



U.S. Department  
Of Transportation  
**Federal Transit  
Administration**

Region II  
New York  
New Jersey

One Bowling Green  
Room 429  
New York, NY 10004-1415  
212-668-2170  
212-668-2136 (Fax)

June 7, 2013

Mr. Marc Albrecht  
Deputy Director, Grant Management  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, NY 10017-3739

Dear Mr. Albrecht:

The Federal Transit Administration (FTA) has reviewed the Environmental Re-Evaluation Consultation form for the Second Avenue Subway Technical Memorandum No. 11 Assessing Design Changes: 72<sup>nd</sup> Street Station, Entrance 1 (Technical Memorandum No. 11) submitted by the Metropolitan Transportation Authority New York City Transit (MTA NYCT) on April 2, 2013 and resubmitted on June 4, 2013, regarding the MTA NYCT Second Avenue Subway Project (Project).

Based on our review of the Technical Memorandum No. 11, attached hereto, FTA concurs that the proposed design modifications, as described in Technical Memorandum No. 11, will not result in significant adverse environmental impacts. The Technical Memorandum No. 11 satisfies the NEPA requirements as outlined in 23 CFR 771.130 and no supplemental environmental review is necessary for the proposed change.

As noted in Technical Memorandum No. 11, the MTA NYCT presented the proposed change to the public at a February 28, 2013 and a May 23, 2013 Second Avenue Subway Task Force of Community Board 8 meetings as well as at an April 8, 2013 Second Avenue Subway Construction Advisory Committee meeting.

Please be aware that if any further changes to the Project are proposed, FTA will need to determine if additional environmental studies will be necessary before the changes are approved. Should you have any questions concerning this Project, please contact Nancy Danzig, Director of Planning and Program Development at 212-668-2177.

Sincerely,

  
Anthony G. Carr  
Deputy Regional Administrator

Enclosure: Environmental Re-Evaluation Consultation form for the Second Avenue Subway Technical Memorandum No. 11 Assessing Design Changes: 72<sup>nd</sup> Street Station, Entrance 1

Cc: J. McClain, MTA/NYCT  
A. Bechtel, MTA/NYCT

## ENVIRONMENTAL RE-EVALUATION CONSULTATION

**Note:** The purpose of this worksheet is to assist sponsoring agencies in gathering and organizing materials for re-evaluations required under the National Environmental Policy Act (NEPA). Submission of the worksheet by itself does not meet NEPA requirements. **FTA must concur in writing** with its determination and/or the sponsoring agency's NEPA recommendation. Contact the FTA Region 2 office at (212) 668-2170 if you have any questions regarding this worksheet. We strongly encourage you to contact us to discuss your project changes before you fill out this worksheet.

For Agency Use Date Received: <i>April 2, 2013 and revised Submittal June 4, 2013</i>	
Recommendation by Planner: <i>NINA CHUNG</i> <input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible	Reviewed By: <i>Ne</i> Date: <i>June 4, 2013</i>
Comments:	
Recommendation by Director of Planning: <i>Nancy Danzig</i> <input checked="" type="checkbox"/> Accept <input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible	Reviewed By: <i>ND</i> Date: <i>June 4, 2013</i>
Comments:	
Concurrence by Regional Counsel: <i>Michael J. Sobel</i> <input checked="" type="checkbox"/> Accept Recommendation <input type="checkbox"/> Return with Comments	Reviewed By: Date: <i>JUNE 5, 2013</i>
Comments:	
Concurrence by Approving Official: <i>Anthony A. Caputo</i>	Date: <i>6/7/13</i>

Please answer the following questions, fill out the impact chart and attach project area and site maps. Using a site map from the previously approved NEPA document, show project changes using a different color. Include additional site maps to help reviewer understand project changes. (See Attachment A.)

**PROJECT TITLE**  
 Second Avenue Subway Technical Memorandum No. 11 Assessing Design Changes: 72nd Street Station, Entrance 1

**LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.**

Title: Second Avenue Subway Final Environmental Impact Statement/ROD  
 Date: April 2004  
 Type and Date of Last Federal Action Record of Decision, July 2004

Title: Second Avenue Subway Technical Memorandum No. 1 Assessing Design Changes to Shafts, Tunnels, and Stations  
 Date: November 2006  
 Type and Date of Last Federal Action January 5, 2007  
 Examined changes in tunnel structure and track configuration south of 72nd Street and examined changes in station entrances and ancillary facilities at the 72nd Street and 86th Street Stations

Title: Second Avenue Subway Technical Memorandum No. 2 Assessing Design Changes at 96th Street Station Ancillary Facility  
 Date: February 2007  
 Type and Date of Last Federal Action April 17, 2007  
 Examined changes in an ancillary facility at the 96th Street Station

<b>LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.</b>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 3 Assessing Design Changes at the 63rd Street/Lexington Avenue Station  <b>Date:</b> June 2007  <b>Type and Date of Last Federal Action</b> July 3, 2007  Examined changes in an ventilation facilities and a station entrance at the 63rd Street Station</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 4 Assessing Alignment Changes from 63rd Street to 96th Street  <b>Date:</b> September 2008  <b>Type and Date of Last Federal Action</b> September 30, 2008  Examined changes in the subway's tunnel to reduce the number of tracks near and in the 72nd Street Station from three tracks to two and lower the tunnel alignment in the area near and in the 72nd Street and 86th Street Stations</p>
<p><b>Title:</b> Supplemental Environmental Assessment to the Second Avenue Subway Final Environmental Impact Statement: 72nd Street and 86th Street Entrance Alternatives/FONSI  <b>Date:</b> May 2009  <b>Type and Date of Last Federal Action</b> FONSI, October 2009  Examined changes in station entrances at the 72nd Street and 86th Street Stations</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 5 Assessing Design Changes at the 63rd Street/Lexington Avenue Station  <b>Date:</b> April 2010  <b>Type and Date of Last Federal Action</b> April 27, 2010  Examined changes in a station entrance at the 63rd Street Station</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 6 Assessing Design of the 69th Street Ancillary Facility  <b>Date:</b> July 2010  <b>Type and Date of Last Federal Action</b> September 16, 2010  Examined final design for Ancillary Facility 1 at the 72nd Street Station</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 7 Assessing Design Changes at the 72nd Street Station Entrance and Ancillary Facility #2  <b>Date:</b> September 2010  <b>Type and Date of Last Federal Action</b> December 16, 2010  Examined final design for Ancillary Facility 2 at the 72nd Street Station</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 8 Assessing Design Changes at the 86th Street Station Ancillary Facility #2  <b>Date:</b> December 2010  <b>Type and Date of Last Federal Action</b> January 11, 2011  Examined final design for Ancillary Facility 2 at the 86th Street Station</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 9 Evaluation of the 97th Street Ventilation Facility  <b>Date:</b> October 2011  <b>Type and Date of Last Federal Action</b> October 31, 2011  Examined effects of the 97th Street Ventilation Facility at 1873 Second Avenue</p>
<p><b>Title:</b> Second Avenue Subway Technical Memorandum No. 10 Analysis of Revisions to Proposed Mitigation Measures  <b>Date:</b> December 2011  <b>Type and Date of Last Federal Action</b> December 13, 2011  Examined proposed revisions to mitigation measures for three historic resources.</p>

**HAS THE MOST CURRENT AND OTHER PERTINENT APPROVED ENVIRONMENTAL DOCUMENTS BEEN RE-READ TO COMPARE PROPOSED PROJECT CHANGES?**

NO (STOP! The most current approved environmental document MUST be re-read prior to completing a re-evaluation.)

YES NAME: Christopher M. Calvert, AICP DATE: March 1, 2013

**IS THE PROJECT CURRENTLY UNDER  DESIGN OR  CONSTRUCTION?**

**REASON FOR RE-EVALUATION**

The Second Avenue Subway FEIS and Technical Memorandum No. 1 identified that the 72nd Street Station, Entrance 1 would be within the ground level and basement of the building at 301 East 69th Street, on the northeast corner of Second Avenue and 69th Street. Since 2010, MTA has been discussing the entrance design and construction staging with the three separate condominium entities in the building, consisting of the residential cooperative corporation ("co-op"), the owner of the five street-level retail units, and the underground garage. During that time there have been multiple meetings to review construction plans and technical efforts to address the difficulties, risks, and requirements for needed utility relocations. Despite substantial coordination among the parties, a design could not be achieved that would accommodate the residents' concerns while satisfying MTA's requirements with respect to constructing, operating and maintaining an entrance at this location. Key unresolved issues included concerns about outages of building services for utility relocation during construction and reservation of access rights to the co-op for building utilities that must remain in MTA's space.

During summer 2012, MTA learned that NYCDOT was planning a new designated bike lane along the east side of Second Avenue, which would remove the curbside traffic/parking lane. With the bike lane, a sidewalk bump-out can be accommodated at this location without disrupting traffic flow. Previously, NYCDOT would not permit a sidewalk bump-out at this location. MTA subsequently coordinated with NYCDOT to determine the feasibility of locating Entrance 1 within a widened sidewalk on Second Avenue alongside 301 East 69th Street, rather than inside the building. NYCDOT determined the bump-out to be feasible, and MTA presented the proposed new street entrance concept to representatives of the residential co-op of 301 East 69th Street. The co-op's representatives agreed with the conceptual design, and MTA agreed to move forward with the proposed modification.

With the proposed design change, there would be much less impact to the 301 East 69th Street building's utilities. Some utility relocation within 301 East 69th Street's building would still be required, but modifications to the steam room would not be necessary, and the duration of outages is likely to be reduced. Furthermore, Tech Memo No. 1 design would locate building utilities behind a wall of the future station entrance, and future access to those utilities for maintenance or repair may have required substantial obstructions to or closure of the entrance. With the modified design, this difficult utility access would be eliminated, and only minimal building utility lines would be located in the entrance space. Thus, the modified design would eliminate or minimize the concerns raised by representatives of the residential co-op at 301 East 69th Street about the current design. In contrast, proceeding with construction of Entrance 1 in its current location inside 301 East 69th Street, without the residential co-op's acquiescence, consent, and cooperation, could result in potentially significant cost and schedule risks to the Project.

**Attachment A** provides further information on the reasons for the design modification and related coordination efforts with the residential co-op at 301 East 69th Street.

**DESCRIPTION OF PROJECT CHANGES OR NEW INFORMATION**

NYCT proposes to relocate the street-level portion of Entrance 1 from within the building at 301 East 69th Street to the east sidewalk of Second Avenue in front of the building at 301 East 69th Street. Two station entrance elements would be created within the sidewalk space: a stair only entrance and an escalator/stair entrance. Attachment A provides more information on the proposed design.

**HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECTS THIS PROJECT? If yes, please explain.**

- NO
- YES

**IS THE LIST OF THREATENED AND ENDANGERED SPECIES (NMFS AND USFWS) MORE THAN 6 MONTHS OLD?**

- NO
  - YES (STOP! Endangered Species lists and analysis MUST be updated.)
- Not applicable.

**WILL THE NEW INFORMATION HAVE THE POTENTIAL TO CAUSE A CHANGE IN THE DETERMINATION OF IMPACTS FROM WHAT WAS DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT FOR ANY OF THE AREAS LISTED BELOW?** For each impact category, please indicate whether there will be a change in impacts. For all categories with a change, continue to the table at the end of this worksheet and provide detailed descriptions of the impacts as initially disclosed, new impacts and a discussion of the changes. The change in impact may be beneficial or adverse.

Transportation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Land Use and Economics	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Acquisitions, Displacements, & Relocations	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Neighborhoods & Populations (Social)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Visual Resources & Aesthetics	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Air Quality	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Noise & Vibration	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Ecosystems (Vegetation & Wildlife)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Water Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Energy & Natural Resources	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Geology & Soils	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Hazardous Materials	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Public Services	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Utilities	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Historic, Cultural & Archaeological Resources	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Parklands & Recreation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Construction	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Secondary and Cumulative	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**WILL THE CHANGED CONDITIONS OR NEW INFORMATION RESULT IN REVISED DOCUMENTATION OR DETERMINATION UNDER THE FOLLOWING FEDERAL REGULATIONS?**

Endangered Species Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Magnuson-Stevens Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Farmland Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 404-Clean Water Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Floodplain Management Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
CERCLA (Hazardous Materials)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 106 National Historic Preservation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Uniform Relocation Act	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 4(f) Lands	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Section 6(f) Lands	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Wild & Scenic Rivers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Barriers	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Coastal Zone	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Sole Source Aquifer	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
National Scenic Byways	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other Not Applicable	<input type="checkbox"/> Yes	<input type="checkbox"/> No

**If you checked yes to any of these, describe how the changes impact compliance and any actions needed to ensure compliance of the new project:**

See the attached Table 1, which compares the effects of the entrance with the currently approved design to the effects with the proposed new design.

**Will these changes or new information likely result in substantial public controversy?**

Yes  No

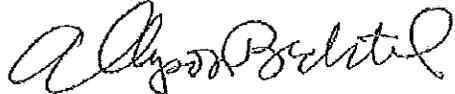
**COMMENTS:** The proposed design modification to Entrance 1 at the 72nd Street Station has been reviewed by the representatives of the cooperative owners at 301 East 69th Street (Alliance Parking, MacArthur Properties, and the residential owners) and by the Second Avenue Subway Task Force of Community Board 8 and the 72nd Street Station Construction Advisory Committee. Representatives of 301 East 69th Street have stated their agreement with the proposal, and there were no objections to the relocation of the entrances to sidewalk locations raised by the Second Avenue Subway Task Force of the Community Board when presented on February 28, 2013. The 72nd Street Station Construction Advisory Committee raised clarifications, comments, and concerns at a meeting on April 8, 2013. These comments were raised again at a subsequent Second Avenue Subway Task Force Meeting on May 23, 2013. The comments are summarized and addressed in **Attachment A**.

**CONCLUSIONS AND RECOMMENDATIONS:** Further environmental analysis is not necessary.

**LIST OF ATTACHMENTS:** Attachment A: Project Description  
Attachment B: Pedestrian Analysis  
Attachment C: Off-street Parking Analysis

**SUBMITTED BY:**

By signing this, I certify that to the best of my knowledge this document is complete and accurate.

 Name Allyson Bechtel Title Manager, MTA NYCT	Date June 4, 2013
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Submit two paper copies of this form, attachments, and a transmittal letter recommending a NEPA finding to the address below. Submit an electronic version to your area FTA Community Planner. Contact FTA at the number below if you are unsure who this is or if you need the email address. Modifications are typically necessary. When the document is approved, FTA may request additional copies.

Federal Transit Administration, Region II  
1 Bowling Green, Room 429  
New York, NY 10004

phone: (212) 668-2170  
fax: (212) 668-2136

Table 1

Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
Transportation	<p>The FEIS design and the Tech Memo No. 1 design would locate the entrance within a building footprint (outside the public sidewalk).</p> <p>The FEIS and Tech Memo No. 1 did not include a quantified pedestrian analysis of Entrance 1 at the 72nd Street Station. However, an analysis of this location has been prepared as part of this re-evaluation. This analysis is based on projected pedestrian volumes and the current design. The analysis shows that the northeast sidewalks (i.e., east side of Second Avenue and north side of East 69th Street) and the north and east crosswalks at the intersection of East 69th Street and Second Avenue would operate at LOS D or better in the AM and PM peak periods. The northeast corner reservoir would operate at LOS E in the AM period hour and at LOS C in the PM peak period (see Attachment B).</p> <p>Independent of the current design, NYCDOT would restripe Second Avenue to include a curbside bike lane along the east side of Second Avenue and a parking lane adjacent to the bike lane. At intersections, NYCDOT would construct pedestrian refuges that would extend across the parking lane with a small pedestrian island. NYCDOT plans indicated 1-hour metered parking at this location. It is estimated that 6 to 8 curbside spaces could be provided.</p> <p>The Tech Memo No. 1 design would permanently remove 20 off-street parking spaces from Alliance Parking (301 East 69th Street).</p>	<p>The modified design would locate entrances within a widened public sidewalk on the east side of Second Avenue between East 69th and East 70th Streets. The total width of the sidewalk would be bumped out by 9 feet, from 20 feet to 29 feet. Two entrance points would serve the station: a stair only entrance and an escalator/stair entrance. There would be 13 feet, 1 inch of clearance between these station entrances and the Second Avenue façade of 301 East 69th Street.</p> <p>A pedestrian analysis was undertaken for the modified design (see Attachment B). In the AM and PM peak periods, the northeast sidewalks (i.e., east side of Second Avenue and north side of East 69th Street) and the north and east crosswalks, and the northeast corner at the intersection of East 69th Street and Second Avenue would operate at LOS D or better.</p> <p>The modified design would eliminate proposed curbside parking along the east sidewalk of Second Avenue between East 69th and East 70th Streets to provide a sidewalk bump-out for the proposed street entrances. This would eliminate approximately 6 to 8 metered parking spaces.</p> <p>As with the Tech Memo No. 1 design, the modified design would permanently remove 20 parking spaces from Alliance Parking. The modified design would also temporarily close the garage during construction, which is described below and in Attachment C.</p>	<p>NYCDOT has approved the proposed bump-out of the sidewalk (see Attachment A).</p> <p>The modified design would not adversely impact pedestrian flows as there would be no degradation in LOS as compared to the current design (see Attachment B).</p> <p>The FEIS (see Page 5E-2) identifies that demand for on-street parking will increase and that unmet demand may need to seek spaces in off-street parking facilities. As shown in Attachment C, the parking study area currently has a surplus of off-street parking. Therefore, the removal of 6 to 8 metered spaces for the modified design would not significantly impact parking supply. Furthermore, the removal of 20 off-street spaces with the Tech Memo No. 1 and modified designs would also not result in a shortfall of off-street parking spaces in the parking study area.</p>

**Table 1**  
**Comparison of Impacts, Current Design Vs. Proposed Design**

Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
<p><b>Land Use and Economics</b></p>	<p>The FEIS design and Tech Memo No. 1 design would use 2,717 square feet of the ground-level retail space and 4,658 square feet of the basement of the building at 301 East 69th Street for a subway entrance.</p>	<p>The modified design would utilize a portion (170 square feet) of the ground-level retail space and 2,945 square feet of the basement of the building at 301 East 69th Street for a subway entrance and a Station Entrance Control Room. Retail space that was previously acquired for the project would not be permanently incorporated into Entrance 1 and may be available for retail or other non-transit use after the completion of construction.</p>	<p>Both the Tech Memo No. 1 design and the modified design would result in a change from retail and basement building use at 301 East 69th Street to a transportation use, but the modified design would reduce the permanent transportation use within this building. In either case, the conversion from retail and basement building uses to transportation use is not a significant impact.</p>

Table 1

Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
<p><b>Acquisitions, Displacements, &amp; Relocations</b></p>	<p>Table 8-2 of the FEIS (page 8-16) identified the need for permanent acquisition of a portion of Block 1444, Lot 1701, consisting of ground-level retail space of the residential building at 301 East 69th Street for a station entrance. The Tech Memo No. 1 design identified the need for permanent acquisition of a smaller portion of Block 1444, Lot 1701. The FEIS design and Tech Memo No. 1 design also required permanent acquisition of a portion of the building's basement.</p> <p>The total area to be acquired for the Tech Memo No. 1 design was 2,717 square feet of the ground-level retail space and 4,658 square feet of the basement. A temporary easement for the building's parking garage may have been needed for up to 6 months for construction staging.</p> <p>MTA has acquired permanent easements in two ground-level retail spaces (Patsy's Pizzeria and the NYC Off-Track Betting parlor, both of which have been permanently displaced) and a portion of the basement and subsurface garage at 301 East 69th Street, corresponding to the areas of acquisition identified in Tech Memo No. 1.</p>	<p>The modified design would utilize a portion (170 square feet) of the ground-level retail space and 2,945 square feet of the basement) of MTA's existing permanent easement areas in the former street level retail space (Patsy's and/or OTB) for a Station Entrance Control Room and the upper mezzanine of the station entrance.</p> <p>Under the modified design, there would be no need for the full 2,717 ground-level retail space, which has already been acquired. Only 170 square feet of this space would be needed. Regarding basement-level space, only 2,945 square feet of basement-level space, instead of the 4,658 square feet needed in the Tech Memo No. 1 design, would be needed.</p> <p>The proposed design would require MTA to acquire the right to construct a subsurface opening in the building's foundation wall on the Second Avenue side of the building to allow connection between the proposed sidewalk entrance and the 72nd Street Station mezzanine. Additional temporary easements would be required to close the garage for a period of longer than 6 months and up to 24 months for construction staging and access and to expand the existing construction access areas across the remainder of the building's basement for utility work. Finally, temporary easements would be required under the proposed design to close the street level tanning salon for up to 6 months to support construction of the new entrance. One structural column in the tanning salon will be permanently widened.</p>	<p>The modified design would result in a permanent use (4,260 square feet less) of the acquired ground and basement level spaces within the building at 301 East 69th Street than the FEIS and Tech Memo No. 1 designs. MTA may in the future sell or lease the excess space for retail or other non-transit uses.</p> <p>A temporary easement for the building's parking garage would be needed longer than 6 months and up to 24 months for construction staging and access and to expand the existing construction access areas across the remainder of the building's basement for utility work. Additionally, temporary easements would be required under the proposed design to close the street level tanning salon for up to 6 months to support construction of the new entrance. One structural column in the tanning salon will be permanently widened. These impacts would be temporary and would not constitute a significant impact.</p>
<p><b>Neighborhoods &amp; Populations (Social)</b></p>			

**Table 1  
Comparison of Impacts, Current Design Vs. Proposed Design**

Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
<b>Visual Resources &amp; Aesthetics</b>	<p>The FEIS and Tech Memo No. 1 identified an entrance with an awning on the ground level of the building at 301 East 69th Street. The entrance would be located on the Second Avenue and 69th Street facades of the building, at the building's southwest corner.</p>	<p>The modified design would relocate the entrance from within the building at 301 East 69th Street to the east sidewalk of Second Avenue between 69th and 70th Streets. The entrance would consist of two separate sidewalk components, each with a glass canopy. Both sidewalk canopies would be located in front of the building at 301 East 69th Street. Each canopy structure would measure approximately 13 feet, 10 inches wide by 40 feet, 8 inches long. Each canopy would consist of a granite base topped by a glass and steel canopy. The canopy would be tallest (15 feet, 7 inches) where the stairway or stairway/escalator meet the sidewalk. The canopy would slope downward to a height of 6 to 7 feet.</p>	<p>There would be new canopied subway entrances along the expanded sidewalk of Second Avenue with the modified design. This would introduce new visual elements on the sidewalk, but this change would not result in a significant visual or aesthetic impact. The FEIS concluded that in general, the street entrances of stations and other external facilities, such as above-ground cooling and ventilation structures, will not have significant visual effects along the Second Avenue Subway alignment (see page 6-49). As noted in the FEIS, the design of station entrances would be sensitive to the surrounding architectural context; they would not disturb views in the study area; nor would they change the study area's urban design. The new canopied entrances would be located on Second Avenue. The entrances will be built with granite, glass, and steel, which are materials that are commonly found on building facades in the 72<sup>nd</sup> Street study area (area between East 67<sup>th</sup> to East 74<sup>th</sup> Streets and First and Third Avenues). The study area has a wide range of building types and styles, including mid-rise buildings of brick and brownstone and high-rise buildings typically made of masonry, with some granite, metal and glass. The buildings specifically fronting Second Avenue are a mix of mid- and high-rise residential uses, and most have ground-level retail uses. The design of the relocated station entrances will not be incongruous to the visual environment or disturb views.</p> <p>Therefore, the design modification is consistent with the FEIS finding.</p>
<b>Air Quality</b>			
<b>Noise &amp; Vibration</b>			

**Table 1**  
**Comparison of Impacts, Current Design Vs. Proposed Design**

Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
<b>Ecosystems (Vegetation &amp; Wildlife)</b>			
<b>Water Resources</b>			
<b>Energy &amp; Natural Resources</b>			
<b>Geology &amp; Soils</b>			
<b>Hazardous Materials</b>			
<b>Public Services</b>			
<b>Utilities</b>	<p>The FEIS identified the potential need for temporary and permanent relocation of utilities and building connections to utility conduits to construct stations and ancillary facilities. (Page 13-6)</p> <p>The Tech Memo No. 1 design would require substantial modification of utility functions for the building at 301 East 69th Street, including permanent utility easements for the building's residential units within the MTA-owned entrance, enclosed behind permanent structural and architectural elements of the entrance.</p>	<p>The modified design would not require substantial modification of utility functions for the building at 301 East 69th Street. A utility access easement would be required within the entrance mezzanine, where the building could access ceiling, vestibule, and corridor spaces in the building's basement. Utilities within the Second Avenue sidewalk would also need to be relocated.</p>	<p>While some utility relocation would still be required, the modified design substantially reduces the impacts on the utility functions of 301 East 69th Street as compared to the Tech Memo No. 1 design.</p>
<b>Historic, Cultural &amp; Archaeological Resources</b>	<p>The current design would require ground disturbance beneath the building at 301 East 69th Street, but no disturbance within the east sidewalk of Second Avenue between East 69th and East 70th Streets.</p>	<p>The modified design would require ground disturbance beneath the building at 301 East 69th Street and within the east sidewalk of Second Avenue between East 69th and East 70th Streets.</p>	<p>The FEIS did not identify historic resources in the immediate vicinity of the 72nd Street Station. The nearest historic resources were identified at East 65th Street, approximately 1,000 feet from the location of Entrance 1.</p> <p>Figure 10-2 of the FEIS (see pages following</p>

Table 1

Comparison of Impacts, Current Design Vs. Proposed Design			
Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
Parklands & Recreation	The Tech Memo No. 1 Design would allow for the planting of street trees along the east side of Second Avenue between East 69th and 70th Streets to replace trees removed by the Second Avenue Subway Project.	The modified design would not allow for the planting of street trees on the east side of Second Avenue where the station entrances would be located.	Page 10-6) did not identify the area between East 69th Street and East 70th Street as potentially sensitive for archaeological resources. Street trees would need to be planted at alternative locations to be determined in consultation with the New York City Department of Parks and Recreation.

**Table 1**  
**Comparison of Impacts, Current Design Vs. Proposed Design**

Impact Category	Impacts as Initially Disclosed (Currently Approved Design)	New Impacts (Proposed Design)	Change in Impacts
<p><b>Construction</b></p>	<p>Tech Memo No. 1 design would remove excavated materials via the acquired retail space at 301 East 69th Street to a work zone on East 69th Street, east of Second Avenue.</p> <p>Construction of the Tech Memo No. 1 design would displace half of the space occupied by Alliance Parking, a parking garage on the basement level of 301 East 69th Street. This temporary displacement would occur for about 6 months.</p>	<p>With the modified design, excavated materials could no longer be removed through the retail space at 301 East 69th Street. The utility network would remain in place and would not allow for a large enough opening between the basement and street levels for spoils removal.</p> <p>The modified design would instead remove spoils from two locations: 1) spoils from the station adit (i.e., inclined escalator tunnel connecting the mined subway tunnel to the 301 East 69th Street basement) would be removed via the parking garage (Alliance Parking) at 301 East 69th Street and possibly from the Second Avenue sidewalk area; and 2) spoils from the sidewalk entrances and area immediately beneath the sidewalk would be removed from the Second Avenue sidewalk area.</p> <p>Spoils from the adit removed through the parking garage (Alliance Parking) at 301 East 69th Street would require its full closure for longer than 6 months and up to 24 months. The amount of the spoils removal from the adit is the same as for the Tech Memo No. 1 design.</p> <p>Spoils from the sidewalk entrances would result in 2,400 cubic yards (240 truckloads) of additional spoils, of which 600 cubic yards is rock. Assuming 10 cubic yards per truck load, MTA anticipates 180 truckloads of soil over 3 days and 60 truckloads of rock over 30 days. Spoils would be carted from a work zone along Second Avenue. Spoils removal would occur over 33 days.</p>	<p>The same amount of spoils (1,200 cubic yards; 120 truckloads) would be removed for construction of the station adit via the work zone on East 69th Street. However, the modified design would require closure of Alliance Parking for longer than six months for spoils removal and construction staging. Closure of Alliance Parking would not result in a parking shortfall in the parking study area (see Attachment C).</p> <p>The modified design would result in additional spoils removal along Second Avenue for the construction of the sidewalk entrances. MTA would establish a work zone on the east side of Second Avenue in accordance with the project's MPT Plan. Spoils removal would occur over a 33-day period. Although these spoils were not anticipated in the FEIS and Tech Memo No. 1, the amount and duration of spoils removal would not meaningfully change the construction means and methods or the analysis of construction impacts and proposed mitigation measures presented in the FEIS and Tech Memo No. 1.</p>
<p><b>Secondary and Cumulative</b></p>			

**ATTACHMENT A  
PROJECT DESCRIPTION**

## **Attachment A**

### **Description of the Entrance No. 1 Relocation at the 72nd Street Station**

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## **1 INTRODUCTION**

This NEPA Documentation describes a proposed design change for Entrance 1 of the 72nd Street Station for the Second Avenue Subway Project (Entrance 1). It describes the current design, which was documented in Technical Memorandum No. 1, and a proposed design which would relocate the street-level and basement-level elements of the entrance from within the building at 301 East 69th Street to the east sidewalk of Second Avenue.

The Metropolitan Transportation Authority (MTA) is proposing a design modification for Entrance 1 based on final design efforts related to the entrance and coordination with representatives of the residents of the building where the current design is planned (301 East 69th Street). This engineering and coordination identified difficult utility relocation requirements that could not be resolved with the current design. Furthermore, the New York City Department of Transportation (NYCDOT) has approved a sidewalk bump-out on Second Avenue between East 69th and East 70th Streets. When it was determined that Entrance 1 could be located within a widened sidewalk, MTA and representatives of the building's residents agreed that relocation of the entrance from within the building to the sidewalk location was preferable.

Differences in the current and proposed design for Entrance 1 are identified and reviewed to determine whether these differences may result in significant adverse impacts that were not identified in the Final Environmental Impact Statement (FEIS; April 2004) and Record of Decision (ROD; July 2004) or Technical Memorandum No. 1, dated November 2006. This Re-evaluation Statement demonstrates that the proposed design modification for Entrance 1 will not result in new or substantially varying significant adverse environmental impacts and the conclusions presented in the FEIS about environmental impacts and mitigation remain unchanged.

## **2 DESIGN OF 72ND STREET STATION, ENTRANCE 1**

### **2.1 CURRENT DESIGN**

When the FEIS was prepared, the design for the Second Avenue Subway project was in the conceptual/preliminary engineering phase. This is consistent with FTA's National Environmental Policy Act (NEPA) regulations and procedures (23 CFR 771.117(a)), and with the procedures for major capital investment projects being evaluated under FTA's New Starts funding program (49 CFR 611.7(c)), which both prohibit commencement of final design until NEPA review is complete.

Under the current design, which was reviewed first in the FEIS in 2004 and then in Technical Memorandum No. 1 in 2006, the entrance would occupy part of the first floor and part of the basement level of 301 East 69th Street, a 19-story building on the northeast corner of Second Avenue and East 69th Street (see **Figures 1, 2, and 3**). This building has residential apartments on floors 2-19, first-floor retail with basement space below, and an underground parking garage on the basement level. The building consists of three condominium units (the residential space, retail space, and garage) that are separately owned. The residential condominium unit is operated as a cooperative corporation ("co-op"), in which

each tenant is allocated shares in the corporation. The garage condominium has a single owner. The retail condominium had a single owner consisting of five contiguous stores with street-level frontage on Second Avenue. MTA has acquired permanent easements and temporary easements to support Entrance 1 and 72nd Street Station construction in the following areas of the building: two of the five retail units (the former New York City Off-Track Betting (“OTB”) parlor and Patsy’s Pizzeria (“Patsy’s”), both of which have been permanently displaced); the residential co-op’s basement; and the garage (permanently displacing 18 of the garage’s 40 striped parking slots).

In the currently approved design, escalators would rise from the station mezzanine beneath the basement of 1322 Second Avenue and the basement of 301 East 69th Street, bringing passengers into the ground-floor space at the corner in 301 East 69th Street, which has been acquired for the Project. The escalators would be located within the building, with entrance/exit doorways onto both the Second Avenue and 69th Street sidewalks. The current entrance design requires underpinning beneath 301 East 69th Street and the building at 1322 Second Avenue, which is immediately to the north of 301 East 69th Street, because the entrance’s escalator bank would pass in close proximity to the building foundation. The building at 1322 Second Avenue is a 5-story walk-up residential building with ground-floor retail space.

## 2.2 PROPOSED DESIGN

The proposed design would relocate the street level portion of Entrance 1 to a site outside the 301 East 69th Street building, within a widened sidewalk along Second Avenue. When the FEIS and Technical Memorandum No. 1 were prepared, the NYCDOT had a policy against sidewalk bump-outs along Second Avenue south of 72nd Street. However, at this time, NYCDOT has revised this policy to allow for a bike lane and parking on the east side of Second Avenue and will now allow a sidewalk bump-out adjacent to the bike lane (see **Figure 4**). NYCDOT has also agreed to a bump-out configuration that could remain in the event that a bike lane was never constructed or if it was removed in the future.

The proposed design would have two entrance components in the east sidewalk on Second Avenue, with a pair of stairs in the southern entrance component and an escalator/stair pair in the northern entrance. Both would be approximately 40 feet, 8 inches long by 13 feet, 10 inches wide and would be covered by a glass canopy, similar in design to the other sidewalk entrances for the Project, to protect the entrance from the weather (see **Figures 5, 6 and 7**). The entrance/exit point for the northern entrance would be at the north property line of the 301 East 69th Street building. The entrance/exit point of the southern entrance would be located approximately 34 feet, 7 inches north of the curblines of East 69th Street. The entrances would be approximately 13 feet, 1 inch outward of the 301 East 69th Street building line. The canopies would be 15 feet, 7 inches high at their opening to the sidewalk. The canopies would slope downward to a height of 6 to 7 feet.

The two entrances/exits would lead to a common upper mezzanine, which would extend below the sidewalk into the basement level of the 301 East 69th Street building. An escalator bank within the basement of 301 East 69th Street would connect to the station control area. The design of this escalator bank structure would be unchanged from the currently approved design. Like the current design, the proposed design would require underpinning of 301 East 69th Street and 1322 Second Avenue.

The proposed design also would utilize the following easement areas that MTA already has acquired for the Project:

- A portion of the permanent easement area on the ground floor and basement of 301 East 69th Street. In the proposed design, this area would be used for a station entrance control room and a portion of the basement for the upper mezzanine;
- Permanent and temporary easements in the residential co-op’s basement; and

- Permanent and temporary easements in the garage (Alliance Parking).

The proposed design would require MTA to acquire the right to construct a subsurface opening in the building's foundation wall on the Second Avenue side of the building to allow connection between the proposed sidewalk entrance and the 72nd Street Station's upper mezzanine. Additional temporary easements would be required (under both the current design refinements and the proposed design) to close the garage for a period of up to 24 months for construction staging and access and to expand the existing construction access areas across the remainder of the building's basement for utility work. Finally, temporary easements would be required under the proposed design to close the street level tanning salon for up to six months to support construction of the new entrance through the basement wall below.

### **2.3 REASONS FOR THE PROPOSED DESIGN MODIFICATION**

In early 2010, prior to the easement acquisitions and the award of Second Avenue Subway Contract C26007, and in an effort to minimize entrance construction impacts and risks associated with utility relocations and structural modifications to 301 East 69th Street, MTA began a consultation process with the three condominium unit owners of the building.

Under the current design for Entrance 1, the construction for the new entrance would require relocation of many utilities that serve the residential co-op on floors 2-19 of 301 East 69th Street but run through the commercial space on the ground floor and basement level. This relocation would have to be managed carefully to minimize disruption to the residences above. Several of the building's mechanical rooms and all utility points of entry for the building are located in the basement level. Approximately one-third of the residential units are serviced by systems enclosed in pipes and conduits that currently run up through the former Patsy's and OTB spaces located on the street level within the limits of 301 East 69th Street. To accommodate construction of Entrance 1, these utilities would need to be relocated outside the permanent easement space where interferences with the station design would occur. The relocated utilities would then be connected to the residential floors' assorted risers through the building's second-floor slab, above the ceiling of the future entrance.

The extent and complexity of the utility relocation was not known until MTA gained access to the space and opened walls and ceilings to fully expose the building's utilities. This is partly due to the fact that the building was constructed for a single entity, and when the building later was converted to a condominium with three separate owners, the utilities serving each condominium unit were not segregated and no filed plans for them could be located at the New York City Department of Buildings. Without filed plans and with the systems concealed behind walls and ceilings, MTA's utility consultant had to make assumptions about existing piping sizes, locations, and appurtenances in inaccessible areas until the walls and ceilings could be opened and inspections made.

MTA has been coordinating with the representatives of the building residents since 2010. During that time there have been multiple meetings and extensive efforts undertaken to review construction plans and discuss and address the difficulties, risks, and requirements for utility relocation. Despite substantial coordination among the parties, a sufficient design could not be achieved that would accommodate the residents' representatives concerns while satisfying MTA's requirements with respect to constructing, operating and maintaining an entrance at this location. Key unresolved issues included concerns about outages of building services for utility relocation during construction and reservation of access rights to the co-op for building utilities that must remain in MTA's space.

During summer of 2012, MTA learned that NYCDOT was planning a new bike route along Second Avenue, which would remove the curbside lane and facilitate a sidewalk bump-out at this location. Previously, NYCDOT would not permit sidewalk bump-outs on Second Avenue south of 72nd Street.

MTA subsequently coordinated with NYCDOT to determine the feasibility of a sidewalk bump-out at this location to allow Entrance 1 to be relocated from within the building at 301 East 69th Street into a widened sidewalk along Second Avenue with or without a bike lane. NYCDOT determined the bump-out feasible with or without a bike lane, and MTA presented the proposed street entrance concept to the representatives of the residential co-op. (The NYCDOT letter approving the sidewalk bump-out is attached.) The representatives agreed with the proposed design, and MTA agreed to move forward with the proposed modification.

Under this location and design change, there would be much less impact to the building's utilities. Some utility relocation within 301 East 69th Street's building would still be required, but modifications to the steam room would not be necessary, relocation of utilities to a pipe chase where future access to the pipes would hinder station operations would not be required, and the duration of outages is likely to be reduced. Only minimal building utility lines would remain in the entrance space, thereby eliminating or minimizing the concerns raised by 301 East 69th Street under the current design. In contrast, proceeding with construction of Entrance 1 in its current location inside 301 East 69th Street, without the owners' acquiescence, consent and cooperation, could result in potentially significant cost and schedule risks to the Project.

### **3 COORDINATION**

Since 2007, MTA held several meetings with representatives of the residential cooperative at 301 East 69th Street. The attached document from MTA Capital Construction (MTACC) details the meetings that have been held.

Recently, MTACC presented the modified design to the cooperative owners and to the Second Avenue Subway Task Force of Community Board 8 on February 28, 2013. At that meeting, representatives of the cooperative owners expressed support for the modified design. Community Board members requested that NYCDOT present its proposal for the bike lane, but they expressed no objections to the Modified Design for Entrance 1.

On April 8, 2013, MTACC representatives met with the 72nd Street Station Construction Advisory Committee as well as representatives of elected officials. At that meeting, members of the Advisory Committee raised the following questions and concerns:

- Why did MTACC not present the Modified Design at its January 2013 public workshop as an alternative to the design that was identified as a final plan in 2010?
- Can the stairways be located adjacent to the building rather than at the curblin?
- Can one of the two entrances be eliminated?
- Can the distance (24 feet) between the entrance canopies be reduced?
- Can the entrance be placed at other locations (i.e., 1322-1326 Second Avenue)?
- The Modified Design should include additional escalators in the south bank to avoid sidewalk congestion from subway passengers walking on the sidewalk next to the entrances.
- The Modified Design will impact the aesthetic character of the neighborhood.
- In instances where bike lanes are removed, traffic flow can return to previous pattern. With the current plan to bump out the sidewalk by nine feet, the traffic flow cannot revert to previous pattern even if bike lane is removed as one lane will be lost permanently. The Modified Design will not allow for changes or improvements in traffic flow on Second Avenue.

Some of these concerns were raised again at a subsequent meeting of the Second Avenue Subway Task Force of Community Board 8 on May 23, 2013.

As described above, the Modified Design is necessary to avoid utility relocations that could only be undertaken with the full agreement of the residential cooperative at 301 East 69th Street and to also mitigate long-term utility access complications. In 2010, MTA was not aware of these complexities, and NYCDOT had not yet revised policies that would allow for a sidewalk bump-out. Negotiations with representatives of the cooperative owners were ongoing in January 2013, and therefore, it would have been premature to present the Modified Design at the workshop.

City code will not allow the entrance adjacent to the building line. The canopies are 24 feet apart so that adequate queuing space is available at the landing where the two entrances meet under Second Avenue at the bottoms of the street entrances. MTA is proposing an alternative design that would not require permanently taking any additional properties because doing so would likely delay the current Phase 1 revenue service date. The Modified Design maintains the integrity of the entrance configuration at the upper mezzanine to station mezzanine level except where it was necessary to extend the upper mezzanine landing by approximately 13 feet.

Two entrances are needed to meet anticipated customer demand at Entrance 1 of the 72nd Street Station. If combined into a single entry, the stairway would need to be considerably wider than currently planned and would block more of the sidewalk of Second Avenue.

In planning for the Second Avenue Subway and where space is available, MTA strives to provide escalators at station entrances. Where only one escalator is provided, MTA would operate it in the upward direction at all times to serve the ascent from the station. At Entrance 1, MTA is providing the escalator within the north-facing canopy. This allows for the south-facing canopy to meet the anticipated demand for station entries and exits throughout the day (i.e., downward in the PM peak hour). Because the distance from the landing to the street is short, customers will use the southern stairs and queuing for the escalator facing north will not result in station congestion.

At the same time, MTA prefers to avoid impacts to utilities at 1322-1326 Second Avenue and a reduction in corner reservoir space at 69th Street and Second Avenue. Therefore, the entrances canopies are positioned as close together as design will permit to be within the building line of 301 East 69th Street. Because escalators have a longer rise than stairways and for queuing requirements at the upper mezzanine landing, the provision of escalators in both canopies would extend Entrance 1 into the corner reservoir or northward in front of 1322-1326 Second Avenue.

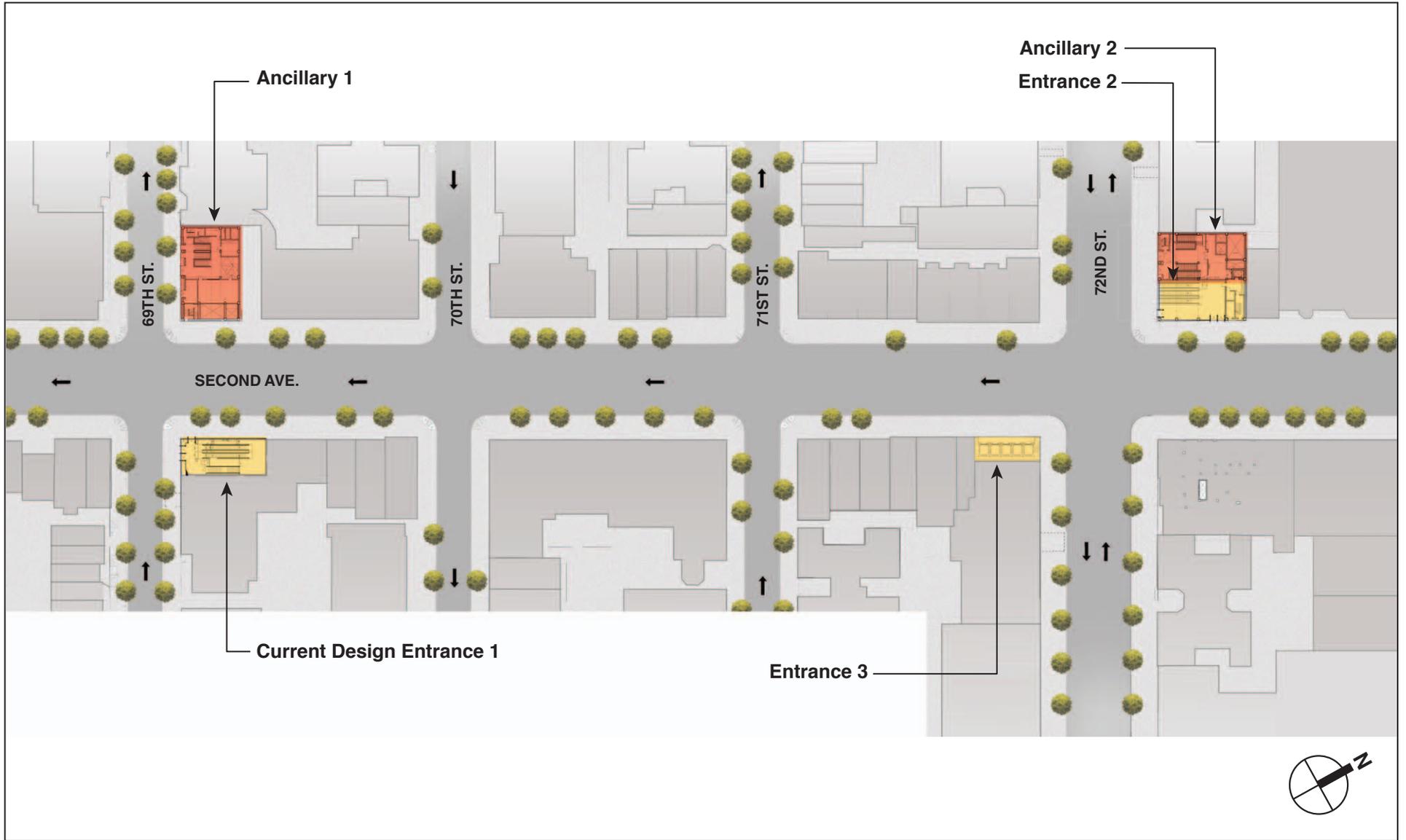
The FEIS and this re-evaluation address the potential effects of entrance canopies. It is concluded that these canopies would not result in adverse impacts on the visual character of the area near the 72nd Street Station since these are common features of Manhattan streetscapes and will not be incongruous to the visual environment or disturb views.

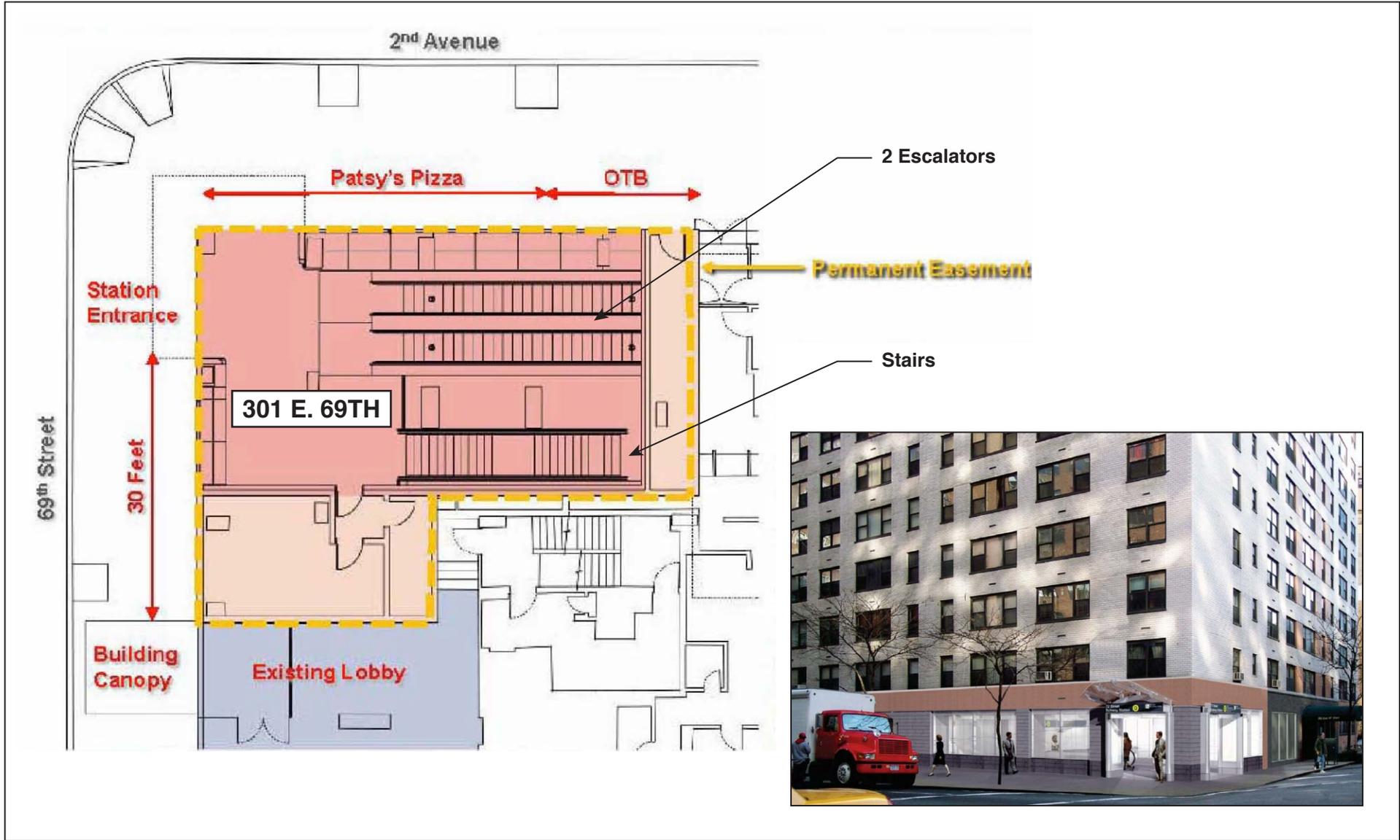
The NYCDOT plan for a bike lane would include three moving lanes, a right, curbside Select Bus Service lane, and a left, curbside bike lane and parking lane. At intersections, the pedestrian refuges would be provided that would extend across the parking lane with a small pedestrian island provided in between the bike lane and the traffic lanes. This configuration is provided at other Manhattan locations (i.e., Eighth and Ninth Avenues in Chelsea and First and Second Avenues in the East Village), and it involves modest capital money for installation of the pedestrian refuges and any related drainage and utility relocation. It is New York City policy that capital improvements are intended as long-term (in excess of five years).

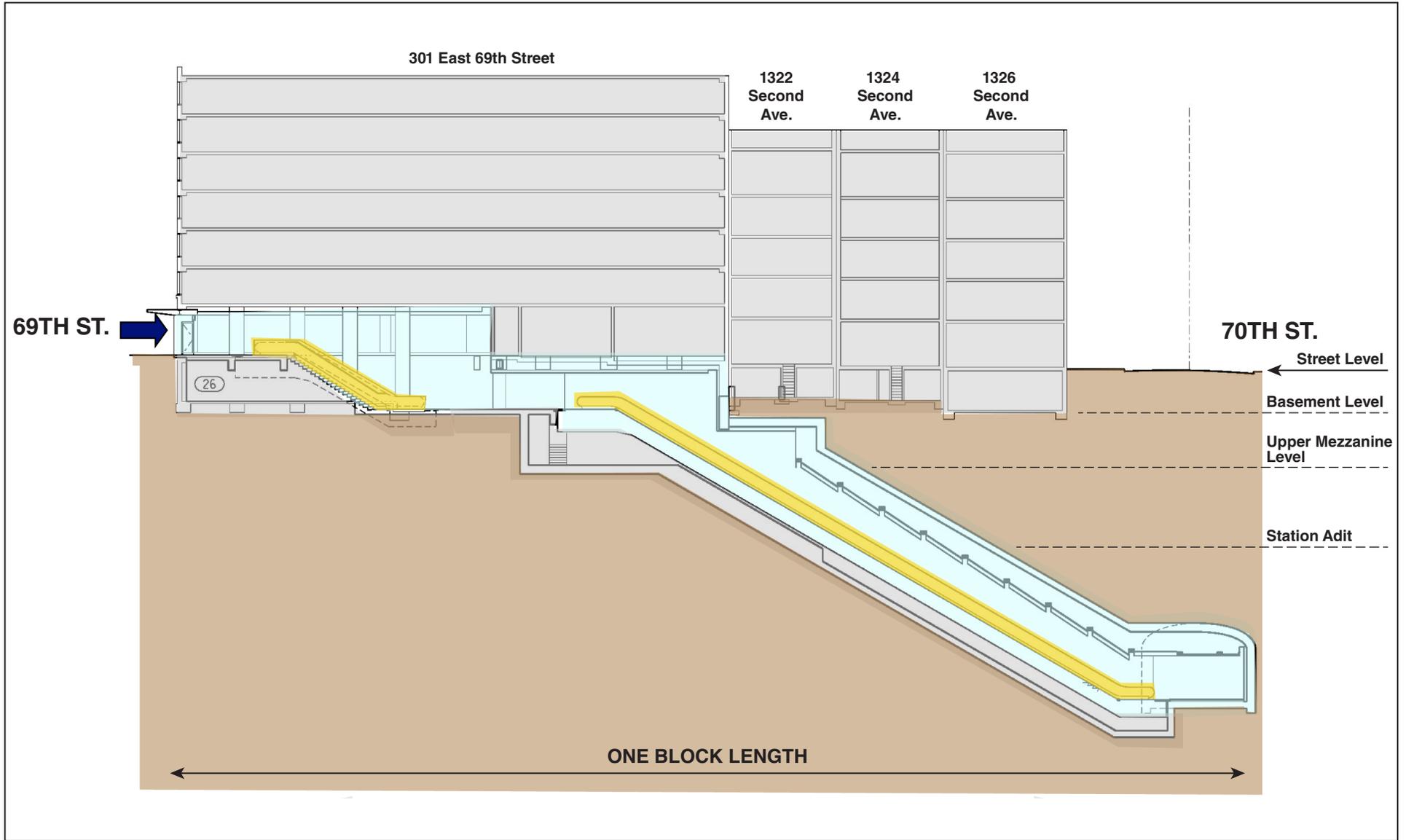
The Modified Design would remove the left, curbside parking lane between East 69th and East 70th Streets shown in NYCDOT's bike lane plan and would instead provide for a permanent sidewalk bump out. Thus, the Modified Design would not alter the number of moving lanes as compared to the

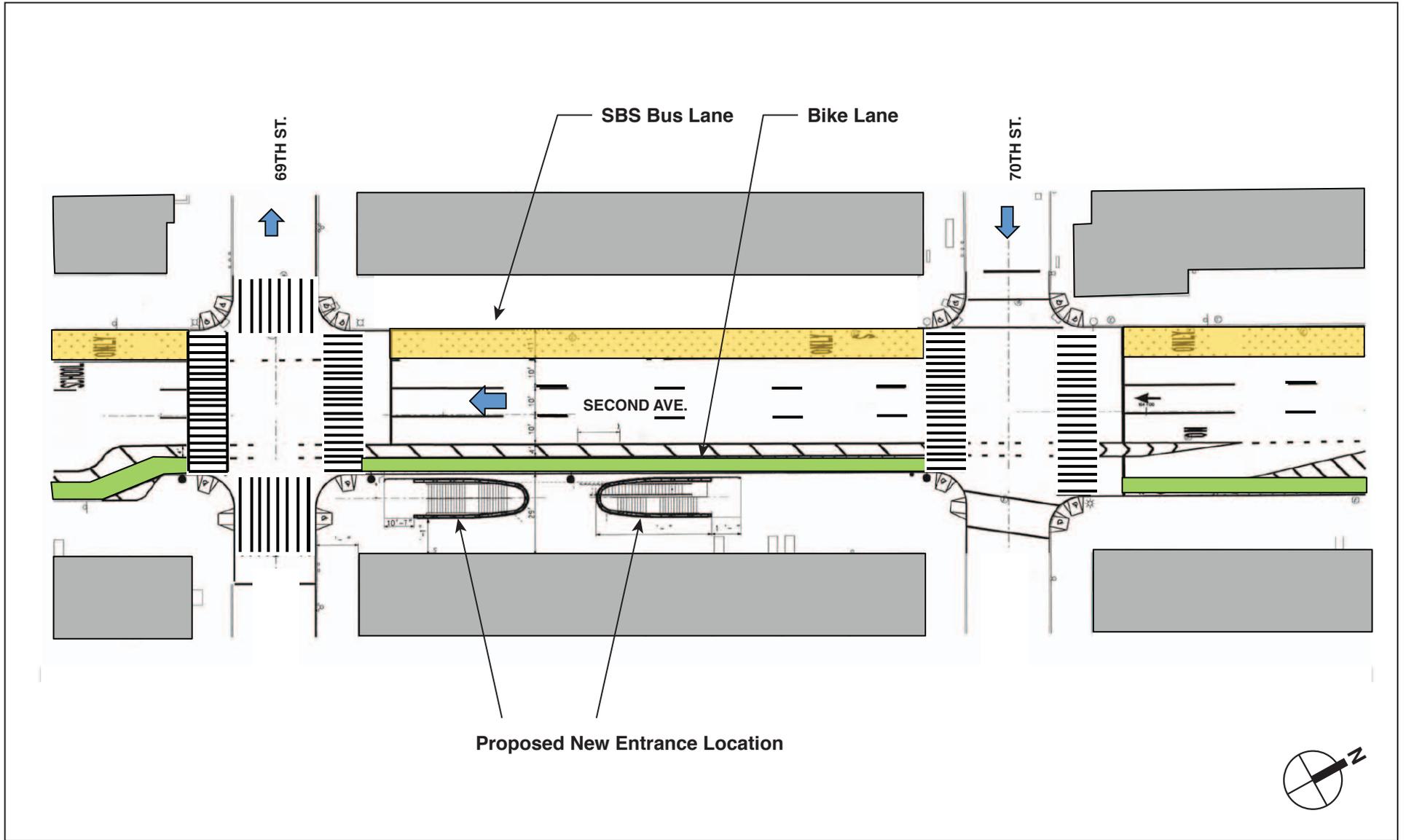
NYCDOT's original plan for the Second Avenue bike lane. Furthermore, NYCDOT's bike lane plan is not considered temporary, and thus, the loss of the left, curbside lane to moving vehicles would occur with or without the Modified Design.

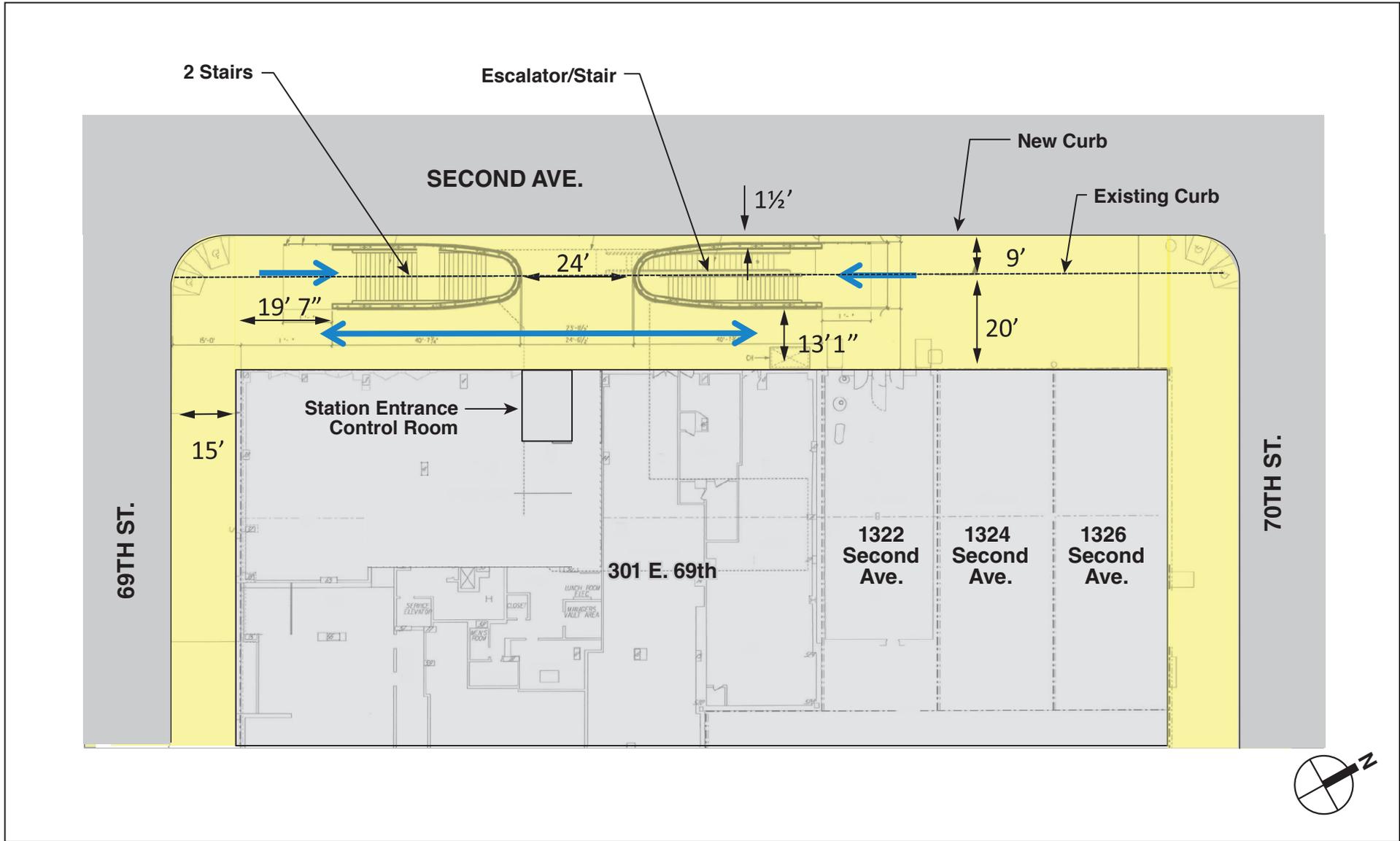
**ATTACHMENT A  
PROJECT DESCRIPTION  
FIGURES**

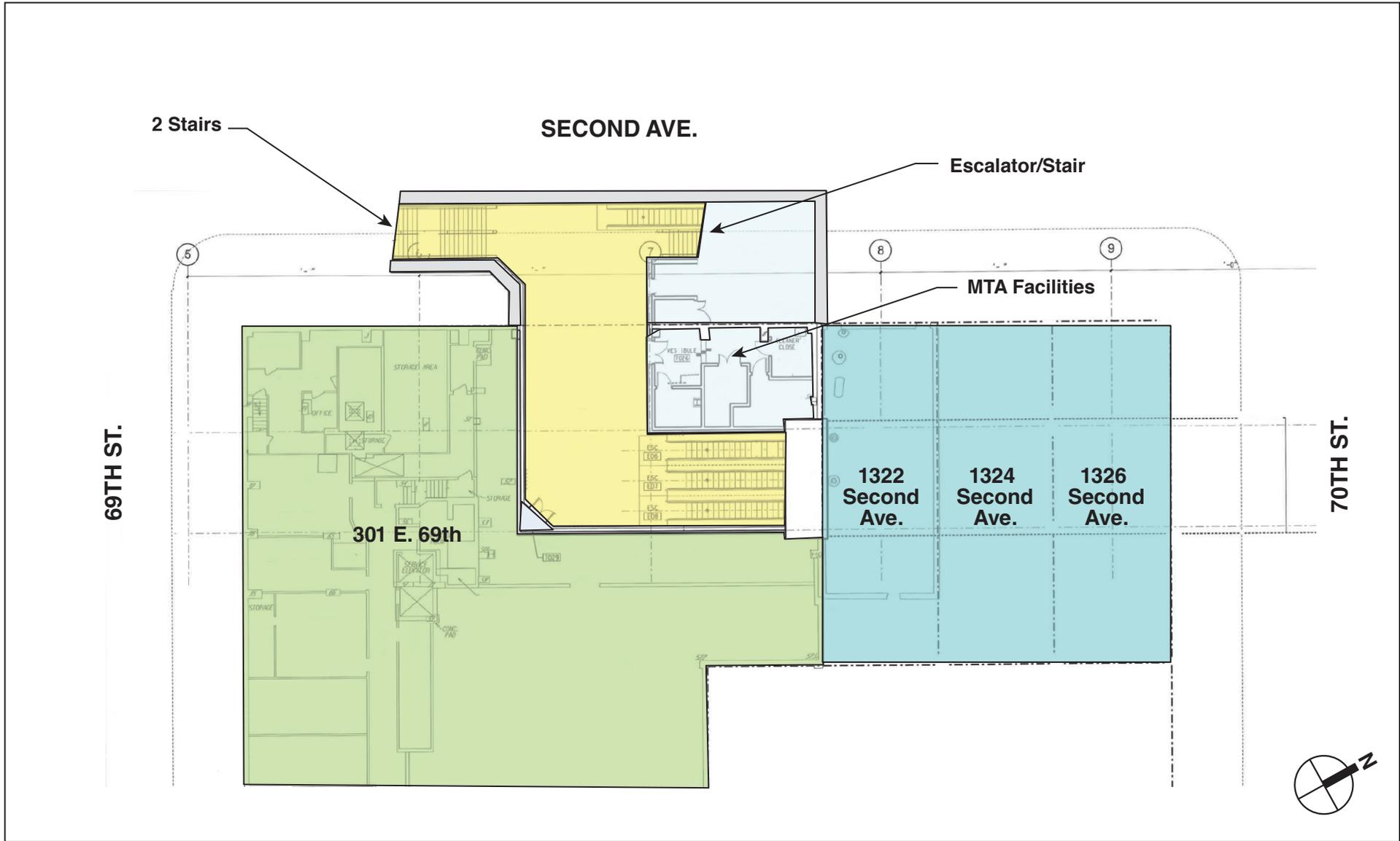


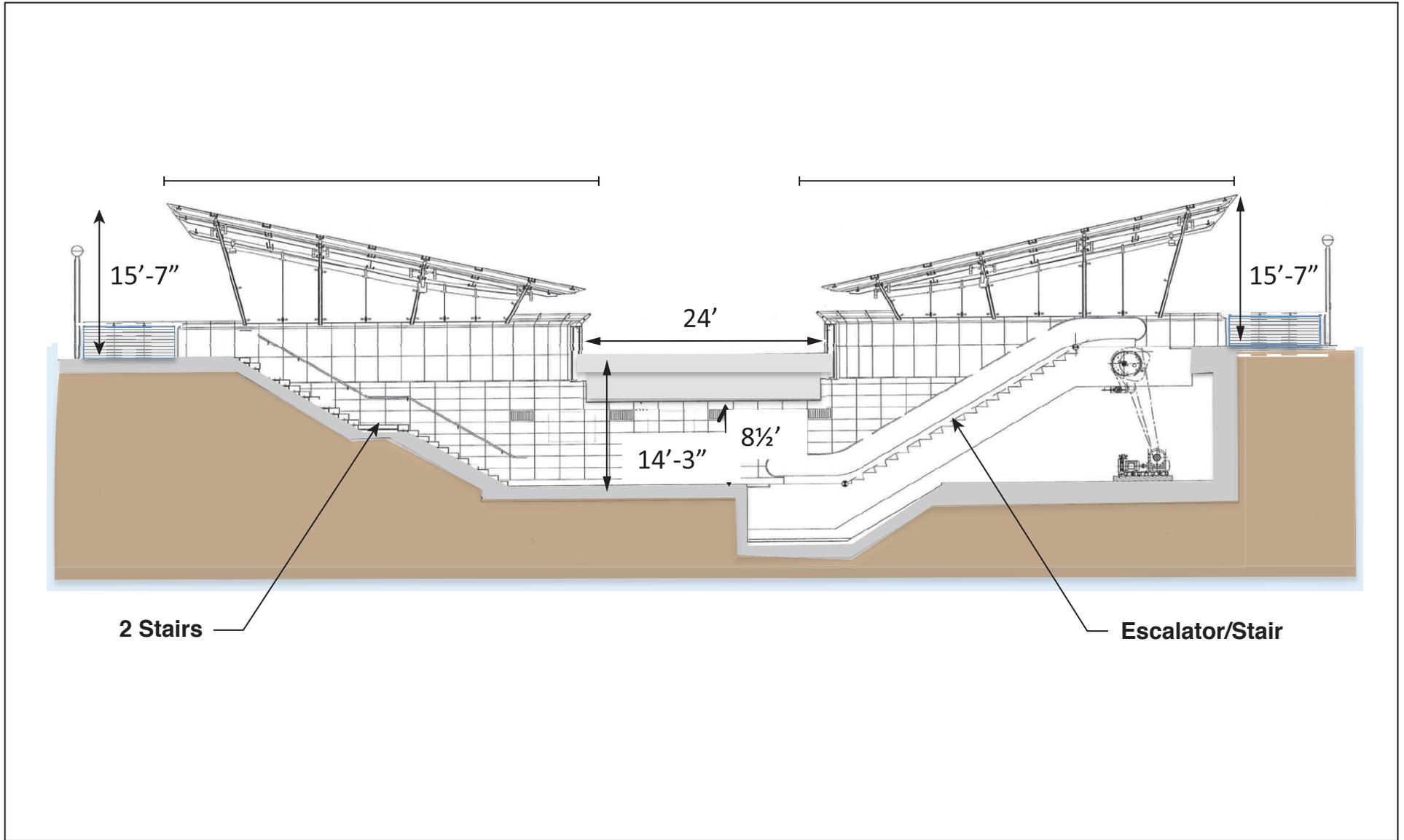












**ATTACHMENT A  
PROJECT DESCRIPTION  
CHRONOLOGY OF MEETINGS WITH STAKEHOLDERS**

## 72<sup>nd</sup> Street Station – Proposed Alternate Entrance # 1 (additional information for FTA Tech Memo # 11)

### 1. Time line for negotiations with 301 E69th Residential Coop on acceptable utility relocation design:

Background:

Contract C-26007 (C4B) was awarded to SSK Constructors on October 1<sup>st</sup>, 2010. Entrance 1 of the Second Avenue Subway's 72<sup>nd</sup> Street station was to be located at the northeast corner of 69<sup>th</sup> Street and 2<sup>nd</sup> Ave. The entrances was to occupy part of the first floor, and part of the basement level of 301 East 69th Street (former Patsy's pizzeria and OTB commercial spaces – owned by McArthur Properties and Alliance Parking Garage), a large modern mixed use high-rise, and require underpinning beneath 1322 2<sup>nd</sup> Ave, an older 5-story walk-up. The MTA has fully vested permanent easements in and under both buildings, as well as temporary easements to allow for entrance construction. In order to clear the permanent easement space in which to construct the entrance in 301 E 69, extensive permanent utility relocation must be performed. To accommodate underpinning in 1322 2<sup>nd</sup> Ave, limited permanent & temporary utility relocation must be performed.

- Design agreement executed with all three ownerships (3 condo interests: 301E69 Coop Corp, MacArthur Properties, Alliance Parking) to reimburse their consultants (MEP, Structural, Architectural, Legal and Owner's rep) on **March 23, 2010**. MTA board Approval in **April 2010**.
- Efforts have been under way since **May 2010** to design utility relocation plans for 301 E 69 and obtain approvals.
- Dattner's (MTACC Utility relocation design consultant) 100% Utility relocation design sent to all Owners **on June 28, 2011**.
- Initial response from Owner's corp. received saying prior comments not resolved.
- Richard Bass, Owners rep issued a letter dated **June 20, 2011** to various elected officials concerning Second Avenue Subway involvement at 301 East 69<sup>th</sup> Street.
- **As of mid-June 2011**, there were roughly 40 open technical comments/responses (albeit with some duplication).
- **July-August 2011:**
  - Meeting held on **July 14, 2011** with 301 Corp and ConEd re:
    - Gas Tie-In procedures and resident impacts;
    - 301E69 Corp concerns re work in Steam Room.
  - Technical Issues Resolution Meeting(s):
    - On **August 2, 2011, 301 E69th** Owner directed their Consultant Team not to agree to anything in **August 3, 2011 technical meeting** with MTACC; all agreement to anything would have to wait for 301/69 Corp Board approval.
    - Meeting was held on **August 3, 2011** and addressed all Architectural and Structural Comments, some MEP comments. Owner Team refused to sign off even on the non-controversial drawings as "approved" or "approved as noted", and stated – even after prior comment cycles – that they reserved the right to "reject" the design or elements of it.

- Remaining MEP items are related to constructability and were addressed with **on site meeting held on August 9, 2011.**
- **September - December 2011:**
  - Ongoing technical discussion via emails/comments/responses.
  - MTACC provided technical information on steam room relocation in **November 2011.**
  - Walkthrough with Owner's consultants on steam boiler relocation held on **December 9, 2011.**
- **January - November 2012:**
  - Technical meeting with Owner's consultants on **January 9, 2012.**
  - As of a high-level meeting on **January 27, 2012**, between MTACC PM Team and 301 E69th Corp and their consultants, there remained less than 10 open technical issues.
  - Ongoing technical discussion via emails/comments/responses with owner's rep and consultants.
  - SAS Project office received a summary email of ten outstanding technical issues via email on **April 20, 2012 from Coop's president.**
  - A high level technical meeting held on **April 27, 2012**, with Owner's and their consultants.
  - Owner refused to allow proposed gas pipe relocation work. MTACC **changed its station entrance design** to accommodate gas piping through its structure and architectural finishes.
  - **On July 18, 2012** SAS PM Office issued a package consisting of a detailed response letter along with finalized utility relocation plans and solutions to their remaining comments on the structural design plans. This letter also issued resolution to their concerns about the means and methods of MTACC's construction work (please see attached package).
  - **On August 3, 2012** MTACC provided additional information requested by Coop's technical consultants (please see attached).
  - **On August 6, 2012** MTACC received responses on July 18, 2012 design package submittal by Owner's consultants.
  - The above mentioned response was deemed failure to proceed in good faith on 301E69th's part and causing delay to a major public works project. Based on this MTACC terminated the design agreement as **of August 28, 2012.** (Please see attached letter).
  - Starting of **September 2012** Project Office initiated a study to look at alternate entrance locations/options.
  - Subsequent to termination of design agreement a select group meeting was held with 301E69th Coop's officers and legal consultants on **September 12, 2012** to further discuss next steps and a "global settlement" proposed by the building.
  - Project office continued efforts to develop Alternates, series of internal meetings were held from **October to December 2012** with NYCT – Operations Planning, Chief Architect, Dept of Subways (Stations), AAJV (designer) and PM office to come up with the current proposed alternate entrance.

**2. Summary of stake holders outreach efforts for the Proposed Alternate Entrance Design:**

- **Meeting with 301E69th Coop were held on Wednesday, December 12, 2012 and Thursday, February 7, 2013** and were attended by Coop board president R. Hetu and member of the board J. Leventhal. Project was represented by Bill Goodrich and Tim Gianfrancesco.
- **Meeting with McArthur Properties (previous owner's of Patsy's and OTB and current owners of three commercial tenants on the street level) was held on February 20, 2013** and was attended by McArthur's legal counsel – Kirk Tzanides and Owner via conference call (from Greece). Project was represented by Anthony Semancik, Helene Cinque, Tim Gianfrancesco and Manan Garg
- **Meeting with 1322 2<sup>nd</sup> Ave (building adjacent to 301E69th) was held on February 21, 2013** and was attended by owners – H. Paley and M. Taube, Owner's engineers – M. Prego and O. Semadar, Owner's legal counsel- L. Levinson and Owner's consultant – R. Bass. Project was represented by Anthony Semancik, Tim Gianfrancesco, Manan Garg, Amitabha Mukherjee and Zoe Davidson.
  - Summary of discussion:
    - General concerns were raised and discussed regarding location of the entrance head houses, dimensions of canopy design, lighting, general maintenance of canopies and future entrance, access to buildings & businesses during construction, schedule for entrance construction, pedestrian flow on the sidewalk & in/out of the entrances before and after construction.
- **The proposed alternate entrance was presented to Community Board 8's Second Avenue Subway Task Force on February 28, 2013.**

**ATTACHMENT A  
NYCDOT LETTER**



Department of Transportation

JANETTE SADIK-KHAN, Commissioner

March 28, 2013

Mr. William E. Goodrich, P.E.  
Senior Vice President  
Program Executive  
MTA Capital Construction  
2 Broadway, C8.52  
New York, NY 10004

RE: Sidewalk Extension, Second Avenue/East 69<sup>th</sup> Street

Dear Mr. Goodrich:

We have reviewed the latest revision submitted by your consultant Mr. Tony Augustine, P.E. of AECOM – ARUP, via email on March 22<sup>nd</sup> for the sidewalk extension at Second Avenue between E 69<sup>th</sup> Street and E 70<sup>th</sup> Street and have no objection to the proposed full length sidewalk extension.

Sincerely,

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

Prakash K. Sapre, P.E.  
Director of Design  
Highway Design & Construction

PS:mc  
DC # 55607  
cc: Tony Augustine  
bc: A/C Russo, B/C Forgione, Sapre, Barkho, Benson, Bruet, Ahsan, Crawford



**ATTACHMENT B**  
**PEDESTRIAN ANALYSIS**

**AM VOLUMES**

NE	Existing		No-Build 2025		TM1 Design		TM11 Design	
	ped/min	ped/cyc	ped/min	ped/cyc	ped/min	ped/cyc	ped/min	ped/cyc
Vci	2	3	2	3	11	16	11	16
Vco	4	7	5	7	45	67	45	67
Vdi	5	7	5	8	15	22	15	22
Vdo	2	4	3	4	5	7	5	7
Va,b	1	1	1	1	1	1	24	35
Vtot	14	21	16	24	76	114	99	149
Sidewalk Total (major)	9	-	10	-	40	-	94	-
Sidewalk Total (minor)	9	-	10	-	64	-	33	-
Sidewalk next to VCE							10	-

**NE Corner Analysis**

	Current		No-Build 2025		TM1 Design		TM11 Design	
	major (d)	minor (c)	major (d)	minor (c)	major (d)	minor (c)	major (d)	minor (c)
Crosswalk length (L)	60	30	60	30	60	30	50	30
Crosswalk width (W)	13	16	13	16	13	16	13	29
Curb Radius {R}	12	12	12	12	12	12	12	12
Sidewalk Width Reductions	Pole, Bldg, Curb	Bldg, Curb	Pole, Bldg, Curb	Bldg, Curb	Bldg, Curb	Bldg, Curb	Pole, Bldg, Curb	Bldg, Curb
Total Sidewalk Width	19	15	19	15	19	15	29	15
Reductions	6	3	6	3	6	3	6	3
Effective Sidewalk Width	14	12	14	12	14	12	24	12
Cycle Length (C)	90	90	90	90	90	90	90	90
Green time	31	49	31	49	31	49	31	49
Walk time	18	40	18	40	18	40	18	40
Flashing Don't Walk	13	9	13	9	13	9	13	9
Red time	59	41	59	41	59	41	59	41
Average pedestrian delay (dp)	19	9	19	9	19	9	19	9
<b>LOS Corner Delay</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>
Net Time space available for crosswalk (TS) (eq. 18-11)	18330	22173	18330	22173	18330	22173	16088	39368
Net Time space available for Corner (TS) (eq.18-6)	11794	11794	11794	11794	11794	11794	22594	22594
Qtdo/Qtco	25	103	28	114	51	1046	51	1046
Circulation Time-space (TSc)	11153		11082		6311		17111	
M	130.9		117.2		13.8		28.8	
<b>LOS Corner Space</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>E</b>	<b>E</b>	<b>C</b>	<b>C</b>
Nped	2	3	3	3	5	31	5	31
sp	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
t	21	12	21	12	21	17	19	15
T	227	118	253	131	640	1401	554	1217
M	80.7	188.3	72.5	168.8	28.7	15.8	29.0	32.3
<b>LOS Crosswalk</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>C</b>	<b>D</b>	<b>C</b>	<b>C</b>
Total Sidewalk Width	19	15	19	15	19	15	29	15
Obstructions	5	5	5	5	5	5	2	2
Effective Width	14	10	14	10	14	10	27	13
Vol	9	9	10	10	40	64	94	33
Flow Rate (p/min/ft)	0.7	0.9	0.7	1.0	2.9	6.4	3.5	2.6
<b>LOS Sidewalk</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>D</b>	<b>C</b>	<b>B</b>

**PM VOLUMES**

NE	Existing		No-Build 2025		TM1 Design		TM11 Design	
	ped/min	ped/cyc	ped/min	ped/cyc	ped/min	ped/cyc	ped/min	ped/cyc
Vci	7	10	8	12	25	38	26	39
Vco	7	10	8	11	15	22	15	23
Vdi	2	4	3	4	5	7	5	8
Vdo	4	6	5	7	10	14	10	15
Va,b	1	2	1	2	1	2	22	33
Vtot	21	32	24	36	56	84	78	117
Sidewalk Total (major)	13	-	15	-	31	-	69	-
Sidewalk Total (minor)	9	-	10	-	46	-	31	-
Sidewalk next to VCE							15	-

**NE Corner Analysis**

	Existing		No-Build 2025		TM1 Design		TM11 Design	
	major (d)	minor (c)	major (d)	minor (c)	major (d)	minor (c)	major (d)	minor (c)
Crosswalk length (L)	60	30	60	30	60	30	50	30
Crosswalk width (W)	13	16	13	16	13	16	13	29
Curb Radius {R}	12	12	12	12	12	12	12	12
Sidewalk Width Reductions	Pole, Bldg, Curb	Bldg, Curb						
Total Sidewalk Width Reductions	19	15	19	15	19	15	29	15
Effective Sidewalk Width	14	12	14	12	14	12	23	12
Cycle Length (C)	90	90	90	90	90	90	90	90
Green time	31	49	31	49	31	49	31	49
Walk time	18	40	18	40	18	40	18	40
Flashing Don't Walk Red time	13	9	13	9	13	9	13	9
Average pedestrian delay (dp)	19	9	19	9	19	9	19	9
<b>LOS Corner Delay</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>
Net Time space available for crosswalk (TS) (eq. 18-11)	18330	22173	18330	22173	18330	22173	16088	39368
Net Time space available for Corner (TS) (eq.18-6)	11794	11794	11794	11794	11794	11794	22054	22054
Qtdo/Qtco	42	159	46	177	98	348	100	355
Circulation Time-space (TSc)	10790		10680		9565		19778	
M	84		75		29		42.3	
<b>LOS Corner Space</b>	<b>A</b>		<b>A</b>		<b>C</b>		<b>B</b>	
Nped	4	5	4	5	9	10	10	10
sp	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
t	21	13	21	13	22	13	19	13
T	207	258	231	289	485	811	432	787
M	88.3	85.8	79.2	76.8	37.8	27.4	37.2	50.0
<b>LOS Crosswalk</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>A</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>B</b>
Total Width Obstructions	19	15	19	15	19	15	29	15
Effective Width	5	5	5	5	5	5	2	2
Vol	14	10	14	10	14	10	27	13
Flow Rate (p/min/ft)	13	9	15	10	31	46	69	31
<b>LOS Sidewalk</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>B</b>	<b>C</b>	<b>B</b>	<b>B</b>

**ATTACHMENT C**  
**OFF-STREET PARKING ANALYSIS**

## Off-Street Parking Analysis

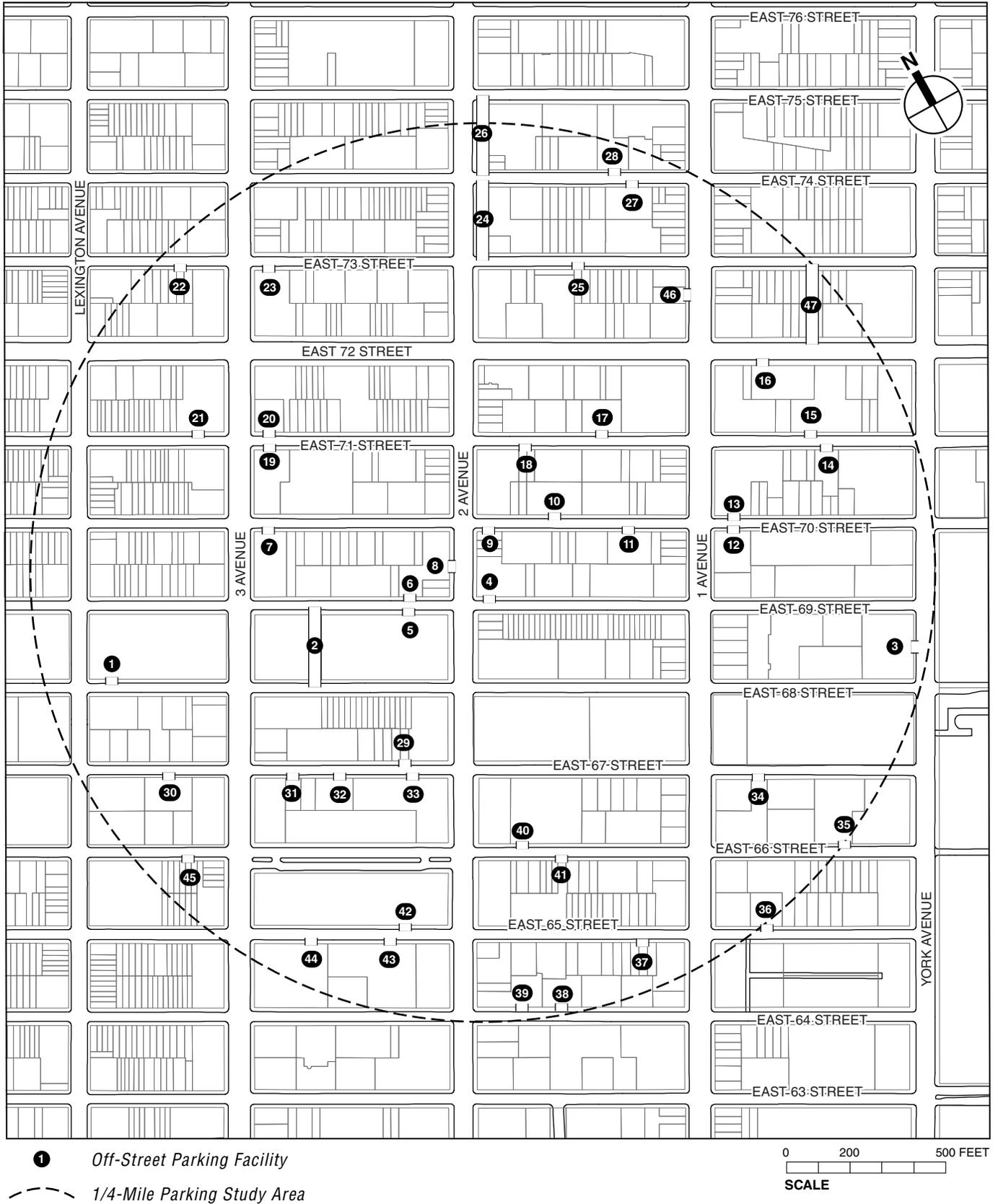
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The parking analysis identifies the extent to which off-street parking is available and utilized under existing and future conditions. It takes into consideration anticipated changes in area parking supply and provides a comparison of parking needs versus availability to determine if a parking shortfall is likely to result from parking displacement attributable to the modified design for Entrance 1. Typically, this analysis encompasses a study area within a ¼mile of the project site. If the analysis concludes a shortfall in parking within the ¼ mile study area, the study area could sometimes be extended to a ½ mile to identify additional parking supply.

The *New York City Environmental Quality Review (CEQR) Technical Manual* (Mayor's Office of Environmental Coordination, 2012) identifies criteria to determine whether impacts to off-street parking demand would be significant. For proposed projects located in Manhattan, the inability of the proposed project or the surrounding area to accommodate the project's future parking demand is considered a parking shortfall, but is generally not considered significant due to the magnitude of available alternative modes of transportation. For other areas in New York City, a parking shortfall that exceeds more than half the available on-street and off-street parking spaces within a ¼ mile of the project site may be considered significant. Additional factors, such as the availability and extent of transit in the area, proximity of the project to such transit, and patterns of automobile usage by area residents, could be considered to determine the significance of the identified parking shortfall. In some cases, if there is adequate parking supply within a ½ mile of the project site, the projected parking shortfall may also not necessarily be considered significant.

**Figure C-1** and **Table C-1** show the location, licensed capacity, current utilization, and number of used and unused parking spaces for the lots and garages within ¼-mile of the Entrance 1 location. Presently, there is a total of 5,445 off-street parking spaces in this area. During all of the analysis periods, there is ample capacity, resulting in unused spaces within the ¼-mile study area.

The temporary closures of Alliance Parking (301 East 69th Street) would result in the temporary loss of 40 licensed parking spaces in the study area. However, there is sufficient capacity at other facilities to absorb demand. Therefore, the closure of Alliance Parking would not result in a parking shortfall (see **Table C-1**).



Off-Street Parking Facilities  
in the Parking Study Area  
Figure C-1

### 2013 Existing Off-Street Parking - 1/4 Mile Weekday & Saturday Utilization

Map #	Name/Operator and Address/Location	License Number	Licensed Capacity	Utilization Rate				Utilized Spaces				Available Spaces			
				MD	PM	ON	SAT	MD	PM	ON	SAT	MD	PM	ON	SAT
1	Imperial House Parking - 155 E. 68th Street	976814	139	80%	75%	50%	50%	111	104	70	70	28	35	69	69
2	Kingdom Parking - 200 E. 69th Street	1155071	200	90%	70%	40%	60%	180	140	80	120	20	60	120	80
3	The Ny Hospital Royal Charter Properties - 1285 York Avenue	957484	77	85%	75%	40%	80%	65	58	31	62	12	19	46	15
4	Alliance E. 69th Parking - 301 E. 69th Street	1300930	40	95%	90%	80%	40%	38	36	32	16	2	4	8	24
5	222 E. 69th Street Garage - 222 E. 69th Street	367720	157	95%	75%	65%	60%	149	118	102	94	8	39	55	63
6	69 Enterprises Parking - 219 E. 69th Street	1306493	52	90%	90%	60%	40%	47	47	31	21	5	5	21	31
7	200 E. 70 Garage Corporation - 201 E. 69th Street	1251085	72	85%	90%	90%	30%	61	65	65	22	11	7	7	50
8	Gemat Parking Corporation - 233 E. 69th Street	469348	53	85%	60%	50%	50%	45	32	27	27	8	21	26	26
9	Granite Parking - 302-312 E. 70th Street	976027	44	95%	85%	85%	80%	42	37	37	35	2	7	7	9
10	315 E. 70 Garage Corporation - 315 E. 70th Street	1266504	49	90%	70%	70%	20%	44	34	34	10	5	15	15	39
11	May Parking Corporation - 330 E. 70th Street	1215447	25	90%	90%	90%	90%	23	23	23	23	2	2	2	2
12	Park 70 LLC - 400 E. 70th Street	1357129	56	70%	80%	80%	Closed	39	45	45	Closed	17	11	11	Closed
13	Quik Park York Avenue - 400 E. 71st Street	1192968	180	95%	80%	45%	50%	171	144	81	90	9	36	99	90
14	The NY Hospital Laurence G. Payson House - 426-438 E. 71st Street	369314	174	85%	30%	30%	45%	148	52	52	78	26	122	122	96
15	Independent Parking LLC - 417 E. 71st Street	897040	77	70%	50%	20%	60%	54	39	15	46	23	38	62	31
16	420 E. 72nd Garage Corp. - 420 E. 72nd Street	1412461	51	90%	50%	20%	40%	46	26	10	20	5	25	41	31
17	Sylvan 71st Street Garage - 355-361 E. 71st Street	888159	268	75%	65%	30%	40%	201	174	80	107	67	94	188	161
18	Rainbow Parking Corporation - 300 E. 71st Street	367503	57	80%	75%	75%	75%	46	43	43	43	11	14	14	14
19	71st Street Garden Garage - 211 E. 70th Street	735058	150	95%	75%	35%	60%	143	113	53	90	7	37	97	60
20	GMC - 203 E. 71st Street	1414488	98	77%	66%	20%	25%	75	65	20	25	23	33	78	73
21	Tower East Garage - 191 E. 71st Street	367970	62	90%	70%	70%	50%	56	43	43	31	6	19	19	31
22	165 E. Parking Corporation - 184 E. 73rd Street	1130687	35	95%	95%	80%	25%	33	33	28	9	2	2	7	26
23	73rd Street Parking Corporation - 1257 Third Avenue	1323180	65	66%	80%	80%	50%	43	52	52	33	22	13	13	32
24	300 E. 74th Street Garage Corporation - 300 E. 74th Street	1076862	94	75%	70%	40%	40%	71	66	38	38	23	28	56	56
25	Integrity - 315 E. 72nd Street	469761	60	90%	90%	90%	90%	54	54	54	54	6	6	6	6
26	Arwin 74th Street - 300 E. 75th Street	1070438	177	80%	80%	35%	65%	142	142	62	115	35	35	115	62
27	Fanda Parking LLC - 340 E. 74th Street	1126177	38	95%	95%	95%	95%	36	36	36	36	2	2	2	2
28	Mega Parking Systems - 319-345 E. 74th Street	1392707	57	90%	85%	80%	Closed	51	48	46	Closed	6	9	11	Closed
29	67th & 2nd Avenue Garage - 254 E. 68th Street	699352	150	95%	75%	35%	60%	143	113	53	90	7	37	97	60
30	Westminster Car Park - 165 E. 66th Street	1247801	120	85%	60%	30%	80%	102	72	36	96	18	48	84	24
31	Manhattan Parking System - 202 E. 67th Street	367518	106	85%	65%	20%	45%	90	69	21	48	16	37	85	58
32	Imperial Parking US - 216-226 E. 67th Street	1455310	27	90%	90%	80%	50%	24	24	22	14	3	3	5	13
33	Quik Park - 250 E. 67th Street	1331217	197	75%	65%	25%	65%	148	128	49	128	49	69	148	69
34	Quik Park - 400 E. 67th Street	1329614	142	70%	70%	30%	50%	99	99	43	71	43	43	99	71
35	Memorial Sloan Kettering - 1231-1241 York Avenue	368585-881098	263	75%	65%	30%	40%	197	171	79	105	66	92	184	158
36	Quik Park - 403 E. 65th Street	1228864	180	70%	70%	30%	50%	126	126	54	90	54	54	126	90
37	Laz Parking of NY/NJ - 360 E. 65th Street	1431566	69	85%	90%	90%	70%	59	62	62	48	10	7	7	21
38	GMC - 337 E. 64th Street	1312358	300	60%	60%	60%	60%	180	180	180	180	120	120	120	120
39	The Hertz Corporation - 327 E. 64th Street	369606	120	85%	60%	30%	80%	102	72	36	96	18	48	84	24
40	Kinney System - 301 E. 66th Street	1196437	70	90%	90%	66%	70%	63	63	46	49	7	7	24	21
41	GMC - 322 E. 66th Street	1251169	50	85%	85%	85%	30%	43	43	43	15	7	7	7	35
42	Eastside 65 Parking - 200 E. 66th Street	1283472	255	60%	50%	40%	60%	153	128	102	153	102	127	153	102
43	Central Parking System - 222 E. 65th Street	766654	300	75%	60%	25%	40%	225	180	75	120	75	120	225	180
44	Bristol 65 Parking LLC - 200-210 E. 65th Street	1406780	153	50%	75%	75%	50%	77	115	115	77	76	38	38	76
45	Pronto Parking Corporation - 169 E. 65th Street	1182377	70	90%	80%	60%	50%	63	56	42	35	7	14	28	35
46	355 E. 72nd Garage Corp. - 355 E. 72nd Street	1184091	31	100%	66%	Closed	55%	31	20	Closed	17	0	11	Closed	14
47	E. 72nd Realty LLC - 1353-1367 York Avenue	1070441	235	85%	50%	10%	35%	200	118	24	82	35	117	211	153
<b>Total Existing Capacity, Used Spaces, and Unused Spaces</b>			<b>5,445</b>	<b>80%</b>	<b>68%</b>	<b>44%</b>	<b>54%</b>	<b>4,339</b>	<b>3,708</b>	<b>2,372</b>	<b>2,829</b>	<b>1,106</b>	<b>1,737</b>	<b>3,042</b>	<b>2,503</b>
Temporary Closure of Alliance Parking			-40					0	0	0	0	-40	-40	-40	-40
<b>Total Capacity, Used Spaces, and Unused Spaces with Closure of Alliance Parking</b>			<b>5,405</b>	<b>80%</b>	<b>69%</b>	<b>44%</b>	<b>52%</b>	<b>4,339</b>	<b>3,708</b>	<b>2,372</b>	<b>2,829</b>	<b>1,066</b>	<b>1,697</b>	<b>3,002</b>	<b>2,463</b>

**Notes:** MD = Midday; ON = Overnight; CLD = Closed  
Values in red indicate estimates where attendants refused comment.

**Sources:** Survey conducted by AKRF Inc. March 2013.