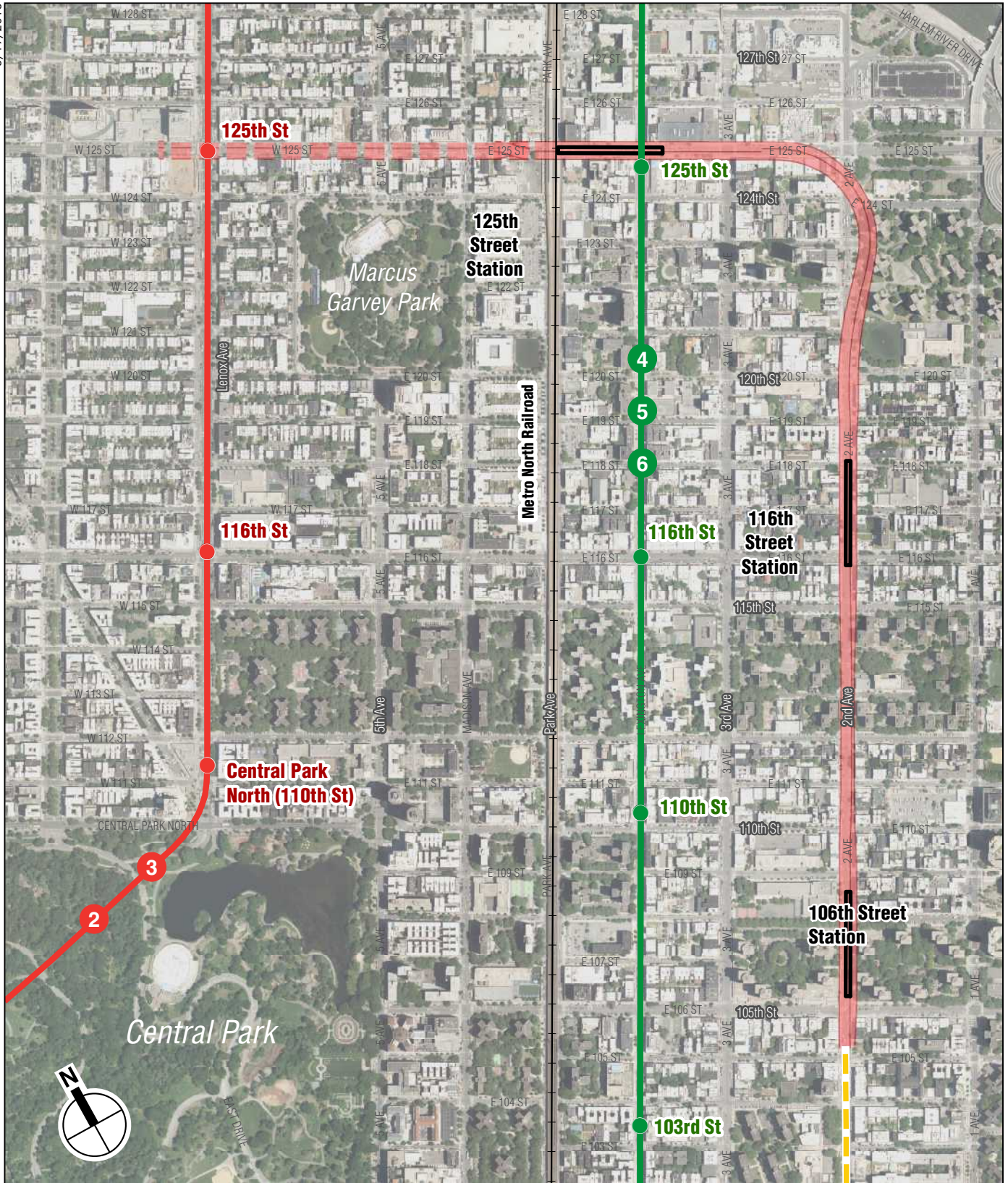
Robert Conway
Project and Environmental Officer
MTA Capital Construction

Enclosures:

- (1) NYCWRP CAF
- (2) State CAF
- (3) Federal CAF

CC: Michael Marrella, Director of Waterfront and Open Space, New York City Department of City Planning

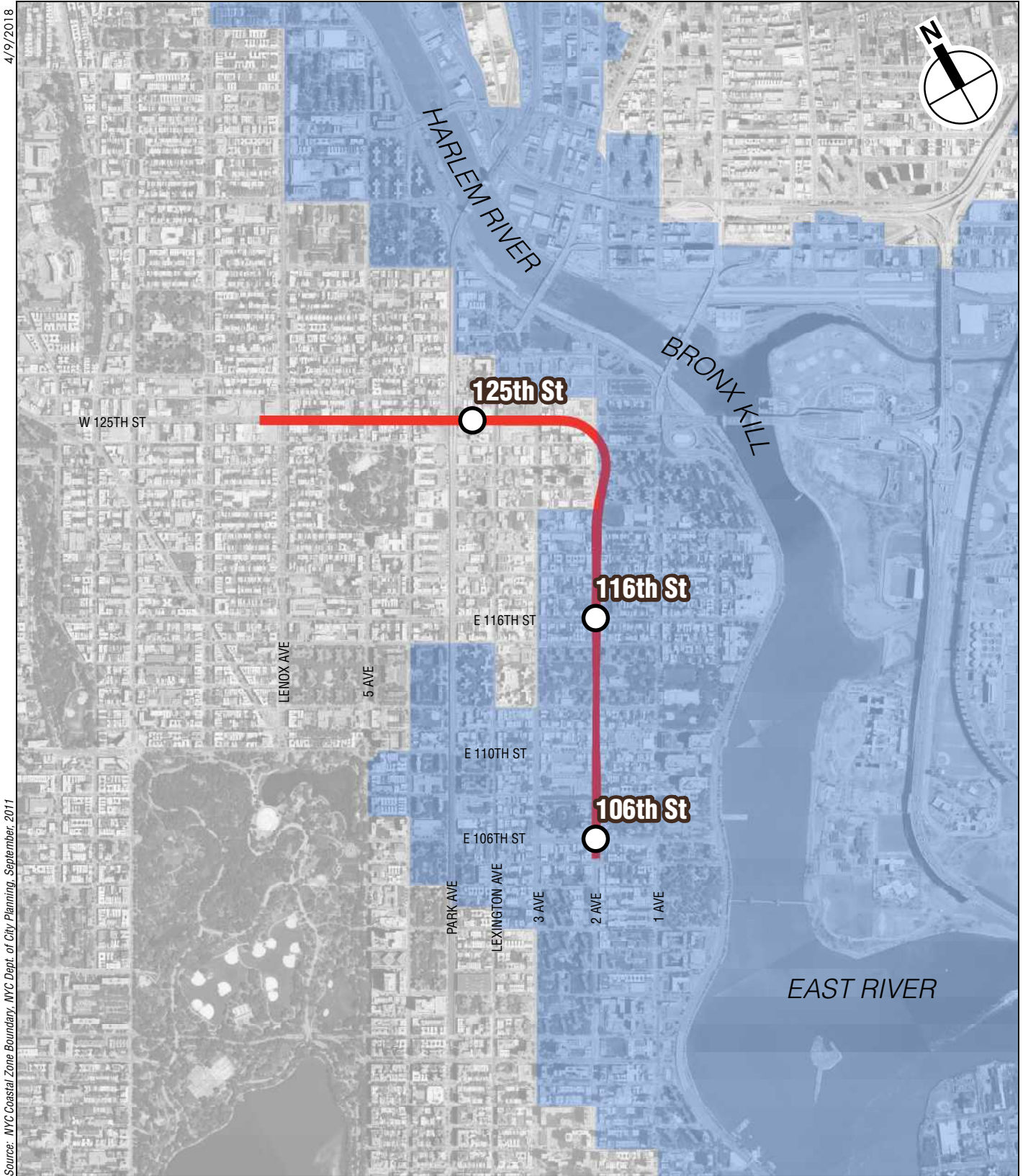
Nina Chung, Federal Transit Administration






-  Proposed SAS Phase 2 Alignment
-  Proposed SAS Phase 2 Tail Tracks
-  Proposed Station
-  SAS Phase 1 Limits
-  Existing Stations
-  Existing Subway Lines
-  Existing Subway Lines
-  Existing Subway Lines
-  Existing Subway Lines

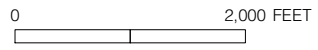
0 1,000 FEET





Source: NYC Coastal Zone Boundary, NYC Dept. of City Planning, September, 2011

-  Proposed SAS Phase 2 Alignment
-  Proposed Station
-  Coastal Zone Boundary



NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the [New York City Waterfront Revitalization Program](#) (WRP) which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: Metropolitan Transportation Authority (MTA)

Name of Applicant Representative: Robert Conway, Project and Environmental Officer

Address: 2 Broadway, A16.74, New York, NY 10004

Telephone: (212) 878-7452 Email: rconway@mtahq.org

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

With the recent opening of Phase 1 of the Second Avenue Subway in Manhattan, the Metropolitan Transportation Authority (MTA) is now advancing Phase 2 of the project. A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued for the full-length Second Avenue Subway in 2004 by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act (NEPA). A Supplemental Environmental Assessment (EA) is being prepared for Phase 2 in accordance with NEPA to evaluate design modifications and changes in background conditions.

2. Purpose of activity

The purpose of the Second Avenue Subway, as stated in the project's 2004 FEIS, is to address the problems and deficiencies in access and mobility associated with an overburdened transit infrastructure that is struggling to accommodate existing customers and the continuing growth on Manhattan's East Side. As with each phase of the Second Avenue Subway, Phase 2 will provide incremental progress towards achieving the project's purpose and need.

C. PROJECT LOCATION

Borough: Manhattan Tax Block/Lot(s): Numerous

Street Address: Corridor: Second Ave (from 105th to 126th Sts) and 125th St (from Second to Lenox Aves)

Name of water body (if located on the waterfront): N/A

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission

Yes No

- | | | |
|---|--|--|
| <input type="checkbox"/> City Map Amendment | <input type="checkbox"/> Zoning Certification | <input type="checkbox"/> Concession |
| <input type="checkbox"/> Zoning Map Amendment | <input type="checkbox"/> Zoning Authorizations | <input type="checkbox"/> UDAAP |
| <input type="checkbox"/> Zoning Text Amendment | <input type="checkbox"/> Acquisition – Real Property | <input type="checkbox"/> Revocable Consent |
| <input type="checkbox"/> Site Selection – Public Facility | <input type="checkbox"/> Disposition – Real Property | <input type="checkbox"/> Franchise |
| <input type="checkbox"/> Housing Plan & Project | <input type="checkbox"/> Other, explain: _____ | |
| <input type="checkbox"/> Special Permit | | |
- (if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Board of Standards and Appeals

Yes No

- Variance (use)
- Variance (bulk)
- Special Permit
- (if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Other City Approvals

- | | |
|--|---|
| <input type="checkbox"/> Legislation | <input type="checkbox"/> Funding for Construction, specify: _____ |
| <input type="checkbox"/> Rulemaking | <input type="checkbox"/> Policy or Plan, specify: _____ |
| <input type="checkbox"/> Construction of Public Facilities | <input type="checkbox"/> Funding of Program, specify: _____ |
| <input type="checkbox"/> 384 (b) (4) Approval | <input type="checkbox"/> Permits, specify: _____ |
| <input type="checkbox"/> Other, explain: _____ | |

State Actions/Approvals/Funding

- State permit or license, specify Agency: _____ Permit type and number: _____
- Funding for Construction, specify: _____
- Funding of a Program, specify: _____
- Other, explain: _____

Federal Actions/Approvals/Funding

- Federal permit or license, specify Agency: _____ Permit type and number: _____
- Funding for Construction, specify: FTA Capital Investment Grant
- Funding of a Program, specify: _____
- Other, explain: _____

Is this being reviewed in conjunction with a [Joint Application for Permits?](#) Yes No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? Yes No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? Yes No
3. Is the project located on publicly owned land or receiving public assistance? Yes No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) Yes No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) Yes No
6. Is the project located adjacent to or within a special area designation? See [Maps – Part III](#) of the NYC WRP. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - Significant Maritime and Industrial Area (SMIA) (2.1)
 - Special Natural Waterfront Area (SNWA) (4.1)
 - Priority Maritime Activity Zone (PMAZ) (3.5)
 - Recognized Ecological Complex (REC) (4.4)
 - West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the [NYC Waterfront Revitalization Program](#). When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

		Promote	Hinder	N/A
I	Support and facilitate commercial and residential redevelopment in areas well-suited to such development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.1	Encourage commercial and residential redevelopment in appropriate Coastal Zone areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.2	Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.3	Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1.4	In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
1.5	Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Promote	Hinder	N/A
2	Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2.1	Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.2	Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.3	Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.4	Provide infrastructure improvements necessary to support working waterfront uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.5	Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.1.	Support and encourage in-water recreational activities in suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.2	Support and encourage recreational, educational and commercial boating in New York City's maritime centers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.3	Minimize conflicts between recreational boating and commercial ship operations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.4	Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.5	In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Protect and restore the quality and function of ecological systems within the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.1	Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.2	Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.3	Protect designated Significant Coastal Fish and Wildlife Habitats.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.4	Identify, remediate and restore ecological functions within Recognized Ecological Complexes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.5	Protect and restore tidal and freshwater wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.6	In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.7	Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4.8	Maintain and protect living aquatic resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Promote	Hinder	N/A
5	Protect and improve water quality in the New York City coastal area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.1	Manage direct or indirect discharges to waterbodies.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.2	Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5.3	Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.4	Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5.5	Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.1	Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.2	Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.3	Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.4	Protect and preserve non-renewable sources of sand for beach nourishment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.1	Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.2	Prevent and remediate discharge of petroleum products.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.3	Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Provide public access to, from, and along New York City's coastal waters.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8.1	Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.2	Incorporate public access into new public and private development where compatible with proposed land use and coastal location.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.3	Provide visual access to the waterfront where physically practical.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.4	Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

		Promote	Hinder	N/A
8.5	Preserve the public interest in and use of lands and waters held in public trust by the State and City.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.6	Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	Protect scenic resources that contribute to the visual quality of the New York City coastal area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9.1	Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.2	Protect and enhance scenic values associated with natural resources.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.1	Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10.2	Protect and preserve archaeological resources and artifacts.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Metropolitan Transportation Authority (MTA), Robert Conway

Address: 2 Broadway, A16.74, New York, NY 10004

Telephone: (212) 878-7452 Email: rconway@mtahq.org

Applicant/Agent's Signature: 

Date: 5/22/18

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the [NYS Department of State Office of Planning and Development](#) and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning

Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State

Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- Copy of original signed NYC Consistency Assessment Form
- Attachment with consistency assessment statements for all relevant policies
- For Joint Applications for Permits, one (1) copy of the complete application package
- Environmental Review documents
- Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

New York City Waterfront Revitalization Program Consistency —Expanded Assessment

INTRODUCTION

With the recent opening of Phase 1 of the Second Avenue Subway in Manhattan, the Metropolitan Transportation Authority (MTA) is now advancing Phase 2 of the Project. Phase 2 would extend north along Second Avenue from the Phase 1 terminus at about 105th Street and curve west along 125th Street to about Lenox Avenue. As the engineering for Phase 2 has advanced, the revised design is referred to as the Modified Design.

A New York City Waterfront Revitalization Program (WRP) Coastal Assessment Form (CAF) was prepared for the Modified Design of Phase 2 of the Second Avenue Subway. As required by the form, this discussion provides additional information for questions in that form where the response was that the project would promote that policy. The form does not include any responses indicating that the project would hinder a policy.

POLICY ASSESSMENT APPLICABLE TO OPERATIONAL IMPACTS

Policy 1: Support and facilitate commercial and residential development in areas well suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

Policy 1.3: Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed.

This policy seeks to encourage redevelopment on appropriately located vacant and underused land not needed for other purposes such as industrial activity. While the Second Avenue Subway Project would not involve construction of commercial or residential buildings within the Coastal Zone, it would support such development, where appropriate, by providing public transportation services to residents and workers in these buildings. Ancillary facilities and entrances constructed for Phase 2 may allow incorporation of retail uses to enliven the streetscape, and these uses would be compatible with the existing land use pattern of commercial uses primarily along the avenues (such as Second Avenue) and major cross-town streets (such as 106th, 116th, and 125th Streets) where stations are proposed.

Therefore, the Phase 2 Modified Design is consistent with this policy.

Policy 5: Protect and improve water quality in the New York City coastal area.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

The Phase 2 Modified Design would not generate additional impervious surface so would not increase stormwater runoff volumes. Runoff entering the new subway system would be conveyed in a safe manner to the City's sewer system and ultimately to the East River as is the case for runoff from the project area under existing conditions. Stormwater management measures will be designed in accordance with the New York City Department of Environmental Protection's (NYCDEP's) Guidelines for the Design and Construction of Stormwater Management Systems and Chapter 31 of Title 15 of Rules of the City of New York (RCNY). These guidelines require management of stormwater such that water quality is treated and discharge rates to the City's sewer system do not exceed allowable levels. By treating stormwater runoff in accordance with NYCDEP regulations, potential water quality impacts from the proposed development will be avoided.

Therefore, the Phase 2 Modified Design is consistent with this policy.

Policy 6: Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area.

Policy 6.2: Integrate consideration of the latest New York City projections of climate change and sea level rise (as published by the NPCC, or any successor thereof) into the planning and design of project's in the city's Coastal Zone.

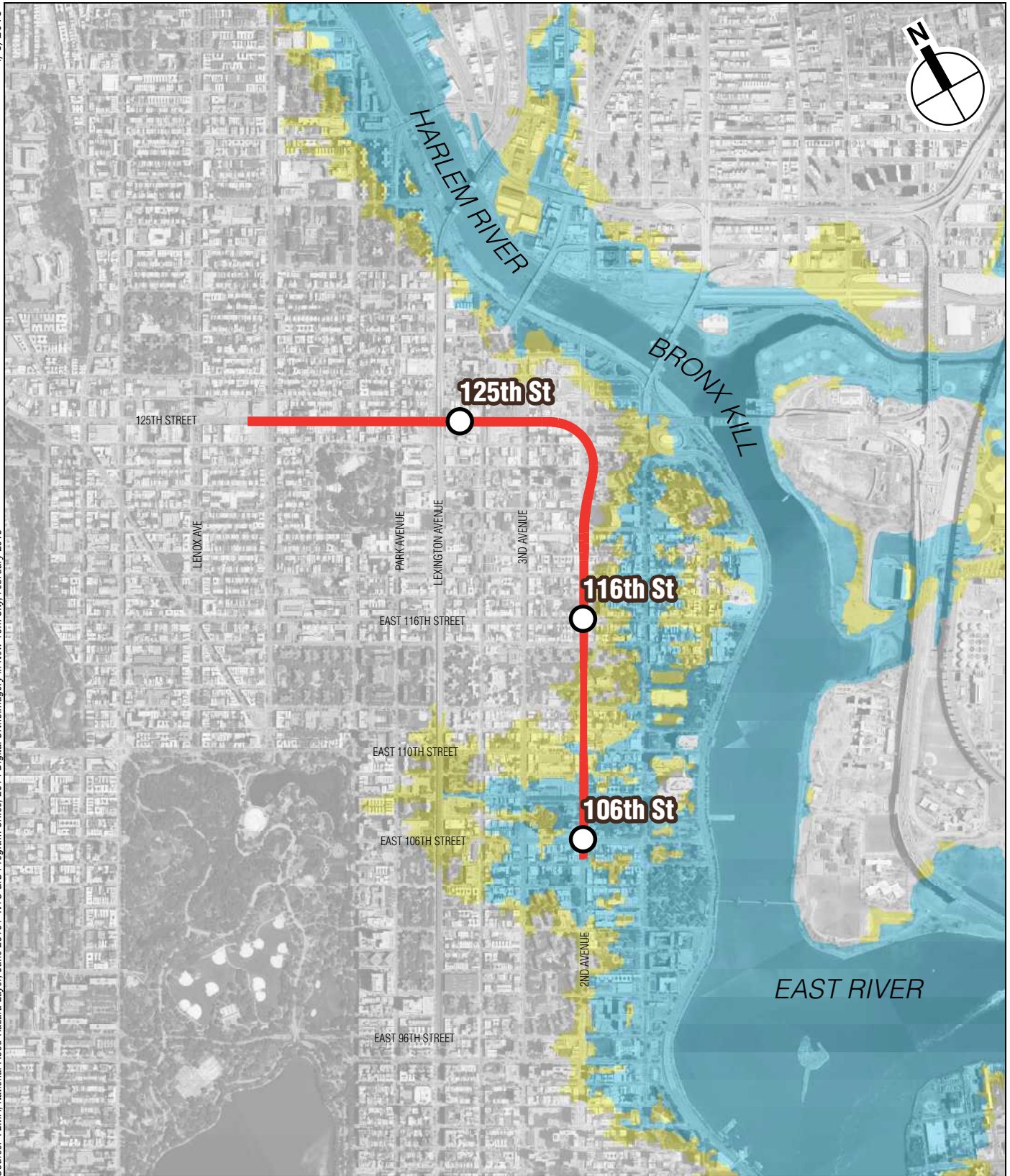
The segment of Phase 2 between 102nd Street and 110th Street is located in the Preliminary FIRM 100-year floodplain Zone AE, with a base flood elevation of 12.00 feet (NAVD88)¹ (see **Figure 1**). North of 110th Street, the 500-year floodplain encroaches on portions of the proposed subway alignment up to approximately 120th Street. The remainder of the proposed subway alignment to 125th Street and west to its terminus in the vicinity of Lenox Avenue is not within the 100-year or 500-year floodplain as mapped by FEMA in its Preliminary FIRM for New York City.

Sea level rise would result in higher elevations of any severe storm flooding, including hurricanes and other severe events. New York State has adopted sea level-rise projections for use in infrastructure planning and permitting (6 NYCRR Part 490). The New York City Panel on Climate Change (NPCC) projected that sea levels are likely to increase by up to 10 inches by the 2020s, 30 inches by the 2050s, 58 inches by 2080, and up to 75 inches by the end of the century under the "High" scenario projections. These sea level rise changes would increase the 100-year base flood elevation in the project area from 12.00 feet at present to 12.8 feet by 2020, 14.5 feet by 2050, 16.8 feet by 2080, and 18.3 feet by 2100. In addition to increasing flood depths, these projected increases in flood elevations would expand the land area within the future 100-year floodplain north up to 125th Street and west to Lexington Avenue.²

The proposed project has been designed to accommodate flooding up to an elevation of 17.9 feet (NAVD88), which would comply with New York City Transit's Flood Resiliency Design Guidelines (DG312) in protecting the stations against floods. In order to avoid impacts to the

¹ FEMA's 2015 Preliminary FIRMs are in effect in NYC for building code, zoning, and planning purposes in accordance with Local Law 96, in effect January 6, 2014. At this writing the 2007 Effective FIRMs remain in use for flood insurance purposes.

² NYC Department of City Planning Flood Hazard Mapper



- Proposed SAS Phase 2 Alignment
- Proposed Station
- 100-Year Floodplain
- 500-Year Floodplain

SECOND AVENUE SUBWAY PHASE 2

FEMA Preliminary (2015)
Flood Hazard Areas
Figure 1

Second Avenue Subway during future severe flooding events, a combination of permanent and temporary (deployable) measures would be used. The 106th Street Station and the 116th Street Station would be designed to be consistent with NYCT's updated flood design standards. Most importantly, critical electrical and ventilation equipment will be located above the design flood elevation. In addition, the Modified Design will include providing watertight structures around elevator headhouses and canopy entrances to stations, watertight equipment hatches and manholes, and flood barrier systems for station entrances that can be rapidly deployed before a storm. In addition, the sidewalk gratings present in Second Avenue above the tunnel built in the 1970s will be eliminated and no new sidewalk gratings will be installed. These types of elements could be enhanced in the future as necessary depending on flood levels experienced at that time.

Therefore, the Phase 2 Modified Design is consistent with this policy.

POLICY ASSESSMENT APPLICABLE TO CONSTRUCTION IMPACTS

***Policy 7:** Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.*

Policy 7.1: Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

Policy 7.3: Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources.

As with the analysis conducted for the Second Avenue Subway in the 2004 FEIS, the current project would be constructed to avoid discharging solid waste or hazardous materials (e.g., petroleum products, soils contaminated with heavy metals or solvents) into the City's coastal waters. Specifically, prior to any work on the site, a CEPP would be created to provide guidance related to hazardous materials or chemicals that may be encountered in project construction areas. After the design of project elements is more fully developed, but prior to the start of construction, additional soil and groundwater sampling may be undertaken at certain sites if determined necessary by MTA in project construction areas where contaminated materials were identified. This additional work would be designed to confirm the presence of contaminated materials, to address worker safety and to identify any soil or groundwater that would require special off-site disposal. With these controls in place, the project would be consistent with this policy within the Coastal Zone.

The transport of construction spoils would be done in accordance with NYCT's Hazardous Waste Management Policy and all applicable laws and best management practices, and in a manner that minimizes potential degradation of coastal resources. Specifically, compliance would be assured concerning the applicable regulations in 40 CFR Part 260-282 and the appropriate regulations in New York State (e.g., 6 NYCRR 360, 364) and in other states where project wastes may be transported or disposed. Management of excavation areas and the transport of spoil material would comply with measures specified in the project-specific CEPP, the New York State Standards and Specifications for Erosion and Sediment Control and the SPDES General Permit for Stormwater Discharges from Construction Activity.

Therefore, the Phase 2 Modified Design is consistent with this policy.

***Policy 10:** Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area.*

Policy 10.1: Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

Archaeological assessments completed in the project area subsequent to the 2004 FEIS have identified areas of archaeological sensitivity in the vicinity of the Phase 2 alignment. Additional buildings and the East Harlem Historic District have also been newly designated as historic resources within the corridor and the Area of Potential Effect for the Modified Design would extend farther west along 125th Street just past Lenox Avenue.

The Programmatic Agreement (PA) prepared in conjunction with the 2004 FEIS describes the procedures that would be followed to document and protect cultural resources that could be impacted by the construction of the subway. Consistent with the requirements of the PA, a Supplemental Phase 1A Archaeological Documentary Study has been prepared to evaluate the potential for impacts to archaeological resources in areas within the Supplemental APE that were not assessed in the 2004 FEIS. In the event that adverse effects are identified, mitigation measures similar to those described in the 2004 FEIS would be developed and implemented pursuant to the terms of the PA and in consultation with SHPO and the Section 106 consulting parties. Similarly, an APE for architectural resources has been established to identify any historic resources near the Phase 2 Modified Design alignment and associated ancillary facilities and entrances, and consistent with the 2004 FEIS, construction protection plans (CPPs) will be developed in consultation with SHPO to protect any resources within proximity to Phase 2.

Therefore, the Phase 2 Modified Design is consistent with this policy.

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Coastal Assessment Form

A. INSTRUCTIONS (Please print or type all answers)

1. State agencies shall complete this CAF for proposed actions which are subject to Part 600 of Title 19 of the NYCRR. This assessment is intended to supplement other information used by a state agency in making a determination of significance pursuant to the State Environmental Quality Review Act (see 6 NYCRR, Part 617). If it is determined that a proposed action will not have a significant effect on the environment, this assessment is intended to assist a state agency in complying with the certification requirements of 19 NYCRR Section 600.4.
2. If any question in Section C on this form is answered "yes," then the proposed action may affect the achievement of the coastal policies contained in Article 42 of the Executive Law. Thus, the action should be analyzed in more detail and, if necessary, modified prior to either (a) making a certification of consistency pursuant to 19 NYCRR Part 600 or, (b) making the findings required under SEQR, 6 NYCRR, Section 617.11, if the action is one for which an environmental impact statement is being prepared. If an action cannot be certified as consistent with the coastal policies, it shall not be undertaken.
3. Before answering the questions in Section C, the preparer of this form should review the coastal policies contained in 19 NYCRR Section 600.5. A proposed action should be evaluated as to its significant beneficial and adverse effects upon the coastal area.

B. DESCRIPTION OF PROPOSED ACTION

1. Type of state agency action (check appropriate response):

- (a) Directly undertaken (e.g. capital construction, planning activity, agency regulation, land transaction)
- (b) Financial assistance (e.g. grant, loan, subsidy)
- (c) Permit, license, certification

2. Describe nature and extent of action:

With the recent opening of Phase 1 of the Second Avenue Subway in Manhattan, the Metropolitan Transportation Authority (MTA) is advancing Phase 2 of the project. A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued for the full-length Second Avenue Subway in 2004 by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act (NEPA). A Supplemental Environmental Assessment (EA) is being prepared for Phase 2 in accordance with NEPA to evaluate design modifications and changes in background conditions.

3. Location of action:

New York

New York

Corridor: Second Ave (from 105th to 125th Sts) and 125th St (from Second to Lenox Aves)

County

City, Town or Village

Street or Site Description

4. If an application for the proposed action has been filed with the state agency, the following information shall be provided:

- (a) Name of applicant: Metropolitan Transportation Authority (MTA)
- (b) Mailing address: 2 Broadway, A16.74 New York, NY 10004 [ATTN: Robert Conway]
- (c) Telephone Number: Area Code (212) 878-7452
- (d) State agency application number: _____

5. Will the action be directly undertaken, require funding, or approval by a federal agency?

Yes No

If yes, which federal agency?

Federal Transit Administration (FTA)

C. COASTAL ASSESSMENT (Check either "YES" or "NO" for each of the following questions)

	<u>YES</u>	<u>NO</u>
1. Will the proposed activity be <u>located</u> in, or contiguous to, or have a <u>significant effect</u> upon any of the resource areas identified on the coastal area map:		
(a) Significant fish or wildlife habitats?	_____	<u>X</u>
(b) Scenic resources of statewide significance?	_____	<u>X</u>
(c) Important agricultural lands?	_____	<u>X</u>
2. Will the proposed activity have a <u>significant effect</u> upon:		
(a) Commercial or recreational use of fish and wildlife resources?	_____	<u>X</u>
(b) Scenic quality of the coastal environment?	_____	<u>X</u>
(c) Development of future, or existing water dependent uses?	_____	<u>X</u>
(d) Operation of the State's major ports?	_____	<u>X</u>
(e) Land and water uses within the State's small harbors?	_____	<u>X</u>
(f) Existing or potential public recreation opportunities?	_____	<u>X</u>
(g) Structures, sites or districts of historic, archeological or cultural significance to the State or nation?	_____	<u>X</u>
3. Will the proposed activity <u>involve</u> or <u>result in</u> any of the following:		
(a) Physical alteration of two (2) acres or more of land along the shoreline, land under water or coastal waters?	_____	<u>X</u>
(b) Physical alteration of five (5) acres or more of land located elsewhere in the coastal area?	<u>X</u>	_____
(c) Expansion of existing public services of infrastructure in undeveloped or low density areas of the coastal area?	_____	<u>X</u>
(d) Energy facility not subject to Article VII or VIII of the Public Service Law?	_____	<u>X</u>
(e) Mining, excavation, filling or dredging in coastal waters?	_____	<u>X</u>
(f) Reduction of existing or potential public access to or along the shore?	_____	<u>X</u>
(g) Sale or change in use of state-owned lands located on the shoreline or under water?	_____	<u>X</u>
(h) Development within a designated flood or erosion hazard area?	<u>X</u>	_____
(i) Development on a beach, dune, barrier island or other natural feature that provides protection against flooding or erosion?	_____	<u>X</u>
4. Will the proposed action be <u>located</u> in or have a <u>significant effect</u> upon an area included in an approved Local Waterfront Revitalization Program?	<u>X</u>	_____

D. SUBMISSION REQUIREMENTS

If any question in Section C is answered "Yes", AND either of the following two conditions is met:

Section B.1(a) or B.1(b) is checked; or
Section B.1(c) is checked AND B.5 is answered "Yes",

THEN one copy of the Completed Coastal Assessment Form shall be submitted to:

New York State Department of State
Office of Coastal, Local Government and Community Sustainability
One Commerce Plaza
99 Washington Avenue, Suite 1010
Albany, New York 12231-0001

If assistance of further information is needed to complete this form, please call the Department of State at (518) 474-6000.

E. REMARKS OR ADDITIONAL INFORMATION

The 44 State Policies and 10 New York City Local Waterfront Revitalization Plan (WRP) Policies were evaluated in the 2004 FEIS. The Phase 2 alignment is largely the same as presented in the 2004 FEIS; however, planned entrances and ancillary facilities would be larger and some locations have been shifted because previous sites are no longer available or would result in constructability concerns. Additionally, tail tracks are proposed to extend further west to about Lenox Avenue. These changes have introduced no new Coastal Zone Consistency impacts. Further, as described in Section 10, the project would be resilient and adaptable to potential future climate conditions. Therefore, the current Preliminary Engineering (PE) design would be consistent with the new sub-policies as outlined in the WRP. Once operational, the current PE design would be consistent with all applicable state and local coastal zone policies and would not alter conclusions of the 2004 FEIS.

Preparer's Name: Robert Conway
(Please print)

Title: Project and Environmental Officer Agency: Metropolitan Transportation Authority (MTA)

Telephone Number: (212) 878-7452 Date: May 21, 2018

NEW YORK STATE DEPARTMENT OF STATE
COASTAL MANAGEMENT PROGRAM

Federal Consistency Assessment Form

An applicant, seeking a permit, license, waiver, certification or similar type of approval from a federal agency which is subject to the New York State Coastal Management Program (CMP), shall complete this assessment form for any proposed activity that will occur within and/or directly affect the State's Coastal Area. This form is intended to assist an applicant in certifying that the proposed activity is consistent with New York State's CMP as required by U.S. Department of Commerce regulations (15 CFR 930.57). It should be completed at the time when the federal application is prepared. The Department of State will use the completed form and accompanying information in its review of the applicant's certification of consistency.

A. APPLICANT (please print)

1. Name: Metropolitan Transportation Authority (MTA)
2. Address: 2 Broadway, A16.74, New York, NY 10004 [ATTN: Robert Conway]
3. Telephone: Area Code (212) 878-7452

B. PROPOSED ACTIVITY

1. Brief description of activity:

With the recent opening of Phase 1 of the Second Avenue Subway in Manhattan, MTA is advancing Phase 2 of the project. A Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) were issued for the full-length Second Avenue Subway in 2004 by the Federal Transit Administration (FTA) in accordance with the National Environmental Policy Act (NEPA). A Supplemental Environmental Assessment (EA) is being prepared for Phase 2 in accordance with NEPA to evaluate design modifications and changes in background conditions.

2. Purpose of activity:

The purpose of the Second Avenue Subway is to address the problems and deficiencies in access and mobility associated with an overburdened transit infrastructure that is struggling to accommodate existing customers and the continuing growth on Manhattan's East Side. Phase 2 will provide incremental progress towards achieving the project's purpose and need.

3. Location of activity:

<u>New York</u>	<u>New York</u>	<u>Corridor: 2nd Ave and 125th St</u>
County	City, Town, or Village	Street or Site Description

4. Type of federal permit/license required: No Federal Permit required; NEPA EA

5. Federal application number, if known: _____

6. If a state permit/license was issued or is required for the proposed activity, identify the state agency and provide the application or permit number, if known:

NYSDOS #F-2003-0324 (FA)

C. COASTAL ASSESSMENT Check either "YES" or "NO" for each of these questions. The numbers following each question refer to the policies described in the CMP document (see footnote on page 2) which may be affected by the proposed activity.

1. Will the proposed activity result in any of the following: YES / NO
- | | | |
|--|-------------------------------------|-------------------------------------|
| a. Large physical change to a site within the coastal area which will require the preparation of an environmental impact statement? (11, 22, 25, 32, 37, 38, 41, 43) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Physical alteration of more than two acres of land along the shoreline, land under water or coastal waters? (2, 11, 12, 20, 28, 35, 44) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Revitalization/redevelopment of a deteriorated or underutilized waterfront site? (1) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Reduction of existing or potential public access to or along coastal waters? (19, 20) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Adverse effect upon the commercial or recreational use of coastal fish resources? (9,10) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Siting of a facility essential to the exploration, development and production of energy resources in coastal waters or on the Outer Continental Shelf? (29) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Siting of a facility essential to the generation or transmission of energy? (27) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. Mining, excavation, or dredging activities, or the placement of dredged or fill material in coastal waters? (15, 35) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Discharge of toxics, hazardous substances or other pollutants into coastal waters? (8, 15, 35) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j. Draining of stormwater runoff or sewer overflows into coastal waters? (33) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| k. Transport, storage, treatment, or disposal of solid wastes or hazardous materials? (36, 39) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| l. Adverse effect upon land or water uses within the State's small harbors? (4) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

2. Will the proposed activity affect or be located in, on, or adjacent to any of the following: YES / NO
- | | | |
|--|-------------------------------------|-------------------------------------|
| a. State designated freshwater or tidal wetland? (44) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Federally designated flood and/or state designated erosion hazard area? (11, 12, 17,) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. State designated significant fish and/or wildlife habitat? (7) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. State designated significant scenic resource or area? (24) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. State designated important agricultural lands? (26) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. Beach, dune or barrier island? (12) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g. Major ports of Albany, Buffalo, Ogdensburg, Oswego or New York? (3) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h. State, county, or local park? (19, 20) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i. Historic resource listed on the National or State Register of Historic Places? (23) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

3. Will the proposed activity require any of the following: YES / NO
- | | | |
|--|--------------------------|-------------------------------------|
| a. Waterfront site? (2, 21, 22) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Provision of new public services or infrastructure in undeveloped or sparsely populated sections of the coastal area? (5) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Construction or reconstruction of a flood or erosion control structure? (13, 14, 16) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. State water quality permit or certification? (30, 38, 40) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. State air quality permit or certification? (41, 43) | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

4. Will the proposed activity occur within and/or affect an area covered by a State approved local waterfront revitalization program? (see policies in local program document)

D. ADDITIONAL STEPS

1. If all of the questions in Section C are answered "NO", then the applicant or agency shall complete Section E and submit the documentation required by Section F.
2. If any of the questions in Section C are answered "YES", then the applicant or agent is advised to consult the CMP, or where appropriate, the local waterfront revitalization program document*. The proposed activity must be analyzed in more detail with respect to the applicable state or local coastal policies. On a separate page(s), the applicant or agent shall: (a) identify, by their policy numbers, which coastal policies are affected by the activity, (b) briefly assess the effects of the activity upon the policy; and, (c) state how the activity is consistent with each policy. Following the completion of this written assessment, the applicant or agency shall complete Section E and submit the documentation required by Section F.

E. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with the State's CMP or the approved local waterfront revitalization program, as appropriate. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program, or with the applicable approved local waterfront revitalization program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Metropolitan Transportation Authority (MTA)

Address: 2 Broadway, A16.74, New York, NY 10004 [ATTN: Robert Conway]

Telephone: Area Code (212) 878-7452

Applicant/Agent's Signature:  Date: 5/24/12

F. SUBMISSION REQUIREMENTS

1. The applicant or agent shall submit the following documents to the **New York State Department of State, Office of Coastal, Local Government and Community Sustainability, Attn: Consistency Review Unit, 1 Commerce Plaza, 99 Washington Avenue - Suite 1010, Albany, New York 12231.**

- a. Copy of original signed form.
- b. Copy of the completed federal agency application.
- c. Other available information which would support the certification of consistency.

2. The applicant or agent shall also submit a copy of this completed form along with his/her application to the federal agency.

3. If there are any questions regarding the submission of this form, contact the Department of State at (518) 474-6000.

*These state and local documents are available for inspection at the offices of many federal agencies, Department of environmental Conservation and Department of State regional offices, and the appropriate regional and county planning agencies. Local program documents are also available for inspection at the offices of the appropriate local government.

APPENDIX E
PUBLIC OUTREACH ACTIVITIES

Second Avenue Subway-Phase 2, Public Outreach Activities through June 21, 2018

Date	Property / Audience	Attendees	Subject
6/6/2017	Community Board 11	Transportation Committee	Update to the community on upcoming Second Avenue Subway (SAS) activities through fall 2017
6/13/2017	Community Board 10	Transportation Committee	Update to the community on upcoming SAS activities through fall 2017
6/28/2017	Tito Puente Educational Complex	Three School Principals and staff, P2P Field Engineer	Overnight sewer work and geotechnical borings in vicinity of school building and drop-off point
7/21/2017	East Harlem Chamber of Commerce	Henry Calderon (Chair), Van Parrish (representing Assemblyman Robert Rodriguez)	Community outreach and updates to merchants
8/15/2017	116th Street Block Association	Community Leaders, residents, and organization representatives	Discussion of Project benefits, concerns, and outreach strategy
9/11/2017	Jefferson Houses Senior Center	Local seniors	Update to the community on upcoming SAS activities through fall 2017
9/15/2017	Franklin Plaza NORC	Local seniors and representatives of Franklin Plaza	Update to the community on upcoming SAS activities through fall 2017
9/18/2017	Community Information Center (CIC)	Local Elected officials, community leaders, community board members, and residents	Grand opening of SAS Phase 2 CIC
10/4/2017	Corsi House	Local seniors	Update to the community on upcoming SAS activities through fall 2017
10/11/2017	Senator Brian Benjamin's Office 163 W. 125th, 9th Fl.	District Seniors, staffers	Update to the community on upcoming SAS activities through fall 2017
10/12/2017	Henry J. Carter Hospital	Community Members	Sen. Brian Benjamin Town Hall
10/20/2017	Franklin Plaza	Board President and Property Manager	Upcoming SAS Phase 2 work as it affects Franklin Plaza sidewalks and residents
10/24/2017	Gaylord White Senior Center	Development Seniors	Update to the community on upcoming SAS activities through fall 2017
10/26/2017	Gnocchi Restaurant (118E116th)	Merchants	East Harlem Merchants Association (Union Settlement)
11/2/2017	TD Bank at 117th and 3rd	Merchants	East Harlem Chamber of Commerce Transportation Committee Meeting
11/7/2017	CIC	High School Seniors	DOE STEM group tour of CIC
11/9/2017	CIC Columbia Kate Ascher Class visit	Graduate Students	Columbia Students and Uptown Grand
11/9/2017	Transit Talk	Community Members	Introducing the CIC and Exhibit
11/29/2017	CIC	PS96 4th Grade Class	Class visit to CIC. 35 Students presented with STEM-based Project information
12/12/2017	Metropolitan Community United Methodist Church	Residents and Merchants	125th St. Neighborhood Association / Harlem Neighborhood Block Association
12/13/2017	CB 11 Land Use Committee	CB Members	Update to the community on upcoming SAS activities through spring 2018
1/9/2018	East Harlem Chamber of Commerce	Chamber Members	Presentation on status of Project
1/10/2018	Tag Scholars	Students	Class visit to CIC for project presentaion with emphasis on STEM professions working to build the SAS Project
1/12/2018	Tag Scholars	Students	Class visit to CIC. Students presented with STEM-based Project information
1/30/2018	Harlem Childrens Zone	Administration	Presentation to school administrators on status of the project, as well as showcasing the CIC for future interaction with school/students
1/11/2018	Transit Talk	Community members	Christopher Bell on the history of transportation in East Harlem
2/2/2018	HCZ Class	Students	Class visit to CIC. Students presented with STEM-based Project information

Date	Property / Audience	Attendees	Subject
2/8/2018	Transit Talk	Community members	Kate Ascher on the history of railroads in NYC
2/12/2018	District 4 Superintendent	Administration	Met with DOE Superintendent and staff
2/13/2018	HRC/Synergia	Students	Class visit to CIC. Students presented with STEM-based Project information
2/23/2018	Elected Meetings - Perkins, Ayala, Benjamin	Politicians and Staffers	Presentation on preliminary design of SAS Phase 2
2/26/2018	NEHMA	Merchants	Merchant Group led meeting
2/27/2018	PS 102	Students	Class visit to CIC. Students presented with STEM-based Project information
2/28/2018	Promise Academy	Students	Class visit to CIC. Students presented with STEM-based Project information
3/2/2018	Elected Meetings - Rodriguez, Brewer	Politicians and Staffers	Presentation on preliminary design of SAS Phase 2
3/6/2018	PS 102	Students	Class visit to CIC. Students presented with STEM-based Project information
3/8/2018	Union Settlement Meeting	Merchants	Merchant Group led meeting
3/9/2018	PONO school	Students	Class visit to CIC. Students presented with STEM-based Project information
3/9/2018	Elected Meeting - Serrano	Politicians and Staffers	Presentation on preliminary design of SAS Phase 2
3/13/2018	ACE Mentor Program	Students	Mentorship program visit to CIC
3/14/2018	PONO school	Students	Class visit to CIC. Students presented with STEM-based Project information
3/23/2018	District 4 Principals	Principals	Presentation to principals
3/26/2018	Elected Meeting - Espaillat	Politicians and Staffers	Presentation on preliminary design of SAS Phase 2
3/29/2018	125th Street Steering Committee	Community Members	Meeting of East Harlem Civic Groups and City personnel, with MTACC as technical advisor to provide updates on SAS Phase 2
4/3/2018	River East Elementary	Parents and 2nd Grade	Class visit to CIC. Students presented with STEM-based Project information
4/10/2018	HCZ Promise Academy	Students	Class visit to CIC. Students presented with STEM-based Project information
4/18/2018	Community Board 11	Community Members	Presentation on preliminary design of SAS Phase 2 with updates on station footprints
4/19/2018	District 4 AP Meeting	Assistant Principals	Presentation to assistant principals
4/30/2018	Community Board 10	Community Members	Presentation on preliminary design of SAS Phase 2 with updates on station footprints
5/8/2018	PS 102	Students	Class visit to CIC
5/23/2018	Spence School	Students	Class visit to CIC
5/24/2018	Mobile Outreach - 106th & 2nd	Community Members	Pop-up CIC
5/29/2018	District 4 Brainstorm	Principals	Brainstorm for SAS Ambassadors program
5/29/2018	District 4 Parent Coordinators	Parent Coordinators	Class visit to CIC. Students presented with STEM-based Project information
6/6/2018	Central Park East School	Students	Class visit to CIC
6/7/2018	PS 96 Meeting	Teachers	Educators visit to CIC to develop STEM program
6/8/2018	NYCHA	General Manager	Meeting with NYCHA to discuss SAS outreach in East Harlem developments
6/9/2018	116th St. Festival	Community Members	Pop-up CIC, simulator, at street fair; 2,500 pieces of Project literature distributed
6/13/2018	Mobile Outreach - 106th & 3rd	Community Members	Pop-up CIC; 500 pieces of Project literature distributed
6/19/2018	Marcus Garvey Park Board	Board Members	CIC hosting park meeting
6/21/2018	PS 96	Teachers	Curriculum planning meeting
6/21/2018	Mobile Outreach - 103rd & Lex	Community Members	Pop-up CIC

Note: Public outreach activities are ongoing. This table reflects activities conducted through June 21, 2018.