

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 or expiration of NEPA determination before you fill out this worksheet.

<i>For Agency Use</i>	
<i>Date Received:</i>	
<i>Recommendation by Planner or Engineer:</i> <input type="checkbox"/> <i>Accept</i> <input type="checkbox"/> <i>Return for Revisions</i> <input type="checkbox"/> <i>Not Eligible</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Concurrence by Director of Planning and Program Development:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Regional Counsel:</i> <input type="checkbox"/> <i>Accept Recommendation</i> <input type="checkbox"/> <i>Return with Comments</i>	<i>Reviewed By:</i> <i>Date:</i>
<i>Comments:</i>	
<i>Concurrence by Approving Official:</i>	<i>Date:</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 any project changes using a different color. Include additional site maps to help reviewer understand project changes.

PROJECT TITLE 68 th Street/Hunter College Subway Station Improvement Project, Manhattan, New York

LIST CURRENT, APPROVED ENVIRONMENTAL DOCUMENTS (e.g. EIS/ROD, EA/FONSI, BA, RE-EVALUATION, etc.) If Re-evaluation, briefly describe.		
Title: Environmental Assessment And Proposed Section 4(f) De Minimis Impact Finding ¹		
Date: February 2016		
Type and Date of Last Federal Action: Finding of No Significant Impact (FONSI), July 28, 2016		
Title:	Date:	Type and Date of Last Federal Action
Title:	Date:	Type and Date of Last Federal Action

¹ Metropolitan Transportation Authority New York City Transit Capital Program Management (MTA NYCT CPM) published the Environmental Assessment for the Approved Project. Through implementation of the MTA's Transformation Plan, this project is being advanced by MTA Construction & Development Company (MTA C&D). MTA C&D is used in this document to reference the entity responsible for design and construction of the project and MTA NYCT is used to reference the owner/operator of the project.

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

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

YES **NAME:** Tarek Ellithi, ENV SP, CBCP Assoc. Project Manager **DATE:** February 22, 2021

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

REASON FOR RE-EVALUATION

The Approved Project included the following proposed improvements to the Hunter College/68th Street Station (refer to Figures 1 through 5 in Attachment A):

A. Installation of a new street elevator at the southeast corner of East 68th Street and Lexington Avenue.
- Street Level ADA-Compliant Elevator Option 4: an ADA-compliant elevator would be provided in the plaza under the Hunter College East Building, adjacent to stair O2/O4 which is owned by CUNY Hunter College.

- Replace Street Stair O2/O4: increase the width of the stair O2/O4 at the southeast corner of Lexington Avenue and East 68th Street.

B. Installation of two new ADA compliant elevators between the platform and mezzanine levels. One elevator will be provided to each platform.

C. Relocate street stairs at the northeast corner of East 68th Street and Lexington Avenue.

- Reverse Street Stair S4: widen and relocated to a position approximately 30 feet east of its current position to allow improved circulation at the corner. The installation of the stair at this location would require the removal of a street tree on East 68th Street east of Lexington Avenue. The tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with the New York City Department of Parks and Recreation (NYCDPR). The existing stair would be removed.

D. Rehabilitate street stairs (S3) at the northwest corner of East 68th Street and Lexington Avenue.

E. Installation of a new street stair in the retail space at 931 Lexington Avenue.

F. Installation of a new street stair (S5) on East 69th Street west of Lexington Avenue (Option W1).

- The southern sidewalk in the vicinity of the new stair would be extended into the curb lane to provide required space for pedestrian clearance between the street stair structure and the curb (5 feet minimum). This “bulb-out” would eliminate four parking spaces on the south side of East 69th Street west of Lexington Avenue. The East 69th Street crosswalk on the west side of Lexington Avenue would be widened to maintain pedestrian flow and safety.

- The installation of the stair at this location would require the removal of a street tree on East 69th Street west of Lexington Avenue. The tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with NYCDPR.

G. Option E1 was included in the Approved Project as an alternate stair location for the street stair in the retail space at 931 Lexington Avenue. Option E1 included installation of a new street stair and “bulb-out” on the south side of East 69th Street east of Lexington Avenue.

Significant structural modifications to a non-MTA owned property would be required to install an elevator and widen stair O2/O4 located within the northwest corner of the Hunter College East Building

at the southeast corner of East 68th Street and Lexington Avenue. These modifications include re-supporting the structure, re-directing loads, and removing a floor/changing a floor elevation. Appending the load of the elevator onto their structure creates potential liability and indemnification issues that MTA and CUNY could not resolve. In addition, the owner of the building had concerns relative to restrictions on their ability to make further and future modifications to the building which would affect their use of the facility. Therefore, due to these concerns, the installation of an elevator at the southeast corner of East 68th Street and the concomitant widening of stair O2/O4 are no longer included in this project.

In addition, the installation of the new street stair in the 931 Lexington Avenue building is feasible and Option E1 is no longer proposed.

DESCRIPTION OF PROJECT CHANGES, NEW INFORMATION OR REASON FOR DELAY IN CONSTRUCTION

The Proposed Modifications to the Approved Project are present in Attachment A Figures 3-6 and are as follows:

1. Installation of a new street elevator on the northeast corner of East 68th Street and Lexington Avenue. The elevator would be located within a new sidewalk bulb-out, within the north parking lane of East 68th Street, east of Lexington Avenue. The new sidewalk bulb-out would not reduce the number of traffic travel lanes but would eliminate approximately four parking spaces. The new bulb-out would not affect any bike lanes or bus stop locations.
2. The previously approved East 68th Street elevator location at the southeast corner of East 68th Street and Lexington Avenue will not be constructed. Also, street stair O2/O4 (owned by CUNY Hunter College) located within the Hunter College East Building at the southeast corner of East 68th Street and Lexington Avenue will not be widened as previously approved.
3. Reconstruction of the street stair S4 at the northeast corner of East 68th Street and Lexington Avenue within the new sidewalk bulb-out and with approximately 10 feet of separation from the Imperial House. The stairs would be east of the proposed Street Level ADA-Compliant Elevator and would be wider relative to the previously Approved Project.
4. The locations of the two proposed mezzanine-to-platform elevators will be shifted approximately ten feet north to reduce conflicts with existing subsurface utilities.²
5. The previously approved option for a new bulb-out sidewalk and station entrance stair on East 69th Street east of Lexington Avenue will not be constructed.
6. The previously approved new stair (S5) /station entrance at the southwest corner of the East 69th Street and Lexington Avenue intersection will be constructed with a narrower width (5'-7") than what was proposed in the Approved Project (9'-0").³
7. No changes are proposed for the previously approved new mid-block entrance and stairs in the retail space at 931 Lexington Avenue.
8. Per New York City Department of Transportation (NYCDOT) review request, ADA compliant curb ramps will be installed at all corners of the intersections of East 68th Street and East 69th Street at Lexington Avenue and the catch basin and manhole affected by the new curb extension bulb-out will be relocated.

A construction timeline is presented as Attachment A Figure 8.

² This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020.

³ This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020.

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.) – Refer to Attachment B for updated Endangered Species lists and the attached worksheet for updated analysis.

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 originally disclosed in prior environmental documents, describe all changes and possible impacts. For a project with delay(s) in implementation, confirm the accuracy and validity of the underlying studies. The change in impact may be beneficial or adverse.

Transportation	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Land Use and Economics	<input type="checkbox"/> Yes	<input checked="" 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, incldng' d Species)	<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 type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Historic, Cultural & Archaeological Resources	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Parklands & Recreation

Yes No

Construction

Yes No

Secondary and Cumulative

Yes No

Environmental Justice

Yes No

Will the changed conditions or new information result in revised documentation or determination under the following federal regulations/orders?

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)	<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
Environmental Justice	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Other	<input type="checkbox"/> Yes	<input checked="" 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:

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

Yes No

Comments:

In preparing the 2016 EA, MTA C&D conducted outreach to the general public and held stakeholder meetings with specific interest groups to provide information to them about the 68th Street/Hunter College Subway Station Improvement Project, including the environmental review process, the existing congestion at the station, the scope of the project, the construction duration and the cost, and the street stair options identified in the EA. In addition, MTA C&D solicited and received comments from the public via public hearings (written and verbal) and online. MTA C&D responded to the public’s comments and has tried to incorporate their suggestions into the Approved Project, where appropriate and feasible.

At some of the meetings, the 69th Street Tenants Corporation suggested options for a street stair to serve the northbound platform at the north end of the station; options that would not involve a street stair on south sidewalk of East 69th Street east of Lexington Avenue. For each suggested option, MTA C&D analyzed the alternative presented, and with respect to the initial alternatives presented, determined that they were either not feasible or did not meet the project goals and objectives, or purpose and need. The 69th Street Tenants Corporation subsequently proposed the possibility of placing the street entrance for the northbound platform in a commercial space at 931 Lexington Avenue, approximately mid-block between East 68th Street and East 69th Street. MTA C&D analyses found that option to be viable, and proceeded to pursue this possibility, which ultimately became Alternative E10 (the Proposed Project). At the time the 2016 EA was published, the owner of the building identified for locating Option E10 could not yet state with certainty that the commercial space at 931 Lexington Avenue (Option E10) would be available. Since the publication of the 2016 EA, MTA C&D has completed its negotiations with the owner of the commercial space at 931 Lexington Avenue. MTA C&D has closed on/acquired title to that

space and will be constructing stair Option E10 in the 931 Lexington Avenue location. Therefore, MTA C&D does not currently plan to construct a street stair on the south sidewalk of East 69th Street east of Lexington Avenue, which is consistent with the request made by the 69th Street Tenants Corporation.

From September 23, 2020 to December 9, 2020, MTA C&D posted a notice on its website (<https://new.mta.info/projects/68st-ada-elevator>) that presented the proposed modifications to the Approved Project and described how interested parties could submit comments. In addition, MTA C&D reached out to elected officials to solicit their input. Comments received through the website and MTA C&D's responses were incorporated into a matrix that is included in Attachment C – Public Participation, Pages 21 through 27.

On December 2, 2020, MTA C&D made a presentation to Manhattan Community Board 8 Transportation Committee. The presentation included illustrations and descriptions of the proposed modifications to the Approved Project, the benefits of the proposed modifications to the Approved Project, a summary of the next steps for the project (design, agency approvals, construction), and an updated project timeline. At the end of the presentation, MTA C&D addressed questions from the Community Board 8 Transportation Committee and the public. A copy of the presentation is included in Attachment C – Public Participation, Pages 6 through 20 and a video of the meeting can be found on the Community Board 8 Transportation Committee website (cb8m.com/event/18500/). A matrix summarizing the comments and MTA C&D's responses is included in Attachment C – Public Participation, Pages 21 through 27.

In general, the comments received pertained to the need to remove the improvements at the southeast corner of East 68th Street and Lexington Avenue from the project, the size and configuration of the new elevator and stair on the northeast corner of East 68th Street and Lexington Avenue, details on other elements of the previously approved project, and funding.

While the MTA C&D has closed the public comment period, it remains engaged with interested members of the public. MTA C&D will provide a project update to the Community Board 8 Transportation Committee in the second quarter of 2021, after award of the contract and prior to the start of construction.

Will these changes or new information require any new or different mitigation measures? If yes, describe the measures in each category.

Yes No

COMMENTS:

CONCLUSIONS AND RECOMMENDATIONS: This re-evaluation has been prepared in accordance with 23 CFR 771.129. The proposed changes would not result in any significant impacts or new temporary or permanent adverse impacts not previously identified in the 68th Street/Hunter College Subway Station Improvement Project Environmental Assessment And Proposed Section 4(f) De Minimis Impact Finding. Therefore, MTA C&D concludes that further environmental analysis is not necessary, and the previous environmental findings remain valid.

LIST OF ATTACHMENTS:

- Attachment A – Figures
- Attachment B – Updated Endangered Species Lists
- Attachment C – Public Participation
- Attachment D – Transportation Analysis and NYCDOT Correspondence
- Attachment E – SHPO Correspondence
- Attachment F – NYCDPR Correspondence
- Attachment G – ADA Path of Travel

SUBMITTED BY:

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

Name  Richard Wetherbee	Date March 4, 2021
Title STV, Director – Environmental	

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

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p align="center">**Example**</p> <p>Water Resources/ Impervious Surface</p>	<p><i>Initial design included 0.60 acres of new impervious surface for the parking lot.</i></p>	<p><i>Proposed Modifications to the Approved Project changes the striping pattern and results in 0.75 acres of new impervious surface.</i></p>	<p><i>The new design results in 0.15 more impervious surface than initially planned and new run-off permit required</i></p>
<p>Transportation</p>	<p><u>Traffic.</u> Surface transportation is not expected to change as a result of the Approved Project. The Approved Project would not affect lane geometry or introduce additional vehicle trips within the study area. The new northern subway entrances will increase the number of conflicting pedestrians at the intersection of Lexington Avenue and 69th Street; however, no significant adverse impacts to traffic would occur as a result of the Approved Project.</p> <p><u>Subway Transit.</u> Circulation within the station would substantially improve as a result of the Approved Project. The main control area on the mezzanine level at the East 68th</p>	<p><u>Traffic.</u> Surface transportation is not expected to change as a result of the proposed modifications to the Approved Project. In the proposed modifications to the Approved Project, existing roadway geometry will be modified as compared to the Approved Project by the installation of a bulb-out along the north curb of East 68th Street at the northeast corner of the intersection with Lexington Avenue. This bulb-out would not encroach on vehicle travel lanes, would not change the number of available travel lanes, and would not change vehicle traffic patterns on Lexington Avenue or East 68th Street; therefore, no significant adverse traffic impacts would occur (refer to Attachment D – Transportation Analysis, Pages 4 through 8).</p> <p><u>Subway Transit.</u> The proposed modifications to the Approved Project is the same as the Approved Project except that 1) the new street elevator will be installed on the</p>	<p><u>Traffic.</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse traffic impacts and no mitigation measures are warranted.</p> <p>The proposed modifications to the Approved Project would not generate new vehicle or pedestrian trips and would not change existing travel patterns. The proposed modifications would include the installation of one new bulb-out into an adjacent parking lane. This bulb-out would not encroach on vehicle travel lanes and would not reduce the number of available travel lanes.</p> <p><u>Subway Transit.</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse subway transit impacts and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Transportation (Continued)</p>	<p>Street end of the station would improve with the Approved Project, as some customers would use the new street access towards the northern end of the station at East 69th Street and midblock north of East 68th Street.</p> <p>Similarly, platform stair clearance times would decrease (improve) as some customers would be diverted and use the new platform stairs towards the northern end of the station.</p> <p>The operation of existing street stairs at East 68th Street would also improve due to both the proposed rehabilitation of these stairs as well as the reduction in overall volumes as some customers would be diverted to the proposed 69th Street access.</p> <p>No significant adverse impacts to subway transit would occur as a result of the Approved Project.</p>	<p>northeast corner of East 68th Street and Lexington Avenue instead of the southeast corner, 2) street stairs O2/O4, located within the northwest corner of the Hunter College East Building at the southeast corner of East 68th Street and Lexington Avenue and owned by CUNY Hunter College, will not be widened and will remain the same width as the No Build condition, 3) street stair S4 at the northeast corner of East 68th Street and Lexington Avenue will be widened to 10'0" instead of to 6'-0", 4) proposed street stair S5, located within the curb extension on the southwest corner of East 69th Street and Lexington Avenue, will be installed at a width of 5'-7" instead of 9'-0" in order to reduce conflicts with existing subsurface utilities⁴, and 5) the location of the two proposed mezzanine-to-platform elevators will shift north approximately ten feet to reduce conflicts with existing subsurface utilities⁵.</p>	<p>Compared to the Approved Project, the proposed modifications include the relocation of the street level elevator to the northeast corner of Lexington Avenue and East 68th Street, the widening/relocation of street stair S4, and no improvements to street stair O2/O4 on the southeast corner.</p> <p>While the previously Approved Project would have improved pedestrian operations at stair O2/O4, the proposed modifications to the Approved Project would not change or improve pedestrian conditions as compared to the No Build condition for stair O2/O4.</p> <p>Street stair S4 will be wider than the Approved Project and is anticipated to operate at a better LOS than the Approved Project.</p> <p>Proposed street stair S5 will narrow from 9'-0" to 5'-7" and is anticipated to operate at an acceptable LOS condition during the AM and PM peak periods, comparable to the Approved Project.</p> <p>Improvements meet the scoping and technical requirements for new</p>

⁴ This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020

⁵ This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Transportation (Continued)</p>		<p>The relocation of the street-level elevator maintains ADA access for the station (refer to Attachment G). Relocating the elevator to the northeast corner would increase street-level visibility of the elevator as compared to location for the Approved Project within the northwest corner of the Hunter College East Building at the southeast corner of East 68th Street and Lexington Avenue. Furthermore, the relocated elevator on the northeast corner of East 68th Street and Lexington Avenue makes it easier to construct as compared to the Approved Project and construction of an elevator within the Hunter College East Building.</p> <p>Stair O2/O4 was projected to operate at a poor LOS condition during the peak hours of the 2020 No Build condition as per the 2016 EA. This condition was confirmed by NYCT-Operations Planning based on 2020 pre-COVID passenger demands.</p> <p>The widening of stair O2/O4 included in the Approved Project was projected to improve conditions to acceptable LOS C or better.</p>	<p>construction and alterations resulting from the adoption of revised 2010 ADA Standards in the final rules for Title II (28 CFR part 35) and Title III (28 CFR part 36).</p> <p>All other station improvements would remain the same as the Approved Project including: the new platform stairs, circulation within the main control area at East 68th Street, and operation of the street stairs on the northwest corner of East 68th Street.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Transportation (Continued)</p>		<p>Since the proposed modifications to the Approved Project would not change the width of stair O2/O4, the current poor LOS conditions at this stair owned by CUNY Hunter College would remain unchanged. This would not be considered a significant adverse impact as the conditions generated by the proposed modifications to the Approved Project would not be different than the No Build (refer to Attachment D – Transportation Analysis, Pages 11 through 18).</p> <p>The proposed modifications to the Approved Project includes constructing a narrower new street stair (S5), on the southwest corner of East 69th Street and Lexington Avenue to reduce conflicts with existing subsurface utilities. By installing a new 5’-7” stair instead of a new 9’-0” stair, the proposed modification to the Approved Project will still improving pedestrian circulation at the north end of the station by providing a staircase where one does not currently exist. The proposed 5’-7” stair S5 will operate at an acceptable LOS during the weekday AM and PM peak periods.</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Transportation (Continued)</p>	<p><u>Bus Transit.</u> The Approved Project would not require the relocation of bus routes or bus stop locations; therefore, the Approved Project would have no significant adverse impacts to bus operations.</p> <p><u>Parking.</u> The Approved Project includes the installation of one sidewalk bulb-out which would result in the elimination of a limited number of curbside parking spaces. However, there would be sufficient on-street parking capacity to accommodate the future parking demand, even with the projected loss of parking spaces. Therefore, the Approved Project would have no significant adverse impacts on parking conditions.</p>	<p>The proposed modifications to the Approved Project include shifting the location of the two proposed mezzanine-to-platform elevators by approximately ten feet to the north to reduce conflicts with existing subsurface utilities.</p> <p><u>Bus Transit.</u> The proposed modifications to the Approved Project would not require the relocation of bus routes or bus stop locations; therefore, the proposed modifications to the Approved Project would have no significant adverse impacts to bus operations.</p> <p><u>Parking.</u> The proposed modifications to the Approved Project include the installation of an additional sidewalk bulb-out as compared to the Approved Project, which would also result in the elimination of a limited number of curbside parking spaces. As in the Approved Project, there would be sufficient on-street parking capacity to accommodate the future parking demand, even with the projected loss of parking spaces. The proposed modifications to the Approved Project would have no significant adverse impacts on</p>	<p><u>Bus Transit.</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse bus transit impacts and no mitigation measures are warranted. The proposed modifications will not change bus stop locations or routes.</p> <p><u>Parking.</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse parking impacts and no mitigation measures are warranted. The proposed modifications would include the construction of one new bulb-out in the parking lane of East 68th Street. This bulb-out would not increase the parking demand but would eliminate a limited number of on-street parking spaces. However, there would be enough available on-street parking capacity in the station area to accommodate the future parking demand, even with the projected loss of parking spaces.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Transportation (Continued)</p>	<p><u>On-Street Pedestrian Circulation.</u> Overall, pedestrian elements (sidewalk, corner, and crosswalk) at East 68th Street and Lexington Avenue would operate at the same or better Level of Service (LOS) due to the diversion of some customers to the new street stairs north of the existing street stairs at East 68th Street: a new street stair connecting to southbound service at East 69th Street (southbound service) and a new street stair connecting to northbound service located midblock along the east side of Lexington Avenue north of East 68th Street. Diverting pedestrians to East 69th Street and Lexington Avenue would increase pedestrian volumes at that intersection and cause some pedestrian elements to operate at a slightly worse LOS; however, all of these elements would still operate at an acceptable LOS D or better, and there would</p>	<p>parking conditions (refer to Attachment D – Transportation Analysis, Pages 9 and 10).</p> <p><u>On-Street Pedestrian Circulation.</u> On-street pedestrian conditions would not be altered as a result of the proposed modifications to the Approved Project. In comparing the proposed modifications to the Approved Project to the original Approved Project, no changes in the pedestrian elements of crosswalk width, corner size, or sidewalk width would occur as a result of the proposed modifications to the Approved Project, with the exception of 1) the corner sidewalk widening on the north sidewalk of East 68th Street east of Lexington Avenue and 2) the sidewalk widening within the proposed curb extension on the south sidewalk of East 69th Street, west of Lexington Avenue⁶.</p> <p>The proposed bulb-out location at East 68th Street and Lexington Avenue will result in a larger corner queuing space and a wider sidewalk width (9'-8" between stair S4 and the</p>	<p><u>On-Street Pedestrian Circulation.</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse on-street pedestrian circulation impacts and no mitigation measures are warranted. The proposed modifications would include one new bulb-out on the northeast corner of East 68th Street and Lexington Avenue, which would increase the corner reservoir area for pedestrians, reduce the crossing distance for the east crosswalk, and increase the available sidewalk width on the north side of east 68th Street east of Lexington Avenue.</p>

⁶ This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Transportation (Continued)</p>	<p>be no significant adverse impacts as a result of the Approved Project.</p>	<p>building line), which will result in an improvement of pedestrian conditions. By relocating stair S4 away from the building line corner, thus away from the pedestrian ramp corner quadrant, queue space will increase at the corner. Pedestrian LOS is anticipated to improve at the northeast corner of Lexington Avenue and East 68th Street (refer to Attachment D – Transportation Analysis, Page 19).</p> <p>The proposed modifications to the Approved Project will provide a wider sidewalk width on the south sidewalk of East 69th Street, west of Lexington Avenue, by narrowing the width of proposed stair S5 from 9’-0” to 5’-7”. The narrower stair will provide 11’-10” of sidewalk width between stair S5 and the curb, as opposed to 8’-5”. On-street pedestrian circulation will improve on the south sidewalk of East 69th Street, west of Lexington Avenue.</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Land Use and Economics</p>	<p><i>Direct Impacts</i> The Approved Project would primarily consist of improvements to underground subway infrastructure that would have minimal effect on aboveground land uses. The aboveground elements of the Approved Project, such as the elevator head house, new entrance stairs north of East 68th Street and the modifications to existing stairs, would be consistent with the existing land uses in the study area, which already include numerous transportation elements that are common throughout New York City (roadways, sidewalks, parking, subway entrances, and bus stops). The Approved Project would not substantially alter the present or planned land uses in the study area. The Approved Project is also consistent with existing zoning and would not require any City Map or Zoning Map changes. Therefore, no impacts related to land use and zoning from the Approved Project are anticipated.</p> <p>The Approved Project would promote the use of mass transit, which is consistent with the City’s strategic plan (PlaNYC/OneNYC)</p>	<p><i>Direct Impacts</i> The proposed modifications to the Approved Project would also consist of access improvements to the underground subway infrastructure that would have minimal effect on aboveground land use and would be consistent with the existing land uses in the study area as in the Approved Project.</p> <p>Same with the Approved Project, the proposed modifications to the Approved Project would promote the use of mass transit, are consistent</p>	<p><i>Direct Impacts</i> The proposed modifications to the Approved Project are limited to relocating and modifying street level access to the station’s underground mezzanine. Same with the Approved Project, the proposed modifications to the Approved Project would not result in direct or indirect impacts to Land Use and Economics. No mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Land Use and Economics (Continued)</p>	<p>and with the relevant criteria in the New York State Smart Growth Public Infrastructure Policy Act.</p> <p>The Approved Project is consistent with the Manhattan Community Board 8 Fiscal Year 2016 District Need Statement and would advance the goals of the 2014-2018 Regional Transportation Plan. Finally, the Approved Project would advance MTA C&D's goal of completing development of this key station.</p> <p>The improvements to the subway station would bring benefits to the neighborhood it serves by relieving overcrowding at the 68th Street/Hunter College Station. Persons with mobility constraints would have access to Hunter College and cultural attractions in the area, such as museums and events at the Park Avenue Armory. Residents of the neighborhood with mobility constraints would gain access to many destinations via the new connection, including transportation options to JFK Airport, Amtrak and New Jersey</p>	<p>with the City's strategic plan (PlaNYC/OneNYC) and are consistent with the relevant criteria in the New York State Smart Growth Public Infrastructure Policy Act.</p> <p>The proposed modifications to the Approved Project are consistent with the Manhattan Community Board 8 Fiscal Year 2020 District Need Statement and would advance the goals of the 2040 Regional Transportation Plan and, finally, advance MTA C&D's goal of completing development of this key station.</p> <p>Same with the Approved Project, the proposed modifications to the Approved Project would relieve overcrowding and persons with mobility constraints would have access to Hunter College and cultural attractions in the area.</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Land Use and Economics (Continued)</p>	<p>Transit via New York Penn Station, and others.</p> <p><i>Indirect Impacts</i> The potential for the Approved Project to induce new development or affect land values in the surrounding area is anticipated to be very low because the Approved Project intends to improve an existing facility that has been operational for almost a century and which is located in a fully built-out urban environment. The station improvements would be located at the same location as the existing station and would continue to serve the area in its present function, albeit in a more convenient, safe, and functional manner. The new and modified station entrances would not change accessibility to the subway line to a degree that would appreciably influence development patterns. The area surrounding the station is well developed and any notable development activity in the area would consist of redevelopment driven primarily by regional economic forces. For these reasons, it can be concluded that the Approved Project would not</p>	<p><i>Indirect Impacts</i> The proposed modifications to the Approved Project do not have the potential to result in new impacts because they would improve an existing facility that has been operational for almost a century and the project is in a fully built-out urban environment. The station improvements would be located at the same location as the existing station and continue to serve and function in a similar manner. The proposed modifications to the station entrances on the north side of East 68th Street and bulb-out for pedestrians would not change accessibility to the subway line to a degree that would appreciably influence development patterns.</p>	<p><i>Indirect Impacts</i> The proposed modifications to the Approved Project are limited to relocating and modifying street level access to the station's underground mezzanine, which would not influence development patterns. Same with the Approved Project, the proposed modifications to the Approved Project would not result in direct or indirect impacts to Land Use and Economics. No mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Land Use and Economics (Continued)	<p>generate measurable secondary development or related impacts.</p> <p><i>The Approved Project would not result in direct or indirect impacts to Land Use and Economics. No mitigation measures are warranted.</i></p>		
Acquisitions, Displacements, & Relocations	<p>The Approved Project would require acquisition and permanent easement of a portion of Hunter College property to increase the width of the stair on the southeast corner of Lexington Avenue and to install the ADA-compliant street elevator. The placement of the elevator would require the displacement of the existing flower kiosk, potentially displacing one job. MTA C&D would compensate the owner of the florist kiosk and provide relocation assistance in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act. The displacement of the flower kiosk would not constitute a significant adverse business displacement impact because the owner of the florist would be compensated to relocate, and flowers would continue to be available in the surrounding area.</p>	<p>The proposed modifications to the Approved Project would not require acquisition of Hunter College property or displacement of the flower kiosk since the stair at the southeast corner of Lexington Avenue (stair O2/O4) would not be widened and the elevator would not be installed. Instead, MTA C&D would obtain an easement from NYCDOT that would permit construction of the curb bump out in the parking lane adjacent to the northern sidewalk of East 68th Street, east of Lexington Avenue. MTA C&D and NYCDOT would update their Master Lease Agreement to allow installation of the new elevator and stair in the curb bump out/sidewalk. These changes would not result in any impacts.</p> <p>MTA C&D has consulted with NYCDOT regarding the proposed easement and reached an agreement</p>	<p>The proposed modifications to the Approved Project would require an easement from NYCDOT to construct a curb bump out in the parking lane adjacent to the north sidewalk of East 68th Street (east of Lexington Avenue) and would not require the acquisition, displacement, or relocation of private property, which eliminates the need to acquire property from Hunter College to widen stairs O2/O4 and install the elevator adjacent to stair O2/O4. The proposed modifications to the Approved Project would increase the available sidewalk width by converting a portion of the publicly accessible parking lane.</p> <p>MTA C&D and NYCDOT routinely execute lease agreements for similar projects and have reached an agreement in principal regarding the easement (refer to refer to Attachment D – Transportation Analysis and NYCDOT Correspondence, Page 27); therefore, the proposed modifications to the Approved Project</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Acquisitions, Displacements, & Relocations (Continued)</p>	<p>The Approved Project would require acquisition of the commercial space storefront in a row of such spaces in the Imperial House Apartments approximately mid-block between East 68th Street and East 69th Street in order to accommodate the proposed stair on the east side of Lexington Avenue. At street level, the new entrance would occupy approximately 12 feet of building frontage, replacing what is currently storefront windows with an opening leading to a subway stair. At the basement level, the new stair would occupy approximately 1,690 square feet, replacing what is currently storage space for commercial activity. Approximately 8 to 10 feet of the west-facing basement wall would be opened to provide access to the northbound subway tunnel. The locations of street vendors would not be affected by the Approved Project (see analysis for “Construction” below).</p> <p><i>The Approved Project would not cause significant adverse impacts to businesses or socioeconomic conditions. No mitigation measures are warranted.</i></p>	<p>in principal (refer to Attachment D – Transportation Analysis and NYCDOT Correspondence, Page 27).</p> <p>There are no changes to the acquisition of the midblock commercial space on the east side of Lexington Avenue between East 68th Street and East 69th Street as part of the previously Approved Project.</p>	<p>would result in no impacts to businesses and socioeconomic conditions, and no mitigation is required.</p> <p>There are no changes in impacts regarding the acquisition of the midblock commercial space on the east side of Lexington Avenue between East 68th Street and East 69th Street as part of the previously Approved Project.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Neighborhoods & Populations (Social)</p>	<p>With the Approved Project, the new elevator within the Hunter College building on the south side of East 68th Street (east of Lexington Avenue) and the new street stair on the north sidewalk of East 68th Street (east of Lexington Avenue) would be visible from vantages along the street, would not block views from residential windows, would not disturb views in the study area and would not be incongruous with the visual environment. The new mid-block entrance would be visible from pedestrians on Lexington Avenue but would not disturb views in the study area and would not be incongruous with the visual environment.</p> <p>The Approved Project would not alter the number or patterns of people using the neighborhood for shopping or attending events and would not alter the hours when people use the neighborhood. The Approved Project would be consistent with the character of development in the area. No neighborhoods would be divided or altered, and the cohesion of the</p>	<p>The proposed modifications to the Approved Project would include a new, relocated (relative to the Approved Project) street stair on the north sidewalk of East 68th Street east of Lexington Avenue and a new elevator on the north sidewalk of East 68th Street. No changes would be made to the existing stairway in the Hunter College building.</p> <p>Similar to the Approved Project, the proposed modifications would be visible from vantages along the street, would not block views from residential windows, disturb views in the study area, or be incongruous with the visual environment.</p> <p>As with the Approved Project, the proposed modifications to the Approved Project would not alter the number or patterns of people using the neighborhood for shopping or attending events and would not alter the hours when people use the neighborhood. The proposed modifications to the Approved Project would be consistent with the character of development in the area.</p>	<p>The proposed modifications to the Approved Project are limited to relocating and modifying street level access to the station's underground mezzanine, which would not influence development patterns.</p> <p>No significant adverse impacts to neighborhood character were identified for the as with the Approved Project, the proposed modifications to the Approved Project would result in no impacts to neighborhoods and populations, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Neighborhoods & Populations (Social) (Continued)	<p>community would not be affected by the Approved Project.</p> <p><i>No significant adverse impacts to neighborhood character due to the Approved Project are anticipated. No mitigation measures are warranted.</i></p>	<p>No neighborhoods would be divided or altered, and the cohesion of the community would not be affected.</p>	
Visual Resources & Aesthetics	<p>The visible components of the Approved Project would consist of a subway street entrance situated on the sidewalk and one entrance in an indoor commercial space, sidewalk grates and an elevator head house. These elements would cast no or insignificant shadows. As such, the study area for visual resources consisted of the areas within visual contact of the above ground elements. The Approved Project would have minimal effect on the visual context of the study area. The southwest and northwest corners of East 68th Street and Lexington Avenue would not be affected by the Approved Project. The southeast corner would have an elevator head house and a wider stair, and the subway improvements at this corner would require the removal of the florist kiosk.</p>	<p>The visual components of the proposed modifications to the Approved Project consist of a subway street entrance situated on the sidewalk and one entrance in an indoor commercial space, sidewalk grates and an elevator head house associated with the new elevator at the northeast sidewalk of East 68th Street and Lexington Avenue. These elements would cast no or insignificant shadows. As such, the study area for visual resources consists of the areas within visual contact of the above ground elements. The proposed modifications to the Approved Project would have minimal effect on the visual context of the study area.</p> <p>The new free-standing elevator at the northeast corner of 68th Street and Lexington Avenue would introduce a new, more visible</p>	<p>No urban design and visual resource impacts were identified from the placement of transit facilities for the Approved Project. As was the case for the Approved Project, the relocated and modified street-level access to the station's underground mezzanine would be designed similar to other street entrances in the City and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Visual Resources & Aesthetics (Continued)</p>	<p>On the northeast corner of East 68th Street and Lexington Avenue, the existing five-foot-wide stair would be enlarged and relocated to a position approximately 30 feet east of its current position to allow improved circulation at the corner. The installation of the stair at this location would require the removal of a street tree on East 68th Street east of Lexington Avenue. The tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with NYCDPR.</p> <p>The Approved Project would provide new street stairs located at the north end of the station and leading to East 69th Street on the west side of Lexington Avenue, and to the mid-block location on the east side of the avenue. These stairs would be similar in appearance to subway stairs recently installed throughout the City. The appearance of the street would change with the addition of a bulb out—the widening of the sidewalk on the south side of East 69th Street on the west side of Lexington Avenue. The new stair on East 69th</p>	<p>element when viewed from streets and buildings near the intersection. However, the structure is typical of NYC subway elevators near other NYC subway stations, including several near other historic resources. SHPO determined that the visual aesthetic effects of the street level elevators on historic resources would not be significant (see “Historic Cultural and Archaeological Resources”).</p> <p>The southeast, southwest and northwest corners of East 68th Street and Lexington Avenue would not be affected by the proposed modifications to the Approved Project. The northeast corner of East 68th Street and Lexington Avenue would have a curb bump out, a street elevator, and a new stair, which would have minimal effect on the context of the study area.</p> <p>The new stair on the northeast corner of East 68th Street and Lexington Avenue would replace the existing five-foot-wide stair, would be enlarged, and relocated to a position approximately 30 feet east and 10 feet south of its current</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Visual Resources & Aesthetics (Continued)</p>	<p>Street would require the removal of one street tree west of Lexington Avenue. All removed trees would be replaced according to an agreement with NYCDPR.</p> <p>The subway’s visible elements, including station entrances, the elevator head house and ventilation grates, are all common features of Manhattan streetscapes, and would not be incongruous to the visual environment. Moreover, the design of the 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.</p> <p><i>No urban design and visual resource impacts would result from the placement of such facilities and no mitigation would be warranted.</i></p>	<p>position to allow improved circulation. The installation of the stair at this location would require the removal of a street tree on East 68th Street. The tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with NYCDPR (refer to Attachment F – NYCDPR Correspondence).</p>	
<p>Air Quality</p>	<p>The Approved Project would not create new sources of air pollutants and would not introduce new uses near existing or planned future sources. The Approved Project would not affect current dispersion patterns of existing stationary (or mobile) sources. Therefore, no air</p>	<p>The proposed modifications to the Approved Project would not create any changes in air pollutants relative to the Approved Project.</p>	<p>No air quality impacts related to stationary or mobile sources were identified as a result of the Approved Project. Same with the Approved Project, the proposed modifications to the Approved Project would not result in any significant adverse operational air quality impacts and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Air Quality (Continued)	<p>quality impacts related to stationary sources are expected and no further analysis is warranted.</p> <p>The Approved Project would change the configuration of East 69th Street as a result of the installation of a bulb out on the south side of the street west of Lexington Avenue, but this would not affect travel lanes on East 68th Street, East 69th Street, or Lexington Avenue.</p> <p>The Approved Project would not generate new or additional traffic in the study area or cause the redistribution of traffic in the area, nor would it create other mobile sources of pollutants or add new uses near existing mobile pollution sources. Therefore, no air quality impacts related to mobile sources are anticipated as a result of the Approved Project.</p>	<p>Additionally, the proposed modifications to Approved Project would change the configuration of East 68th Street as a result of the installation of a bulb out on the north side of the street east of Lexington Avenue, but this would not affect vehicle travel lanes on East 68th Street or Lexington Avenue.</p> <p>The proposed modifications to the Approved Project would not generate new or additional traffic in the study area or cause the redistribution of traffic in the area, nor would it create other mobile sources of pollutants or add new uses near existing mobile pollution sources. Therefore, no air quality impacts related to mobile sources are anticipated as a result of the proposed modifications to the Approved Project.</p>	
Noise & Vibration	<p>The Approved Project include a louvered ventilation fan to provide ventilation for the station's Elevator Machine Room. The louvered fan would ventilate to the light well located between the sidewalk and</p>	<p>The proposed modifications to the Approved Project includes the operation of a proposed elevator on the northeast corner of 68th Street and Lexington Avenue and a louvered ventilation fan to provide</p>	<p>As with the Approved Project, the proposed modifications to the Approved Project would not result in increased ambient noise levels or change the vibration levels in the area, therefore, no significant adverse noise and vibration</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Noise & Vibration (Continued)</p>	<p>Thomas Hunter Hall. The adjacent basement room in Thomas Hunter Hall is a battery backup system for the Main Telephone Switch Room for Hunter College. Although noise specifications for the ventilation fan would be determined as the design details are completed, no impacts from the fan are anticipated.</p> <p>The Approved Project does not include the introduction of new noise sources, such as tunnel ventilation facilities, at the 68th Street/Hunter College Station and would not increase the frequency of train traffic through the station. Future operational noise levels are expected to remain as they are today. The new stairs would not provide a line-of-sight path for train noise to surface receptors, and any noise emanating from the new stairs is not expected to increase current ambient levels. No significant adverse impacts to ambient noise levels from the operation of the Approved Project are anticipated.</p> <p>The Approved Project does not include the introduction of new vibration sources at the 68th Street/Hunter College Station, such</p>	<p>ventilation for the station's Elevator Machine Room Unlike the Approved Project, a louvered fan would not be located near the basement of Thomas Hunter Hall. Although noise specifications for the elevator and the ventilation fan would be determined as the design details are completed, no impacts from the fan or operations of the elevator are anticipated.</p> <p>The proposed modifications to the Approved Project do not include the introduction of new significant noise sources, such as tunnel ventilation facilities, at the 68th Street/Hunter College Station and would not increase the frequency of train traffic through the station. Future operational noise levels are expected to remain as they are today. The relocated S4 street stairs would not provide a line-of-sight path for train noise to surface receptors, and any noise emanating from the new stairs is not expected to increase current ambient levels. No significant adverse impacts to ambient noise levels from the operation of the Proposed Project are anticipated.</p>	<p>impacts are anticipated from operational conditions, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Noise & Vibration (Continued)	as tunnel ventilation facilities, and would not increase the frequency of train traffic through the station. Future operational vibration levels are expected to remain as they are today.	The proposed modifications to the Approved Project would not change vibration levels in the area.	
Ecosystems (Vegetation & Wildlife)	Given the disturbed, urban environment of the project site, no significant adverse impacts to vegetation and wildlife habitats would occur with the Approved Project. The number of plant and animal species found at the station are limited and these species would likely be tolerant of any increased disturbance created by the project. No loss of habitat is anticipated. While construction of the Approved Project would result in the removal of two mature street trees, this would not create a significant adverse impact on natural resources because the number of trees that would be removed represents a small fraction of New York City's urban forest.	<p>The proposed modifications to the Approved Project would not result in any new or different impacts.</p> <p>The United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) database was consulted to determine if there are any known records of federally protected species or critical habitats on, or in the vicinity of, the project site. The official species list from the IPaC consultation indicate that there are no known records of federally protected species or critical habitats on the project site (refer to Attachment B – Updated Endangered Species Lists, Page 1).</p> <p>The New York State Department of Environmental Conservation (NYSDEC) online Environmental Resource Mapper (ERM) was accessed on September 1, 2020 to determine if there are any known records of State-listed protected</p>	Same with the Approved Project, the proposed modifications to the Approved Project would result in no impacts to ecosystems, and no mitigation measures are warranted.

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Ecosystems (Vegetation & Wildlife) (Continued)		<p>species or significant natural communities on the project site. Based on review of the information from the ERM there are no known records of State-listed species or significant natural communities on the project site (refer to Attachment B – Updated Endangered Species Lists, Page 6).</p> <p>During construction the proposed modifications to the Approved Project would result in the removal of one street tree from the northern sidewalk of East 68th Street (east of Lexington Avenue), but this would not create a significant adverse impact on natural resources because the tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with NYCDPR (refer to Attachment F – NYCDPR Correspondence).</p>	
Water Resources	<p>Groundwater resources in Manhattan are not used as potable water and would not be adversely affected by the Approved Project. The station design includes provisions to maintain current groundwater flow and elevation. Dewatering is not anticipated</p>	<p>The proposed modifications to the Approved Project do not involve any changes that would affect any groundwater or water resources. Groundwater resources in Manhattan are not used as potable water and would not be adversely affected by construction of the proposed</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would result in no impacts to water resources, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Water Resources (Continued)</p>	<p>during the operational phase of the project.</p> <p>As no surface water bodies are in the vicinity of the Approved Project, no impacts to surface water would occur.</p>	<p>modifications. The station design includes provisions to maintain current groundwater flow and elevation. There are no new impacts to groundwater as a result of the proposed modifications.</p> <p>There are no surface water bodies in the vicinity of the proposed modifications to the Approved Project; therefore, the proposed modifications would not affect surface waters.</p>	
<p>Energy & Natural Resources</p>	<p>MTA C&D's intention is that the station improvements would be highly energy efficient relative to the existing station and it is considered unlikely that the station's energy provisions would be negatively affected by the Approved Project. The Approved Project would not significantly affect the generation or transmission of energy, nor would it consume large quantities of fuel. Therefore, no adverse impacts to energy are anticipated.</p> <p>The project area is outside the Federal Emergency Management Agency (FEMA) 100-year floodplain and landward of the New York State Department of State coastal zone boundary. The project</p>	<p>The proposed modifications to the Approved Project would not result in new or different impacts to energy or natural resources. All the measures included in the Approved Project would be implemented.</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would result in no energy or natural resources impacts and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Energy & Natural Resources (Continued)	area is entirely urbanized and no sensitive habitats or threatened and endangered species are expected in the areas that would be modified by the Approved Project. The project area does not contain floodplains or wetlands. Two street trees would require removal under the Approved Project. Street trees requiring removal would be replaced in coordination with NYCDPR. No significant adverse impacts to natural resources would occur during operation of the Approved Project.		
Geology & Soils	The amount of bedrock and soil that would be removed during construction of the Approved Project would be insubstantial. The underlying geology of Manhattan would not be altered, and no adverse impacts would occur.	No changes to geology and soils are anticipated from the proposed modifications to the Approved Project as compared to the Approved Project. No adverse impacts to geology and soils would occur.	Same with the Approved Project, the proposed modifications to the Approved Project would result in no impacts with respect to geology and soils, and no mitigation measures are warranted.
Hazardous Materials	Operation of the Approved Project would not introduce new sources of contaminated materials to the 68 th Street/Hunter College Station and would not open new pathways for any existing contamination to reach the public or the environment.	The proposed modifications to the Approved Project would not result in new or different impacts to hazardous materials. As included in the Approved Project, building materials would be characterized by hazardous material surveys prior to disturbance and, if encountered, these materials would be handled	Same with the Approved project, the proposed modifications to the Approved Project would result in no hazardous materials impacts, and no mitigation measures are warranted.

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Hazardous Materials (Continued)	For the Approved Project, building materials at 931 Lexington Avenue would be characterized to determine if asbestos or lead-based paint are present. If encountered, these materials would be handled and disposed of according to all applicable regulations. No adverse impacts from contaminated materials are anticipated for the Approved Project and no mitigation measures are warranted.	and disposed of according to all applicable regulations.	
Public Services	MTA, on behalf of NYCT, would enter into an agreement with Hunter College for a permanent easement for the street elevator and a ventilation fan that would vent to the air/light well located between Thomas Hunter Hall and the sidewalk. MTA C&D would also secure approval from Hunter College for the use of additional space for the stair widening and for the easement required for the ventilation fan. Depending on the final design regarding the location of the elevator machine room, if the room is on Hunter College property rather than under the street, MTA would include space for the machine room in the permanent easement area. MTA would also	The previously approved East 68 th Street elevator location within the Hunter College building near the southeast corner of Lexington Avenue and East 68 th Street (Option 4) is not part of the proposed modifications to the Approved Project. As such, the permanent easement, access easement, and coordination between the construction contractor and Hunter College are not required.	Same with the Approved Project, the proposed modifications to the Approved Project would not cause significant adverse impacts to public services, and no mitigation measures are warranted.

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Public Services (Continued)</p>	<p>enter into an access easement to maintain, repair and replace the elevator as required.</p> <p>The Approved Project would not physically displace or alter access to any community facilities and would not introduce new residents. Therefore, no significant adverse impacts to community facilities are anticipated.</p> <p>The Approved Project would place a street entrance to the subway adjacent to a community facility – Hunter College. Placement of a stair or pair of stairs would not block or restrict access to the facility.</p> <p>The Approved Project would not cause significant adverse impacts to community facilities and services. No mitigation measures are warranted.</p>	<p>As in the Approved Project, the proposed modifications to the Approved Project would not physically displace or alter access to any community facilities and would not introduce new residents.</p>	

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Utilities	Although some transmission lines would be relocated to provide the necessary room for elements of the Approved Project, after completing construction of the Approved Project, all utility transmission would be functioning as it was prior to construction of the project.	<p>The proposed modifications to the Approved Project would include a new sidewalk bulb out that will require new catch basins and utility relocations. After completing construction, the proposed modifications to the Approved Project would not result in new utility impacts.</p> <p>In addition, the proposed modifications to the Approved Project include narrowing proposed stair S5 and shifting the locations of the two proposed mezzanine-to-platform elevators to reduce conflicts with existing subsurface utilities⁷.</p>	Same with the Approved project, the proposed modifications to the Approved Project would not cause significant adverse impacts to any utilities, and no mitigation measures are warranted.
Historic, Cultural & Archaeological Resources	The Approved Project involves ground disturbance within areas thoroughly disturbed by past construction activities. Therefore, the project area is not considered sensitive for archeological resources and no further archeological review is required. The New York State Historic Preservation Office (SHPO) concurred with this conclusion in two letters dated August 29, 2012, and April 2, 2015, as part of the Section	At street level, the relocated elevator would be located directly above the existing station mezzanine below the street level. The proposed shifted stair location appears to be located east of the existing station wall, requiring some excavation at the mezzanine level. Excavation was already approved at the mezzanine level in previous reviews, and the shifted excavation area does not appear to create any issues with	As documented in letters dated August 24, 2020 and February 17, 2021 (refer to Attachment E – SHPO Correspondence, Pages 17 and 61, respectively), SHPO concluded that the proposed modifications to the Approved Project would not result in new or different impacts to historic, cultural or archaeological resources. MTA C&D is committed to implementing a construction protection plan for all historic buildings within 90 feet of the proposed

⁷ This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Historic, Cultural & Archaeological Resources (Continued)</p>	<p>106 (National Historic Preservation Act) consultation process. While no impacts to archaeological resources are anticipated, should any potential artifacts be found MTA C&D and FTA will initiate the Section 106 process with SHPO.</p> <p>Historic resources in the vicinity of the Approved Project include the Upper East Side Historic District, Thomas Hunter Hall (a contributing element to the historic district) and the Imperial House, which is located outside the Upper East Side Historic District. The Approved Project would require the installation of a louver (approximately 2 feet by 2 feet and flush-mounted with the wall) within the light well of Thomas Hunter Hall. The Approved Project also involves a new stairway adjacent to Thomas Hunter Hall, within the boundaries of the Upper East Side Historic District. There would be no impact to the integrity or appearance of the building. Similarly, the Approved Project includes a new stairway in a retail space fronting Lexington Avenue in the Imperial House, but the</p>	<p>archaeological sensitives since this area would have been disturbed for the original construction of the station along with the construction of the nearby Imperial House.</p> <p>The station is located in an area with multiple National Register (NR) resources. With the proposed modifications to the Approved Project, the elevator location would not change much, but it would shift from being located within a building that is not currently a NR resource to being located near the NR-Eligible Imperial House. The Upper East Side Historic District is within 90 feet of the project, as well as multiple locally listed landmarks and other NR resources. It is not anticipated that the proposed elevator relocation would create a visual or physical impact to the nearby NR-Eligible Imperial House. Imperial House has always had subway entrances located nearby and under this project, it will continue to have subway entrances nearby and within it. The elevator and stair will be set away from the Imperial House by being in the sidewalk adjacent to the roadbed.</p>	<p>construction (refer to Attachment E – SHPO Correspondence, Pages 18 and 20).</p> <p>Same with the Approved Project, the proposed modifications to the Approved Project would result in no impacts to Historic, Cultural and Archaeological Resources, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Historic, Cultural & Archaeological Resources (Continued)</p>	<p>integrity and appearance of the building would not change. To avoid the potential for damage to historic buildings as a result of construction-related vibration, a construction protection plan would be implemented in accordance with New York City Department of Buildings and New York City Landmarks Preservation Commission guidelines. SHPO concurred that the Approved Project would have “no adverse effect” on historic resources with implementation of a construction protection plan (see Appendix B for SHPO correspondence). Therefore, no significant adverse impacts on historic resources would occur as a result of the Approved Project. For both Thomas Hunter Hall and Imperial House, impacts would occur, but would not be adverse, and mitigation of these impacts to both properties would be incorporated into the Approved Project.</p>	<p>MTA C&D notified SHPO of the proposed modifications to the Approved Project via an email dated August 13, 2020 and through submission via the Cultural Resource Information System (CRIS). MTA C&D’s submission included a summary of the project timeline, and drawings and narratives summarizing the proposed modifications (refer to Attachment E – SHPO Correspondence, Pages 1 through 15).</p> <p>In a letter dated August 24, 2020 (refer to Attachment E – SHPO Correspondence, Page 17), SHPO concluded that the proposed modifications to the Approved Project would not result in new or different impacts to historic, cultural or archaeological resources. SHPO did not consider the visual aesthetic effects of the street level elevators on historic resources including Upper East Side Historic District, Imperial House, and Thomas Hunter Hall to be significant. In their August 24, 2020 letter, SHPO implemented the following conditions:</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Historic, Cultural & Archaeological Resources (Continued)		<ol style="list-style-type: none"> 1. A construction protection plan is put in place for all historic buildings within 90 feet of the proposed construction. 2. SHPO is given an opportunity to review and approve the elevator drawings when they become available. <p>In emails dated September 1 and 4, 2020 (refer to Attachment E – SHPO Correspondence, Pages 18 and 20, respectively), MTA C&D confirmed that they would comply with SHPO’s conditions (stated above), whether enshrined in a Section 106 MOA or by other means.</p> <p>As requested in SHPO’s letter dated August 24, 2020, MTA C&D provided SHPO (through the CRIS) with updated drawings showing the relocated elevator and street stair for the 68th St/Hunter College ADA project, to be located at the northeast corner of East 68th Street and Lexington Avenue (refer to Attachment E – SHPO Correspondence, Pages 32 through 60).</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Historic, Cultural & Archaeological Resources (Continued)		<p>In a letter dated February 17, 2021 (refer to Attachment E – SHPO Correspondence, Page 61), SHPO concluded that the proposed modifications to the Approved Project would continue to have no new or different impacts to historic, cultural or archaeological resources.</p>	
Parklands & Recreation	<p>No parks are located within 0.25 miles of the Approved Project and therefore no impacts to NYCDPR parkland are anticipated. The plaza at the southwest corner of East 68th Street and Lexington Avenue would remain unchanged.</p> <p>There are street trees located in the immediate vicinity of the proposed location of the street stairs on the south sidewalk of East 69th Street and the proposed location of the reconfigured street stair on the northeast corner of East 68th Street and Lexington Avenue. Consequently, the Approved Project would require the removal of one tree located west of the avenue on East 69th Street, and one street tree located on the north sidewalk of</p>	<p>Based on their distance (greater than 0.25 miles), the proposed modifications to the Approved Project would not result in disturbance to parks. The plaza at the southwest corner of East 68th Street and Lexington Avenue would remain unchanged.</p> <p>As in the Approved Project, the proposed modifications to the Approved Project would require the removal of one street tree located on the north sidewalk of East 68th Street east of Lexington Avenue. Street trees removed for the proposed modifications to the Approved Project would be replaced in coordination with NYCDPR (refer to Attachment F – NYCDPR Correspondence).</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would not cause significant adverse impacts to parklands and recreational resources, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Parklands & Recreation (Continued)</p>	<p>East 68th Street east of Lexington Avenue.</p> <p>NYCDPR has authority over all trees in any park, or any other property under its jurisdiction and generally over all trees in any street as defined in Section 18-103 of the Administrative Code of the City of New York. Trees under the jurisdiction of NYCDPR may not be removed without a permit pursuant to Title 18 of the Administrative Code of the City of New York. Chapter 5 of Title 56 of the Rules of the City of New York establishes rules for valuing trees that are approved for removal in order to determine the appropriate number of replacement trees. Any person or contractor wishing to remove a tree or trees or perform work on a tree or trees under the jurisdiction of NYCDPR is required to obtain a permit from NYCDPR. Issuance of such permits follows a review process that may entail the submission of documentation and/or modification or alteration of the work plan.</p> <p>MTA C&D would obtain the appropriate permit to remove trees</p>	<p>The proposed sidewalk bulb out and street stair east of Lexington Avenue on East 68th Street would be constructed in a parking lane and not affect open space.</p> <p>No further mitigation for street tree removal is warranted. The proposed modifications to the Approved Project would not cause significant adverse impacts to open space.</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Parklands & Recreation (Continued)	<p>affected by the Approved Project, and would protect, according to permit requirements, any tree within 50 feet of construction activity related to the Approved Project.</p> <p>Replacement trees for the two street trees that would be removed from the sidewalks east and west of Lexington Avenue as a result of the Approved Project, would be planted in locations to be determined in coordination with the NYCDPR.</p> <p>Due to the small number of trees affected, (less than three percent of the total identified above) and the provision of mitigation (replacement trees), no significant adverse impacts related to street trees would occur.</p>		
Construction	<p><i>Means and Methods</i></p> <p>Staggered phases allow for continuous operation of the subway system and to minimize effects of construction activities on surface transportation, pedestrian and vehicular traffic flow, and to minimize effects of construction to businesses, community facilities and residences along Lexington Avenue, East 68th Street and East 69th Street.</p>	<p><i>Means and Methods</i></p> <p>Construction means and methods of the proposed modifications to the Approved Project follow the same procedures identified for the Approved Project.</p>	<p>The proposed modifications to the Approved Project would not result in significant adverse impacts with respect to construction means and methods, or construction hours, and no mitigation measures are warranted. The construction means and methods and construction hours for the proposed modifications to the Approved Project would be the same as the Approved Project.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Construction (Continued)</p>	<p>Equipment could include pavement breakers (jackhammers), compressors, excavators, rubber tire loaders, dump trucks and hydraulic cranes.</p> <p>Jack hammers would break the street and sidewalk and debris would be loaded into dump trucks and hauled away for disposal.</p> <p>Small excavators and hand tools (depending on the location and density of utility infrastructure) would be used to advance the excavation to the necessary level.</p> <p><i>Construction Hours</i> Work would typically be conducted in two shifts per day, between 7:00 AM and 10:00 PM (with approval from the New York City Department of Buildings [NYCDOB]).</p> <p>Construction phases may overlap when doing so would both minimize the construction effects noted above and decrease the overall construction period. There may be brief periods when 68th Street is closed to vehicular traffic. These closures would likely be at night or on the weekend and an MPT would be developed and approved by NYCDOT prior to street closure. The MPT would stipulate the date and duration of the closure and</p>	<p><i>Construction Hours</i> Construction hours of the proposed modifications to the Approved Project would be anticipated to be the same as the Approved Project.</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Construction (Continued)	<p>would include traffic diversion routes and provisions for emergency vehicles.</p> <p><i>Phasing</i></p> <ul style="list-style-type: none"> - Phase 1: construction of new subway stair on East 69th Street west of Lexington Avenue (stair W1) and mid-block subway stair between East 68th Street and East 69th Street on the east side of Lexington Avenue (stair E10), and utility relocation activity on East 68th Street - Phase 2: construction on the east side of the existing subway mezzanine, including installation of the northbound platform elevator, 68th Street infrastructure (street stairs S4 and O2/O4 and elevator), reconfiguring the east side of the mezzanine, and utility relocation - Phase 3: the southbound platform elevator and rehabilitation of the northwest street stair at 68th Street (stair S3/M3) 	<p><i>Phasing</i></p> <p>A construction timeline is presented as Attachment A Figure 8. Construction phasing for the proposed modifications to the Approved Project is similar to the phasing of the Approved Project; however, the rehabilitation of subway street stair S3/M3 is now included as part of Phase 1 as described below:</p> <ul style="list-style-type: none"> - Phase 1 includes construction of the new subway stair on East 69th Street west of Lexington Avenue (W1) and the mid-block subway stair between East 68th Street on the east side of Lexington Avenue (E10), utility relocation activity on East 68th and East 69th Streets, construction of West 68th Street mezzanine, and subway stair reconfiguration (S3/M3 on the northwest corner of East 68th Street) - Phase 2 includes the east mezzanine expansion at 68th Street, 68th Street infrastructure (S4 on the northeast corner of East 68th Street, water line relocation, installation of platform and street elevators, reconfiguring the east side of the mezzanine, and 	<p><i>Phasing</i></p> <p>The construction phasing for the proposed modifications to the Approved Project would be slightly different than that of the Approved Project as it would include the rehabilitation of subway street stair S3/M3 as part of Phase 1, instead of Phase 3 as in the Approved Project. Due to the complexities of the utility relocations, alternative construction phasing options to complete the street stair S3/M3 rehabilitation during a later construction phase are not feasible. Moving the rehabilitation of stair S3/M3 forward into Phase 1 would potentially result in poor LOS conditions at the subway stair O1/O3 during the demolition and reconstruction of the existing subway stair S3/M3. However, it is anticipated that this poor LOS condition at stair O1/O3 would be temporary during Phase 1 of construction and would not result in significant adverse impacts.</p>

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		utility relocation (refer to Attachment D – Transportation Analysis, Pages 20 and 21).	
<i>Construction – Transportation</i>	<p><u>Traffic:</u> Maintenance and Protection of Traffic (MPT) plans would be submitted to and approved by NYCDOT. The project would require the relocation of utility lines under Lexington Avenue at East 68th Street. During utility relocation, Lexington Avenue would be reduced to two travel lanes, and East 68th Street would be closed for brief periods with approval from NYCDOT. At other times, three travel lanes would be maintained on Lexington Avenue (as is the current condition), and one travel lane would remain open on both East 68th Street and East 69th Street (as is the current condition). No significant adverse impacts are anticipated during construction.</p> <p><u>Subway Transit:</u> Within the station, passengers would be diverted from areas of construction activity and some delays can be expected. After the new northern entrances are open</p>	<p><u>Traffic:</u> The proposed modifications to the Approved Project will require new MPT plans that would be submitted to and approved by NYCDOT. Similar to the Approved Project, the proposed modifications would require the relocation of utility lines under Lexington Avenue at East 68th Street. During utility relocation, Lexington Avenue would be reduced to two travel lanes (overnight and weekend only), and East 68th Street would be closed for brief periods with approval from NYCDOT. At other times, three travel lanes would be maintained on Lexington Avenue (as is the current condition), and one travel lane would remain open on both East 68th Street and East 69th Street (as is the current condition). No significant adverse impacts are anticipated during construction (refer to Attachment D – Transportation Analysis, Page 22).</p> <p><u>Subway Transit:</u> The proposed modifications to the Approved Project follows a similar phased construction pattern as the Approved Project; however, the rehabilitation</p>	<p><u>Traffic:</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse traffic impacts, and no mitigation measures are warranted.</p> <p>Construction of the proposed modifications to the Approved Project would require lane and street closures to the same extent (i.e., number of lanes and duration) as the Approved Project; consequently, no substantial change in traffic operations is anticipated for the proposed modifications.</p> <p><u>Subway Transit:</u> The proposed modifications to the Approved Project have the potential to worsen LOS conditions during the AM peak hour for street stair O1/O3 on the southwest corner</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Transportation (Continued)</i></p>	<p>(construction Phase 1), the entrances/exits at the northeast and southeast corners of East 68th and Lexington Avenue would be closed during construction Phase 2. During this phase of construction, northbound passengers would enter and exit the station via the new stairs and the stairs on the west side of Lexington Avenue at East 68th Street. For the duration of project construction at least two entrance/exits for northbound passengers and two entrance/exits for southbound passengers would remain open at all times.</p>	<p>of subway street stair S3/M3 is now included as part of Phase 1. Subway stair conditions could worsen during the demolition and reconstruction of the existing street stair S3/M3 on the northwest corner of East 68th Street and Lexington Avenue as compared to the Approved Project. It is conservatively assumed that all pedestrians who want to use stair S3/M3 will reroute to street stair O1/O3, the existing subway stair on the southwest corner of Lexington Avenue and East 68th Street, which could result in a deterioration to poor LOS conditions on the existing stair O1/O3 during the AM peak hour.</p> <p>During Phase 2 construction, the existing subway street stair S4 is demolished, relocated, and widened within a new sidewalk bulb out. For the proposed modifications to the Approved Project, stair O2/O4 will not be widened or rehabilitated, thereby potentially providing additional street capacity as compared to the Approved Project and reducing the potential for adverse impacts to the street stairs (refer to Attachment D – Transportation Analysis, Pages 24 and 25).</p>	<p>of 68th Street during the demolition and reconstruction of the existing subway stair S3/M3. Note that due to the complexities associated with the utility relocations, alternative construction phasing options to complete the street stair S3/M3 rehabilitation during a later construction phase are not feasible. However, it is anticipated that this poor LOS condition for stair O1/O3 would be temporary during Phase 1 of construction and would not result in significant adverse impacts.</p> <p>The construction phasing for the proposed modifications includes reconstruction of street stair S3/M3 before the new street stairs to the north are completed. During construction of street stair S3/M3, pedestrians who want to use stair S3/M3 would likely use stair O1/O3 on the southwest corner of 68th Street and Lexington Avenue instead, which would deteriorate to poor LOS conditions. The street stairs on the east side of Lexington Avenue operate at an unacceptable LOS condition during the No Build condition and do not provide available capacity during the AM peak hour.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><u>Construction – Transportation</u> <i>(Continued)</i></p>	<p><u>Bus Transit:</u> The Approved Project would not require the relocation of bus routes or bus stop locations during the construction phase.</p> <p><u>On-Street Pedestrian Circulation:</u> During the intermediate construction phases, pedestrians would need to be rerouted to account for the various stair closures. The proposed subway street stairs to be located at East 69th Street and 931 Lexington Avenue would be constructed on the west and east sides of Lexington Avenue, respectively, by the start of Phase 2. Therefore, the diversion of pedestrian volumes from the East 68th Street stairs to the new stairs at East 69th Street was accounted for. The pedestrian reassignment varies per construction phase as follows:</p>	<p><u>Bus Transit:</u> The MTA-NYCT provides local crosstown bus service in Manhattan via the M66 bus route. The M66 bus stop is currently situated along the south curb of East 68th Street just east of Lexington Avenue. The bus stop area spans roughly 100 feet of curbside usage. During the construction of the bulb-out on the north curb of East 68th Street just east of Lexington Avenue, the M66 bus stop may require temporary relocation (refer to Attachment D – Transportation Analysis, Page 22).</p> <p><u>On-Street Pedestrian Circulation:</u> At street-level, the reassignment of passengers between street entrances during the phased construction of the proposed modifications to the Approved Project is assumed to be similar to the original Approved Project; however, there are minor modifications between the two designs. Phase 1 – This phase includes the construction of street stairs E10 and W1, two new elements which do not require the closure of any existing stairs. The rehabilitation of subway street stair S3 is now included as part of Phase 1. It is</p>	<p><u>Bus Transit:</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse bus impacts. The East 68th Street M66 bus stop just east of Lexington Avenue may need to be temporarily relocated during construction of the bulb-out on the north side of East 68th Street.</p> <p><u>On-Street Pedestrian Circulation:</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse on-street pedestrian impacts. During Phase 1 of construction, the rehabilitation of street stair S3 would temporarily reroute pedestrian from the northwest to the southwest corner of 68th Street and Lexington Avenue.</p> <p>Compared to the Approved Project, the construction of the proposed modifications would likely result in a closure of street stair O2/O4 for a shorter duration, which would minimize the duration of poor LOS conditions for the south crosswalk as compared to the Approved Project.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Transportation (Continued)</i></p>	<p>Phase 1 – Construction of East 69th Street stairs: The construction of the proposed street stairs at East 69th Street would begin in 2016. Since these are new stairs, no existing pedestrians would be rerouted. However, construction around the work zone would result in a narrower sidewalk width along East 69th Street on the side of the street where the stairs are being built.</p> <p>Phase 2 – Closure of the northeast and southeast street stairs at East 68th Street: The closure of the northeast corner street stairs at East 68th Street would require the shift of all pedestrian flows to/from the north to the new East 69th Street stairs. All other pedestrian flows would be shifted to the northwest corner stair at East 68th Street. The closure of the southeast corner street stair at East 68th Street would require the shift of all these stair pedestrian flows to the southwest corner stair at East 68th Street. This shift would result in a significant adverse pedestrian impact to the south crosswalk during the AM and PM peak hours.</p>	<p>conservatively assumed that all pedestrians who want to use stair S3 on the northwest corner will reroute to stair O1/O3 on the southwest corner, the existing subway stair on the southwest corner of Lexington Avenue and East 68th Street.</p> <p>Phase 2 – This phase includes the demolition and reconstruction of the existing subway stair S4 on the northeast corner of East 68th Street and Lexington Avenue. During Phase 2 of construction, stair S4 will be out of service and, at times, stair O2/O4 on the southeast corner could be out of service for the installation of a platform elevator. By removing the reconstruction of stair O2/O4 from the scope of the proposed modifications to the Approved Project design, the closure of stair O2/O4 during construction Phase 2 may occur for a shorter time period than for the Approved Project; consequently, the poor LOS conditions experienced by the south crosswalk</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Transportation (Continued)</i></p>	<p>Phase 3 – Closure of the northwest street stairs at East 68th Street: The closure of the northwest corner street stair at East 68th Street would require the shift of all pedestrian flows to/from the north to the new East 69th Street stairs. All other pedestrian flows would be shifted to the northeast corner stair at East 68th Street.</p> <p><u>Parking:</u> Construction phase parking conditions were not analyzed as part of the Approved Project.</p>	<p>would occur for a shorter duration of time than they would have under the Approved Project design (refer to Attachment D – Transportation Analysis, Page 25).</p> <p><u>Parking:</u> Construction phase parking conditions are anticipated to be the same for the Approved Project and the proposed modifications to the Approved Project and not significant adverse impacts are anticipated (refer to Attachment D – Transportation Analysis, Page 23).</p>	<p><u>Parking:</u> The proposed modifications to the Approved Project would not increase or cause new significant adverse parking impacts during construction. The number of on-street parking spaces to be temporarily removed during construction for the proposed modifications would be similar to the Approved Project.</p>
<p><i>Construction – Air Quality</i></p>	<p>Exhaust from non-road construction equipment would result in emission of air pollutants. During the peak construction year in 2017, which would include site preparation (breaking of the pavement, loading it on a truck and hauling it away), excavation and construction, on-site equipment may include a hydraulic crane, a backhoe or loader, a compressor, a concrete pump and a small welding machine. During the</p>	<p>The proposed modifications to the Approved Project are similar to the existing Approved Project. The operation of construction equipment would be unlikely to result in concentrations that would exceed ambient air quality standards and construction/demolition activities would likely be similar to the Approved Project; therefore, no significant adverse air quality</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would not result in significant adverse air quality impacts, and no mitigation measures are warranted during the temporary construction conditions.</p> <p>The construction activities associated with the proposed modifications to the Approved Project would include the same equipment and methods and require similar construction durations as the Approved</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Air Quality (Continued)</i></p>	<p>remaining phases of construction, on-site equipment may include a hydraulic crane, a concrete pump, and welding machines. Because of the temporary nature of construction activities using non-road equipment, and the limited number of such pieces of equipment, the operation of the construction equipment would be unlikely to result in concentrations that would exceed ambient air quality standards.</p> <p>Construction activities such as excavation, grading, soil handling, and vehicles traveling on dirty road surfaces have the potential to create fugitive dust emissions. Fugitive dust can also be generated by and from wind erosion of stockpiled materials. Contractors would be required to implement fugitive dust control measures such as watering of exposed areas, installation of dust covers on trucks, and use of tracking mats to reduce dust emissions from truck tires. Dust generated by street excavation typically consists mostly of relatively large particles that would settle within a short distance from the construction activities. Based on</p>	<p>impacts are anticipated during the construction period.</p>	<p>Project. Therefore, no substantial changes in emissions are expected and the proposed modifications are unlikely to exceed ambient air quality standards.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Air Quality (Continued)</i></p>	<p>the above, no significant adverse air quality impacts are anticipated during the construction period.</p> <p>Contractors at the project site would comply with the Diesel Emissions Reduction Act of 2006. In addition, MTA C&D would incorporate control measures to minimize potential construction-related air quality effects into construction contract documents. The measures would include:</p> <ul style="list-style-type: none"> • Use ultra-low sulfur diesel (ULSD) fuel in off-road construction equipment with engine horsepower (HP) rating of 60 HP and above. • Limit unnecessary idling times on diesel powered engines to three minutes. • Locate diesel powered exhausts away from fresh air intakes. • Control dust related to construction site activities through a Soil Erosion Sediment Control Plan that includes, among other things: <ul style="list-style-type: none"> ○ Spraying of a suppressing agent on dust pile (non-hazardous, biodegradable); ○ Containment of fugitive 	<p>Contractors at the project site would comply with the Diesel Emissions Reduction Act of 2019.</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><u>Construction – Air Quality</u> <i>(Continued)</i></p>	<p>dust; and,</p> <ul style="list-style-type: none"> ○ Adjustment for meteorological conditions as appropriate. <p>Furthermore, during demolition activities (sidewalk removal and limited excavation), dust control, erosion control, and vapor control (if necessary) measures would be implemented as practicable. Truck loading practices would be implemented to limit loss of materials, and prior to leaving the area, each truck would be inspected for residual materials and cleanliness. A cover would be placed over each load of debris prior to the truck leaving the site.</p>		
<p><u>Construction – Noise & Vibration</u></p>	<p>During construction of the Approved Project, noise and vibration levels would be expected to increase during working hours because of the use of construction equipment on-site and construction-related traffic off-site. Construction equipment would generate varying levels of noise depending on the specific activity and the location of the activity, as well as the equipment being used. Construction</p>	<p>The construction phase noise and vibration effects of the proposed modifications to the Approved Project are similar to the construction phase noise and vibration effects anticipated from the Approved Project. The elevator and stairway entrance location changes at 68th Street would not significantly alter the potential for construction vibration to the nearby Imperial House.</p>	<p>No significant adverse noise or vibration impacts would occur as a result of the proposed modifications to the Approved Project.</p> <p>Construction of the proposed modifications to the Approved Project would be similar to the Approved Project and follow NYC Construction Noise Codes. Construction phase noise and vibration</p>

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<p><i>Construction – Noise & Vibration (Continued)</i></p>	<p>noise would be intermittent and temporary.</p> <p>Construction noise levels would be expected to be greatest during the early phases of construction, when activities would include pavement breaking using jackhammers, and the concurrent use of rubber tire loaders and dump trucks to remove the resultant debris. Construction activity would be audible in portions of the adjacent Hunter College and at some businesses and residences in the immediate vicinity of construction.</p> <p>Construction would be conducted in accordance with the New York City Construction Noise Code, which mandates that all construction be conducted in accordance with noise mitigation plans that address the specific location, type of work, and timing of a project. The Construction Noise Code also sets standards for noise levels created by handling containers and construction material on public streets and identifies ways to lessen the noise from each type of construction equipment. In order to maintain noise levels below the</p>	<p>Construction activity would also be audible in portions of the Hunter College East building, Thomas Hunter Hall, the Imperial House, and potentially some other businesses and residences in the immediate vicinity of construction.</p>	<p>Construction of the proposed modifications to the Approved Project would include similar construction equipment, activities, and construction durations. One exception is that the proposed modifications would include a new street stair (S4) that would be located further away from an adjacent building, thereby reducing potential noise and vibration effects.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Noise & Vibration (Continued)</i></p>	<p>thresholds mandated by the Noise Code, jackhammers would likely be outfitted with noise-reducing mufflers and/or have portable street barriers to reduce the sound impact on the area.</p> <p>To comply with the Noise Code, contractors must develop a noise mitigation plan prior to the start of work. If noise complaints are received, a New York City Department of Buildings (NYCDOB) inspector would ensure the contractor has posted the plan and that it is being followed. This will determine whether the plan needs modification. When construction activity is planned near locations such as schools, hospitals and houses of worship, as is the case for the Approved Project, the noise mitigation plan would be sensitive to these receptors.</p> <p>Noise that exceeds the ambient sound levels by more than 10 dB, as measured 15 feet from the source or from inside any property or on a public street, is prohibited, and sounds that occur abruptly and for a short duration, called impulsive</p>		

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<p><i>Construction – Noise & Vibration (Continued)</i></p>	<p>sounds (e.g., blasting or pile driving), are restricted.</p> <p>Construction hours under the Construction Noise Code are from 7:00 AM to 6:00 PM on weekdays. However, in order to reduce the overall construction duration, and with the expressed authorization from the NYCDOB and the NYCDOT, work could be conducted in two shifts per day, between 7:00 AM and 10:00 PM, and on weekends. A noise mitigation plan must be in place before any authorization is granted.</p> <p>Construction activity within the station would be carried out at various times during a twenty-four-hour period/seven days per week. The hours of work would be dictated by the programmed periods of diversion of subway services, which would only occur weekday nights and on weekends.</p> <p>Noise from construction activities would be minimized by using properly maintained equipment with sound baffling where necessary, and by adhering to the permitted hours of construction</p>	<p>The allowable construction hours under the Noise Code would be implemented under the proposed modifications to the Approved Project in the same manner as was proposed for the Approved Project.</p> <p>Although the proposed modifications to the Approved Project would locate construction activities further away from some nearby buildings when compared to</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Noise & Vibration (Continued)</i></p>	<p>specified in the New York City Construction Noise Code. Design considerations and project layout approaches may also be included, such as construction of temporary noise barriers, placing construction equipment farther from noise-sensitive receptors, constructing walled enclosures/sheds around especially noisy activities such as pavement breaking, and sequencing operations to combine especially noisy operations to occur in the same time period. Potential construction noise impacts would be mitigated by implementation and adherence to the New York City Construction Noise Code.</p> <p>Concerns regarding construction vibration include potential damage to buildings, annoyance experienced by residents in the vicinity of the activity, and interference to vibration sensitive equipment.</p> <p>NYCDEP requires that the impacts of all construction activities be limited by specific vibration restrictions. These include a United States Bureau of Mines PPV threshold of 2.0 ips to prevent</p>	<p>the Approved Project, noise from construction activities would still be audible at adjacent receptors. This noise can be minimized by using properly maintained equipment with sound baffling where necessary, and by adhering to the permitted hours of construction specified in the New York City Construction Noise Code.</p> <p>The proposed modifications to the Approved Project are similar to those anticipated as a result of the Approved Project. The operation of construction equipment and construction/demolition activities during the construction of the proposed modifications of the Approved Project would likely be similar to the Approved Project, with the exception of the reconfiguration of the subway stair on the northeast corner of 68th</p>	

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><u>Construction – Noise & Vibration (Continued)</u></p>	<p>structural damage, and a more stringent protection required by NYCDEP which specifies a PPV limit of 0.5 ips which is associated with protection of surrounding historic structures that are susceptible to cosmetic cracks in fragile plaster.</p> <p>To avoid the potential for damage to historic buildings as a result of construction-related vibration, a construction protection plan would be implemented in accordance with New York City Department of Buildings and New York City Landmarks Preservation Commission guidelines. SHPO concurred that the Approved Project would have “no adverse effect” on historic resources with implementation of a construction protection plan. The Proposed Modifications to the Approved Project would result in similar levels of construction noise in relation to potentially affected buildings.</p>	<p>Street (S4) which will be constructed in the street parking lane, and not adjacent to the Imperial House.</p>	
<p><u>Construction - Ecosystems (Vegetation & Wildlife)</u></p>	<p>Construction activity would not occur in any state-listed endangered peregrine falcon nesting locations. Moreover, in May 2002, NYSDEC</p>	<p>The proposed modifications to the Approved Project would not result in new impacts.</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would not result in impacts to</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction - Ecosystems (Vegetation & Wildlife) (Continued)</i></p>	<p>further determined that construction of similar projects (i.e., Second Avenue Subway) would not adversely affect peregrine falcons because they are accustomed to the intensive street level activity that already occurs throughout this area.</p>	<p>A review of the USFWS IPaC database indicates that there are no known records of federally protected species or critical habitats on the project site (refer to Attachment B – Updated Endangered Species Lists, Page 1).</p> <p>A review of the NYSDEC online ERM indicates there are no known records of State-listed species or significant natural communities on the project site (refer to Attachment B – Updated Endangered Species Lists, Page 6).</p> <p>During construction the proposed modifications to the Approved Project would result in the removal of one street tree from the northern sidewalk of East 68th Street (east of Lexington Avenue), but this would not create a significant adverse impact on natural resources because the tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with NYCDPR (refer to Attachment F – NYCDPR Correspondence).</p>	<p>ecosystems during construction, and no mitigation measures are warranted.</p>
<p><i>Construction - Water Resources</i></p>	<p><u>Groundwater</u> Excavation to the depth required for the platform elevator pits may reach</p>	<p>The proposed modifications to the Approved Project do not involve any changes that would affect</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would not affect groundwater or</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Water Resources (Continued)</i></p>	<p>the water table. If groundwater is encountered, it would be removed via dewatering during construction. Design requirements would limit the amount of dewatering and require continuous monitoring of groundwater levels relative to pre-construction conditions.</p> <p>The dewatering water effluent would be pumped into a settling tank to remove sediment and then deposited to the city’s sewer system, as permitted in the State Pollutant Discharge Elimination System (SPDES) permit. If the groundwater contains contaminants and if these are present in levels that exceed the sewer use limitations set by the New York City Department of Environmental Protection (NYCDEP), the water would be treated using readily available technologies and retested prior to its disposal.</p> <p><u>Stormwater Management, Erosion and Dewatering</u> All operations necessary for the management of stormwater, stormwater runoff, dewatering, erosion, and sediment control would</p>	<p>groundwater or water resources and would not result in new or different impacts to water resources during construction. All of the measures included in the Approved Project would be implemented.</p>	<p>water resources and as a result, no impacts to groundwater and water resources during construction are anticipated, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Water Resources (Continued)</i></p>	<p>comply with the applicable federal, state, and local laws and regulations, and MTA C&D policies, including the latest editions of the New York State Standards and Specifications for Erosion and Sediment Control, and the New York State Stormwater Management Design Manual in effect at the time the work is being performed.</p> <p>If required, a SPDES permit from NYSDEC would be secured and would contain appropriate requirements for erosion and sedimentation controls to be used during construction. Approval from NYCDEP would also be secured in order to discharge water from the required dewatering activities into the sewer system. Even if not required by state regulations, MTA C&D requires that the contractor develop and submit to MTA C&D for approval a Stormwater Pollution Prevention Plan (SWPPP) a minimum of 15 business days prior to soil/ground disturbance activities. The SWPPP would:</p> <ul style="list-style-type: none"> • include provisions to prevent litter, work site chemicals, and 		

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Water Resources (Continued)</i></p>	<p>work site debris exposed to stormwater from becoming a pollutant source;</p> <ul style="list-style-type: none"> • provide a description of work site and waste materials expected to be stored on-site with updates as appropriate, and a description of controls to reduce pollutants from these materials, including storage practices to minimize exposure of the materials to stormwater, and spill prevention and response; • identify plans to stabilize work site entrance(s)/exit(s); • identify dust control measures; and • identify measures to prevent work site vehicles from tracking soil/sediment outside the site. <p>With these measures in place, erosion and stormwater pollution would be minimized or eliminated. No construction-related impacts are anticipated.</p>		
<p><i>Construction - Energy & Natural Resources</i></p>	<p>Energy would be consumed by equipment required for constructing the Approved Project, including fuel energy consumed by vehicles transporting workers, equipment, and excavated materials generated during the construction process, and fuel or electric energy used to</p>	<p>The proposed modifications to the Approved Project would not result in new or different impacts to energy resources.</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would result in substantial energy or natural resource demands during construction; therefore, no impacts with respect to energy and natural resources are anticipated, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<u>Construction - Energy & Natural Resources</u> <i>(Continued)</i>	operate machinery and equipment. Due to the relatively small scale of the project, energy requirements needed to construct the project are not expected to cause a shortage of fuel or electric energy.		
<u>Construction - Hazardous Materials</u>	During excavation and construction, any contaminated soils encountered would be disposed of according to applicable regulations.	The proposed modifications to the Approved Project would not result in new or different impacts with respect to hazardous materials. Any contaminated soils encountered during construction would be disposed of according to applicable regulations as in the Approved Project.	Same with the Approved Project, the proposed modifications to the Approved Project would result in no hazardous material impacts during construction, and no mitigation measures are warranted. Any contaminated soils encountered during construction would be disposed of according to applicable regulations for both the Approved Project and the proposed modification to the Approved Project.
<u>Construction – Public Services</u>	Depending on the needs of the construction contractor, MTA may enter into either (1) an agreement with Hunter College for a temporary construction easement (for the duration of the construction) or (2) a “permit to enter” Hunter College for construction activities associated with the elevator.	The previously approved East 68 th Street elevator location within the Hunter College building near the southeast corner of Lexington Avenue and East 68 th Street is not part of the proposed modifications to the Approved Project. As such, the permanent easement, access easement, and coordination between the construction contractor and Hunter College are not required.	Same with the Approved Project, the proposed modifications to the Approved Project would not cause significant adverse impacts to any public services during construction, and no mitigation measures are warranted. The proposed modifications to the Approved Project would not require any easements or access coordination with Hunter College due to the relocation of the elevator.
<u>Construction – Utilities</u>	There may be brief periods of utility service interruptions when relocated utility transmission lines are	The proposed modifications to the Approved Project include narrowing proposed stair S5 and	Same with the Approved Project, the proposed modifications to the Approved Project would not cause significant

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p><i>Construction – Utilities (Continued)</i></p>	<p>reconnected. MTA C&D would coordinate with utility providers and the community to minimize utility disruptions.</p>	<p>shifting the location of the two proposed mezzanine-to-platform elevators to reduce conflicts with existing subsurface utilities⁸.</p> <p>By narrowing proposed stair S5, there will be a reduction in utility relocation required under the proposed stair: conflicts with a water main, a sewer line, two electrical manholes, and electrical conduits will be avoided.</p> <p>By shifting the location of the two proposed mezzanine-to-platform elevators, there will be a reduction in utility relocation required: conflicts with a water main, a steam line (west of 68th Street), an ECS manhole, a partial sewer, and electrical conduits will be avoided.</p>	<p>adverse impacts on utilities during construction, and no mitigation measures are warranted. The proposed modifications to the Approved Project may involve additional utility relocations for the new curb bulb-out; however, MTA C&D would continue to coordinate with utility providers to minimize disruptions.</p>
<p>Secondary and Cumulative</p>	<p>Indirect effects are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the</p>	<p>The proposed modifications to the Approved Project would not affect the nature of past, present and reasonably foreseeable projects in the area, and the characteristics of the neighborhood in which the project is situated; therefore, no new or</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project would result in no secondary and cumulative impacts, and no mitigation measures are warranted. The proposed modifications to the Approved Project would not affect the nature of past,</p>

⁸ This minor design change was identified during a value engineering review that was completed after the presentation was made to the Manhattan Community Board 8 Transportation Committee Meeting on December 2, 2020

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Secondary and Cumulative (Continued)</p>	<p>pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems.</p> <p>CEQR regulations for implementing NEPA define a cumulative effect as “the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of agency (federal or non-federal) or person undertaking such other actions”.</p> <p>The EA included the analysis of potential indirect impacts and analysis of potential cumulative impacts. Due to the nature of the Approved Project, the nature of past, present and reasonably foreseeable projects in the area, and the characteristics of the neighborhood in which the project is situated, no significant adverse indirect and cumulative impacts are anticipated.</p>	<p>different indirect or cumulative impacts are anticipated.</p>	<p>present, or future projects in the study area or the neighborhood characteristics.</p>
<p>Environmental Justice</p>	<p>The Approved Project would improve passenger circulation, provide ADA-compliant access, allow for enhanced emergency</p>	<p>The proposed modifications to the Approved Project do not involve any changes that would not result in</p>	<p>Same with the Approved Project, the proposed modifications to the Approved Project includes the same study area and does not involve any substantial changes;</p>

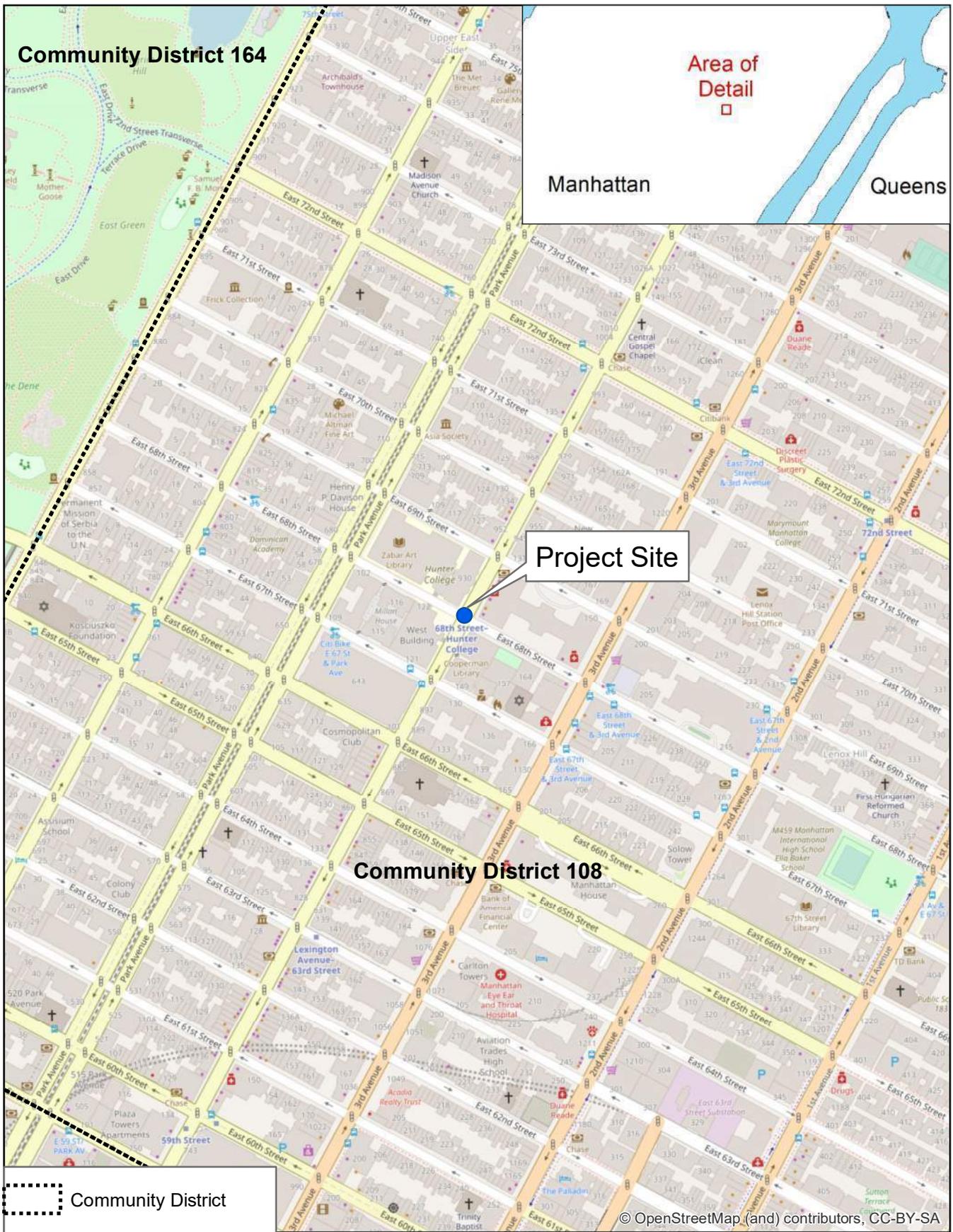
Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
<p>Environmental Justice (Continued)</p>	<p>gress, and reduce sidewalk congestion at East 68th Street and Lexington Avenue. No single racial/ethnic group would be denied the aforementioned benefits anticipated by the Approved Project, and no racial/ethnic or low-income group would experience disproportionately high or adverse effects from the Approved Project.</p> <p>The area of the Approved Project is not identified as a Potential Environmental Justice Area on NYSDEC Potential Environmental Justice mapping. Additionally, according to EPA’s EJSCREEN data, persons with minority status comprise 13 percent of the study area population and low-income persons comprise 9 percent of the study area population. Based on the nature of the Approved Project and the study area, and surrounding region demographics, no environmental justice impacts are anticipated to result from the construction or operation of the Approved Project.</p> <p>The Approved Action would not have significant adverse environmental impacts, and there</p>	<p>impacts to Environmental Justice communities.</p>	<p>therefore, no impacts to Environmental Justice Communities are expected, and no mitigation measures are warranted.</p>

Impact Category	Impacts & any mitigation as Initially Disclosed	New Impacts or Updated Analysis	Change in Impacts
Environmental Justice (Continued)	would be no disproportionate impacts to environmental justice communities as a result of the Approved Action. No mitigation measures would be warranted.		
Other	N/A	N/A	N/A

ATTACHMENTS

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ATTACHMENT A
FIGURES



Sources: © OpenStreetMap and contributors; STV Incorporated, 2020

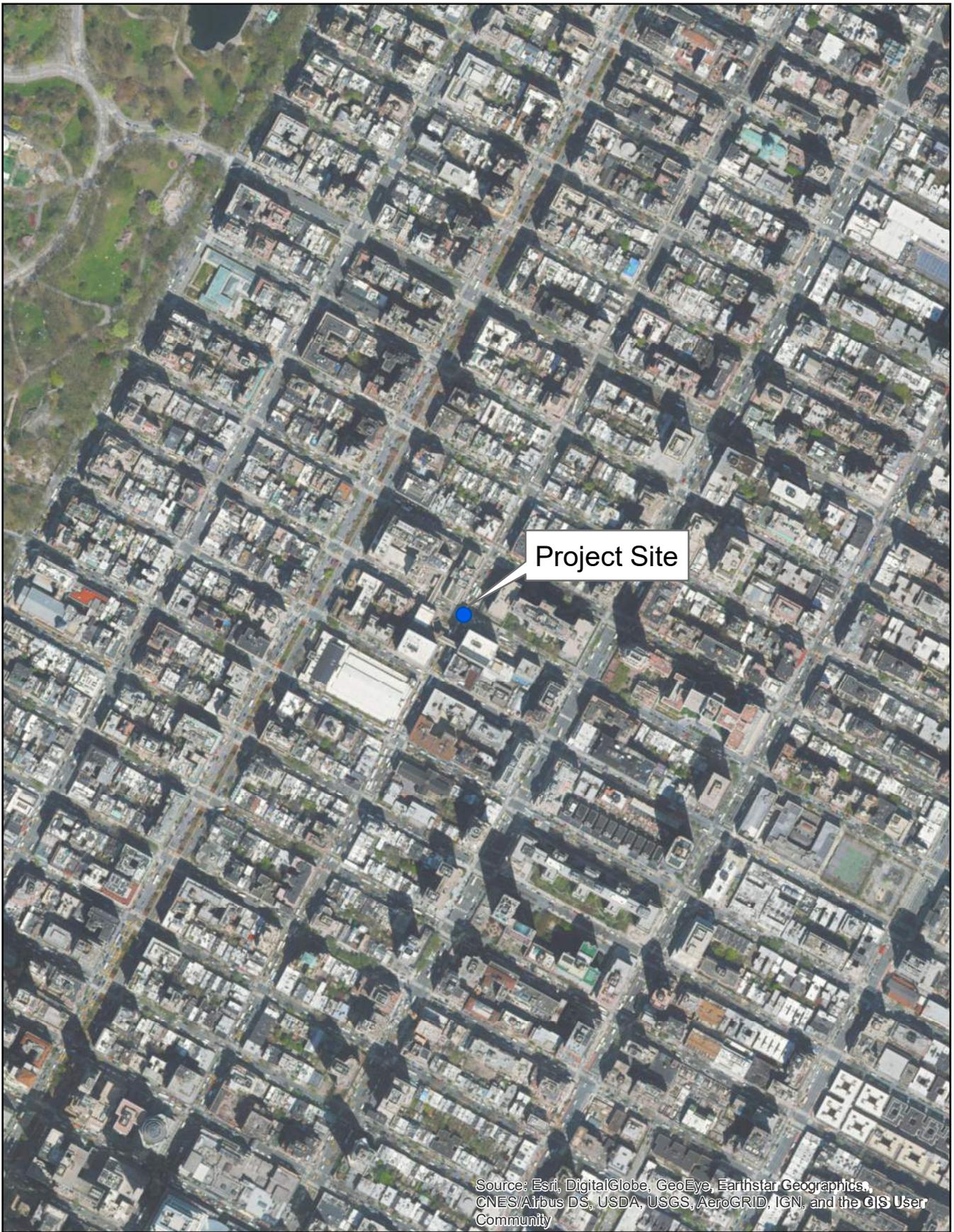
Figure 1

PROJECT LOCATION



MTA New York City Transit

**68th Street/Hunter College
Subway Station Improvement Project**



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Sources: © OpenStreetMap and contributors; STV Incorporated, 2020

Figure 2

SITE PLAN (AERIAL)



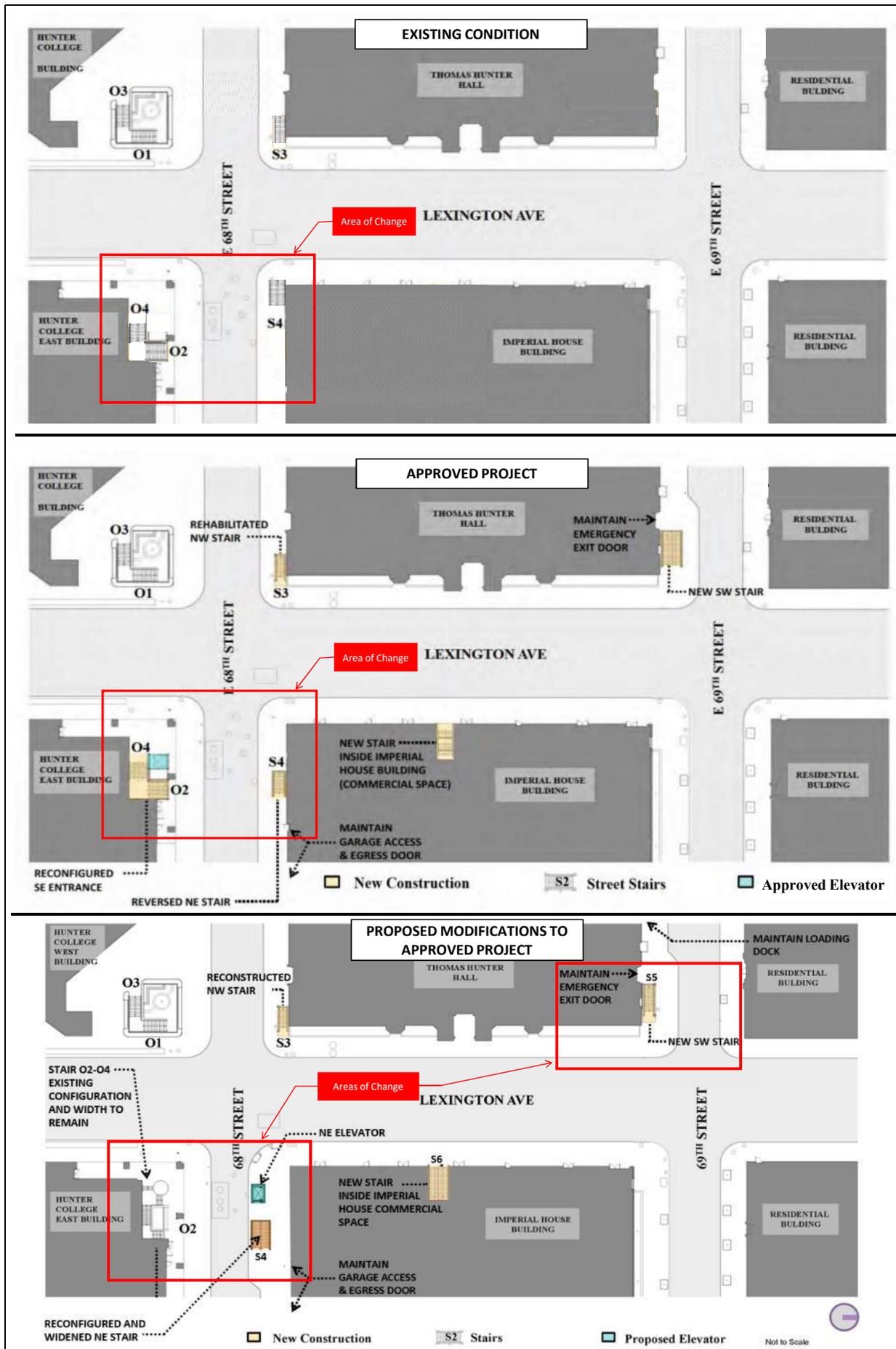
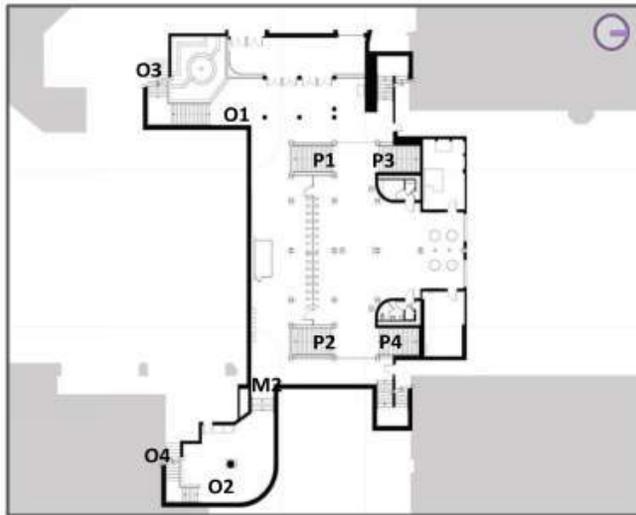


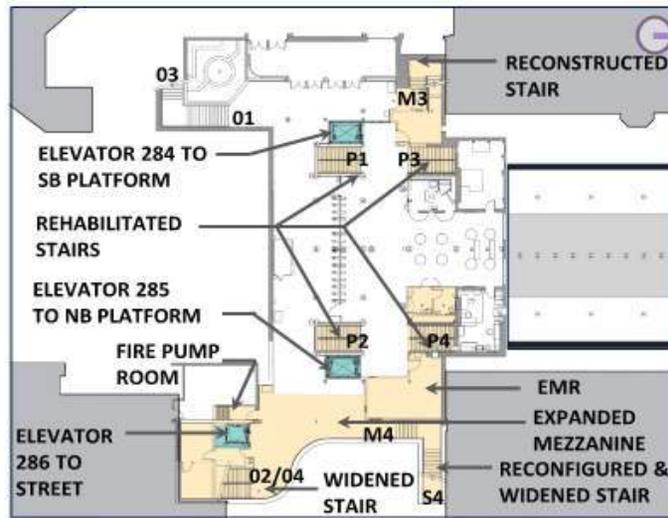
Figure 3

EXISTING CONDITION, APPROVED PROJECT AND PROPOSED MODIFICATIONS TO APPROVED PROJECT- STREET LEVEL PLANS

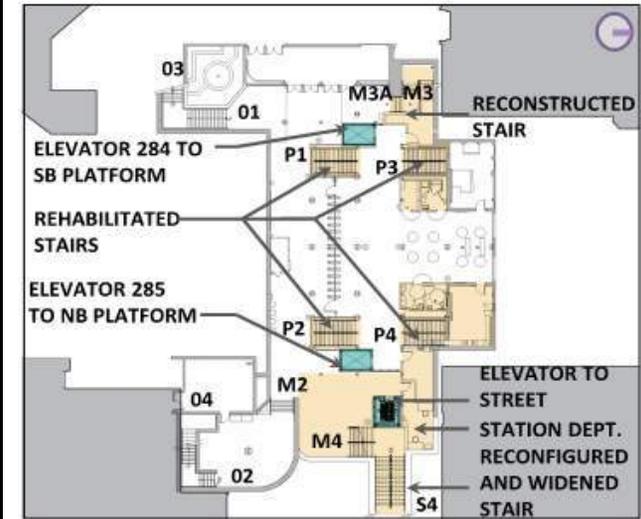
EXISTING CONDITION



APPROVED PROJECT



PROPOSED MODIFICATIONS TO APPROVED PROJECT



New Construction

Stairs

Proposed Elevator

Figure 4

EXISTING CONDITION, APPROVED PROJECT AND PROPOSED MODIFICATIONS TO APPROVED PROJECT- MEZZANINE LEVEL PLANS

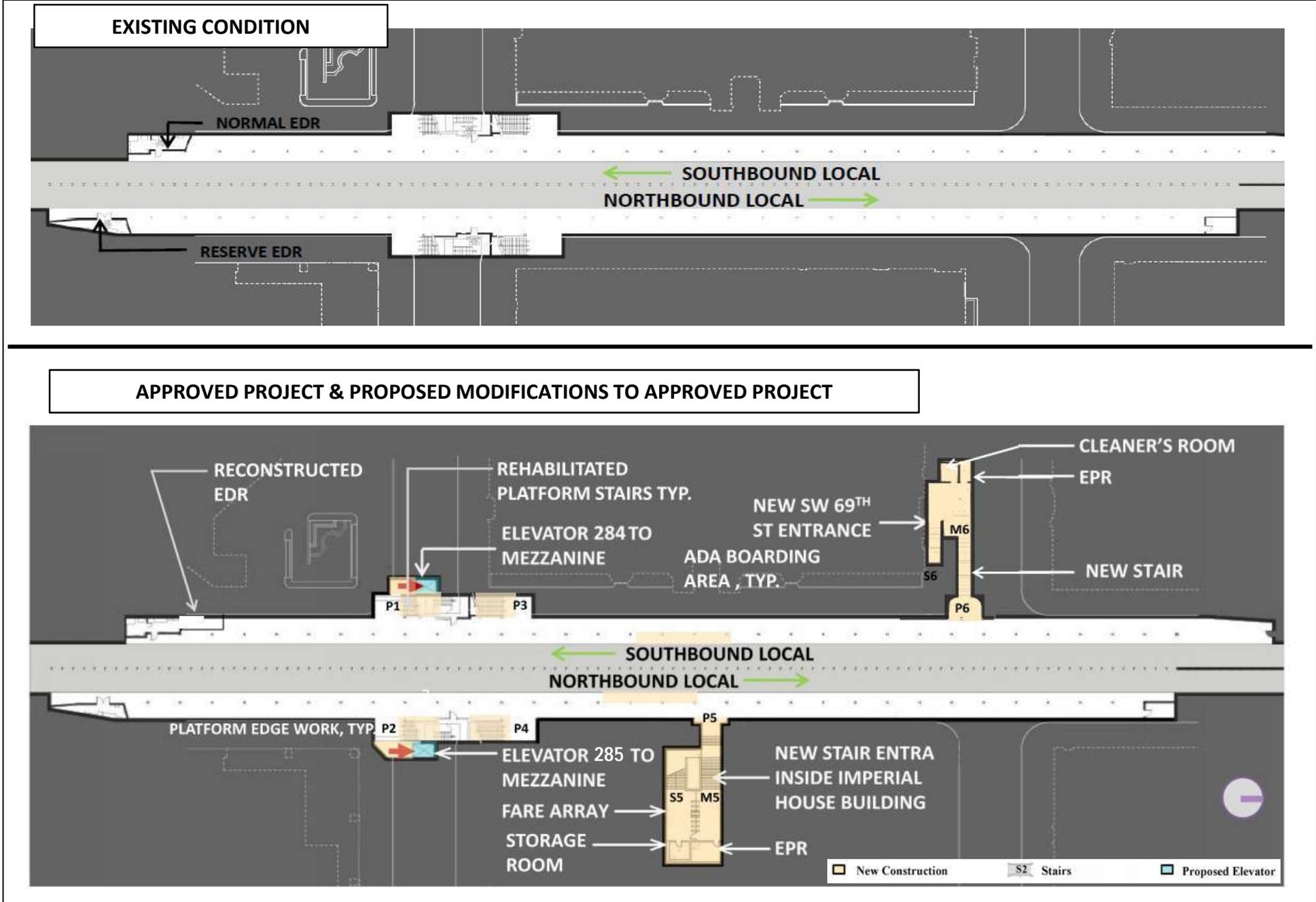


Figure 5

EXISTING CONDITION, APPROVED PROJECT AND PROPOSED MODIFICATIONS TO APPROVED PROJECT- PLATFORM LEVEL PLANS

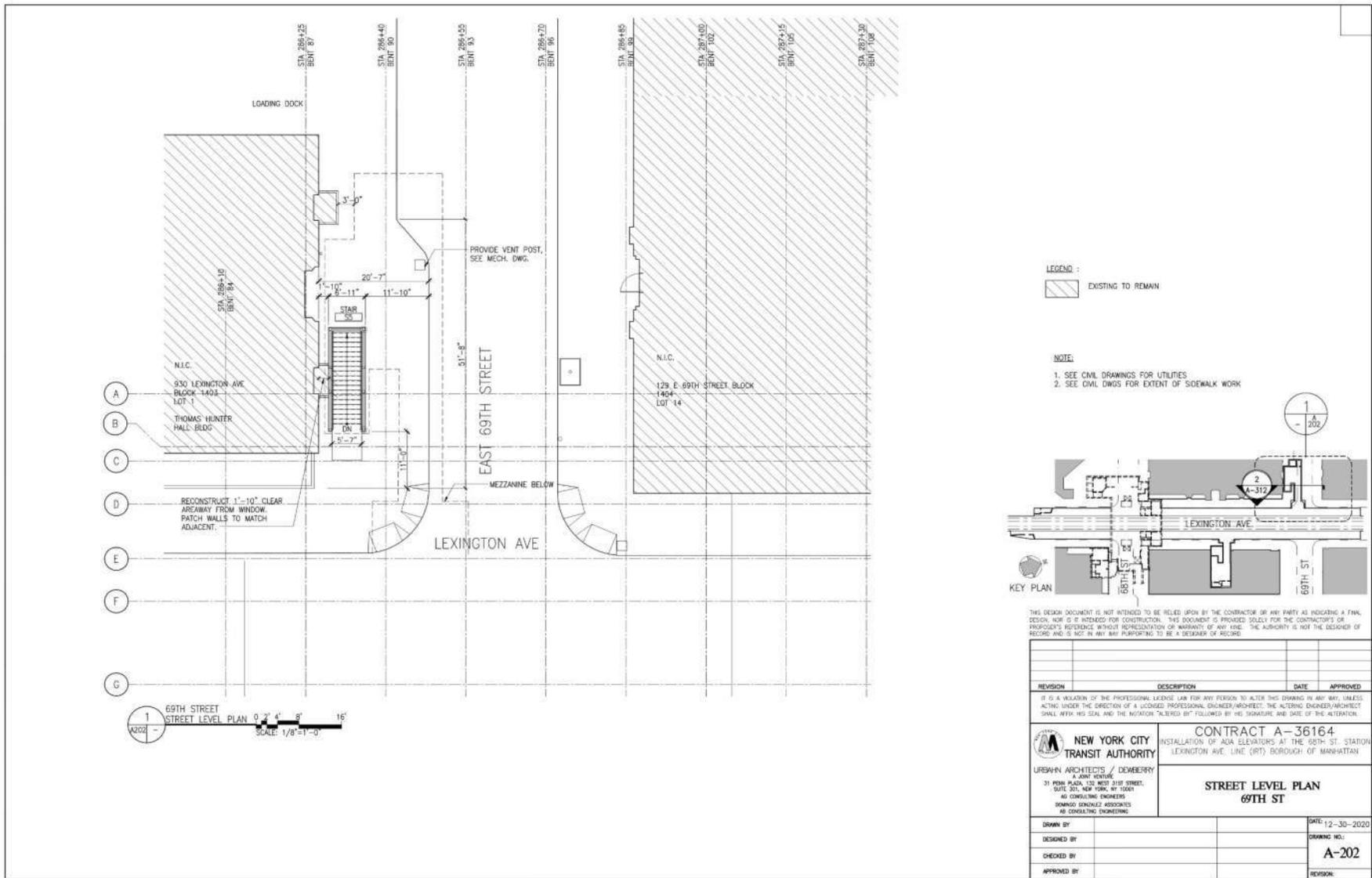


Figure 7

STREET LEVEL PLAN - 69TH STREET AND LEXINGTON AVENUE

**68th Street/ Hunter College
 Subway Station Improvement Project**

ATTACHMENT B
UPDATED ENDANGERED SPECIES LISTS



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Long Island Ecological Services Field Office
340 Smith Road
Shirley, NY 11967-2258
Phone: (631) 286-0485 Fax: (631) 286-4003

In Reply Refer To:

August 31, 2020

Consultation Code: 05E1LI00-2020-SLI-0721

Event Code: 05E1LI00-2020-E-01679

Project Name: 68th Street/Hunter College Subway Improvement Project

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 11967-2258

(631) 286-0485

Project Summary

Consultation Code: 05E1LI00-2020-SLI-0721

Event Code: 05E1LI00-2020-E-01679

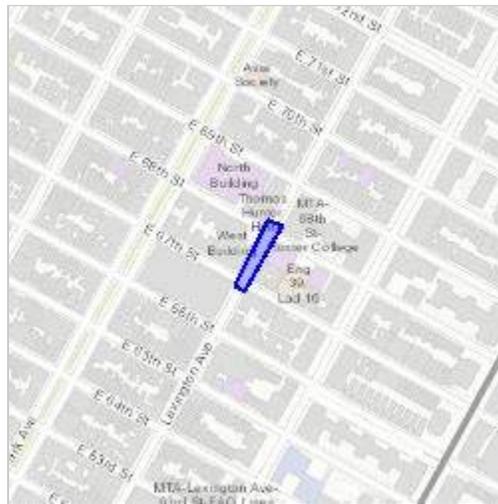
Project Name: 68th Street/Hunter College Subway Improvement Project

Project Type: TRANSPORTATION

Project Description: Subway improvements that include reconstruction of existing street stairs and installation of new ADA-compliant elevators.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/40.767578233799966N73.96429148127214W>



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.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

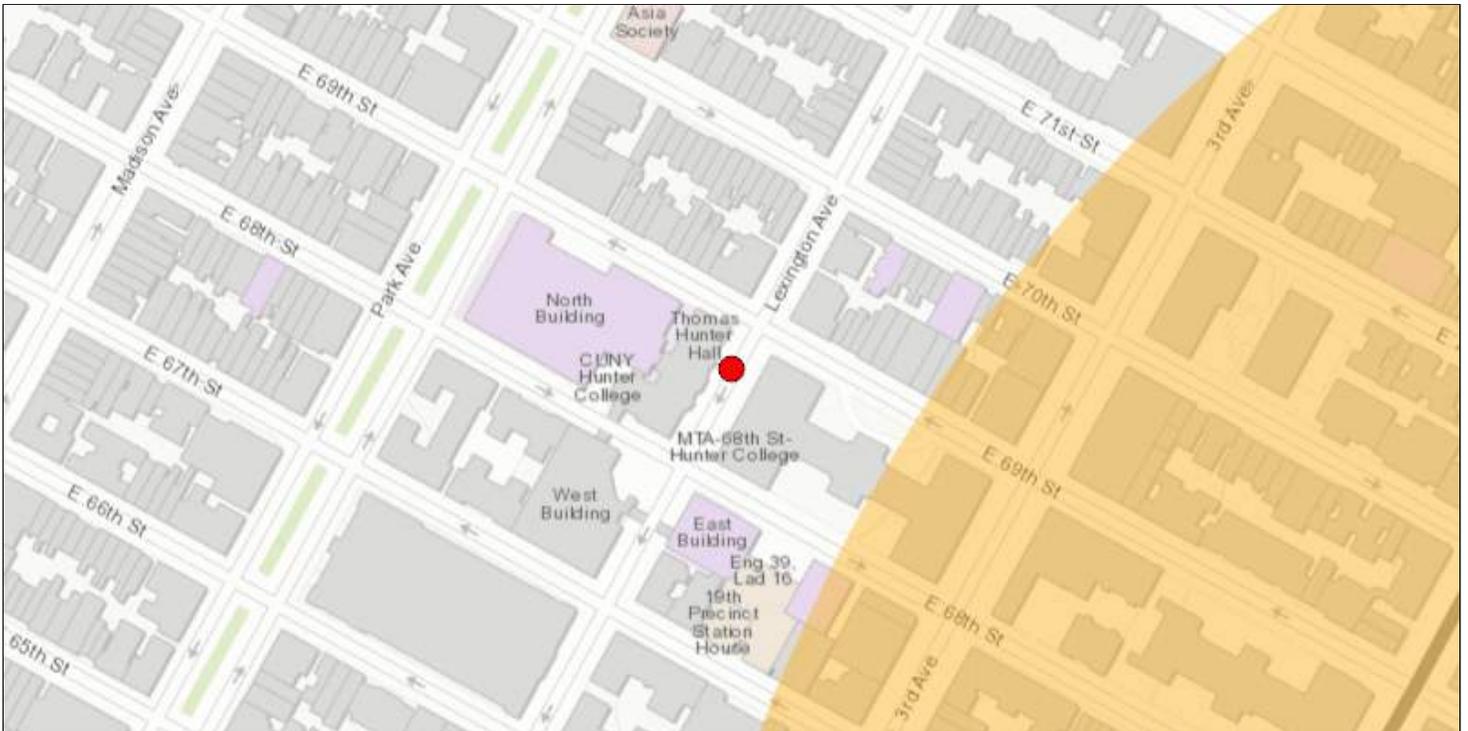
See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Environmental Resource Mapper



The coordinates of the point you clicked on are:

UTM 18

Easting: 587452.3080966594

Northing: 4513551.238059307

Longitude/Latitude

Longitude: -73.9637883023504

Latitude: 40.76829142740238

The approximate address of the point you clicked on is:

930-942 Lexington Ave, New York, 10065

County: New York

City: New York

USGS Quad: CENTRAL PARK, NY-NJ

DEC Region

Region 2:

(New York City) Brooklyn (Kings County), Bronx (Bronx County), Manhattan (New York County), Queens (Queens County) and Staten Island (Richmond County). For more information visit <http://www.dec.ny.gov/about/605.html>.

If your project or action is within or near an area with a rare animal, a permit may be required if the species is listed as endangered or threatened and the department determines the action may be harmful to the species or its habitat.

If your project or action is within or near an area with rare plants and/or significant natural communities, the environmental impacts may need to be addressed.

The presence of a unique geological feature or landform near a project, unto itself, does not trigger a requirement for a NYS DEC permit. Readers are advised, however, that there is the chance that a unique feature may also show in another

data layer (ie. a wetland) and thus be subject to permit jurisdiction.

Please refer to the "Need a Permit?" tab for permit information or other authorizations regarding these natural resources.

Disclaimer: If you are considering a project or action in, or near, a wetland or a stream, a NYS DEC permit may be required. The Environmental Resources Mapper does not show all natural resources which are regulated by NYS DEC, and for which permits from NYS DEC are required. For example, Regulated Tidal Wetlands, and Wild, Scenic, and Recreational Rivers, are currently not included on the maps.

ATTACHMENT C
PUBLIC PARTICIPATION

PUBLIC PARTICIPATION

For

MTA C&D NEPA Re-Evaluation of Proposed ADA Improvements at 68th Street/Hunter College Station, New York County (Manhattan), New York

MTA C&D invited public participation in the NEPA Re-Evaluation through 1) public notice via its website; 2) a presentation to Manhattan Community Board 8 (CB8) Transportation Committee; 3) phone calls to elected officials inviting them to participate in the Manhattan CB8 Transportation Committee Meeting; and, 4) through follow-up with interested parties via email and meetings.

This summary references the following attachments, which are described further and referenced throughout the discussion of outreach activities:

- Meeting Minutes for July 23, 2020 Meeting between FTA and MTA Regarding ADA 68 St – Hunter College Station – NEPA Re-Evaluation of Alternative Elevator Location
- Copy of MTA Website summarizing the proposed modifications to the Approved Project (<https://new.mta.info/projects/68st-ada-elevator>).
- Slides presented at the Manhattan CB8 Transportation Committee Meeting on December 2, 2020.
- Comment / Response Matrix summarizing the comments received through the MTA Website and during the Manhattan CB8 Transportation Committee Meeting, MTA’s responses and clarifications.
- Email correspondence between Mr. Arthur Goldstein, Esq. of Davidoff Hutcher & Citron LLP and MTA.

FTA Consultation

FTA was consulted on July 23, 2020 to apprise them of the current status of the project and to obtain FTA guidance on outreach activities appropriate to this Re-Evaluation. A copy of the meeting minutes is included as Pages 6 through 9 of this Attachment. FTA advised MTA C&D that it would be appropriate to contact the same stakeholders that had been engaged during the 2016 EA, although the manner of engagement was assumed to be flexible, particularly given the current COVID-19 pandemic.

Based on FTA guidance, MTA C&D decided to engage in the following outreach activities for the Re-Evaluation:

- Public Notice via the MTA Website
- Manhattan CB8 Transportation Committee Presentation
- Communications with Elected Officials
- Follow-up with Interested Parties

These efforts, together with a summary discussion of input received, are described in detail, following:

Public Notice via the MTA Website

The MTA website (<https://new.mta.info/>) serves as a primary source for any public information regarding system operations and planned improvements. The proposed modifications to the Approved Project were published on the MTA website (<https://new.mta.info/projects/68st-ada-elevator>) on September 23, 2020. Additionally, the website included Notice of MTA’s presentation to the Manhattan CB8 Transportation Committee on December 2, 2020 (Notice posted November 23, 2020) and, solicited comments from

interested parties through the website or via the mail, through December 9, 2020 (refer to Pages 10 through 14 of this Attachment). This website will remain “live” through final review of Re-Evaluation by FTA, at which point it will be updated to include FTA’s opinion and proposed implementation schedule, as well as the MTA C&D contact(s) for questions during project construction.

Two comments were received via the website; one expressed support for the project and the second requested information on attending Manhattan CB8 Transportation Committee Meeting. The comments are summarized on the Comment / Response Matrix under the header “Public Comments Received from MTA Online Portal” (refer to Page 36 of this Attachment).

Manhattan Community Board 8 (CB8) Transportation Committee Presentation

The 68th Street/Hunter College Station is located within Manhattan Community Board (CB) 8. The MTA requested an opportunity to present the proposed modifications to the Approved Project at the December 2, 2020 Transportation Committee Meeting since CB8 serves as an advocate and service coordinator for the community and its residents with regard to transportation projects.

Manhattan CB8 informs the community of its meetings and proposed agenda through the following:

- Meeting information and agenda was posted on the CB8 website (<https://www.cb8m.com/calendar/>) seven days prior to the meeting.
- Meeting information is continually updated in the CB8 Public Google Calendar (“Monthly Calendar”), to which anyone can subscribe.
- The Monthly Calendar is eblasted to approximately 3,500 subscribers (including the offices of all Elected Officials representing the CB8 district) at the beginning of each month.
- Weekly “This Week at CB8” eblasts are sent to subscribers with the week's meetings, with all future meetings listed afterwards.
- “Day-of” meeting reminders are eblasted on the day of each meeting to the same Monthly Calendar subscriber list, with all future meetings included in a section below the specific meeting that is the subject of the reminder.
- “Real-time” reminders about each event are posted on CB8 Twitter and Facebook accounts just prior to the start of each meeting.

At the December 2, 2020 CB8 Transportation Committee Meeting, MTA presented illustrations and descriptions of the proposed modifications to the Approved Project, the benefits of the proposed modifications to the Approved Project, a summary of the next steps for the project (design, agency approvals, construction), and an updated project timeline. A copy of the presentation is attached included on Pages 15 through 20 of this Attachment and a video of the meeting can be found on the Manhattan Community Board 8 Transportation Committee website (cb8m.com/event/18500/). At the end of the presentation, MTA C&D participated in a Question and Answer session where more than 30 questions from the Manhattan CB8 Transportation Committee and the public were addressed. The questions, their responses, and additional clarifying information can be found on Pages 30 through 36 of this Attachment in the Comment / Response Matrix under the header “Community Board 8 Manhattan Transportation Committee – December 2, 2020 Meeting”.

Communications with Elected Officials

During the week of November 23, 2020, representatives of MTA Government and Community Relations Department contacted the offices of the Elected Officials that represent the Manhattan CB8 district and

invited them to attend/participate in the December 2, 2020 Manhattan CB8 Transportation Committee Meeting. The offices of the following Elected Officials were contacted:

- Congresswoman Carolyn Maloney
- Councilman Keith Powers
- Councilman Ben Kallos
- State Senator Liz Krueger
- State Assembly Member Dan Quart
- State Assembly Member Rebecca Seawright
- Manhattan Borough President Gale Brewer

Follow-up with Interested Parties

On December 3, 2020, Mr. Arthur Goldstein, Esq. of Davidoff Hutcher & Citron LLP, representing of the Imperial House Co-Operative, contacted the MTA Government and Community Relations Department via phone. Per his request, the MTA provided Mr. Goldstein with a copy of the presentation materials from the December 2, 2020 Manhattan CB8 Transportation Committee Meeting (refer to Page 37 of this Attachment).

On December 9, 2020, Mr. Goldstein requested drawings showing the distance from the entrance to the garage of the Imperial House Co-Operative to the proposed elevator location; a summary of the entities that need to approve the proposed modifications to the Approved Plan; and, engineering reports associated with the Hunter College property (refer to Page 40 of this Attachment).

On December 23, 2020, the MTA offered to meet with Mr. Goldstein and his client to discuss any issues pertaining to the proposed alternative location for the project's ADA elevator located at the N/E corner of east 68th Street. The MTA provided links to the publicly accessible 2016 EA and website summarizing the environmental re-evaluation of the alternative elevator location (refer to Pages 38 through 40 of this Attachment).

On January 12, 2021, the MTA participated in a virtual meeting with Mr. Goldstein and other representatives of the Imperial House Co-Operative. At the meeting, representatives of the Imperial House Co-Operative expressed concern over the location of the stairs and elevator in the new curb bulb-out to the sidewalk on the north side of East 68th Street. Specifically, their concerns related to traffic, including whether vehicles traveling south on Lexington Avenue could turn onto East 68th Street with the proposed curb bulb-out and whether the proposed curb bulb-out would affect east-bound traffic on East 68th Street. MTA stated that a turn radius analysis was conducted at the request of the NYCDOT and that vehicles can safely make the turn. MTA clarified that the proposed curb bulb-out would comprise part of an existing parking lane and not a travel lane. MTA explained that no additional vehicle travel studies were warranted or required by NYCDOT, and therefore no more were conducted. MTA was requested to provide copies of the materials provided to the NYCDOT and their approvals.

Representatives of Imperial House Co-Operative expressed concern that access from the emergency egress door on East 68th Street would be affected by the location of the stairwell, particularly during construction. MTA stated that adequate space would be maintained during construction and committed to reviewing the issue in more detail once they received a copy of the Imperial House Emergency Egress and Fire Safety Plan.

Representatives of Imperial House Co-Operative asked why the southwest and northwest corners of the East 68th Street and Lexington Avenue were not considered. MTA indicated explained that there are utility conflicts that made those locations infeasible. Mr. Goldstein requested copies of the utility plans.

Representatives of Imperial House Co-Operative expressed concern that the elevator and stair would impede visibility of traffic on East 68th Street. MTA indicated that the garage entrance is located greater than 20 feet from the stair and that there would remain adequate visibility for vehicles and pedestrians.

In addition to the on-going follow-up with Mr. Goldstein, the MTA will provide a project update to the Manhattan CB8 Transportation Committee in the second quarter of 2021, after award of the contract and prior to the start of construction.

Comments and Input Received

During the NEPA Re-Evaluation, MTA C&D has sought to inform and engage the public. In general, the comments received pertained to the need to remove the improvements at the southeast corner of East 68th Street and Lexington Avenue from the project, the size and configuration of the new elevator and stair on the northeast corner of East 68th Street and Lexington Avenue and their relationship to the Imperial House Building, details on other elements of the previously approved project, and funding. None of the comments identified conditions that requires additional analysis or modification to the proposal considered in the Re-Evaluation.

Project: Hunter College/68th Street Station Environmental NEPA Re-Evaluation
Date: July 23, 2020 **Time:** 4:00 PM – 5:00 PM
Location: Microsoft Teams Virtual Meeting
Subject: ADA 68 St – Hunter College Stn – Meeting with FTA – NEPA Re-Evaluation of Alternative Elevator Location

Attendees:

<u>Attend</u>	<u>Name</u>	<u>Organization</u>	<u>E-mail</u>
✓	Tarek Ellithi (TE)	NYCT	Tarek.Ellithi@nyct.com
✓	Marcus Book (MB)	NYCT	Marcus.Book@nyct.com
✓	Luminita Marinescu (LM)	NYCT	Luminita.Marinescu@nyct.com
✓	Louis Oliva (LO)	MTA	LOLIVA@mtahq.org
✓	Sara McIvor (SM)	NYCT	Sara.McIvor@nyct.com
✓	Sunil Parikh (SP)	NYCT	Sunil.Parikh@nyct.com
✓	Ashok Patel (AP)	NYCT	Ashok.Patel001@nyct.com
✓	Josue Paul (JP)	NYCT	
✓	Mayur Pilla (MP)	NYCT	Mayur.Pilla@nyct.com
✓	John Urda (JU)	NYCT	jurda@mtahq.org
✓	Donald Burns (DB)	FTA	donald.burns@dot.gov
✓	Daniel Moser (DM)	FTA	daniel.moser@dot.gov
✓	Richard Wetherbee (RW)	STV	richard.wetherbee@stvinc.com
✓	Dorothy Daly (DD)	STV	dorothy.daly@stvinc.com
✓	Carly Gazze (CG)	STV	carly.gazze@stvinc.com
✓	Cade Hobbick (CH)	STV	Cade.Hobbick@stvinc.com
✓	Patrick O'Mara (PO)	STV	Patrick.Omara@stvinc.com

Objective: To initiate the NEPA review of this alternative street elevator location and present our specific plan with the FTA to meet our requirements, expectations, and timeframes to coordinate for a timely and sufficient environment review.

1. Team Introductions
 - **NYCT, FTA, and STV team members introduced themselves**
2. Presentation: “68th Street/Hunter College Subway Station Improvement Project NEPA Re-Evaluation for New Elevators and ADA Upgrade”
 - a) RW shared a presentation highlighting the existing 68th Street street-level conditions and then comparing the previously approved project design, and the proposed 68th Street design layout.
 - **Approved Project Design versus the Proposed 68th Street Design**
 - **The approved project included a series of surface access points constructed along 68th and 69th Streets; widening and reversing of the replacement stairs to 68th Street in an eastbound direction, set flush against the adjoining building; widening of the current stairs and construction of an elevator on the southeast corner of 68th Street/Lexington Avenue; and, new stairs inside the Imperial House.**
 - **The proposed design relocates the elevator along the north side of 68th Street within a new curb extension, which would take a portion of the existing parking lane, and the 68th Street replacement stairs would now be offset from the adjacent structure by approximately 9’ 8”. There would be no construction within the current Hunter College footprint at the southeast corner of 68th Street/Lexington Avenue.**
 - **DM noted that the presentation clearly outlined area of potential impacts and accounted for the potential impacts. He acknowledged that the level of environmental impact within new area was not expected to be high. He requested the following consultations and/or documentation be included in the re-evaluation:**
 - **SHPO - Section 106 consultation,**
 - **NYCDOT coordination and approval,**
 - **ADA Compliance documentation – cross sectional diagrams, provide update to ADA path of travel, include illustrations in sections to facilitate the flow of travel and how a pedestrian will access the station under the new design that is comparable to previous proposal**
 - **DB noted that he thought the proposed design was a better alternative, there is still ADA access and mezzanine level access. Documenting that there are no**

changes outside of the proposed improvements would be important, include cross-sections to show the changes.

b) Community Relations

- MB outlined plan for community coordination in the fall, starting with a Community Board (CB) -8 meeting:
 - Include elected officials in attendance;
 - Provide a refresher of the approved package design and outline the proposed changes;
 - Document and address all comments;
 - He noted that CB-8 may prepare a resolution responding to the proposed design.
- MB does not expect an issue in terms of community acceptance. Initially, 69th Street residents were opposed to the stairwell in the original design, which was addressed with inclusion of the stairwell inside the Imperial House.
- DM recommended contacting all parties identified in the 2016 EA as due diligence. He also noted that CB-8 concerns that are not environmental in nature will not necessarily adversely affect the FTA review.
- DB requested that the presentation detailing the project changes be uploaded to the project website along with a letter from FTA approving the design change, which he indicated FTA would send. In addition, he suggested an email be sent to anyone that commented on the original EA directing them to review the changes to the website.
- RW stated that the team is working towards presenting the changes to CB-8 in October since the analysis will be completed and DOT, SHPO, and FTA will have provided feedback to inform the discussion.

3. SHPO

- SM stated that NYCT will submit a project update for the proposed change to SHPO indicating:
 - Where the elevator will be located at the mezzanine level;
 - How it affects the outline of the station and the location and quantity of the excavations with the new alternative; and highlight that the elevator and 68th Street stairs are being kept within the station perimeter, as was the original elevator option, which is away from Imperial House.
- SM stated that approximately the same amount of excavation is expected; however, the excavation footprint will be slightly eastward of what was originally planned, and that the Area of Potential Effects (APE) is similar to the previous APE.

- SM and DB explained that SHPO had a No Adverse Effect determination and that FTA had a *de minimis* determination of impact related to the Imperial House, a NR Eligible structure with the approved project. DB stated that they can update the determination to indicate they have reviewed the proposed changes and based on physical distance from the building, that FTA would still consider impacts to be *de minimis* as there is a No Adverse Effect determination from SHPO.

4. FTA Worksheet

- DB indicated that when no anticipated changes to impact categories are anticipated (e.g., geology/soils), to indicate in comment box that all elements (e.g., geological sensitivity, archaeological sensitivity) are the same except for a slightly different area of disturbance, and, therefore, no impact is anticipated.

5. Transportation analysis

- PO described his meeting with the traffic engineering/planning group of NYCDOT, who will review the reevaluation

○ Operation Phase

- Traffic – Not removing a traffic lane, as curb extension is in parking lane. Therefore, no traffic impacts are anticipated.
- Pedestrians – Because of new entrances provided to the north, pedestrian volumes in previous assessment are expected to be lower than today. Therefore, no significant impacts to pedestrians anticipated.
- Pedestrian/Passenger Volumes – Based on data from the NYCT Operations Planning Group, since 2016, pedestrian/passenger volumes are lower than 5 years ago due to opening of the 2nd Avenue Subway. In addition, the reorientation of the stairs and the relocation of the elevator/stairs is providing equal or more sidewalk space than in the previous analysis.
- PO explained that they presented these findings to the NYCDOT and determined that a detailed traffic analysis would not be necessary.

○ Construction Phase

- Traffic – MTA transit will maintain one travel lane during daytime hours, so there will be no change in traffic operations during peak daytime hours. Occasional overnight/weekend closures will be required, similar to the conditions of the previous design that NYCDOT evaluated.

- **Pedestrian – An impact to pedestrians was identified on the south crosswalk associated with the planned elevator location at that corner; however, with the relocation of the elevator and stairway, no construction will occur here, and the original impact will not occur. The level of construction at NE corner is not expected to impact pedestrian volumes.**
- **STV will prepare a memo summarizing the NYCDOT discussion verifying they will provide reevaluation documentation for transportation and will provide findings of analysis to NYCDOT group for their input, which will be shared with FTA.**
- **FTA agreed that NYCDOT sign off is sufficient for their approval, as long as they are considering issues including temporary impacts, visibility at intersection considering new elevator location, parking etc.**

6. Additional FTA Topics of Concern

- **DB requested that we ensure CB-8 coordination is documented and consulting parties are aware of the design change.**

7. Review of Schedule for FTA Concurrence

- **July – Consultation with FTA/NYCDOT and initiation of reevaluation.**
- **August – Prepare reevaluation document.**
- **September – Submit draft reevaluation documentation to FTA/NYCDOT. NYCDOT documentation will be provided to FTA as soon as possible, as their review will be concurrent with FTA review.**
- **October – CB-8 meeting and submission of the final reevaluation documentation to FTA. DM confirmed that FTA input prior to this meeting is feasible.**

Note:

The information contained in these minutes is assumed to be a complete and correct account of the items discussed, directions given, and conclusions drawn during the meeting. Any clarifications or corrections to these minutes should be submitted to STV within five calendar days of the date of these minutes. No response implies that information contained herein is agreed to be correct as written.

Minutes prepared by: STV, Incorporated

BETA

[Go to old site](#) 

MENU

[Schedules\(/schedules\)](#)

[Maps\(/maps\)](#)

[Fares & Tolls\(/fares\)](#)

[Planned Work\(/planned-service-changes\)](#)



Proposed Changes to the 68 St-Hunter College Station Improvement

Project

Information about the environmental re-evaluation of the alternative elevator location proposed for 68 Street-Hunter College Station improvement project

In February 2016, MTA C&D prepared the Environmental Assessment and Proposed Section 4(f) De Minimis Impact Finding. The Federal Transit Administration (FTA) approved the project by issuing a Finding of No Significant Impact (FONSI) on July 28, 2016. (Read more details (<http://web.mta.info/mta/planning/68St-Hunter/>).)

Since that time, engineering design has advanced. During design development, it was determined that significant structural modifications (including re-supporting the structure, re-directing loads, and removing a floor/changing a floor elevation) would be required to install an elevator under the northwest corner of Hunter College East Building located southeast of the intersection of East 68th Street and Lexington Avenue.

By relocating street stair and elevator improvements from the southeast corner to the northeast corner of the intersection of East 68th Street and Lexington Avenue, the structural engineering concerns can be avoided.

MTA C&D is re-evaluating the project (with the proposed changes) in accordance with the National Environmental Policy Act (NEPA) and submitting the re-evaluation to the FTA for review. Initial re-evaluation of the proposed project changes did not identify new or significant adverse impacts than those identified in the 2016 Environmental Assessment. Potential impacts on historic and private property would be reduced. Potentially adverse effects on street pedestrian and vehicular traffic would be non-existent or minimal. The following modifications to the Approved Project are being proposed:

1. Installation of a new street elevator on the northeast corner of East 68th Street and Lexington Avenue. The elevator would be located within a new sidewalk bulb-out, within the north parking lane of East 68th Street, east of Lexington Avenue. The new sidewalk bulb-out would not reduce the number of traffic travel lanes but would eliminate approximately four parking spaces. The new bulb-out would not affect any bike lanes or bus stop locations.
2. The previously approved East 68th Street elevator location within the northwest corner of the Hunter College East Building at the southeast corner of East 68th Street and Lexington Avenue would not be constructed. Also, the previously approved changes to the

- existing street stair O2/O4 located at the southeast corner of this intersection would not be constructed, the future stair would remain the same as existing conditions.
3. Reconstruction of the street stair S4 at the northeast corner of East 68th Street and Lexington Avenue within the new sidewalk bulb-out and with approximately 10 feet of separation from the Imperial Building. The stairs would be east of the proposed Street Level ADA-Compliant Elevator and would be wider relative to the previously Approved Project.
 4. The previously approved option for a new bulb-out sidewalk and station entrance stair on East 69th east of Lexington Avenue would not be constructed.
 5. No changes are proposed for the previously approved option for a new 69th Street stair/station entrance at the southwest corner of the 69th Street and Lexington Avenue intersection.
 6. No changes are proposed for the previously approved new mid-block entrance and stairs in the retail space at 931 Lexington Avenue.
 7. Per NYCDOT review request, ADA compliant curb ramps would be installed at all four corners of East 68th Street and Lexington Avenue and the catch basin and manhole affected by the new curb extension bulb-out would be relocated.
 8. No changes to Approved Project at platform level.

Invitation for Public Comments

This page is part of the public notification of MTA C&D's proposed plan to install the new Street Level ADA-Compliant Elevator on the sidewalk at the northeast corner of East 68th Street and Lexington Avenue as an alternative to the approved ADA improvements to the 68th Street/Hunter College Station project. In accordance with 23 C.F.R. 771.129 {Re-evaluations}, MTA C&D is re-evaluating the project with the proposed changes in accordance with the National Environmental Policy Act (NEPA) and submitting the re-evaluation to the FTA for review.

Public Review

MTA Construction and Development is scheduled to present to Manhattan Community Board 8 on the proposed elevator relocation on December 2, 2020.

The presentation will include illustrations and descriptions of the proposed modifications to the Approved Project, as well as the overall benefits of the proposed modifications to the Approved Project.

MTA C&D invites you to submit comments about the alternative new street-level, ADA-compliant elevator location proposed for the ADA improvements to the 68 St-Hunter College Station project.

You're invited to submit online comments here. (https://mta-nyc.custhelp.com/app/comments_68th_HunterCollege) All written comments must be submitted by December 9, 2020.

Comments may also be submitted via postal mail to:

MTA Government & Community Relations
ATTN: 68 St-Hunter College Station Improvements NEPA Re-evaluation
2 Broadway, B20.81
New York, NY 11104

THE MTA ()

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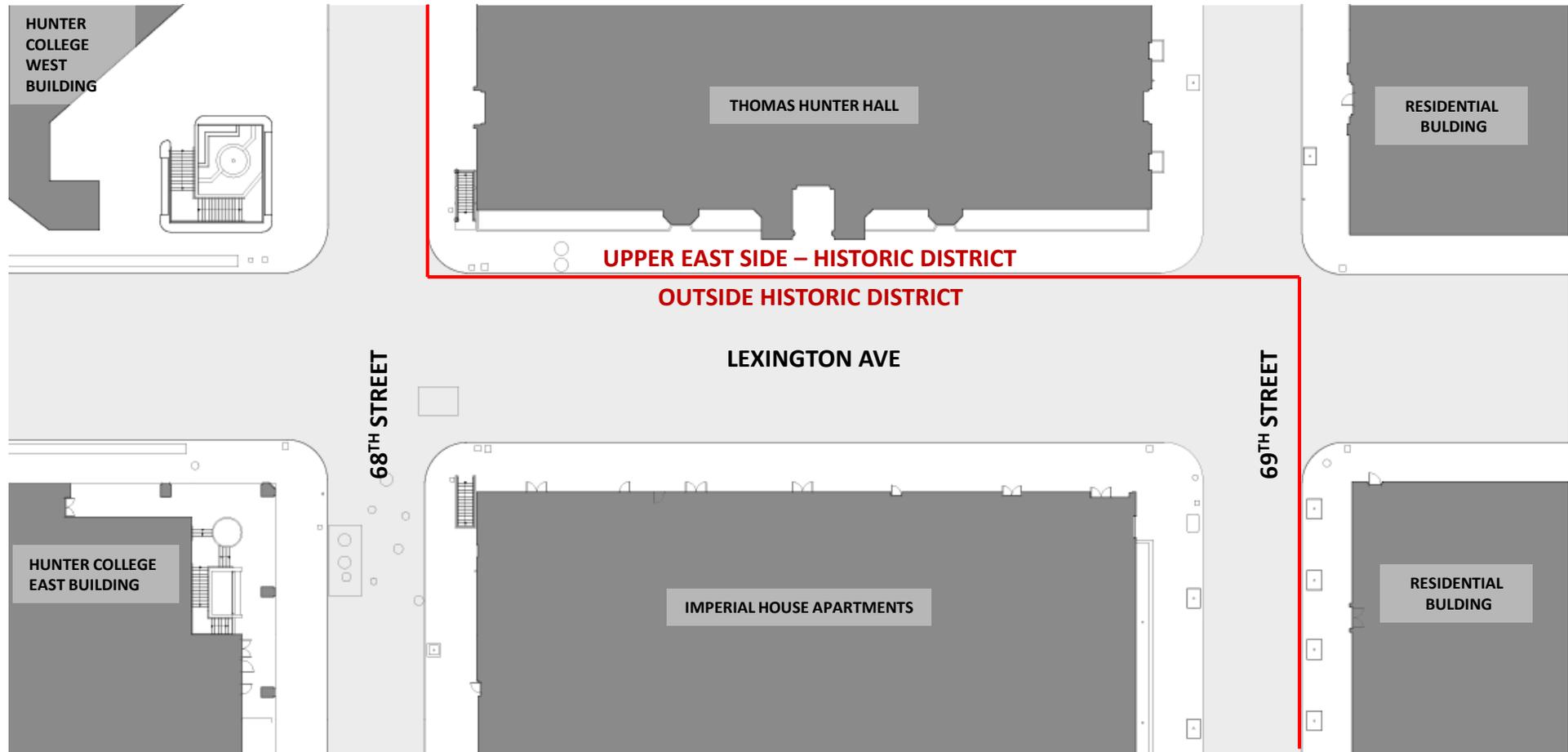
ADA ELEVATORS AT 68TH STREET STATION

LEXINGTON AVENUE LINE (IRT)
BOROUGH OF MANHATTAN

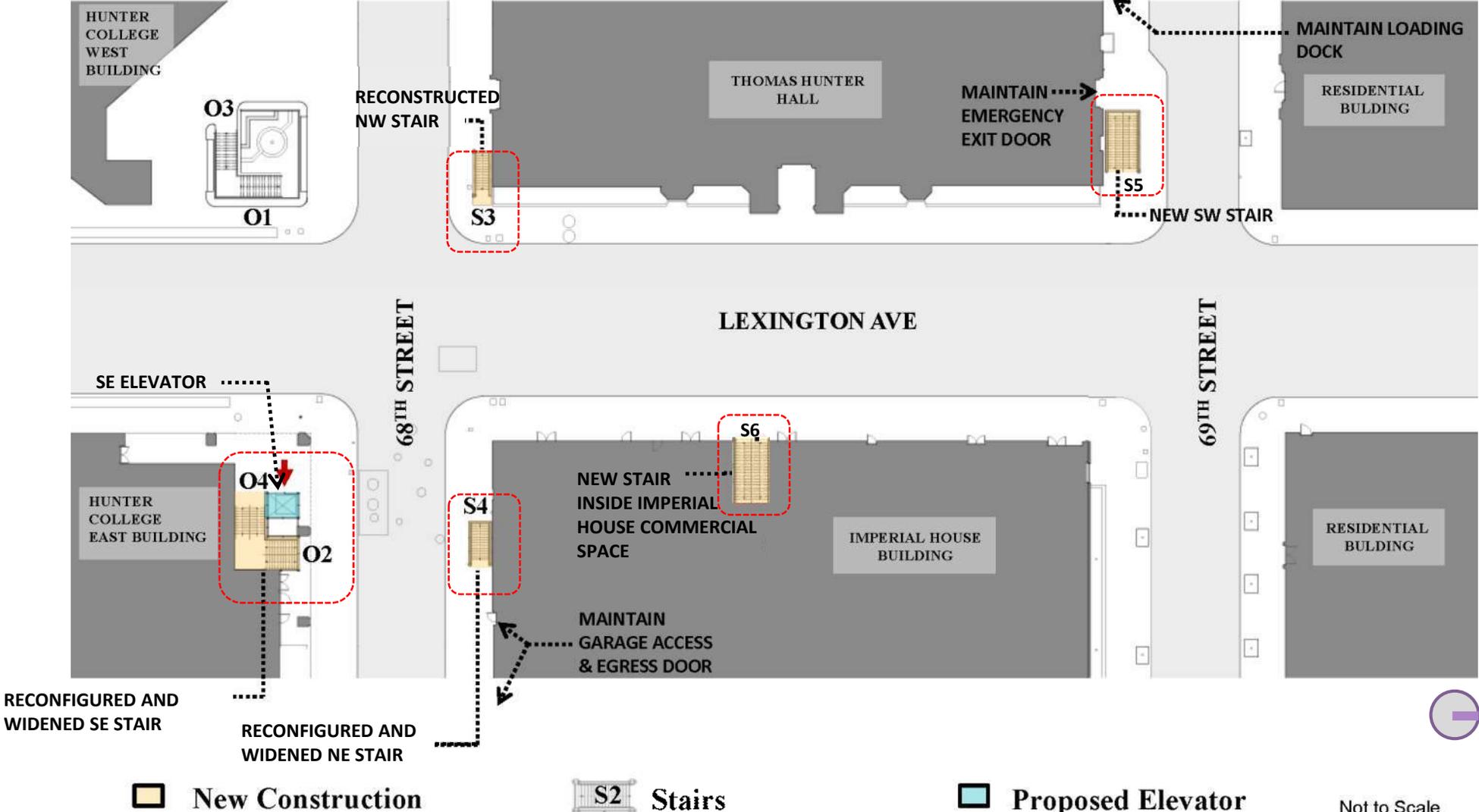
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Urbahn + Dewberry
j o i n t v e n t u r e

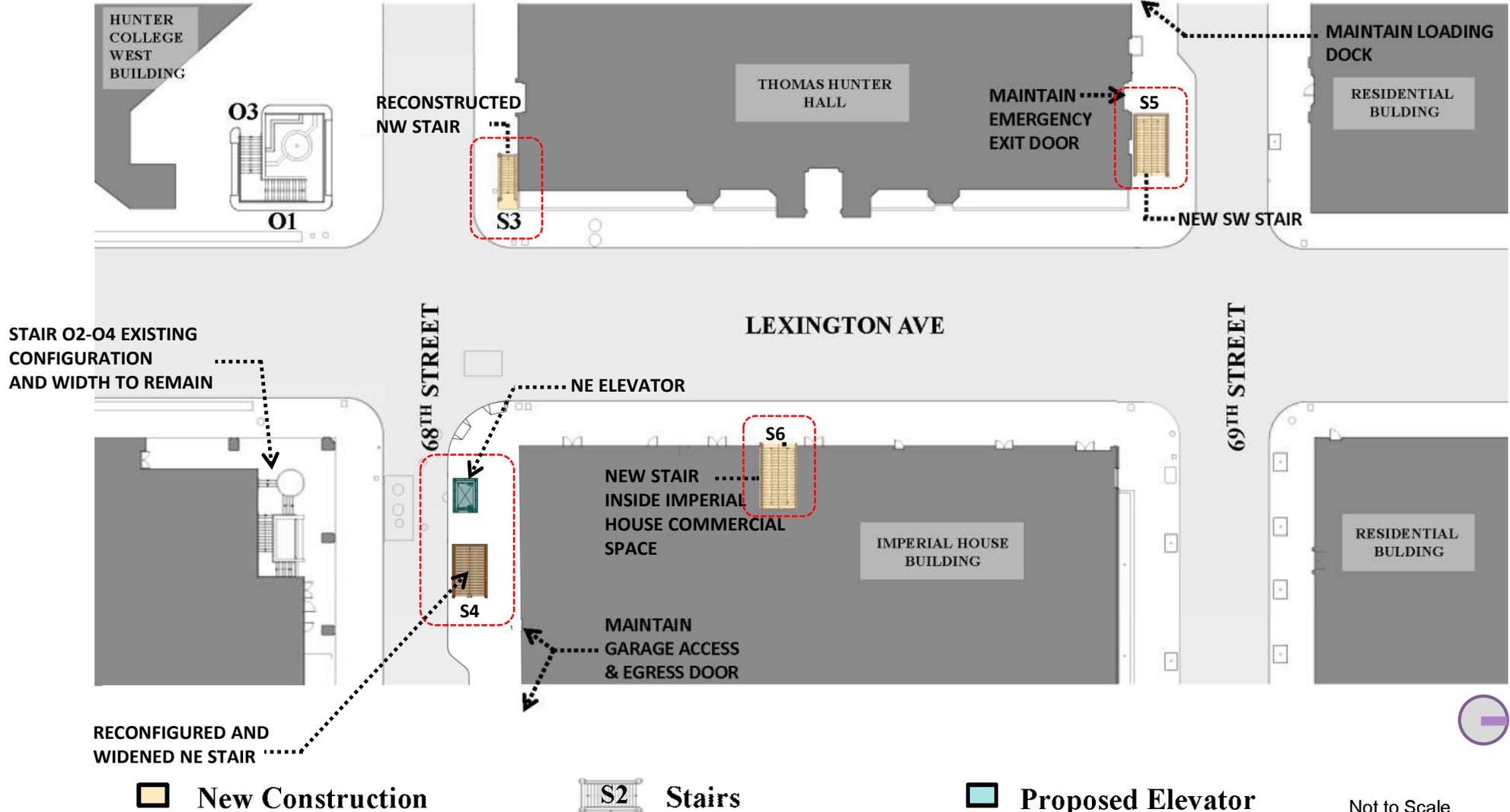
EXISTING CONDITION - STREET LEVEL PLAN



ORIGINAL DESIGN - PLAN 'A' - STREET LEVEL PLAN

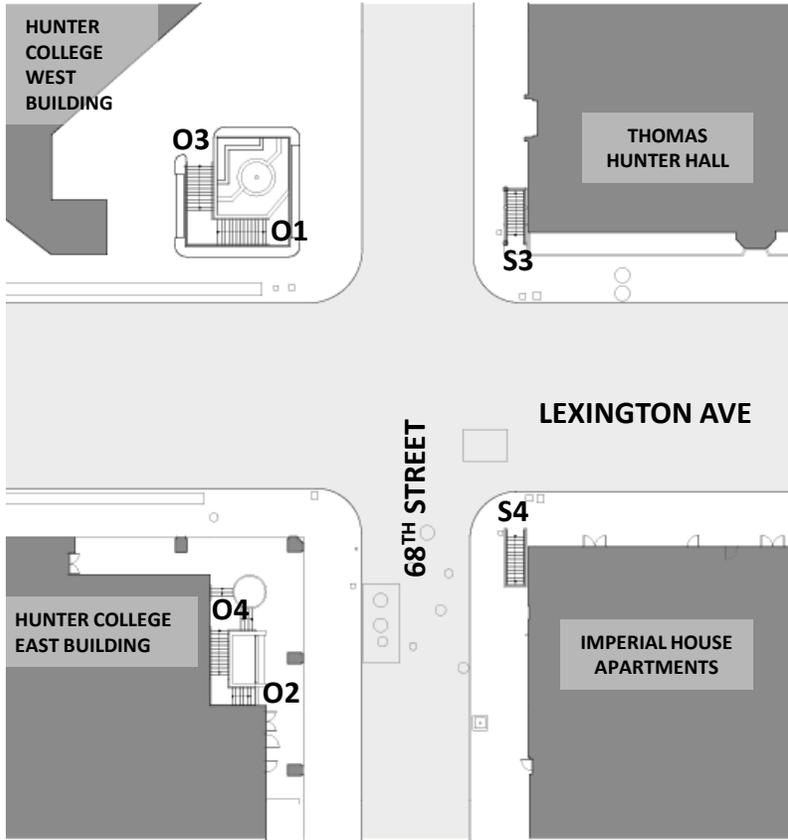


ALTERNATE DESIGN - PLAN 'B' - STREET LEVEL PLAN

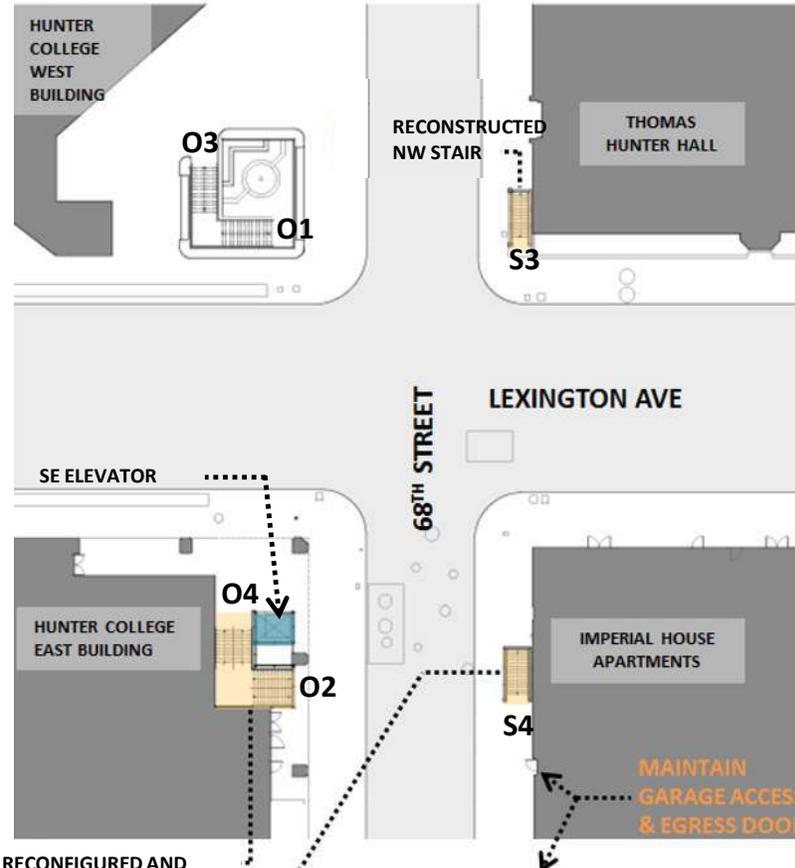


68TH STREET PLAN

EXISTING CONDITION



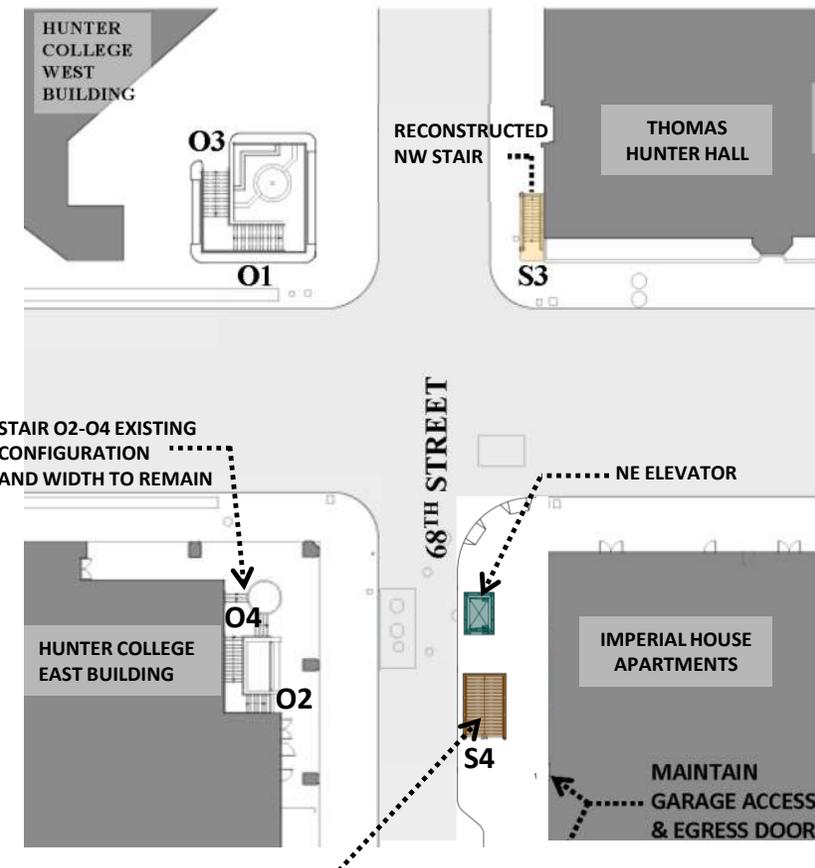
ORIGINAL DESIGN - PLAN 'A'



RECONFIGURED AND WIDENED SE ENTRANCE

RECONFIGURED AND WIDENED NE STAIR

ALTERNATE DESIGN - PLAN 'B'



RECONFIGURED AND WIDENED NE STAIR

 New Construction

 Stairs

 Proposed Elevator

Not to Scale

STREET LEVEL VIEWS AT 68TH STREET

EXISTING CONDITION



ORIGINAL DESIGN - PLAN 'A'

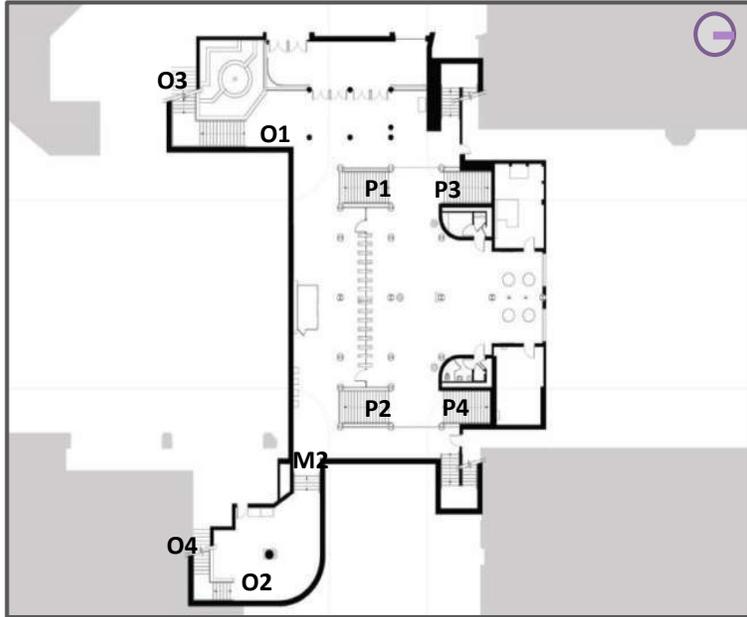


ALTERNATE DESIGN - PLAN 'B'

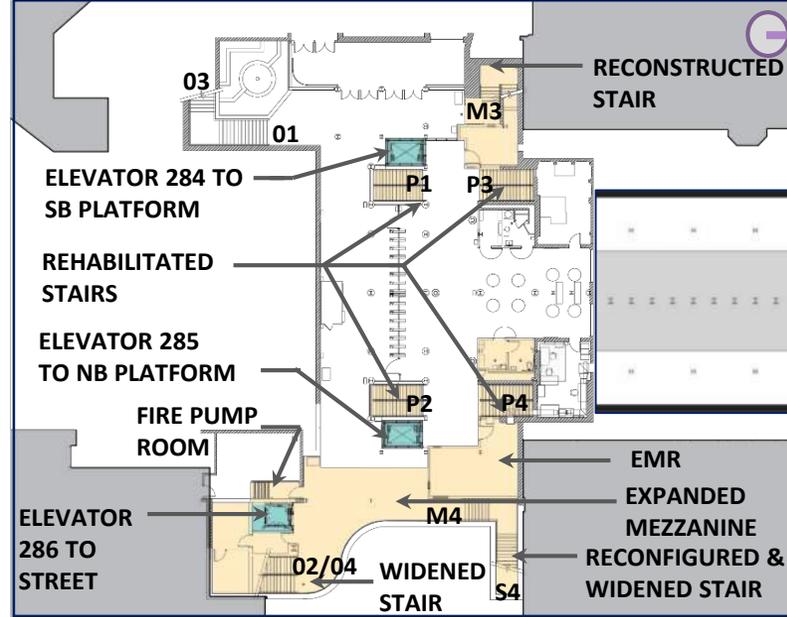


68TH ST MEZZANINE PLAN

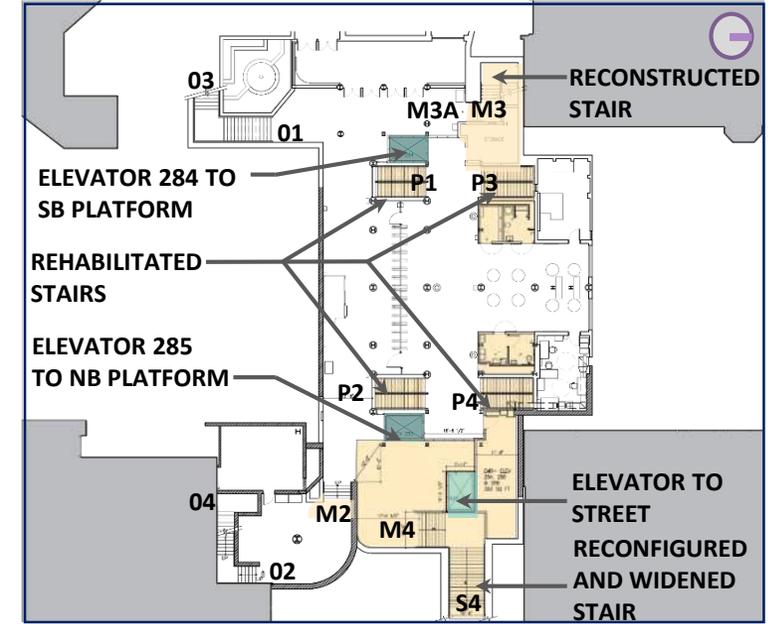
EXISTING CONDITION



ORIGINAL DESIGN PLAN 'A'



ALTERNATE DESIGN - PLAN 'B'



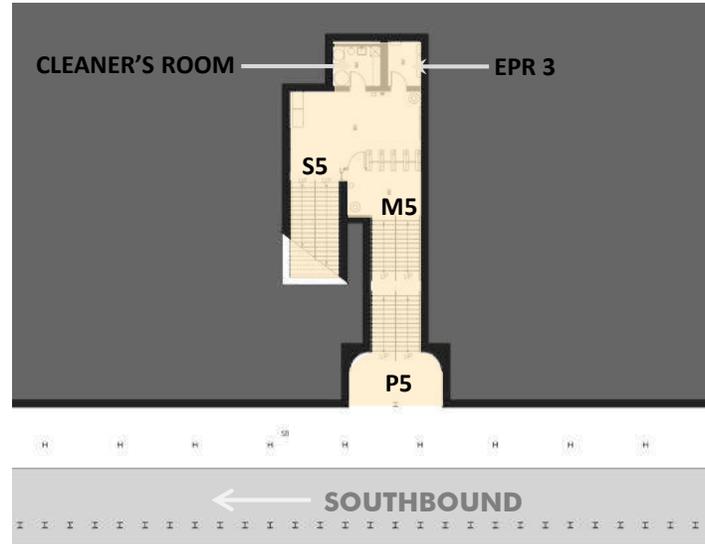
 New Construction

 Stairs

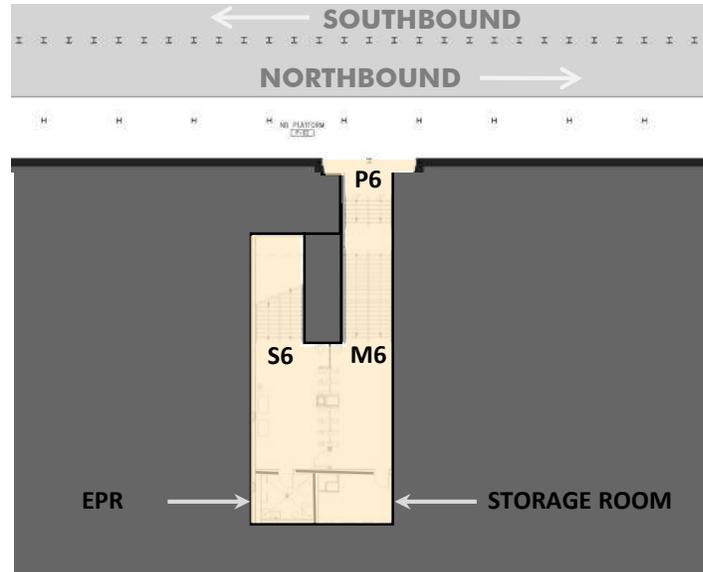
 Proposed Elevator

Not to Scale

69TH ST MEZZANINE PLAN (WEST OF LEXINGTON AVENUE)



IMPERIAL HOUSE BLDG MEZZANINE (EAST OF LEXINGTON AVENUE)



 New Construction

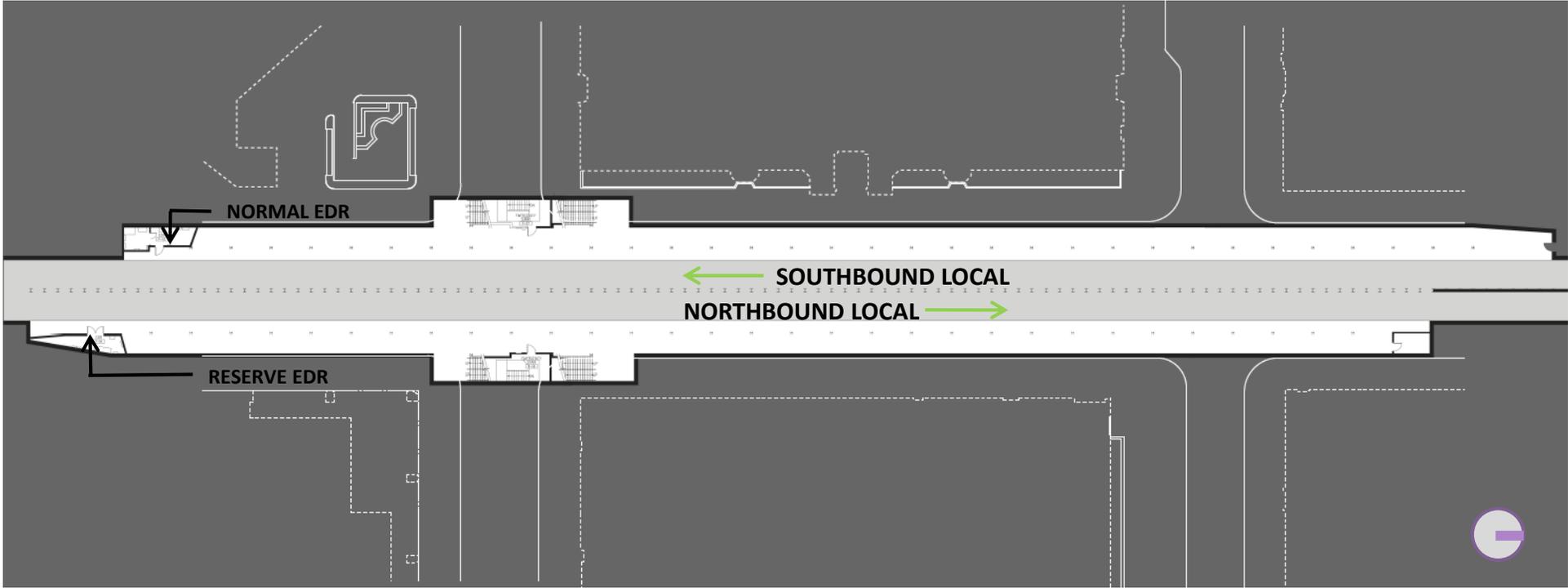
 Stairs

Not to Scale

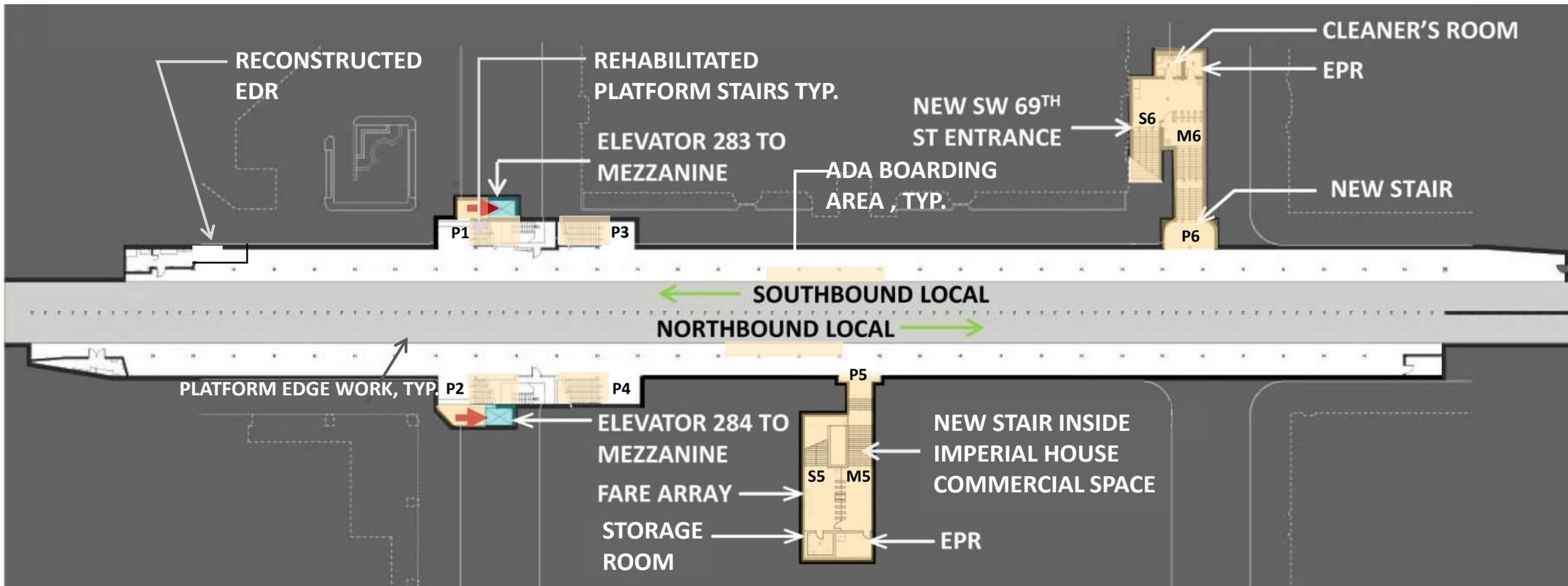


* SAME SCHEME FOR BOTH ORIGINAL DESIGN PLAN 'A' AND ALTERNATIVE DESIGN PLAN 'B'

EXISTING PLATFORM LEVEL PLAN



PLATFORM LEVEL PLAN



* SAME SCHEME FOR BOTH ORIGINAL DESIGN PLAN A AND ALTERNATIVE DESIGN PLAN B

 New Construction

 Stairs

 Proposed Elevator

Not to Scale

SUMMARY

Approved Project	Proposed Modifications to Approved Project
Construction of new bulb out and stairs on south sidewalk of East 69th Street (west of Lexington Avenue).	No changes to the Approved Project are proposed.
Potential for construction of new bulb out and stairs on south sidewalk of East 69th Street (east of Lexington Avenue).	No longer being considered and will not be constructed.
Construction of mid-block entrance and stairs in the retail space at 931 Lexington Avenue.	No changes to the Approved Project are proposed.
Widened stairs (O4/O2) and new street mezzanine level elevator under northwest corner of Hunter College East Building at southeast corner of intersection of East 68th Street and Lexington Avenue.	Propose relocating street-to-mezzanine level elevator to bulb out constructed in parking lane adjacent to north sidewalk of East 68th Street, east of Lexington Avenue. Existing stairs (O4/O2) under northwest corner of Hunter College East Building would not be widened. However, MTA would like to see the stair widened and is in discussions with CUNY to see if it can widen the stair.

SUMMARY

Approved Project	Proposed Modifications to Approved Project
Relocated, reversed and widened stair (S4) at the northeast corner of the intersection of East 68th Street and Lexington Avenue.	Propose relocation and reversing of stair (S4) and widen relative to Approved Project. The stairs would be located in the bulb out constructed in parking lane adjacent to north sidewalk rather than adjacent to the Imperial House building.
Rehabilitated stairs (S3) at northwest corner of intersection of East 68th Street and Lexington Avenue.	No changes to the Approved Project are proposed, but this work will occur in Phase 1 of the construction period rather than Phase 2.
Elevators from mezzanine level to platform level (one for each platform) would be constructed at the 68 th Street entry.	No changes to the Approved Project are proposed.

NEXT STEPS

- 1. Complete proposed design of Elevator at new NE location.**
- 2. Obtain approvals from agencies.**
- 3. Begin construction.**
- 4. Complete Construction and place- in service.**

SCHEDULE

A-36164: Installation of ADA Elevators at 68th Street Station

Description	Jun-21	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37				
Award																																									
Procurement			3 Months																																						
Mobilization & Submittals			3 Months																																						
Imperial House(Metro drug)																																									
West 68th Street Mezzanine & Stairs Reconfiguration (S3/M3)																																									
New Entrance at 69th street and Configure utilities at 69th street																																									
Ph - 2 (68th street Utilities) Temp Steal line, Gas, Sewer, ConED relocation																																									
68th Street Stair - Water line relocation, EI 284 and 285 Refuge/Cap																																									
Mezzanine expansion at 68th street																																									
New Steam Chamber and Restore Roadway																																									
Installation of EMR and Elevator Shaft for EL 284																																									
Installation of EMR and Elevator Shaft for EL 285 and 286																																									
Installation of EL # 285 - Testing and Cx																																									
Installation of EL # 286 - Testing and Cx																																									
Punchlist																																									
Substantial Completion																																									

QUESTIONS?



Comment Number	Commenter	Comment	Response	Additional Clarification
Community Board 8 Manhattan Transportation Committee – December 2, 2020 Meeting				
1	Judy Schneider	What is the size of the proposed elevator?	The proposed elevator is 8 feet by 10 feet.	The exterior dimensions of the elevator structure are 9'-0" by 10'-2".
2	Judy Schneider	Will the elevator be ADA accessible?	Yes.	
3	Judy Schneider	Will we be able to get a wheelchair in the elevator?	Yes. The intent is to provide a path of travel, in accordance with ADA, between the street level and the platform levels. It is a pass-through elevator.	
4	Judy Schneider	Will Hunter College pay for the work on the stair on the southeast corner of East 68 th Street and Lexington Avenue to be widened, as this work is separate from the proposed project?	The funding for any future work on the southeast stair has yet to be determined between MTA and Hunter College and is separate from the proposed project.	
5	Laurie Boris	How many elevators will be servicing each side of Lexington Avenue? I'm concerned about backup in case the elevators are out of service.	There will be one street-to-mezzanine elevator, one mezzanine-to-Northbound platform elevator, and one mezzanine-to-Southbound platform elevator.	
6	Tricia Shimamura	Why were the design changes to the southeast street stair deemed unfeasible?	The southeast stair design change was a result of structural engineering concerns and feasibility within Hunter College's East Building. By relocating the proposed elevator outside of the building's footprint, we were able to eliminate the potential for those structural challenges.	To clarify, the issue was not the ability to construct the elevator in the CUNY/DASNY property from a structural engineering standpoint, but rather the risk, liability, and other issues related thereto that MTA and CUNY were unable to resolve, including mutual indemnification, and CUNY's ability to modify the building at some future point to suit their needs. The southeast stair (O2/O4) and elevator design change was the result of our efforts to remove obstacles and avoid further extensive delay in the implementation of ADA improvements to this Station.

Comment Number	Commenter	Comment	Response	Additional Clarification
7	Tricia Shimamura	What was the previously proposed work on the south sidewalk of East 69 th Street?	The previously approved project included alternative design changes on the southeast corner of East 69 th Street and Lexington Avenue if the Imperial House stairs could not come to fruition. Because the MTA was able to successfully gain access to the Imperial House property, that eliminated the need for a subway entrance on the southeast corner of East 69 th Street.	
8	Tricia Shimamura	Why is the southeast street stair widening not included in this project and where is the funding coming from? If we want to increase accessibility and capacity then all construction activities should be performed at the same time, including widening the southeast staircase. I would like our community to be included on those discussions instead of just updated on them.	We have been in constant communication with CUNY and we have not been able to come to an agreement on how to incorporate this work and the structural challenges that are involved. We will keep you updated.	See additional clarification to Comment #6. Additionally, any widening of the southeast stair would be performed by CUNY, if they so agree, and that work will be coordinated with the scheduling of the project.
9	Charles Salfeld	How far is the proposed stair on the northeast corner from the existing parking garage curb cut?	The elevator is between the garage and Lexington Avenue and will not obstruct the entrance to the garage. The proposed stair is about eight to ten feet west of the existing curb cut.	The distance from the top of the stairs to the garage driveway is approximately 21 feet.
10	Valerie Mason	Where does the elevator open onto the sidewalk, will it open between the stair and elevator or right at the corner?	The elevator opens on the east face of the sidewalk between the elevator and the stair. It is away from the pedestrian activity at the corner crossing the street.	
11	Valerie Mason	Wouldn't it be easier in a wheelchair to access the elevator off the crosswalk?	We believe that it is better to open on the east face to be away from the street corner pedestrian queuing/walking activities with about 12 feet of space between the elevator and the stair.	The distance from the elevator structure to the stairs is 10'-11". Shifting and flipping the street stair will reduce pedestrian conflicts at the northeast corner.

Comment Number	Commenter	Comment	Response	Additional Clarification
12	Valerie Mason	Will MTA use a snow melt system to clean this area during snowstorms?	I don't believe that we are using a snow melt system. We will handle this elevator as we handle all elevators in the system.	
13	Valerie Mason	I'm concerned about the turn-around radius of wheelchairs at the elevator.	There is about 12 feet of space between the elevator and the stair.	The distance from the elevator structure to the stairs is 10'-11".
14	Valerie Mason	I'm concerned about passengers exiting the stair and walking in front of the garage. The sidewalk is not that wide.	We are providing a safe distance of about 10 feet between the stair and the garage. With the addition of the two new northern stairs, passengers that currently use this stair will be diverted. The intent is that many people will be pulled away to new exits.	The distance from the top of the stairs to the garage driveway is approximately 21 feet, so there is enough space for pedestrians to enter, exit, or queue relative to the driveway. From a sightline standpoint there is enough distance for cars entering or exiting the garage to see pedestrians and vehicle traffic.
15	Valerie Mason	When this project was first proposed in 2012, how much did it cost, and how much does this project cost now?	We will review the initial and current cost of the project and provide a response.	Since this project has yet to be bid, we are not in a position to release the estimated cost for the work; however, the cost has naturally increased over time due to escalation with this project as well as other projects.
16	Valerie Mason	Is it included in the current MTA Capital Plan?	This item is included in the current MTA Capital Plan.	This project is moving forward as it was a part of an earlier Capital Plan. This project is funded by the MTA's 2015-2019 Capital Program.
17	Jordan Wouk	Is there is an elevator on the southwest corner of 68 th Street and Lexington Avenue that provides access from street to mezzanine?	An MTA elevator is not located at the southwest corner.	
18	Jordan Wouk	Please confirm that if you enter a pass-through elevator in a wheelchair you don't have to turn around.	Yes, that is how the pass-through elevator will operate.	
19	Jordan Wouk	Is there a fare barrier at the bottom of stair S6?	The elevator will open up to a fare barrier on the mezzanine level.	If entering at stair S6, the fare barrier is located at the mezzanine level.
20	Jordan Wouk	Can I get to the southbound platform from the bottom of stair S6?	You can access the northbound and southbound platforms from the mezzanine.	

Comment Number	Commenter	Comment	Response	Additional Clarification
21	Marco Tamayo	The proposed elevator on the northeast corner will be a big, bulky glass structure on the narrow sidewalk. It makes more sense to keep the elevator inside the Hunter College building to hide it from view and to accommodate the students as they are the primary users of this elevator. Changing the elevator location to the northeast corner will not benefit the students. Please hire a capable structural engineer to solve the challenges.	It is challenging to discuss and execute an MTA project with CUNY. We will continue to update you about the stair widening on that corner and we want to keep this project moving forward.	See additional clarification to Comment #6.
22	Felice Farber	Does the bump out on the northeast corner change the amount of pedestrian space?	The proposed bump out will increase the effective sidewalk width from the existing condition.	
23	Felice Farber	Will the bump out take away any existing parking spaces?	The existing parking regulations at that curb are restricted to NYPD only, and the bump out will take away three or four existing parking spaces. Our analysis shows that there is parking availability in the study area to account for those four removed spaces.	
24	Felice Farber	Will you construct a new fare barrier at the mezzanine level?	There is an existing fare barrier on the mezzanine level that will accommodate the elevator users.	The new entrance on the west side of 69 th Street and the new entrance within the Imperial House will both have their own fare control areas.
25	Felice Farber	MTA's "Eye on the Future Now" lists this project at over \$50 million. With the Capital Program currently on hold, is June 2021 a realistic start date?	MTA's 2025 Capital Plan is on hold. However, this project is moving forward as it was a part of an earlier Capital Plan.	See additional clarification to Comment #16.

Comment Number	Commenter	Comment	Response	Additional Clarification
26	Michele Birnbuam	The existing M66 bus stop is on the southeast corner of 68 th Street. Fruit vendors line the sidewalk just past the bus stop. It would help if NYCT could alert NYPD to enforce no fruit vendor parking on the south curb as they are more inclined to listen to NYCT concerns than community concerns.	We will communicate this concern.	
27	Michele Birnbuam	Will there be any disruption in train service during project construction?	NYCT tries to accommodate platform construction during off-peak train service hours to limit train service disruptions.	
28	Michele Birnbuam	Could you have designed the stair on the southwest corner of East 69 th Street and Lexington Avenue within the Thomas Hunter Hall building instead of on the sidewalk?	It is very difficult to modify a historic landmark building (Thomas Hunter Hall).	<p>There are several reasons why relocating the stair at the southwest corner of East 69th Street and Lexington Avenue is not viable.</p> <ol style="list-style-type: none"> 1. Thomas Hunter Hall is an over 100-year old landmarked building. All renovations and upgrades would need to be approved by NYC Landmarks Preservation Commission. This can be a very lengthy process. 2. The building foundation is masonry and/or rubble, which is very sensitive to construction activities. In order to construct the stair from the mezzanine to the platform the soil under building foundation would need to be removed. To avoid undermining the foundation, a complicated system of underpinning would need to be installed. All movement and vibration on the building and its foundation would need to be monitored in accordance with the requirements of the NYC Building Code. They have

Comment Number	Commenter	Comment	Response	Additional Clarification
				<p>strict limitations of allowable movement and vibration. The required monitoring would more than likely increase the construction duration.</p> <p>3. There is an areaway in front of the building to provide natural light and ventilation to the basement. The stair will impact both of these.</p> <p>4. The proposed stair at its current location is pulled away from the Thomas Hunter Hall and the stair to the platform is located under 69th Street to avoid undermining of the existing foundation. The required Support of Excavation can be installed away from Thomas Hunter Hall to limit any movement/vibration on the building.</p> <p>5. Placing a stair inside Thomas Hunter Hall would take up valued academic program space which CUNY may not agree.</p>
29	Craig Lader	Can the existing M66 bus stop be relocated from the southeast corner of the intersection to the southwest corner, to avoid potential congestion?	We have been coordinating with NYCDOT regarding the bus stop; however, it is not preferable to DOT to move the bus stop to the west side of the intersection. The bus stop may be temporarily relocated to the southwest corner during project construction.	
30	Craig Lader	Does the station need more turnstiles?	There are five proposed turnstiles on the 69 th Street side of the mezzanine. The turnstiles will match or exceed the capacity of the stairs.	The existing mezzanine at 68 th Street does not require additional turnstiles. The new entrance on the west side of 69 th Street and the new entrance within the Imperial House will both have their own fare control lines with a minimum of four turnstiles each.

Comment Number	Commenter	Comment	Response	Additional Clarification
31	Rita Popper	Is there a need to reroute or detour the M66 crosstown bus?	During construction, a minimum of one lane of traffic will be preserved on East 68 th Street. Right now, there is no need to reroute the M66 bus.	
32	Alida Camp	Why is MTA widening the stairs at East 69 th Street? We already have four stairs on East 68 th Street; the 86 th Street station only has four stairs and that station is an express stop.	The proposed stair on the southwest corner of East 69 th Street is remaining unchanged from what was proposed in 2016. The two proposed stairs on the north end of the station will alleviate the pedestrian load on the existing stairs on East 68 th Street.	
Public Comments Received from MTA Online Portal				
1	William Meehan	The MTA should continue with any option that will provide accessibility quickly and affordably. The bulb-out for the proposed elevator seems similar to the new elevator at Bedford Av, which is convenient for riders and unobtrusive.		Thank you for your support of this project.
2	Kelley Gray	How do I participate in the Public Review that is scheduled for tomorrow December 2nd? Thank you for your help.		A recorded video of the meeting can be found on the CB8 Transportation Committee website (https://www.cb8m.com/event/18500/) or at this location: https://youtu.be/ZCuQ7XbFDdU

From: Book, Marcus <Marcus.Book@nyct.com>
Sent: Monday, January 25, 2021 10:57 AM
To: Ellithi, Tarek
Subject: Fw: 68th Street/Hunter ADA Presentation
Attachments: 68th St Station Presentation 12 01 2020.pdf

FYI

Marcus Book
Assistant Director
MTA NYCT Government Relations

From: Book, Marcus
Sent: Thursday, December 3, 2020 4:58 PM
To: agg@dhclegal.com <agg@dhclegal.com>
Subject: 68th Street/Hunter ADA Presentation

Hi Arthur,

As we discussed, attached is the presentation that we gave at Manhattan CB8 last evening.

It was great talking with you this afternoon (as always). Have a great Holiday season sir!

Marcus Book
Assistant Director
MTA NYCT Government Relations

From: Book, Marcus <Marcus.Book@nyct.com>
Sent: Monday, January 25, 2021 10:59 AM
To: Ellithi, Tarek
Subject: Fw: 68th st follow up

FYI

Marcus Book
Assistant Director
MTA NYCT Government Relations

From: Book, Marcus <Marcus.Book@nyct.com>
Sent: Tuesday, January 5, 2021 5:42 PM
To: Goldstein, Arthur <AGG@dhclegal.com>
Cc: Brener, Anna <ab@dhclegal.com>
Subject: Re: 68th st follow up

Good evening sir,

Suggested dates & times are as follows:

Tuesday 1/12 @ 3pm or Thursday 1/14 @ 4pm (Thursday would be ideal)

Please let me know if this will work on your end, and if so, please shoot me an Outlook Invite and I will make sure things are confirmed on my end.

Thanks Arthur!

Marcus Book
Assistant Director
MTA NYCT Government Relations

From: Goldstein, Arthur <AGG@dhclegal.com>
Sent: Monday, January 4, 2021 11:45 AM
To: Book, Marcus <Marcus.Book@nyct.com>
Cc: Brener, Anna <ab@dhclegal.com>
Subject: Re: 68th st follow up

Happy new year.
Please suggest several windows when we can zoom . Please avoid the 8th as Sid will be in transit.
Best
Arthur

On Dec 23, 2020, at 3:38 PM, Book, Marcus <Marcus.Book@nyct.com> wrote:

CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST

Good afternoon Arthur,

As we discussed this afternoon and as was shared in my previous email, the 68th Street/Hunter College ADA project team will be happy to meet with you and your client to discuss any issues pertaining to the proposed alternative location for the project's ADA elevator located at the N/E corner of east 68th Street.

We also touched on the reality that, due to the upcoming holidays and a lack of availability amongst team members this week and next, it is suggested that we push the proposed Zoom meeting to the 1st week in January. We should all be available then and once you let me know what dates work on your end, I can place a hold on everyone's calendar for that time.

During our meeting, we do not intend to discuss with specificity, prior negotiations MTA NYCT has had with DASNY/CUNY/Hunter College regarding the former elevator location within their property, but will be fully prepared to discuss any issues your client may have with the current proposed location of the new elevator.

If you would like to review any of the other siting options explored by NYCT, they can be found here:

2016 EA - published at:

<http://web.mta.info/mta/planning/68St-Hunter/>

[Environmental Review for 68th Street/Hunter College Station Improvement - Home | MTA](http://web.mta.info/mta/planning/68St-Hunter/)

Environmental Review for 68th Street/Hunter College Station Improvement. The Metropolitan Transportation Authority New York City Transit (MTA NYCT), is proposing to implement improvements to the 68th Street/Hunter College Station located at Lexington Avenue and East 68th Street in Manhattan.

web.mta.info

I hope that you and the family had a joy filled Hanukkah and I want to wish you a Happy New Year!

Best,

Marcus

Marcus Book
Assistant Director
MTA NYCT Government Relations

From: Goldstein, Arthur <AGG@dhclegal.com>
Sent: Wednesday, December 9, 2020 6:25 PM
To: Book, Marcus <Marcus.Book@nyct.com>
Subject: 68th st follow up

As per our conversation, I would appreciate the following :
Drawings of dimensions showing the distance from the garage to the proposed elevator
What entities still need to approve these changes ?
Can you share the engineering reports on the engineering issues on the Hunter College property that prevent or make it more difficult than originally anticipated ?

Best
Arthur
914 523-3761

<image003.jpg>
Arthur Goldstein, Esq.
Chair, City Government Relations Practice Group

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ATTACHMENT D
TRANSPORTATION ANALYSIS AND
NYCDOT CORRESPONDENCE

NEPA Re-Evaluation

68th Street/Hunter College Subway Station Improvements

Detailed Assessment of Transportation Conditions

In February 2016, Metropolitan Transportation Authority Construction & Development (MTA C&D) prepared the Environmental Assessment (EA) and Proposed Section 4(f) De Minimis Impact Finding to the Federal Transit Administration (FTA) evaluating the potential for impacts on the human and natural environments resulting from the construction and operation of the proposed Americans with Disabilities Act (ADA) improvements to the 68th Street/Hunter College Station located at Lexington Avenue and East 68th Street in Manhattan (the “Approved Project”), and subsequently a *Finding of No Significant Impact* was issued by the FTA on July 28, 2016. Since that time, engineering design has advanced and the following modifications to the Approved Project are being proposed (the “proposed modifications to the Approved Project”).

The Approved Project included the following proposed improvements:

1. Installation of a new street elevator at the southeast corner of East 68th Street and Lexington Avenue.
 - Street Level ADA Compliant Elevator: an ADA-compliant elevator would be provided in the plaza under the northwest corner of the Hunter College East Building, adjacent to stair O2/O4.
 - Replace Street Stair O2/O4: Increase the width of the stair O2/O4 at the southeast corner of Lexington Avenue and East 68th Street.
2. Installation of two new ADA compliant elevators between the platform and mezzanine levels. One elevator will be provided to each platform.
3. Relocate street stairs at the northeast corner of East 68th Street and Lexington Avenue.
 - Reverse Street Stair S4: widen and relocated to a position approximately 30 feet east of its current position to allow improved circulation at the corner. The installation of the stair at this location would require the removal of a street tree on East 68th Street east of Lexington Avenue. The tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with the New York City Department of Parks (NYCDPR). The existing stair would be removed.
4. Rehabilitate street stairs (S3) at the northwest corner of East 68th Street and Lexington Avenue.
5. Installation of a new street stair in the retail space at 931 Lexington Avenue.
6. Installation of a new street stair (S5) on East 69th Street west of Lexington Avenue (Option W1).
 - a. The southern sidewalk in the vicinity of the new stair would be extended into the curb lane to provide required space for pedestrian clearance between the street stair structure and the curb (5 feet minimum). This “bulb-out” would eliminate four parking spaces on the south side of East 69th Street west of Lexington Avenue. The East 69th Street crosswalk on the west side of Lexington Avenue would be widened to maintain pedestrian flow and safety.
 - b. The installation of the stair at this location would require the removal of a street tree on East 69th Street west of Lexington Avenue. The tree would be replaced with one or more trees in the same vicinity or at a different location, depending on consultation and agreement with NYCDPR.

7. Option E1 was included in the Approved Project an alternate stair location for the street stair in the retail space at 931 Lexington Avenue. Option E1 included installation of a new street stair and “bulb-out” on the south side of East 69th Street east of Lexington Avenue.

Significant structural modifications to a non-MTA owned property would be required to install an elevator and widen stair O2/O4 located within the northwest corner of the Hunter College East Building at the southeast corner of East 68th Street and Lexington Avenue. These modifications include re-supporting the structure, re-directing loads, and removing a floor/changing a floor elevation. Appending the load of the elevator onto their structure creates potential liability and indemnification issues that MTA and CUNY could not resolve. In addition, the owner of the building had concerns relative to restrictions on their ability to make further and future modifications to the building which would affect their use of the facility. Therefore, due to these concerns, the installation of an elevator at the southeast corner of East 68th Street and the concomitant widening of stair O2/O4 are no longer included in this project.

In addition, the installation of the new street stair in the 931 Lexington Avenue building is feasible and Option E1 is no longer proposed.

The proposed modifications to the Approved Project include the following:

1. Installation of a new street elevator on the northeast corner of East 68th Street and Lexington Avenue. The elevator would be located within a new sidewalk bulb-out, within the north parking lane of East 68th Street, east of Lexington Avenue. The new sidewalk bulb-out would not reduce the number of traffic travel lanes but would eliminate approximately four parking spaces. The new bulb-out would not affect any bike lanes or bus stop locations.
2. The previously approved East 68th Street elevator location at the southeast corner of East 68th Street and Lexington Avenue will not be constructed. Also, street stair O2/O4 (owned by CUNY Hunter College) located within the Hunter College East Building at the southeast corner of East 68th Street and Lexington Avenue will not be widened as previously approved.
3. Reconstruction of the street stair S4 at the northeast corner of East 68th Street and Lexington Avenue within the new sidewalk bulb-out and with approximately 10 feet of separation from the Imperial House. The stairs would be east of the proposed Street Level ADA-Compliant Elevator and would be wider relative to the previously Approved Project.
4. The locations of the two proposed mezzanine-to-platform elevators will be shifted approximately ten feet north to reduce conflicts with existing subsurface utilities.
5. The previously approved option for a new bulb-out sidewalk and station entrance stair on East 69th Street east of Lexington Avenue will not be constructed.
6. The previously approved new stair (S5) /station entrance at the southwest corner of the East 69th Street and Lexington Avenue intersection will be constructed with a narrower width (5'-7") than what was proposed in the Approved Project (9'-0").
7. No changes are proposed for the previously approved new mid-block entrance and stairs in the retail space at 931 Lexington Avenue.
8. Per New York City Department of Transportation (NYCDOT) review request, ADA compliant curb ramps will be installed at all corners of the intersections of East 68th Street and East 69th Street at Lexington Avenue and the catch basin and manhole affected by the new curb extension bulb-out will be relocated.

The Transportation Analysis for the Environmental Re-Evaluation Analysis examines if the proposed modifications to the Approved Project would result in any new significant adverse impacts with respect to transportation conditions including the assessment areas of traffic, parking, transit, and pedestrians. The proposed modifications to the Approved Project are not anticipated to affect all of the transportation analysis categories; however, because of the age of the original traffic/parking/transit/pedestrian data, changes to the subway transit network in the study area, changes to the construction phasing, and a change to the project build year, each of these transportation analysis categories were reassessed as part of this NEPA Re-Evaluation using new and available data where feasible and necessary.

The June 2016 Environmental Assessment of the Approved Project included a comprehensive traffic, parking, transit, and pedestrian analyses for the proposed ADA and station access improvements. The following technical memorandum provides a summary of the re-evaluation for each transportation technical area and includes:

- 1) an overview of the original 2016 EA findings/impacts,
- 2) a description of the proposed design change on each transportation technical area, and
- 3) a summary of the potential effect of the design change on each transportation technical area.

This re-evaluation summary has been performed for both the operational and construction phase conditions of the proposed modifications to the Approved Project.

Final Operational Condition

Traffic

The proposed modification to the Approved Project is not anticipated to alter the results of the operational traffic analyses of the Approved Project at the Lexington Avenue intersections of East 68th and East 69th Streets. Therefore, the following qualitative traffic assessment of the operational transportation network changes associated with the station design change has been prepared, which concludes that the proposed modifications to the Approved Project would not result in new or increased adverse traffic impacts in the study area as compared to the analysis of the Approved Project.

Approved Project

The 2016 EA analyzed the effects that the **Approved Project** could have on traffic. The Approved Project included a new sidewalk bulb-out on the south curb of East 69th Street just west of Lexington Avenue to provide additional sidewalk width for a proposed subway entrance. The new subway entrance was expected to increase pedestrian activity at the intersection of Lexington Avenue and East 69th Street. An analysis of traffic conditions during the operational phase of the Approved Project was performed in the 2016 EA because traffic conditions could be affected by changes in pedestrian volumes and roadway geometry.

The traffic study only included the intersection of East 69th Street and Lexington Avenue, where the new subway entrance was proposed. This new subway access at East 69th Street would divert passengers from the existing subway street stairs at East 68th Street; as a result, fewer passengers would be using the East 68th Street/Lexington Avenue sidewalks and crosswalks. The decrease in pedestrian activity at the intersection of East 68th Street and Lexington Avenue would result in fewer conflicts between pedestrians and turning vehicles; therefore, traffic conditions at the East 68th Street/Lexington Avenue intersection were not analyzed.

Traffic conditions at the intersection of East 69th Street and Lexington Avenue were analyzed for the weekday AM, midday, and PM peak hours for the 2020 Build analysis year under the Approved Project. To determine the presence of potential significant traffic impacts resulting from the operation of the Approved Project, the 2020 No-Build condition analysis results were compared to the 2020 Build condition during the three peak hours. Traffic conditions during the 2020 Build condition were determined to be nearly identical to the 2020 No-Build condition, with all vehicle movements projected to operate at level of service (LOS) C or better.

As a result of the Approved Project, traffic conditions for the 2020 Build and No-Build conditions would remain virtually unchanged from the existing condition. The sidewalk bulb-out and the additional number of passengers using the proposed 69th Street subway stairs were not expected to impact traffic at the intersection of East 69th Street and Lexington Avenue. Based on the intersection impact criteria identified in the *CEQR Technical Manual*, there would be no significant adverse traffic impacts as a result of the Approved Project; therefore, no traffic mitigation measures were needed.

Proposed Modifications to the Approved Project

The **proposed modifications to the Approved Project** will change the existing roadway geometry as compared to the Approved Project by the installation of a bulb-out along the north curb of East 68th Street just east of Lexington Avenue. The new bulb-out would be located within the north curbside parking lane, but would not encroach on the vehicle travel lane, would not change the number of

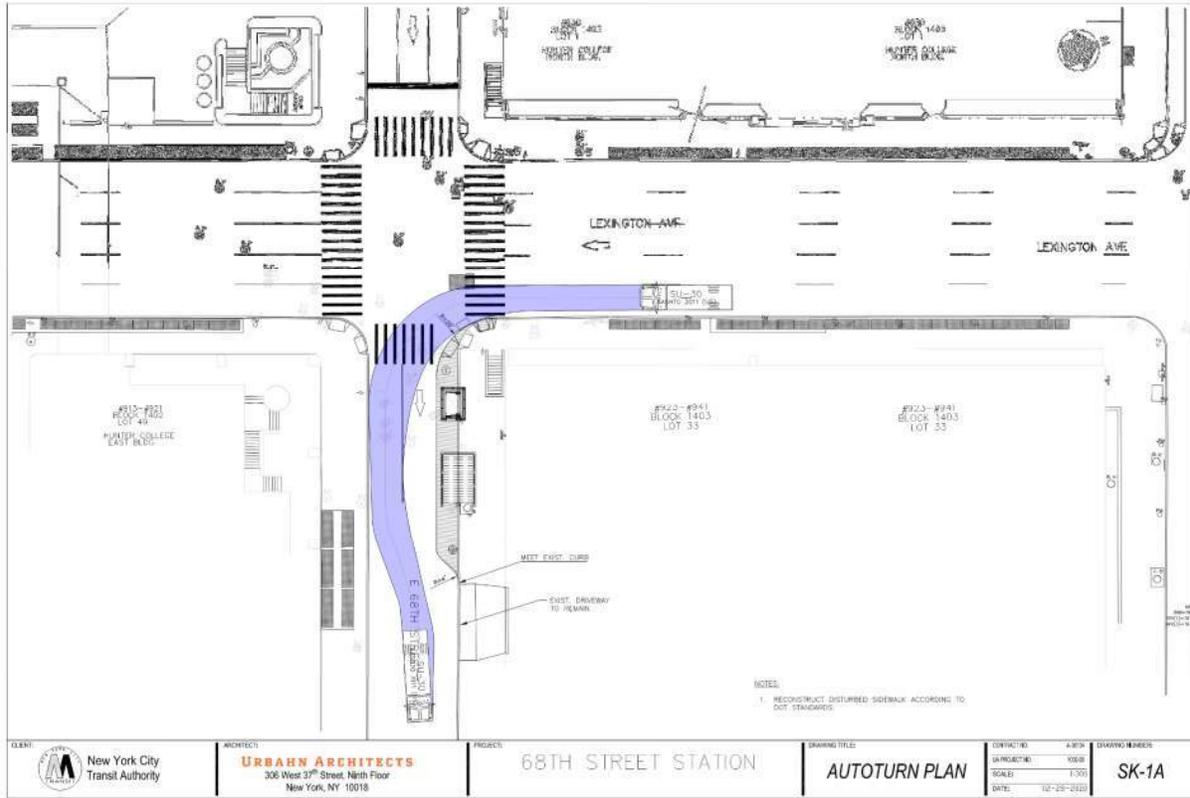
available eastbound travel lanes, and would not change vehicle traffic patterns on Lexington Avenue or East 68th Street.

NYCT performed vehicle swept path analyses using AutoTurn software to study the southbound Lexington Avenue left turn movement turning at the proposed bulb-out at the northeast corner of East 68th Street and Lexington Avenue. The analysis studied the swept path of three different vehicle types executing the southbound left turn: an SU-30 truck (Figure 1), an NCHRP Report 659 fire truck (Figure 2), and a WB-50 truck (Figure 3). The results showed that the radii of the proposed bulb-out would not impede vehicle turning movements at the intersection of East 68th Street and Lexington Avenue for the three studied vehicles. However, the fire truck and the WB-50 truck would need to use the second and fourth travel lanes from the east curb, respectively, in order to make the southbound left-turn without impeding on the northeast corner curb line.

NYCDOT has implemented changes in the roadway configuration along Lexington Avenue within the project study area since the 2016 EA traffic data was collected and analyzed. At the time of the 2016 EA, Lexington Avenue provided a curbside bus lane (in use during the AM peak hour) along the west curb, three southbound vehicle travel lanes, and a curbside parking lane along the east curb. Lexington Avenue currently provides curbside parking along the east and west curbs, an exclusive bus lane, and two southbound travel lanes (one less general-purpose southbound through travel lane). In addition, there is a 150-foot designated left-turn-only lane along the east curb of Lexington Avenue approaching East 68th Street and a seven-second leading pedestrian interval was implemented in 2018 at the signalized intersections of Lexington Avenue at 68th and 69th Streets.

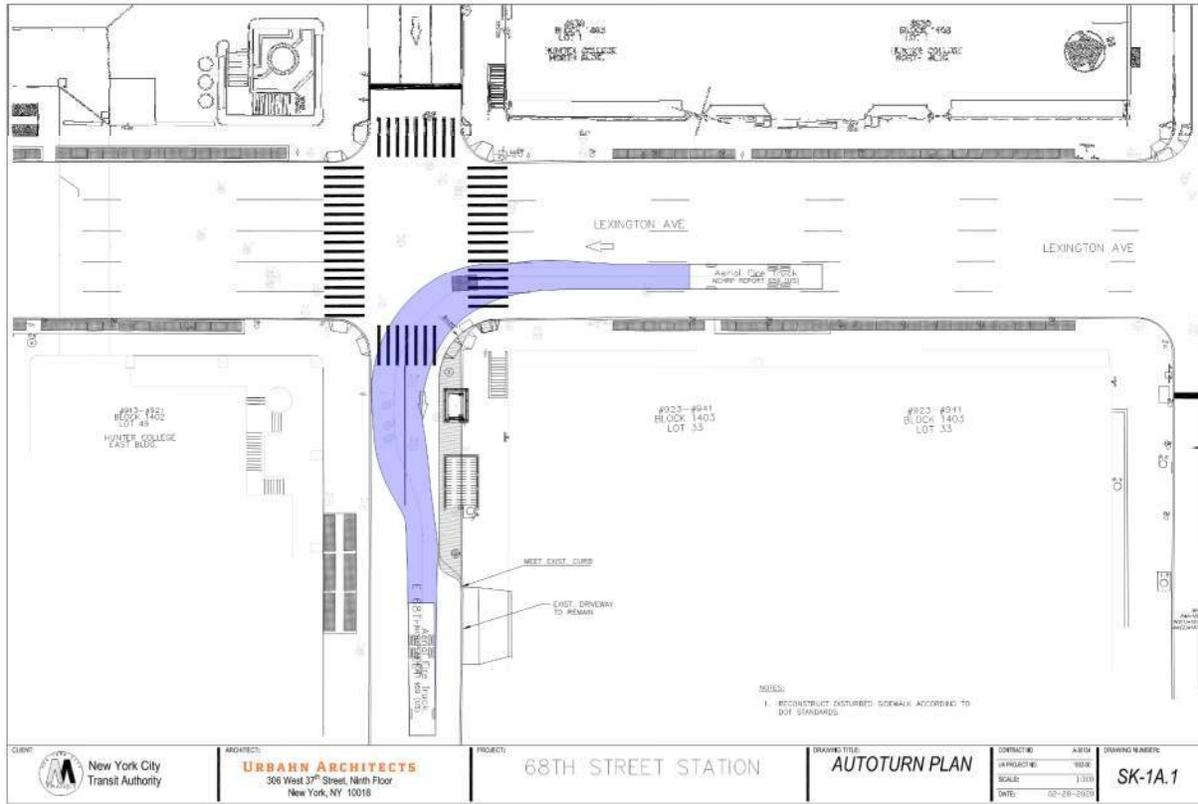
Despite the recent roadway configuration changes and signal timing improvements implemented by NYCDOT, the proposed modifications to the Approved Project will not alter the number of travel lanes or reduce the lane width within the study area, nor will it add any new vehicle or pedestrian trips to these intersections. Therefore, the proposed modifications to the Approved Project would not result in new or increased adverse traffic impacts in the study area as compared to the analysis of the Approved Project.

Figure 1: Vehicle Swept Path Analysis of an SU-30 Truck



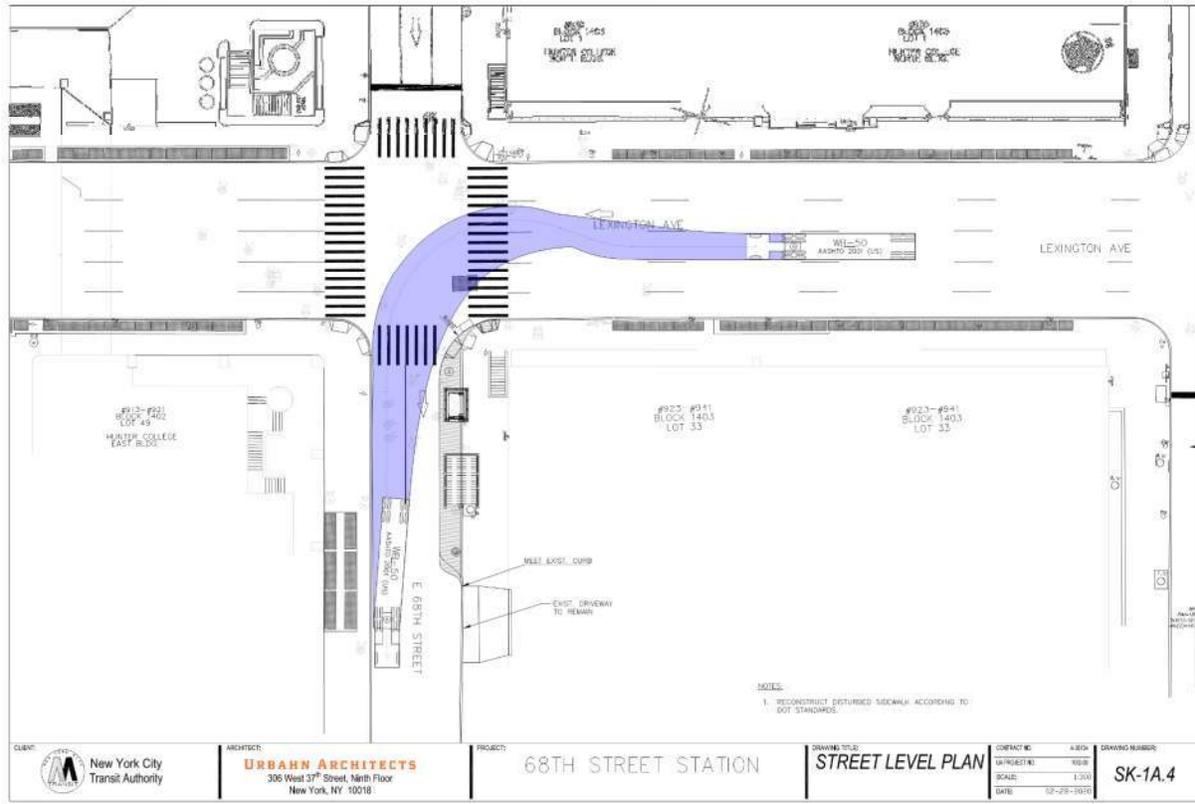
Source: NYCT

Figure 2: Vehicle Swept Path Analysis of an NCHRP Report 659 Fire Truck



Source: NYCT

Figure 3: Vehicle Swept Path Analysis of a WB-50 Truck



Source: NYCT

Parking

Approved Project

The **Approved Project** included the proposed sidewalk bulb-out on the south curb of East 69th Street just west of Lexington Avenue, which would eliminate four existing parking spaces. Parking conditions were evaluated to determine if the Approved Project would generate significant negative impacts on this resource. The on-street parking study area centered around the intersection of Lexington Avenue and East 69th Street, which is where the proposed parking elimination would occur and is where the reduction in parking capacity would be most critical. The parking study area included Lexington Avenue between East 68th and East 70th Streets as well as East 69th Street for approximately 150 feet east and west of Lexington Avenue.

The analysis of the Approved Project determined that on-street parking occupancy was found to be utilized at 72, 93, and 85 percent of capacity in the weekday AM, midday, and PM peak periods, respectively, during the 2020 Build Conditions. These findings indicated that the Approved Project would not result in a significant parking impact as on-street parking would still be available elsewhere after the loss of curbside parking due to the installation of the 69th Street bulb-out.

The Approved Project would not lead to an increase in demand for parking. The maximum number of available spaces within the parking study area would still be greater than the projected number of occupied spaces. On-street parking capacity within the parking study area would therefore be adequate to accommodate the projected demand through 2020 during all three peak hours. There would be no significant adverse parking impacts as a result of the Approved Project. Therefore, no mitigation measures would be warranted.

Proposed Modifications to the Approved Project

The **proposed modifications to the Approved Project** includes an additional proposed bulb-out that will eliminate some on-street parking; therefore, the following discussion provides an assessment regarding the estimated number of parking spaces to be affected and concludes that the proposed modifications to the Approved Project would not result in new or increased adverse parking impacts as compared to the analysis of the Approved Project.

Collection of representative on-street parking conditions is currently not possible given changes in travel patterns associated with society's behavior adaptations resulting from COVID-19 social distancing practices as schools are not in session; therefore, the following parking assessment was based on a review of current parking regulations, findings from the analysis of the Approved Project, and NYCDOT guidance (see Correspondence Attachment).

The on-street parking study area envelops the intersections of Lexington Avenue with East 68th Street and East 69th Streets, which is where the proposed parking elimination would occur and is where the reduction in parking capacity would be most critical. The study area includes Lexington Avenue between East 68th and East 70th Streets as well as East 68th and East 69th Streets for approximately 150 feet east and west of Lexington Avenue.

Current 2020 on-street parking capacity differs slightly from the parking analysis of the Approved Project (data collected in 2011) due to changes in roadway lane usage along Lexington Avenue and curbside parking regulations along East 69th Street west of Lexington Avenue. The parking study area for the 2016 EA did not include East 68th Street; however, the proposed installation of a bulb-out on East 68th Street

east of Lexington Avenue subsequently widens the parking study area to include parking along East 68th Street east and west of Lexington Avenue.

Parking regulation changes between 2011 and 2020 and changes to roadway lane use along Lexington Avenue account for the creation of an additional 18, 7, and 7 available parking spaces during the weekday AM, midday, and PM peak periods, respectively. The Lexington Avenue exclusive bus lane (active only during the AM peak hour) was originally located in the curbside lane and has since been offset from the curb to provide an exclusive curbside parking lane, thereby increasing the area's parking capacity.

The proposed bulb-out would remove three parking spaces along the north curb of East 68th Street, just east of Lexington Avenue. These parking spaces are currently restricted to "Authorized Vehicles Only – Police Department," as there is an NYPD precinct located on East 67th Street. The removal of three existing "Authorized Vehicles Only" parking spaces on the north side of East 68th Street, in addition to four non-metered parking spaces on the south side of 69th Street (as discussed in the original EA), would not create new or increased adverse parking impacts in the study area as compared to the 2016 EA findings, as parking availability was identified in the original 2016 EA and because of the recent increase in available curbside parking spaces due to changes in parking regulations and roadway lane configurations.

The total number of parking spaces removed (seven) for the Proposed modifications to the Approved Project would be the same as the number of space removed for the Approved Project with Option E1, which included a bulb-out on East 69th Street east of Lexington Avenue and included the loss of seven parking spaces in total. The 2016 EA determined that the parking study area would still be able to accommodate the projected parking demand during all peak hours with the loss of seven parking space; therefore, the loss of seven spaces for the proposed modifications to the Approved Project would not result is a significant adverse parking impact.

Transit

Approved Project

The 2016 EA evaluated transit LOS conditions at the subway street stairs, subway platform stairs, and the turnstiles/subway control areas during the Existing (2010/2011), No Build (2020), and Build (2020) scenarios.

The Approved Project included the modification and installment of the following transit station elements:

- Installation of a new street elevator at the southeast corner of East 68th Street and Lexington Avenue
- Widening of street stairs O2/O4 at the southeast corner of East 68th Street and Lexington Avenue
- Relocation, reversal, and one-foot additional widening of street stair S4 at the northeast corner of East 68th Street and Lexington Avenue
- Rehabilitation of street stair S3 at the northwest corner of East 68th Street and Lexington Avenue
- Installation of a new street stair in the retail space at 931 Lexington Avenue
- Installation of a new street stair S5 at the southwest corner of East 69th Street and Lexington Avenue

The analysis of the Approved Project was based on pedestrian counts collected at the existing 68th Street/Hunter College subway station during the AM and PM peak hours on a weekday in April 2010, and during the midday peak hour on a weekday in November 2011.

Peak 15-minute subway street stair data from 2010/2011 was grown to 2020 No Build volumes in the 2016 EA by incorporating:

- a background growth rate (background growth in the transit study area would be 0.25 percent per year for the first five years, through 2016, and 0.125 percent per year for the next four years, through 2020),
- No Build developments within the study area (including development slated at hospitals and other medical facilities to the east and north of the station), and
- anticipated MTA NYCT-developed reduction factors for subway ridership as a result of the MTA Second Avenue Subway Phase I stations opening in 2017.

See Table 1 for a summary of 2020 No Build and 2020 Approved Project Volumes at the 68 Street-Hunter College Subway Station.

Table 1: 2020 No Build and 2020 Approved Project Volumes at the Subway Street Stairs

Scheme	Time Period	Street Entrance	VCE	VCE Location	Peak 15-Minute Entries		Estimated Peak 15-Minute Exits	
2020 No Build	08:00 - 08:59	68 th St	S4	NE Corner	101	199	517	1,920
			S3	NW Corner	18		314	
			O2/O4	SE Corner	61		665	
			O1/O3	SW Corner	19		424	
	13:00 - 13:59	68 th St	S4	NE Corner	89	363	98	362
			S3	NW Corner	56		23	
			O2/O4	SE Corner	152		152	
			O1/O3	SW Corner	66		89	
	17:30 - 18:29	68 th St	S4	NE Corner	419	1,191	77	332
			S3	NW Corner	175		35	
			O2/O4	SE Corner	458		104	
			O1/O3	SW Corner	139		116	
2020 Approved Project	08:00 - 08:59	68 th St	S4	NE Corner	39	198	162	1,920
			S3	NW Corner	6		118	
			O2/O4	SE Corner	61		665	
			O1/O3	SW Corner	19		424	
		69 th St	W1	SW Corner	66		165	
			E10	Midblock	7		386	
	13:00 - 13:59	68 th St	S4	NE Corner	31	363	31	362
			S3	NW Corner	23		6	
			O2/O4	SE Corner	152		152	
			O1/O3	SW Corner	66		89	
		69 th St	W1	SW Corner	72		19	
			E10	Midblock	19		65	
	17:30 - 18:29	68 th St	S4	NE Corner	163	1,190	23	332
			S3	NW Corner	59		16	
			O2/O4	SE Corner	458		104	
			O1/O3	SW Corner	139		116	
		69 th St	W1	SW Corner	283		13	
			E10	Midblock	88		60	

Source: 2016 EA

Subway Street Stairs

Detailed 2011 Existing, 2020 No Build, and 2020 Build Condition stair analyses were conducted at the four existing subway street stairs of the 68th Street/Hunter College Station. For 2011 Existing Conditions, both street stairs on the east side of Lexington Avenue, S4 and O2/O4, are anticipated to operate at LOS F conditions during the AM peak hour, and the street stair on the southeast corner of the intersection (O2/O4) is anticipated to operate at LOS E conditions during the PM peak. The street stair on the northwest corner of the intersection (S3) is anticipated to operate at LOS D in the AM peak, while the stair on the northeast corner (S4) is anticipated to operate at LOS D in the PM peak hour. All other subway street stairs are anticipated to operate at LOS C or better during the three peak hours.

For the 2020 future conditions, the subway street stairs were evaluated for the 2020 No Build condition (see Table 2) and compared to the 2020 Build conditions (see Table 3). Due to the anticipated

reassignment of passengers away from the 68th Street/Hunter College Station as a result of the opening of the Second Avenue Subway (MTA NYCT reduction factor), an increase in stair width at stairs S4 and O2/O4, and the additions of new stairs W1 and E10, the analysis revealed improvements in stair performance. All subway stairs were projected to operate at LOS C or better during the three peak periods.

Table 2: 2020 No Build Conditions at the 68 St-Hunter College Station Subway Street Stairs

ID	Location	Width	Effective Width	Friction Factor	Peak 15-Min Entry Volume			Peak 15-Min Exit Volume			V/C			LOS		
					AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
S4	NE Corner	4.58	3.58	0.9	101	89	419	517	98	77	1.55	0.44	1.07	E	A	D
S3	NW Corner	4.58	3.58	0.9	18	56	175	314	23	35	0.85	0.18	0.45	C	A	B
O2/O4	SE Corner	5	4	0.9	61	152	458	665	152	104	1.65	0.63	1.09	E	B	D
O1/O3	SW Corner	7.33	6.33	0.9	19	66	139	424	89	116	0.64	0.21	0.33	B	A	A

Source: 2016 EA

Table 3: 2020 Approved Project Build Conditions at the 68 St-Hunter College Station Subway Street Stairs

ID	Location	Width	Effective Width	Friction Factor	Peak 15-Min Entry Volume			Peak 15-Min Exit Volume			V/C			LOS		
					AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Lexington Avenue and East 68 th Street																
S4	NE Corner	6	5	0.9	39	31	163	162	31	23	0.36	0.10	0.28	A	A	A
S3	NW Corner	4.58	3.58	0.9	6	23	59	118	6	16	0.32	0.06	0.16	A	A	A
O2/O4	SE Corner	10	8.75	0.9	61	152	458	665	152	104	0.76	0.29	0.50	C	A	B
O1/O3	SW Corner	7.33	6.33	0.9	19	66	139	424	89	116	0.64	0.21	0.33	B	A	A
Lexington Avenue and East 69 th Street																
W1	SW Corner	9	8	0.9	66	72	283	165	19	13	0.23	0.09	0.28	A	A	A
E10	Midblock	10	8.75	0.9	7	19	88	386	65	60	0.37	0.08	0.13	A	A	A

Source: 2016 EA

Subway Platform Stairs

Detailed analyses were conducted for the four existing subway platform stairs for the 2020 No Build condition (see Table 4). The results indicate that all four platform stairs would operate at an acceptable LOS C or better during the weekday AM, midday, and PM peak periods except for one stair, P4. The north stair on the northbound platform, P4, is anticipated to operate at LOS D conditions during the AM peak hour in 2020.

Table 4: 2020 No Build Conditions at the 68 St-Hunter College Station Subway Platform Stairs

Stairway	ID	Peak 15-Min Entry Volumes			Peak 15-Min Exit Volumes			V/C			LOS		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Lexington Avenue at East 68th Street													
South S/B Platform	P1	94	159	452	113	69	19	0.23	0.24	0.46	A	A	B
North S/B Platform	P3	91	201	535	456	15	52	0.69	0.22	0.60	C	A	B
South N/B Platform	P2	8	42	146	460	73	120	0.53	0.13	0.29	B	A	A
North N/B Platform	P4	6	56	173	1006	217	214	1.20	0.34	0.45	D	A	A/B

Source: 2016 EA

Detailed analyses were conducted for the subway platform stairs in the 68th Street/Hunter College subway station for the 2020 Approved Project condition (see Table 5). The proposed platform improvements, as part of the Approved Project, would enhance pedestrian flow at the platform level by extending the platforms and adding two additional platform-to-mezzanine stairs. All four existing platform stairs leading to the fare control area at East 68th Street, including P4, would be improved by the Approved Project to a LOS C or better condition. The two proposed platform stairs leading to the proposed fare control areas at East 69th Street are projected to operate at LOS A during all three peak hours. All six platform stairs are expected to operate at an acceptable LOS C or better during the weekday AM, midday, and PM peak periods.

Table 5: 2020 Approved Project Build Conditions at the 68 St-Hunter College Station Subway Platform Stairs

Stairway	ID	Peak 15-Min Entry Volumes			Peak 15-Min Exit Volumes			V/C			LOS		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
Lexington Avenue at East 68th Street													
South S/B Platform	P1	61	127	323	80	53	16	0.16	0.19	0.33	A	A	A
North S/B Platform	P3	59	161	381	324	12	43	0.48	0.17	0.43	B	A	A
South N/B Platform	P2	3	34	105	339	57	99	0.39	0.10	0.23	A	A	A
North N/B Platform	P4	3	45	125	741	168	175	0.88	0.27	0.35	C	A	A
Lexington Avenue at East 69th Street													
S/B Platform	New	66	72	283	165	19	13	0.27	0.09	0.28	A	A	A
N/B Platform	New	7	19	88	386	65	60	0.44	0.10	0.16	A	A	A

Source: 2016 EA

Subway Control Area (Turnstiles)

Subway control area performance characteristics were evaluated for the 2020 No Build condition (see Table 6). The results indicate that the control area at East 68th Street/Lexington Avenue, made up of 14 turnstiles, is projected to operate at LOS B or better for all three peak hours.

Table 6: 2020 No Build Conditions at the 68 St-Hunter College Station Subway Control Area

Station Elements	Qty.	Peak 15-Min Entry Volumes			Peak 15-Min Exit Volumes			15 Minute Turnstile Capacity for Entries	15 Minute Turnstile Capacity for Exits	V/C			LOS		
		AM	MD	PM	AM	MD	PM			AM	MD	PM	AM	MD	PM
Turnstiles	14	199	457	1306	2035	374	405	5,292	6,502	0.48	0.18	0.36	B	A	A

Source: 2016 EA

Subway control area performance characteristics were evaluated for the 2020 Approved Project condition (see Table 7). The results indicate that by adding two additional control areas at East 69th Street/Lexington Avenue (five turnstiles on the east side of East 69th Street and four turnstiles on the west side of East 69th Street), all three control areas are projected to operate at LOS A for all three peak hours.

Table 7: 2020 Approved Project Build Conditions at the 68 St-Hunter College Station Subway Control Area

Station Elements	Qty.	Peak 15-Min Entry Volumes			Peak 15-Min Exit Volumes			15 Minute Turnstile Capacity for Entries	15 Minute Turnstile Capacity for Exits	V/C			LOS		
		AM	MD	PM	AM	MD	PM			AM	MD	PM	AM	MD	PM
Lexington Avenue at East 68th Street															
Turnstiles	14	125	367	935	1484	290	332	5292	6502	0.34	0.14	0.27	A	A	A
Lexington Avenue at East 69th Street															
Turnstiles (uptown)	5	7	19	88	386	65	60	1890	2322	0.24	0.05	0.09	A	A	A
Turnstiles (downtown)	4	66	72	283	165	19	13	1512	1858	0.17	0.07	0.22	A	A	A

Source: 2016 EA

Proposed Modifications to the Approved Project

The proposed modifications to the Approved Project include all elements of the Approved Project, with the following exceptions:

- The new street elevator will be installed on the northeast corner of East 68th Street and Lexington Avenue instead of on the southeast corner
- Street stairs O2/O4 at the southeast corner of East 68th Street and Lexington Avenue will not be widened
- Street stair S4 at the northeast corner of East 68th Street and Lexington Avenue will be widened to ten feet instead of to six feet
- Proposed street stair S5 at the southwest corner of East 69th Street and Lexington Avenue will be installed at a width of 5'-7" instead of 9 feet in order to reduce conflicts with existing subsurface utilities
- The footprint of the two proposed mezzanine-to-platform elevators will shift approximately ten feet north to reduce conflicts with existing subsurface utilities

Additionally, passenger volumes have changed since the data collection effort described in the 2016 EA. Average weekday peak hour and peak 15-minute fare control data at the 68th Street Station for existing 2020 conditions was received from MTA NYCT-Operations Planning (see Table 8) to assess the differences.

The 72nd Street station of the Second Avenue Subway line opened at East 72nd Street and 2nd Avenue in January 2017. The 2020 fare control data from NYCT was compared to the 2020 No Build volumes developed in the 2016 EA in order to assess the estimated ridership diversion from the 68th Street Station to the Second Avenue Subway line. The following results were identified:

- Fewer passengers diverted away from 68th Street than the 2020 No Build had projected for AM peak entries (43% actual vs. projected 58%) and PM peak exits (29% vs projected 58%)
- Fewer passengers diverted away from 68th Street than the 2020 No Build had projected for midday peak entries and exits
- More passengers diverted away from 68th Street than the 2020 No Build had projected for AM peak exits (21% vs projected 17%) and PM entries (22% vs projected 17%)

Table 8: 2020 Existing Volumes at the Subway Street Stairs

	2020 Peak Hour Existing Ridership at R246 (68 Street-Hunter College Station)	
	Peak 15-Min Entries	Estimated Peak 15-Min Exits
AM	452	1,951
MD	474	482
PM	1,314	690

Source: NYCT-Operations Planning, December 2020

The No Build 2020 predicted ridership from the 2016 EA was also compared to the 2020 Existing NYCT fare array data at the 68th Street station:

- The 2016 EA's predicted No Build 2020 volumes identify an AM peak of 198 passengers entering and 1,920 passengers exiting, while 2020 NYCT data identifies an AM peak of 452 passengers entering (228% of the predicted value) and 1,951 passengers exiting (2% more than the predicted value).
- Predicted No Build 2020 volumes from the 2016 EA identify a midday peak of 363 passengers entering and 362 passengers exiting, while 2020 NYCT data identifies a midday peak of 474 passengers entering (31% more than predicted) and 482 passengers exiting (33% more than predicted).
- Predicted No Build 2020 volumes from the 2016 EA identify a PM peak of 1,190 passengers entering and 332 passengers exiting, while 2020 NYCT data identifies a PM peak of 1,314 passengers entering (10% more than predicted) and 690 passengers exiting (208% of the predicted value).

The opening of the Second Avenue Subway Phase 1 station on East 72nd Street and 2nd Avenue reduced ridership at the East 68th Street station and likely changed the usage split of the four platform stairs (P1, P2, P3, and P4) and the four subway street stairs (S4, O2/O4, S3, and O1/O3). As per guidance from NYCT-Operations Planning, the percent change in station passenger entries/exits based on the 2020 overall station passenger data cannot be proportionally applied to the subway and platform stair volumes from the 2016 EA. Therefore, the following assessment provides an overview of the passenger volume changes and a qualitative assessment of pedestrian LOS conditions.

The 2020 NYCT fare array data were grown to 2024 volumes with a one percent growth factor applied, which assumes one-quarter percent growth per year for years 2020 to 2024 as per CEQR guidelines (see

Table 9). One major development is anticipated to complete construction within the study area prior to 2024, Memorial Sloan-Kettering Cancer Center (MSK) and the City University of New York (CUNY) are partnering to acquire a 66,111-square-foot City-owned site on the east end of a block bounded by York Avenue, Franklin Delano Roosevelt (FDR) Drive, and East 73rd and 74th Streets. MSK proposes to build a new ambulatory care center (MSK ACC), while CUNY proposes to build the Hunter College Science and Health Professions Building (CUNY-Hunter Building). The project may be referred to as the MSK – CUNY-Hunter Project. As of October 2019, the MSK building was almost complete and the CUNY building had just started construction. Consequently, 50% of 68th Street Station subway transit trips were incorporated into the station volumes for the future Build scenarios. The proposed modifications to the Approved Project are not anticipated to generate any new transit trips to the station as a result of the street, mezzanine, and platform improvements, therefore, the 2024 No Build station volumes would be identical to the 2024 proposed modifications to the Approved Project (“2024 Build”) station volumes.

Table 9: 2024 No Build and 2024 Proposed Modifications to the Approved Project Volumes at the Subway Street Stairs

	2024 No Build and 2024 Proposed Modifications to the Approved Project	
	Peak 15-Min Entries	Estimated Peak 15-Min Exits
AM	457	1,988
MD	483	491
PM	1,339	701

Source: NYCT-Operations Planning, December 2020 and STV

The 2024 No Build/2024 Build data was compared to the 2020 Build (2016 EA) data in order to qualitatively assess the 2024 proposed modifications to the Approved Project conditions (see Table 10).

Table 10: Comparison of Peak 15-Minute 2020 No Build (2016 EA) and Peak 15-Minute 2024 Build (Proposed Modifications to the Approved Project) Volumes

Time Period	Entries		Exits		Total Volume		Percent Difference
	2020	2024	2020	2024	2020	2024	
AM	198	457	1,920	1,988	2,118	2,445	15
MD	363	483	362	491	725	974	34
PM	1,190	1,339	332	701	1,522	2,040	34

Subway Street Stairs

The 2024 No Build/Build station volumes are anticipated to be higher than the 2020 Build (2016 EA) station volumes. Under the 2024 No Build conditions, the two stairs on the east side of Lexington Avenue (stairs S4 and O2/O4) would continue to operate at poor LOS conditions in the AM and PM peak hours, as determined in the 2016 EA. Since the projected passenger volumes are higher in 2024 as compared to 2020, the LOS would be worse than that reported in the 2016 EA.

Street stair S4 on the northeast corner of Lexington Avenue and East 68th Street was projected to operate at LOS A conditions during the future 2020 Build Condition. The proposed modifications to the

Approved Project will widen this stair from six to ten feet; therefore, this stair is anticipated to operate at an acceptable LOS condition in the future 2024 condition.

The proposed modifications to the Approved Project no longer includes the widening of stair O2/O4, which was projected to operate at LOS D and E conditions during the peak hours for the 2020 No Build condition as per the 2016 EA. The 2016 EA documented that the Approved Project would result in improved conditions at stair O2/O4, LOS C during the AM peak hour and LOS B during the PM peak hour.

NYCT-Operations Planning identified that stair O2/O4 operated at LOS F during the AM peak hour in 2020 prior to COVID. The proposed modifications to the Approved Project would not change the width of stair O2/O4, the current poor LOS conditions would remain unchanged. This would not be considered a significant adverse impact as pedestrian conditions generated by the proposed modifications of the Approved Project would not be different than the No Build.

While the previously Approved Project would have improved pedestrian operations at stair O2/O4, the proposed modifications to the Approved Project would not change or improve pedestrian conditions as compared to the No Build for stair O2/O4.

The proposed street stair S5 on the southwest corner of Lexington Avenue and East 69th Street was projected to operate at LOS A conditions during all peak hours in the future 2020 Build Condition. The proposed modifications to the Approved Project will install this stair at a width of 5'-7" instead of 9 feet; however, the narrower stair is still anticipated to operate at acceptable LOS conditions during all peak hours in the future 2024 condition.

Subway Platform Stairs

The proposed modifications to the Approved Project would only alter one platform stair as compared to the Approved Project. As evaluated in the 2016 EA, all four existing platform stairs leading to the fare control area at East 68th Street, including P4, would be improved by the Approved Project to a LOS C or better. One of the two new platform stairs leading to the proposed fare control areas at East 69th Street, the stair at the southwest corner of Lexington Avenue and East 69th Street, will be installed at a width of 5'-7" instead of 9 feet. Despite the modified width, stair S5 is anticipated to operate at acceptable LOS conditions during all peak hours in the future 2024 condition. The configuration of the second proposed platform stair will remain unchanged and is projected to operate at LOS A during all three peak hours. Considering the percent increase in station ridership (see Table 10), all six platform stairs are expected to operate at an acceptable LOS during the weekday AM, midday, and PM peak periods of the 2024 Build condition.

Subway Control Area (Turnstiles)

The proposed modifications to the Approved Project would not change the fare control array as compared to the Preferred Project. For the 2024 Build condition, the turnstiles are anticipated to operate at an acceptable LOS A condition during the AM, MD, and PM peak hours.

As part of the proposed modifications to the Approved Project design, two additional control areas will be constructed at East 69th Street/Lexington Avenue with five turnstiles on the east side of East 69th Street and four turnstiles on the west side of East 69th Street. For the 2024 Build condition, these

turnstiles are anticipated to operate at an acceptable LOS A condition during the AM, MD, and PM peak hours.

Pedestrian Crosswalks, Corners, and Sidewalk Segments

Approved Project

The study area for pedestrian analyses encompasses the two intersections along Lexington Avenue (East 68th Street and East 69th Street). The pedestrian elements at these intersections represent locations that would most likely be affected by the Approved Project. All crosswalk, corner, and sidewalk counts were conducted during the AM, midday, and PM peak periods on November 9, 2011. The 15-minute peak period was identified separately for each pedestrian element (crosswalk, corner, and sidewalk) during the three peak hours.

The 2016 EA compared the 2020 Approved Project conditions to the 2020 No Build conditions and determined that pedestrian elements (sidewalk, corner, and crosswalk) at 68th Street and Lexington Avenue would operate at the same or better LOS due to the reassignment of customers to the new 69th Street subway access point. Diverting these pedestrians to the subway stairs at 69th Street and Lexington Avenue would increase pedestrian volumes and cause some pedestrian elements at this intersection to operate at a slightly worse LOS; however, all of these elements would still operate at LOS D or better, and there would be no significant adverse pedestrian impacts as a result of the Approved Project.

Proposed Modifications to the Approved Project

On-street pedestrian conditions would not be altered as a result of the proposed modifications to the Approved Project. No changes in the pedestrian elements of crosswalk width, corner size, or sidewalk width would occur as a result of the proposed modifications to the Approved Project, with the exception of the corner sidewalk widening on the north sidewalk of East 68th Street east of Lexington Avenue and the corner sidewalk widening on the south sidewalk of East 69th Street west of Lexington Avenue.

The proposed bulb out location at East 68th Street and Lexington Avenue will result in a larger corner queuing space and a wider sidewalk width (9'-8" between stair S4 and the building line), which will result in an improvement of pedestrian conditions. By relocating stair S4 away from the building line corner, thus away from the pedestrian ramp corner quadrant, queue space will increase at the corner. Pedestrian LOS is anticipated to improve at the northeast corner of Lexington Avenue and East 68th Street.

The proposed modifications to the Approved Project will provide a wider sidewalk width on the south sidewalk of East 69th Street just west of Lexington Avenue as a result of narrowing the width of proposed stair S5 from 9'-0" to 5'-7". The proposed modifications to the Approved Project will provide 11'-10" of sidewalk width between stair S5 and the curb, as opposed to 8'-5". Pedestrian LOS is anticipated to improve at the south sidewalk of East 69th Street west of Lexington Avenue.

Construction

Construction of the **Approved Project** would have been expected to begin in 2016 and continue for approximately 36 to 39 months. Work would have been conducted in staggered phases to allow for continuous operation of the subway system and to minimize effects of construction activities on surface transportation, pedestrian and vehicular traffic flow, and to minimize effects of construction to businesses, community facilities and residences along Lexington Avenue, East 68th Street and East 69th Street. Work would have been conducted, except where noted otherwise, in two shifts per day, between 7:00 AM and 10:00 PM (with approval from the New York City Department of Buildings [NYCDOB]). There could have been brief periods when 68th Street was closed to vehicular traffic. These closures would have likely been at night or on the weekend and a Maintenance and Protection of Traffic (MPT) would have been developed and approved by NYCDOT prior to street closure. Traffic stipulations from NYCDOT-OCMC, dated March 8, 2017, identified the allowance of full roadway closures from 10 PM to 5 AM, and included traffic diversion routes and provisions for emergency vehicles.

The three-phase construction concept was as follows:

- Phase 1: construction of new subway stair on East 69th Street west of Lexington Avenue (stair S5, Option W1) and mid-block subway stair between East 68th Street and East 69th Street on the east side of Lexington Avenue (stair E10), and utility relocation activity on East 68th Street
- Phase 2: construction on the east side of the existing subway mezzanine, including installation of the northbound platform elevator, 68th Street infrastructure (street stairs S4 and O2/O4 and elevator), reconfiguring the east side of the mezzanine, and utility relocation
- Phase 3: installation of the southbound platform elevator and rehabilitation of the northwest street stair at 68th Street (stair S3/M3)

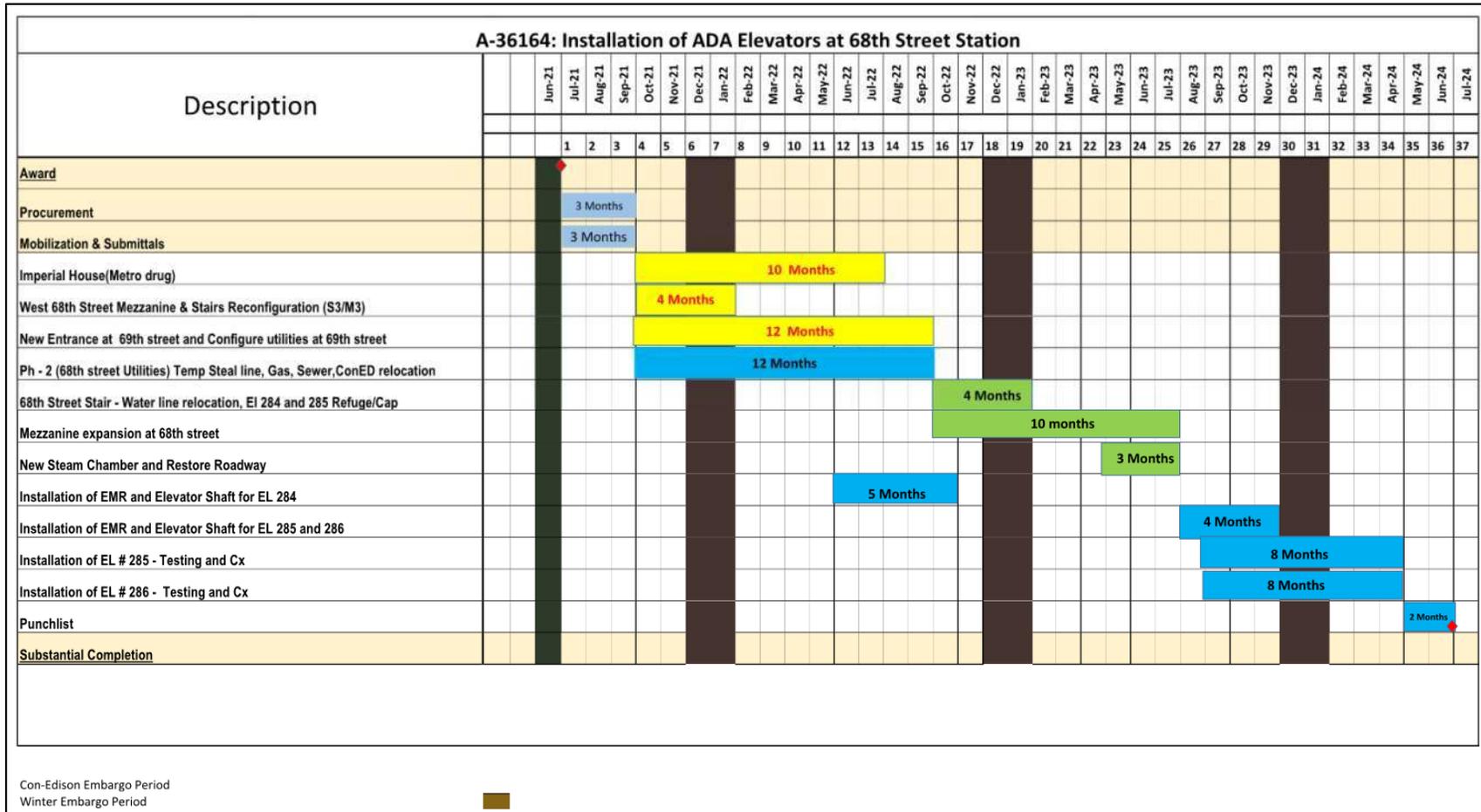
The 2016 EA required that the contractor selected for the project would be responsible for preparing plans to ensure that acceptable levels of service are maintained throughout potentially affected roadways and intersections in the study area. Maintenance and Protection of Traffic plans would be submitted to and approved by NYCDOT.

The **proposed modifications to the Approved Project** construction phasing is similar to 2016 EA, however, the rehabilitation of subway street stair S3 is now included as part of Phase 1 (see Figure 4):

- Phase 1: construction of the new subway stair on East 69th Street west of Lexington Avenue (stair S5, Option W1) and the mid-block subway stair between East 68th Street and East 69th Street on the east side of Lexington Avenue (stair E10), utility relocation activity on East 68th and East 69th Streets, construction of west side of the 68th Street mezzanine, and subway stair reconfiguration (stair S3/M3 on the northwest corner of East 68th Street)
- Phase 2: the east mezzanine expansion at 68th Street, 68th Street infrastructure (stair S4 on the northeast corner of East 68th Street), water line relocation, installation of platform and street elevators, reconfiguring the east side of the mezzanine, and utility relocation.

The June 2016 EA of the Approved Project included a comprehensive construction-phase traffic, parking, transit, and pedestrian analyses for the proposed ADA and station access improvements. The following sections summarize the re-evaluation of each transportation technical area and identify the potential for any new or increased significant adverse impacts for the proposed modifications.

Figure 4: MTA Construction and Development – Draft Construction Schedule



Source: NYCT

Traffic

A qualitative assessment of construction-phase traffic conditions has been prepared, based on consultation with NYCDOT (see Correspondence Attachment), and found that the construction phase of the proposed modifications to the Approved Project would not result in new or increased adverse traffic impacts as compared to the construction phase analysis of the Approved Project.

Approved Project

The 2016 EA determined that construction is not anticipated to substantially change traffic operations and a detailed traffic analysis was not needed.

The Approved Project would require the relocation of utility lines under Lexington Avenue at East 68th Street. During utility relocation, Lexington Avenue would be reduced to two travel lanes, and East 68th Street would be closed for brief periods with approval from NYCDOT. At other times, three travel lanes would be maintained on Lexington Avenue, and one travel lane would remain open on both East 68th Street and East 69th Street. No significant adverse impacts are anticipated during construction.

Proposed Modifications to the Approved Project

The proposed modifications to the Approved Project are not anticipated to add any additional vehicle trips to the study area intersections during the construction phase or change the number, frequency, or duration of street lane closures during the construction phase.

The proposed modifications to the Approved Project include a bulb-out that may require the temporary relocation of an existing bus stop during construction. MTA-NYCT provides local crosstown bus service in Manhattan via the M66 bus route. The M66 bus stop is currently situated along the south curb of East 68th Street just east of Lexington Avenue. The bus stop area spans roughly 100 feet of curbside usage. During the construction of the bulb-out on the north curb of East 68th Street just east of Lexington Avenue, the M66 bus stop may require temporary relocation.

At no time would Lexington Avenue be reduced to fewer than two southbound travel lanes (as per utility relocation plans MPT-41 and MPT-42). Work on Lexington Avenue would be permitted only at night or weekends and it would be fully operational to traffic each weekday morning. One travel lane on East 69th Street would remain open throughout construction of the project. However, at times during late night or weekends, East 68th Street would be closed east of Lexington Avenue. MPT plans for these events would be submitted to and approved by NYCDOT, and would include provisions for emergency vehicle access to buildings along East 68th Street during construction.

Overall, the proposed modifications to the Approved Project are not anticipated to result in a significant adverse traffic impact during construction as construction of the project would not add any additional vehicle trips to the study area intersections or change the number, frequency, or duration of street lane closures as compared to the analysis of the Approved Project.

Parking

Approved Project

The construction of the Approved Project would not result in new or increased adverse parking impacts in the study area as compared to the analysis of the Approved Project. Operation phase parking studies conclude that parking is not significantly impacted as parking capacity is available within the study area.

During Phase 1, approximately 100 feet of the curbside parking lane along the east side of Lexington Avenue between 68th and 68th Streets would be closed to vehicles during the construction of the proposed subway stair E10 at 931 Lexington Avenue. Based on observations of on-street parking utilization in this area, it was concluded that there is sufficient on-street parking capacity to accommodate current demand during all three peak weekday periods.

Proposed Modifications to the Approved Project

The estimated number of parking spaces to be affected by the construction of the proposed modifications to the Approved Project is not assumed to be substantially different than the operational phase of the project. The construction of the proposed modifications to the Approved Project would not result in new or increased adverse parking impacts in the study area as compared to the analysis of the Approved Project. Operation phase parking studies conclude that parking is not significantly impacted as parking capacity is available within the study area.

Transit

Approved Project

Pedestrian conditions at all subway station transit elements were analyzed to determine if significant impacts are generated during any of the three proposed construction phases. The new subway street stairs at the north end of the station would be completed during Phase 1, within approximately one year. Phase 2 of the Approved Project would include widening and reconfiguring the northeast and southeast subway street stairs at East 68th Street and Lexington Avenue and construction of the ADA elevator at the southeast corner of the intersection, which would occur during the second year of construction and would be completed prior to the start of Phase 3. Phase 3 would include rehabilitation of the northwest street stair at East 68th Street and Lexington Avenue, and construction of the southbound platform elevator. No modifications to the street stair at the southwest corner of East 68th Street and Lexington Avenue was incorporated as part of the Approved Project.

Proposed Modifications to the Approved Project

The proposed modifications to the Approved Project follows a similar phased construction pattern as the Approved Project; however, the rehabilitation of subway street stair S3/M3 is now included as part of Phase 1. Pedestrian conditions at all subway station transit elements were qualitatively analyzed to determine if significant impacts are generated during the two proposed construction phases.

- Phase 1 includes construction of the new subway stair on the southwest corner of East 69th Street and Lexington Avenue (stair S5), the new subway stair mid-block between East 68th Street and East 69th Street on the east side of Lexington Avenue (stair E10), utility relocation activity on East 68th and 69th Streets, reconfiguration of the west side of the 68th Street mezzanine, and subway street stair reconfiguration (stair S3/M3 on the northwest corner of East 68th Street)
- Phase 2 includes the east mezzanine expansion at 68th Street, 68th Street infrastructure (stair S4 on the northeast corner of East 68th Street, water line relocation, installation of platform and street elevators, reconfiguring the east side of the mezzanine, and utility relocation

At street-level, the change in construction phasing will result in a reassignment of passengers between street entrances during construction of the proposed modifications to the Approved Project that will lead to a worsening of street stair LOS conditions during construction Phase 1 as compared to the Approved Project.

Phase 1 includes the construction of street stairs at East 69th Street (stairs E10 and W1), two new elements which do not require the closure of any existing stairs. Subway stair conditions could worsen during the demolition and reconstruction of the existing subway stair S3/M3 on the northwest corner of East 68th Street and Lexington Avenue as compared to the Approved Project. The 2016 EA determined that for 2020 No Build Conditions, both street stairs on the east side of Lexington Avenue, S4 and O2/O4, are anticipated to operate overcapacity at LOS E conditions during the AM peak hour. Therefore, it is conservatively assumed that all pedestrians who want to use stair S3 will reroute to stair O1/O3, the existing subway stair on the southwest corner of Lexington Avenue and East 68th Street during construction Phase 1. The combined passenger demand of stairs S3/M3 and O1/O3 would exceed the capacity of stair O1/O3, which would result in poor LOS conditions on the existing stair O1/O3 during the AM peak hour. Due to the complexities of the utility relocations, alternative construction phasing options to complete the street stair S3/M3 rehabilitation during a later construction phase are not feasible. However, it is anticipated that this poor LOS condition at stair

O1/O3 would be temporary during Phase 1 of construction and would not result in significant adverse impacts.

Phase 2 includes the demolition and reconstruction of the existing subway stair S4 on the northeast corner of East 68th Street and Lexington Avenue. During Phase 2 construction, the existing subway street stair S4 is demolished, relocated, and widened within a new sidewalk bulb-out. For the proposed modifications to the Approved Project, stair O2/O4 will not be widened or rehabilitated, thereby potentially providing additional street capacity as compared to the Preferred Project and reducing the potential for adverse impacts to the street stairs.

Pedestrian Crosswalks, Corners, and Sidewalk Segments

Approved Project

The four crosswalk locations, four corner reservoirs, and eight sidewalk locations at the Lexington Avenue intersection with East 68th Street were analyzed for the construction phase of the Approved Project.

During construction Phase 2, pedestrian LOS conditions temporarily worsen from LOS C or better to LOS E/F during the three analysis periods at the south crosswalk. This LOS deterioration was due to the shift of pedestrians from the southeast corner stair (O2/O4) to the southwest corner stair (O1/O3).

During construction Phase 2, pedestrian LOS conditions temporarily worsen at three of the four corner reservoirs.

During construction, the pedestrian LOS conditions temporarily worsen at one of the eight sidewalk locations, the west side of Lexington Avenue north of East 68th Street.

Proposed Modifications to the Approved Project

During Phase 2 of construction, stair S4 will be out of service and, at times, stair O2/O4 could be out of service for the installation of a platform elevator. During the previously analyzed Approved Project conditions, construction Phase 2 included a full closure and reconstruction of stair O2/O4, which resulted in LOS E and F conditions for the south Lexington Avenue crosswalk at East 68th Street due to the reassignment of passengers to the street stairs on the southwest corner (O1/O3). By removing the reconstruction of stair O2/O4 from the scope of the proposed modifications to the Approved Project design, the closure of stair O2/O4 during construction Phase 2 may occur for a shorter time period than for the Approved Project; consequently, the poor LOS E and F conditions would occur for a shorter duration of time than they would have under the Approved Project design.

**NYCDOT Design Approval of Curb Extension & Elevator
at northeast corner of
Lexington Avenue and East 86th Street**

Reply all Delete Junk Block

68th Street - Hunter College Concept

You forwarded this message on Thu 11/12/2020 3:00 PM

MG

Mitterman, Gregory <gmitterman@dot.nyc.gov>

Wed 6/3/2020 11:16 AM

To: Barkaus, John; Tadla, Vikram

Cc: DeSanti, Arthur; Gurung, Tika <TGurung@dot.nyc.gov>



Hello John and Vik,

After reviewing the latest set of drawings sent to us, DOT has no objection to the concept and design for the proposed ADA elevator and curb extension on the corner of 68th Street and Lexington Avenue for the 68th Street – Hunter College Subway Station. After this project is awarded to a design-builder, the selected design-builder will be required to submit a Master Lease drawing package for DOT review and approval.

This notice of no objection is for the proposed ADA elevator location and curb extension at the corner of 68th Street and Lexington Avenue only. We understand that there is also a new staircase and curb extension proposed for the southwest corner of 69th Street and Lexington for this station. We will require a drawing set for DOT review before issuing any approval for the stairs and curb extension in the 69th Street location.

Please let me know if you require anything else.

Thank you,
Greg

This message and any attachments are solely for the individual(s) named above and others who have been specifically authorized to receive such and may contain information which is confidential, privileged or exempt from disclosure under applicable law. If you are not the intended recipient, any disclosure, copying, use or distribution of the information included in this message and any attachments is strictly prohibited. If you have received this communication in error, please notify us by reply e-mail and immediately and permanently delete this message and any attachments.

Thank you.

NYC – Department of Transportation

NYCDOT Kickoff Meeting Summary
July 22, 2020

Project: Hunter College/68th Street Station Environmental NEPA Re-Evaluation
Date: July 22, 2020 **Time:** 2-3 PM
Location: Microsoft Teams Virtual Meeting
Subject: A-36164 NEPA Re-Eval Analysis – NYCDOT Meeting

Attendees:

<u>Attend</u>	<u>Name</u>	<u>Organization</u>	<u>E-mail</u>
✓	Tarek Ellithi	NYCT	Tarek.Ellithi@nyct.com
✓	Luminita Marinescu	NYCT	Luminita.Marinescu@nyct.com
✓	Ashok Patel	NYCT	Ashok.patel@nyct.com
✓	John Barkaus	NYCT	John.barkaus@nyct.com
✓	David Ungerman	NYCT	David.ungerman@nyct.com
✓	Vikram Tadla	NYCT	Vikram.tadla@nyct.com
✓	Shakil Ahmed	NYCDOT	Sahmed2@dot.nyc.gov
✓	Michele Samuelsen	NYCDOT	Msamuelsen@dot.nyc.gov
✓	Matt Lorenz	NYCDOT	Mlorenz1@dot.nyc.gov
✓	Rubaiet Islam	NYCDOT	Rislam@dot.nyc.gov
✓	Tyler Peter	NYCDOT	Tpeter@dot.nyc.gov
✓	Richard Wetherbee	STV	richard.wetherbee@stvinc.com
✓	Diana Chiavetta	STV	diana.chiavetta@stvinc.com
✓	Patrick O'Mara	STV	Patrick.Omara@stvinc.com

Following is a summary of the meeting with MTA-NYCT, NYCDOT, and STV on July 22, 2020 to discuss the Proposed Traffic Data Collection Methodology for the 68th Street Hunter College subway station ADA Re-evaluation.

Operational Phase Discussion

The meeting opened with introductions and Patrick O'Mara (STV) provided an overview of the project.

1. Overview of project evaluated in 2016 EA
2. Overview of proposed design change
 - a. Relocating elevator
 - b. Relocating stair
 - c. Adding curb extension

3. Overview of analysis approach from 2016 Environmental Assessment
4. Overview of potential for effects from revised design
5. In a non-Covid setting, STV noted that they would typically update the EA by performing traffic and pedestrian counts at the project site. The 2016 EA traffic data was collected in 2011 and the pedestrian data was collected in 2010 and 2011.
6. STV received data from NYCT Operations Planning confirming that passenger volumes entering and exiting the Hunter College/68th Street Station are lower now, compared to the 2016 EA passenger volumes due to the opening of Second Avenue Subway Phase I in January 2017.
7. No effect to traffic operations anticipated as a result of building a curb extension into the parking lane
8. STV recommended providing a qualitative traffic analysis in the re-evaluation that:
 - a. describes the new design, and
 - b. includes a description that the design change as compared to the original project does not affect existing traffic operations and does not increase pedestrian volumes crossing at the 68th Street/Lexington Avenue intersection

Matt/Shakil, NYCDOT: NYCDOT previously reviewed the elevator/new stairway design change and agreed that a detailed traffic analysis at 68th or 69th streets is not required because the proposed bump out (curb extension) is not affecting traffic operations, it is only taking away parking. A qualitative assessment of traffic operations related to the design change would be acceptable for the NEPA re-evaluation.

Patrick, STV: The proposed stair into the subway station on the northeast corner of East 68th Street provides 9'-8" clear space between stair and building, which is roughly the same as the No Build Condition (approximately 7 to 8 feet of clear space). Passenger volumes in and out of the station have decreased since SAS opened (Jan 2017). Pedestrian operations at the corner (East 68th Street and Lexington Avenue) should improve by relocating the street stair east of the intersection, out of the corner, and eliminating its loading of the corner. STV recommends a qualitative pedestrian analysis for the NEPA re-evaluation.

Matt/Shakil, NYCDOT: NYCDOT confirmed that if the project is not going to affect the sidewalk width (i.e., available sidewalk width is not decreasing with the design change) then a detailed pedestrian capacity analysis is not needed. A qualitative assessment of pedestrian conditions related to the design change would be acceptable for the NEPA re-evaluation.

Construction Phase Discussion

Patrick, STV: Action is only proposed on the northeast corner of East 68th Street, no proposed action on the southeast corner. Since the Imperial House stairs will be functional, we don't anticipate any pedestrian capacity issues during construction. Furthermore, construction-phase pedestrian impacts previously identified would not occur as the southeast subway access will not be reconstructed.

Matt, TEP NYCDOT: Agreed, no construction-phase detailed pedestrian analysis is needed as there will be no construction on the southeast corner. A qualitative assessment of pedestrian conditions related to the design change would be acceptable for the NEPA re-evaluation.

Patrick, STV: Construction MPT plans and anticipated lane/roadway closures are expected to be the same as the original project. One travel lane will remain open on 68th Street during the weekday daytime hours. Road closures would only be permitted during the overnight or weekend hours per NYCDOT Office of Construction Mitigation and Coordination (OCMC) approval. Therefore, no detail traffic analysis is needed for the construction-phase condition and a qualitative assessment of traffic operations will be provided in the NEPA re-evaluation.

Patrick, STV: The NEPA re-evaluation will be completed in August and submitted to NYCDOT for review and approval in September. NYCDOT will provide STV with documentation acknowledging NYCDOT approval of the NEPA re-evaluation as supporting material for the Federal Transit Administration review.

Note:

The information contained in these minutes is assumed to be a complete and correct account of the items discussed, directions given, and conclusions drawn during the meeting. Any clarifications or corrections to these minutes should be submitted to STV within five calendar days of the date of these minutes. No response implies that information contained herein is agreed to be correct as written.

Minutes prepared by: STV

**Documentation of
NYCDOT Review & Approval
of
NEPA Re-Evaluation**

O'Mara, Patrick J.

Subject: FW: RE: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

From: Ullom, William <wullom@dot.nyc.gov>

Sent: Friday, January 8, 2021 6:29 PM

To: O'Mara, Patrick J. <Patrick.Omara@stvinc.com>

Cc: Samuelsen, Michele <msamuelsen@dot.nyc.gov>; Lorenz, Matthew R <mlorenz1@dot.nyc.gov>; Islam, Rubaiet <rislam@dot.nyc.gov>; Ahmed, Shakil <SAhmed2@dot.nyc.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>; Tarek.Ellithi@nyct.com; Taylor, Jessica <jtaylor@dot.nyc.gov>

Subject: RE: RE: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

****This e-mail is from outside STV****

We have reviewed your responses to comments and find them acceptable. We have no further comments. Thank you.

From: O'Mara, Patrick J.

Sent: Monday, December 21, 2020 7:18 AM

To: wullom@dot.nyc.gov

Cc: msamuelsen@dot.nyc.gov; mlorenz1@dot.nyc.gov; rislam@dot.nyc.gov; SAhmed2@dot.nyc.gov;

Richard.Wetherbee@stvinc.com; Tarek.Ellithi@nyct.com

Subject: RE: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

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Sent Files

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wullom@dot.nyc.gov msamuelsen@dot.nyc.gov mlorenz1@dot.nyc.gov rislam@dot.nyc.gov SAhmed2@dot.nyc.gov Richard.Wetherbee@stvinc.com Tarek.Ellithi@nyct.com.

File(s):

NEPA Re-evaluation_worksheet_Region II v6 Hunter 2020-12-17.pdf

2016 EA tree removal figure.pdf

Hi William,

Thank you for reviewing the Hunter College/68th Street Station ADA Improvement NEPA Re-Evaluation. Please find attached the updated NEPA Re-Evaluation document, which includes the revised AutoTurn drawings as per the comment below.

Would you kindly review and provide us with documentation acknowledging NYCDOT approval of this NEPA re-evaluation. NYCDOT acknowledgement has been requested by Federal Transit Administration reviewers.

Following are responses to the NYCDOT comments received on the document.

Thank you.

Responses to DOT Comments

Comment #1: The northeast corner radius should be designed as 20' to facilitate the turns. The agreed 20' radius is shown on the first sheet of the attached, but is wrongly labeled as 12'. On the other two sheets, the northeast corner is still shown with a 12' radius. Please rectify plans.

Response #1: The AutoTurn plans have been updated to show the 20' radius on all sheets and is included in the updated Transportation memo.

Comment #2: On page 4: Under the Ecosystems (Vegetation/Wildlife, inclgd [sic] Endng'd [sic] Species) the "Yes" box should be checked as elsewhere in the document you state that tree removal from the northern sidewalk of E 68th St east of Lexington Ave will be necessary.

Response #2: On page 4, the Ecosystems box was marked as "No" because the tree that is identified for removal for the installation of the elevator and relocated stair on the northeast corner of Lexington Avenue and 68th Street for the "Proposed Modifications to the Approved Project" condition is the same tree that would need to be removed for the original "Approved Project" (which only included relocating the stair on the northeast corner). The same tree on the northeast corner would need to be removed for each option. For your reference, attached is the figure from the 2016 EA that identifies this tree for removal as part of the original Approved Project.

Comment #3: On page 92: During the July 22, 2020 meeting, the project team noted that the passenger volumes (received from NYCT Operations Planning) entering and exiting the Hunter College/68th Street Station are lower, compared to the 2016 EA passenger volumes due to the opening of Second Avenue Subway Phase I in January 2017. However, the report indicates that the projected volumes entering and exiting the Hunter College/68th Street Station are higher than the 2016 EA passenger volumes. Please clarify the inconsistency. Furthermore, on page 93, Table 10 shows higher percentage differences between the 2016 EA and proposed modifications to the approved project Build 2024 volumes which should be lower as per the July meeting minutes. Please clarify the inconsistency.

Response #3: During the July 22, 2020 meeting, the project team noted that the passenger volumes (received from NYCT Operations Planning) entering and exiting the Hunter College/68th Street Station are lower, compared to the 2016 EA passenger volumes due to the opening of Second Avenue Subway Phase I in January 2017. This statement was made based on a preliminary comparison of "existing" 2019 fare control data and "existing" passenger volumes collected for the 2016 EA. This statement is true as 68th Street/Hunter College passengers did shift to Second Avenue Subway, resulting in an estimated 40 percent decrease in passenger entries at 68th Street/Hunter College station.

Since the time of the project kick-off, NYCT-Ops Planning and the project team performed a more in-depth evaluation of passenger volumes to assess the projected estimates from the 2016 EA regarding the number of 68th Street/Hunter College station passengers who would shift to the Second Avenue Subway line. The Transportation memo provides a summary of those findings, which indicate that the projected 2020 No Build passenger entry/exit volumes from the 2016 EA are lower than the station entry/exit volumes calculated by NYCT for 2020 existing conditions based on current turnstile data. Overall, passenger volumes at the station have decreased because of the opening of the Second Avenue Subway; however, the volume estimated to shift in the 2016 EA was identified to be higher than the current 2020 passenger volumes indicate. This difference does not change any of the findings regarding pedestrian operations within the station or on-street pedestrian operations as the modifications to the Approved Project include the new north station entrances, which will reduce the volume pedestrians at 68th Street as compared to the No Build condition.

Patrick O'Mara, PE, PTOE
Senior Transportation Engineer
Senior Associate

STV
225 Park Avenue South
New York, NY 10003
(p) 212-505-4950
patrick.o'mara@stvinc.com

From: Ullom, William <wullom@dot.nyc.gov>
Sent: Friday, December 11, 2020 9:37 AM
To: O'Mara, Patrick J. <Patrick.Omara@stvinc.com>
Cc: Samuelsen, Michele <msamuelsen@dot.nyc.gov>; Lorenz, Matthew R <mlorenz1@dot.nyc.gov>; Islam, Rubaiet <rislam@dot.nyc.gov>; Ahmed, Shakil <SAhmed2@dot.nyc.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Subject: RE: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

****This e-mail is from outside STV****

Hi Patrick,

I just received the following comments from our Geometric Design Unit, it looks like there is a simple typo:

- The northeast corner radius should be designed as 20' to facilitate the turns. The agreed 20' radius is shown on the first sheet of the attached, but is wrongly labeled as 12'. On the other two sheets, the northeast corner is still shown with a 12' radius. Please rectify plans.

From: Ullom, William <wullom@dot.nyc.gov>
Sent: Wednesday, December 9, 2020 11:21 AM
To: O'Mara, Patrick J. <Patrick.Omara@stvinc.com>
Cc: Samuelsen, Michele <msamuelsen@dot.nyc.gov>; Lorenz, Matthew R <mlorenz1@dot.nyc.gov>; Islam, Rubaiet <rislam@dot.nyc.gov>; Ahmed, Shakil <SAhmed2@dot.nyc.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Subject: RE: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

****This e-mail is from outside STV****

Hi Patrick,

Thank you for that email, I have checked with Greg and he has confirmed that Geometric Design reviewed and approved the design at 68th Street and Lexington in June. Therefore we only have the following comments:

On page 4: Under the Ecosystems (Vegetation/Wildlife, incldg [sic] Endng'd [sic] Species) the "Yes" box should be checked as elsewhere in the document you state that tree removal from the northern sidewalk of E 68th St east of Lexington Ave will be necessary.

On page 92: During the July 22, 2020 meeting, the project team noted that the passenger volumes (received from NYCT Operations Planning) entering and exiting the Hunter College/68th Street Station are lower, compared to the 2016 EA passenger volumes due to the opening of Second Avenue Subway Phase I in January 2017. However, the report indicates that the projected volumes entering and exiting the Hunter College/68th Street Station are higher than the 2016 EA passenger volumes. Please clarify the inconsistency. Furthermore, on page 93, Table 10 shows higher percentage

differences between the 2016 EA and proposed modifications to the approved project Build 2024 volumes which should be lower as per the July meeting minutes. Please clarify the inconsistency.

Thank you,
William Ullom

From: Patrick Omara (TIMS)
Sent: Wednesday, December 09, 2020 9:28 AM
To: Ullom, William <wullom@dot.nyc.gov>
Cc: Samuelsen, Michele <msamuelsen@dot.nyc.gov>; Lorenz, Matthew R <mlorenz1@dot.nyc.gov>; Islam, Rubaiet <rislam@dot.nyc.gov>; Ahmed, Shakil <SAhmed2@dot.nyc.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Subject: RE: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

Hi William,

I just wanted to share some additional information regarding the geometric design review of the 68th Street/Hunter College ADA Improvements that may help provide clarification and expedite the review.

My understanding is that the AutoTurn diagrams provided in the NEPA Re-evaluation were previously reviewed and approved by NYCDOT earlier this year.

For your reference, attached is a June 3rd email from Greg Mitterman to NYCT's Designers indicating that there were no objections to the proposed design concept and requesting additional coordination after the design-builder has been awarded.

Please let me know if this helps or if you may need additional information.

Thank you.

Patrick O'Mara, PE, PTOE
Senior Transportation Engineer
Senior Associate

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225 Park Avenue South
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(p) 212-505-4950
patrick.o'mara@stvinc.com

From: Patrick Omara (TIMS)
Sent: Friday, October 16, 2020 2:36 PM
To: Lorenz, Matthew R <mlorenz1@dot.nyc.gov>; Ahmed, Shakil <SAhmed2@dot.nyc.gov>
Cc: Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Barkaus, John <John.Barkaus@nyct.com>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>
Subject: Hunter College/68th Street Station Environmental NEPA Re-Evaluation

Hi Shakil and Matt,

As per our discussion at the initial meeting in August, STV has completed the NEPA Re-Evaluation for the proposed modifications to the ADA Improvements at the 68th Street/Hunter College Station.

Attached for your review is the NEPA Re-Evaluation Worksheet and supporting attachments, which includes Attachment D: Detailed Assessment of Transportation Conditions.

Would you kindly review this material and then provide us with documentation acknowledging NYCDOT approval of the NEPA re-evaluation. NYCDOT acknowledgement is needed for the Federal Transit Administration's review.

Thank you for your assistance and have a great weekend!

Patrick O'Mara, PE, PTOE

Senior Transportation Engineer

Senior Associate

STV

225 Park Avenue South

New York, NY 10003

(p) 212-505-4950

patrick.o'mara@stvinc.com

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Redesigned and rebuilt: visit our new website at www.stvinc.com



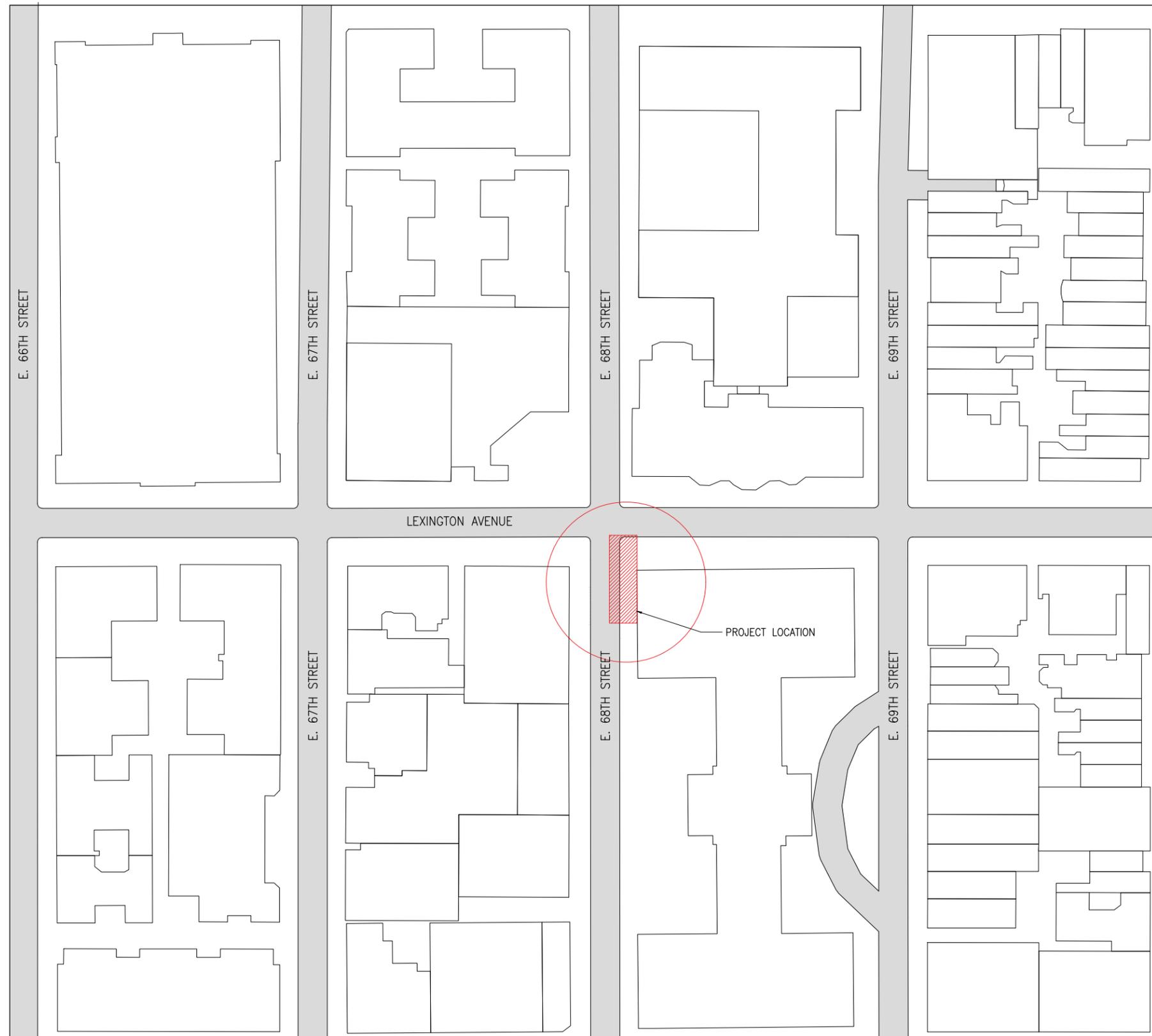
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Thank you.

NYC – Department of Transportation

**Master Lease Documents incorporating NYCDOT's Comments
February 22, 2021**

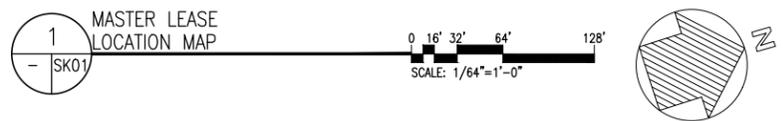


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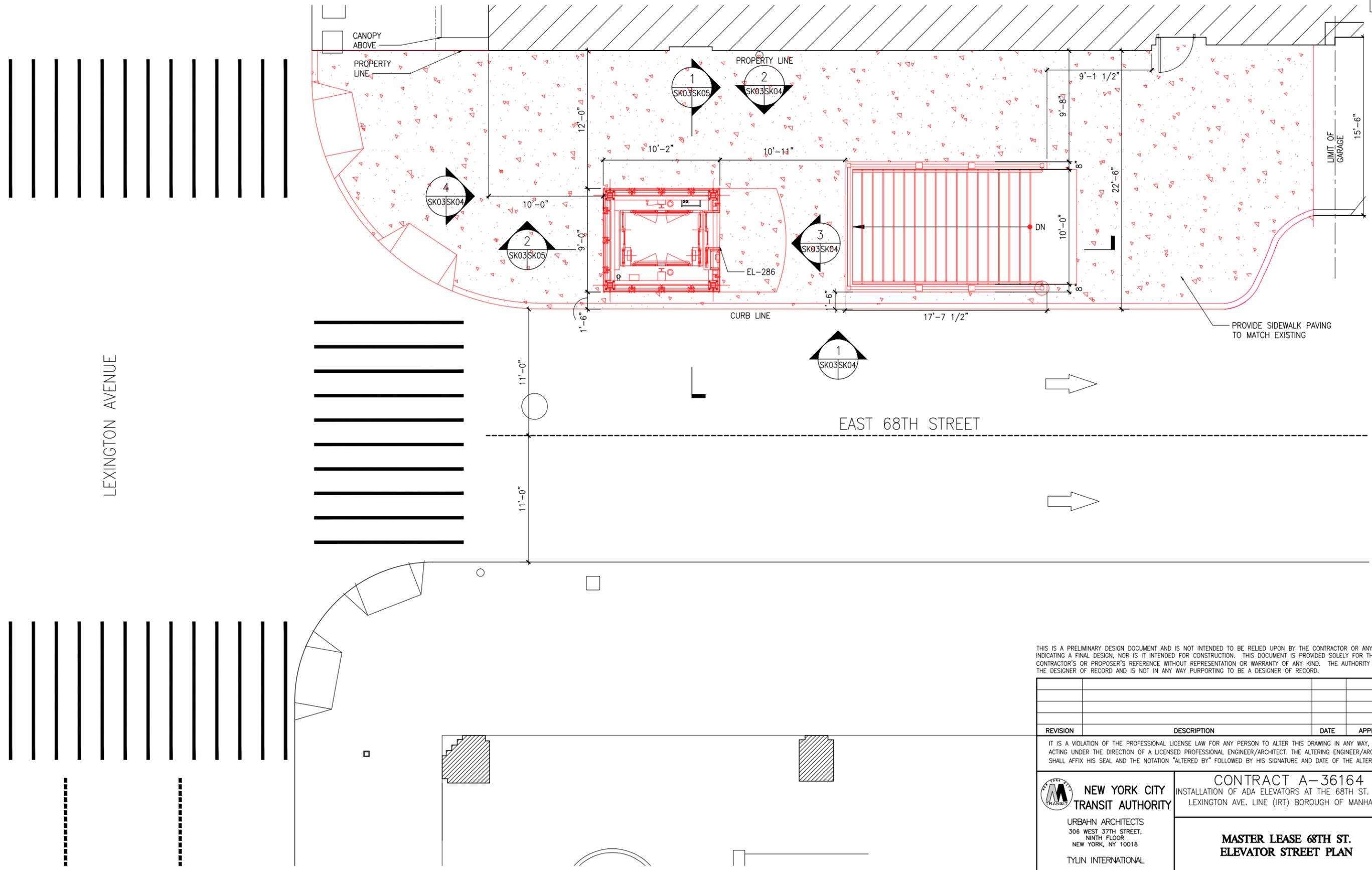
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	MASTER LEASE 68TH STREET LOCATION MAP

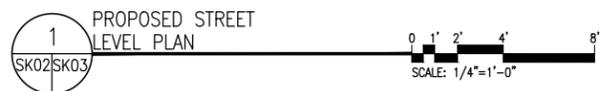


DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.: SK-1
CHECKED BY	N.BARRANCO, RA	REVISION:
APPROVED BY	N.BARRANCO, RA	



LEXINGTON AVENUE

EAST 68TH STREET



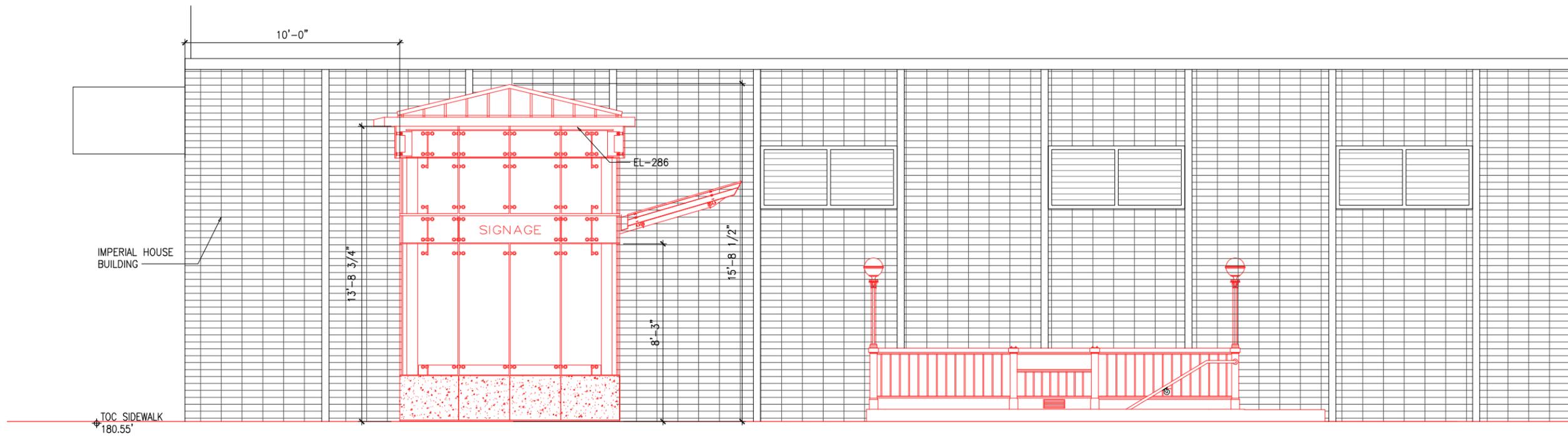
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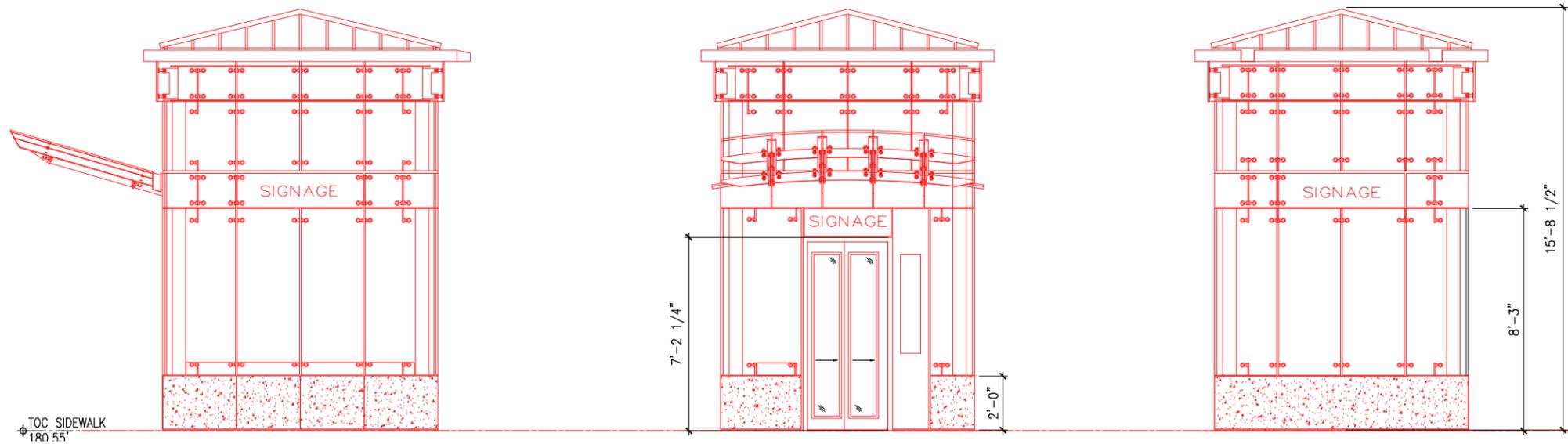
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	<p>MASTER LEASE 68TH ST. ELEVATOR STREET PLAN</p>

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-3
APPROVED BY	N.BARRANCO, RA	REVISION:



1 ELEVATOR 286 ELEVATION
 SK03SK04
 SCALE: 3/8"=1'-0"



2 ELEVATOR 286 ELEVATION
 SK03SK04
 SCALE: 3/8"=1'-0"

2 ELEVATOR 286 ELEVATION
 SK03SK04
 SCALE: 3/8"=1'-0"

2 ELEVATOR 286 ELEVATION
 SK03SK04
 SCALE: 3/8"=1'-0"

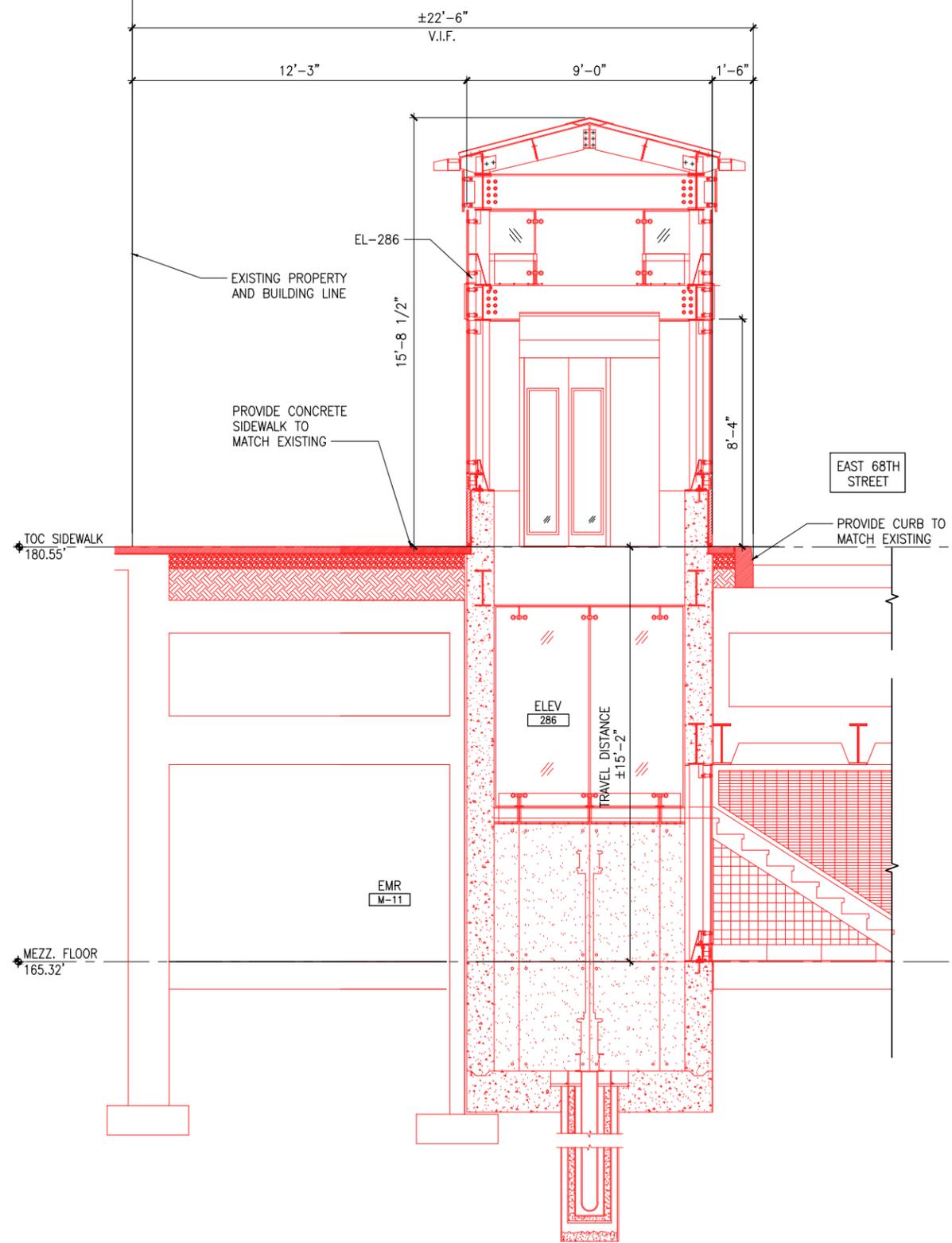
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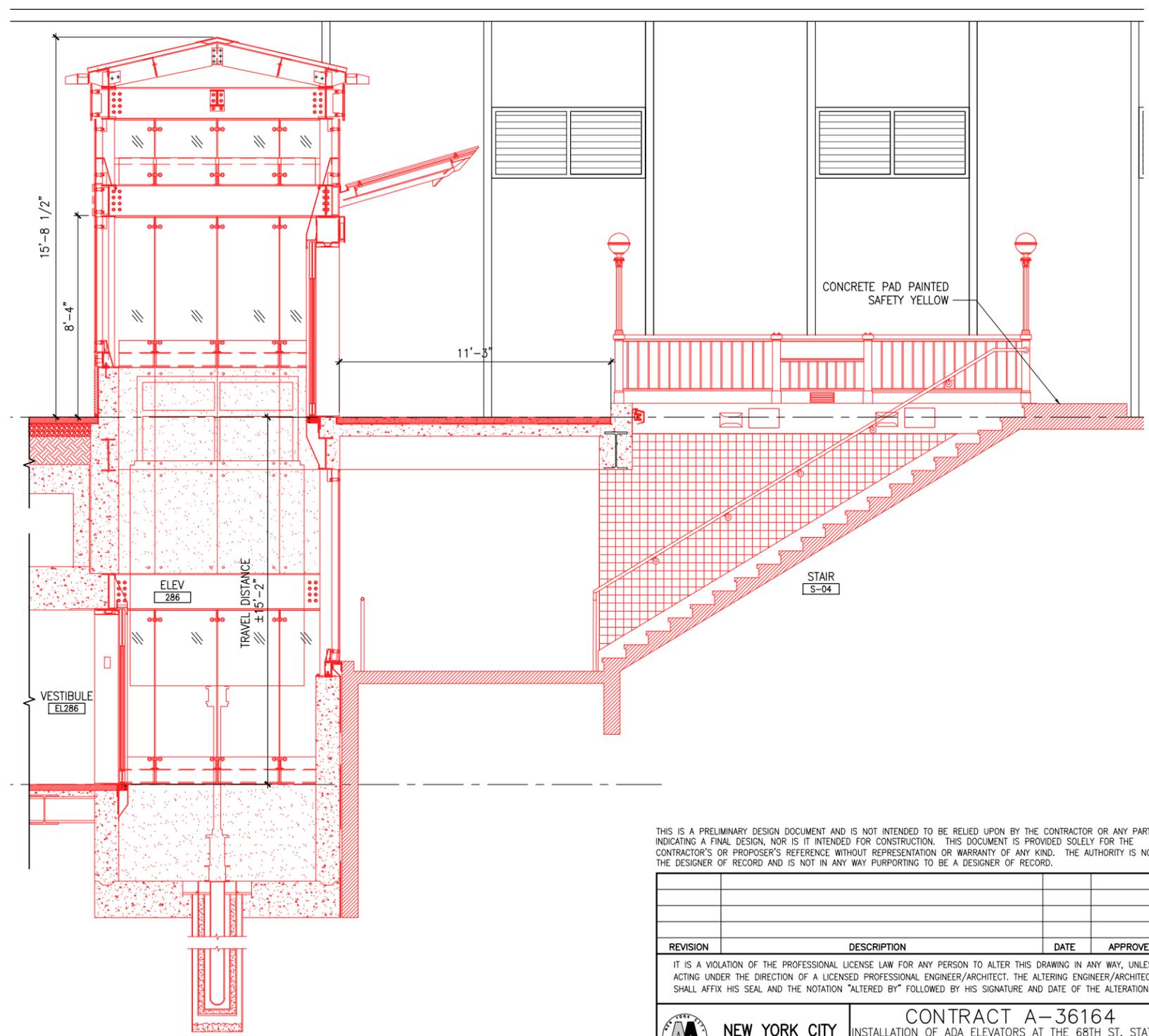
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NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN
	MASTER LEASE 68TH ST. ELEVATOR ELEVATIONS

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-4
APPROVED BY	N.BARRANCO, RA	REVISION:



1 ELEVATOR 286 SECTION
 SK03SK05
 0 2' 4' 8' 16'
 SCALE: 1/8"=1'-0"



2 ELEVATOR 286 & STAIR S4 SECTION
 SK03SK05
 0 2' 4' 8' 16'
 SCALE: 1/8"=1'-0"

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	MASTER LEASE 68TH STREET SECTIONS

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-5
APPROVED BY	N.BARRANCO, RA	REVISION:

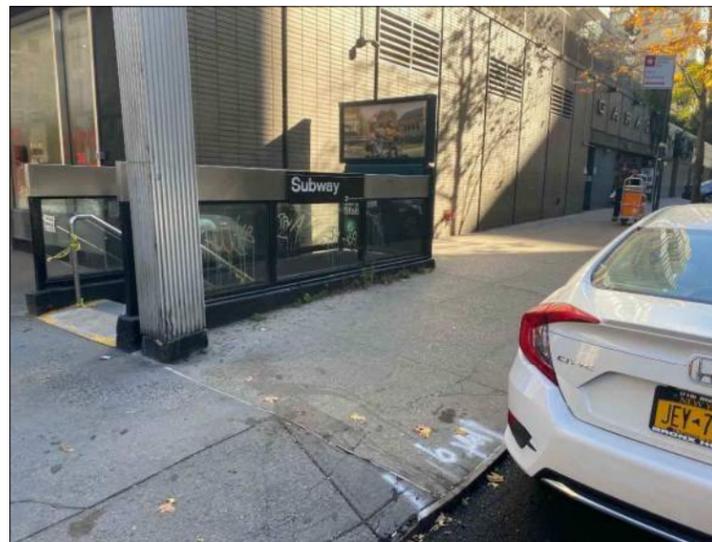
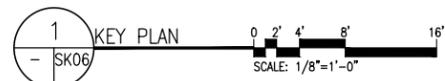
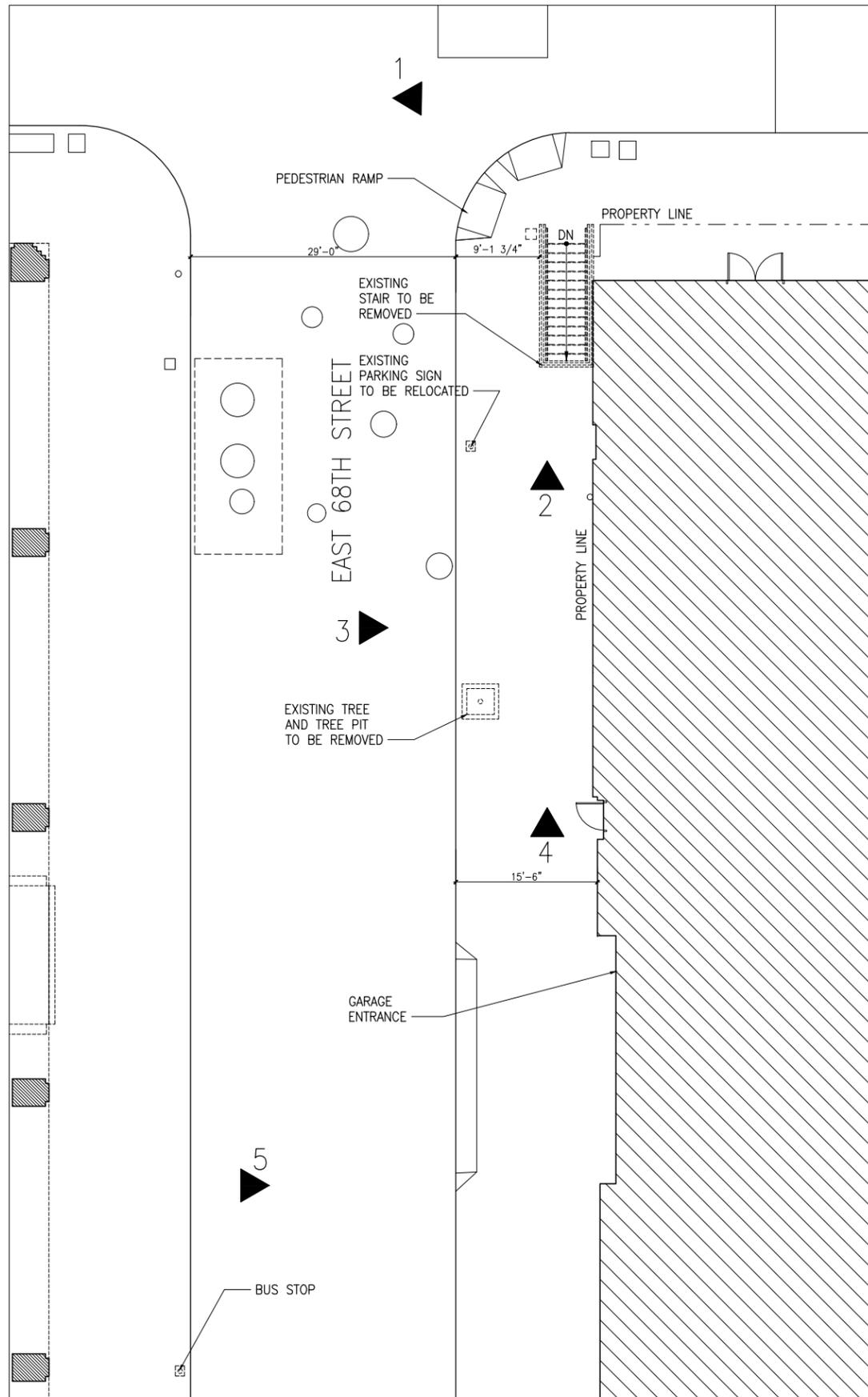


PHOTO 1



PHOTO 2

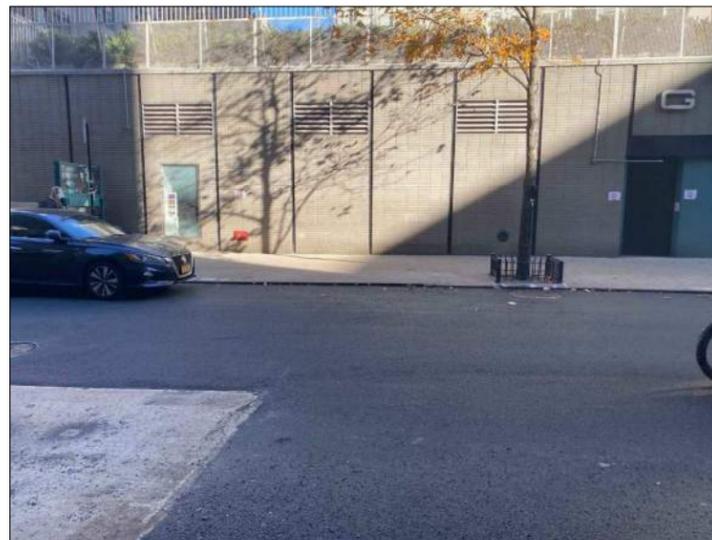


PHOTO 3

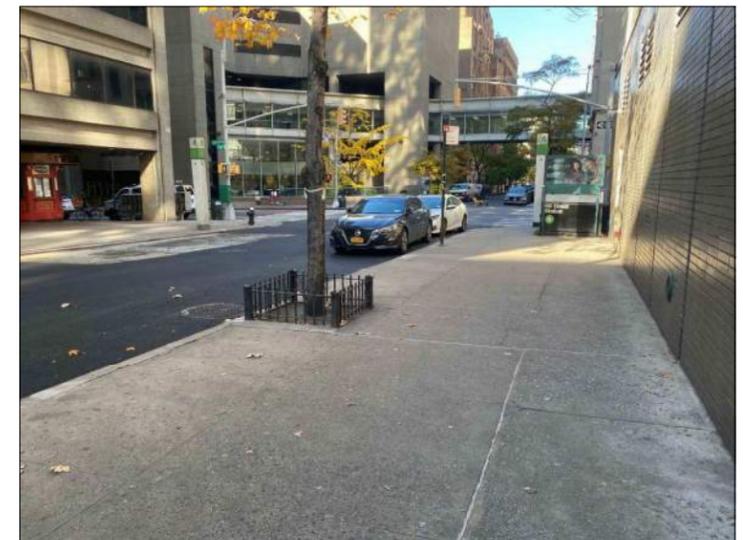


PHOTO 4



PHOTO 5

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	<p>MASTER LEASE 68TH STREET EXISTING CONDITIONS PHOTOS</p>

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-6
APPROVED BY	N.BARRANCO, RA	REVISION:



1 STAIR AND ELEVATOR
RENDERING
- SK06/N.T.S.



2 ELEVATOR
RENDERING
- SK06/N.T.S.

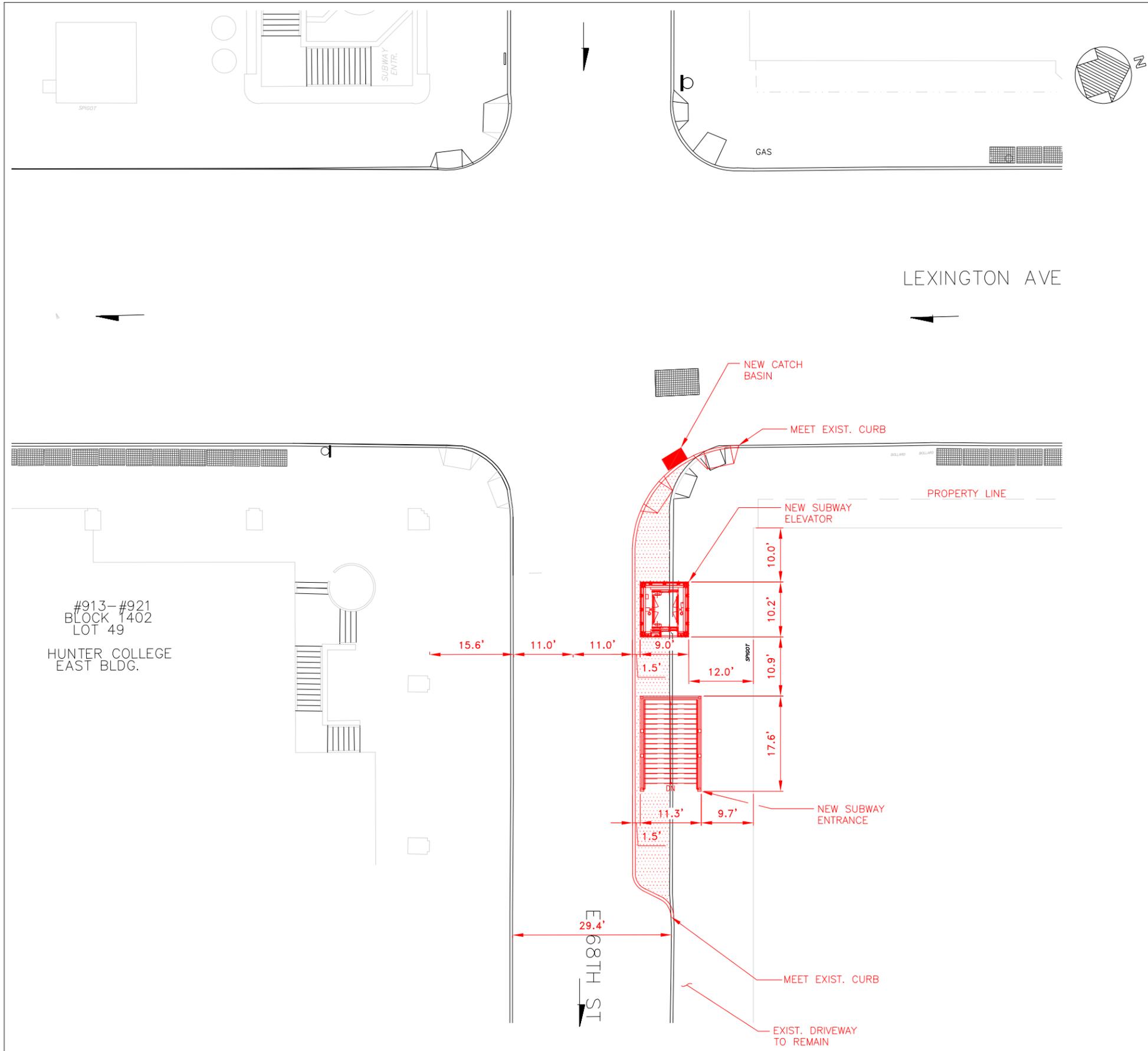
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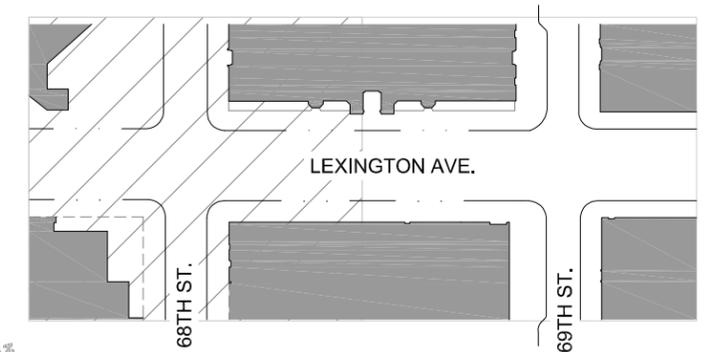
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	MASTER LEASE 68TH STREET RENDERINGS

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-7
APPROVED BY	N.BARRANCO, RA	REVISION:



#913-#921
BLOCK 1402
LOT 49
HUNTER COLLEGE
EAST BLDG.

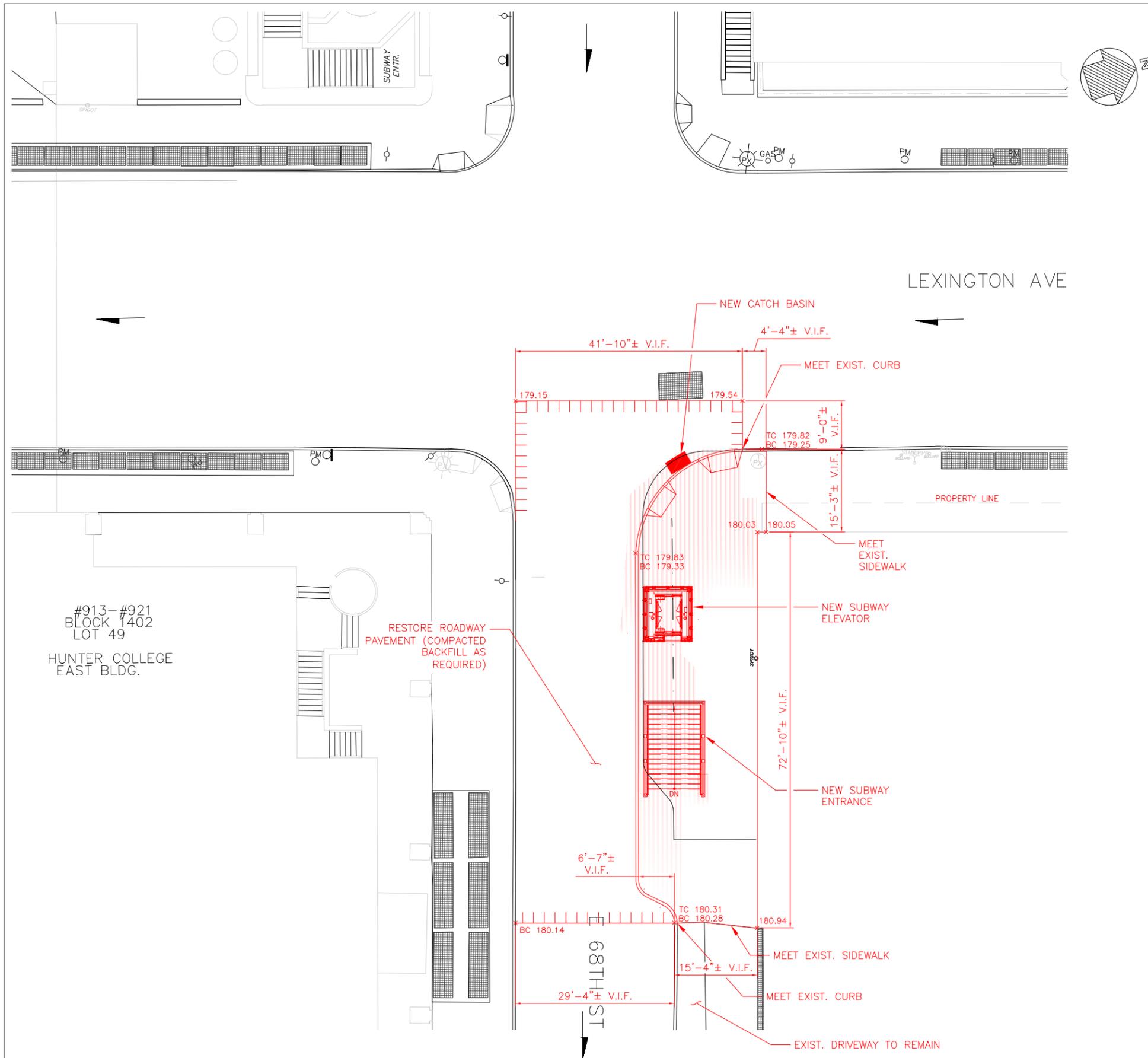
1. RECONSTRUCT DISTURBED SIDEWALK ACCORDING TO NYCDOT STANDARDS.



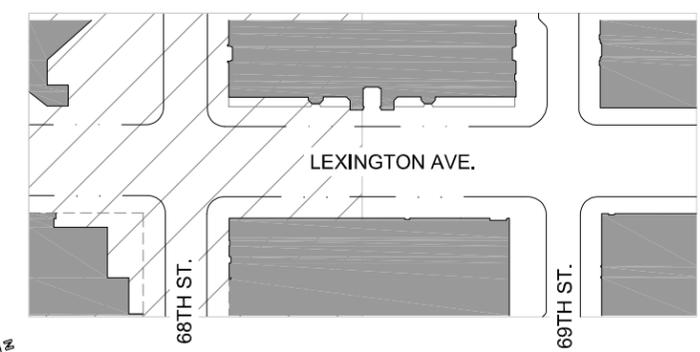
KEY PLAN

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DRAWN BY	J.D.	DATE:	12-01-2020
DESIGNED BY	J.D.	DRAWING NO.:	SK-8
CHECKED BY	N.PORTO, PE	REVISION:	
APPROVED BY	N.PORTO, PE		



1. RECONSTRUCT DISTURBED SIDEWALK ACCORDING TO NYCDOT STANDARDS.



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NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL		CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN MASTER LEASE 68TH STREET CIVIL SITE PLAN	
DRAWN BY	J.D.	DATE:	12-01-2020
DESIGNED BY	J.D.	DRAWING NO.:	SK-9
CHECKED BY	N.PORTO, PE	REVISION:	
APPROVED BY	N.PORTO, PE		



LEXINGTON AVENUE

PROJECT LOCATION



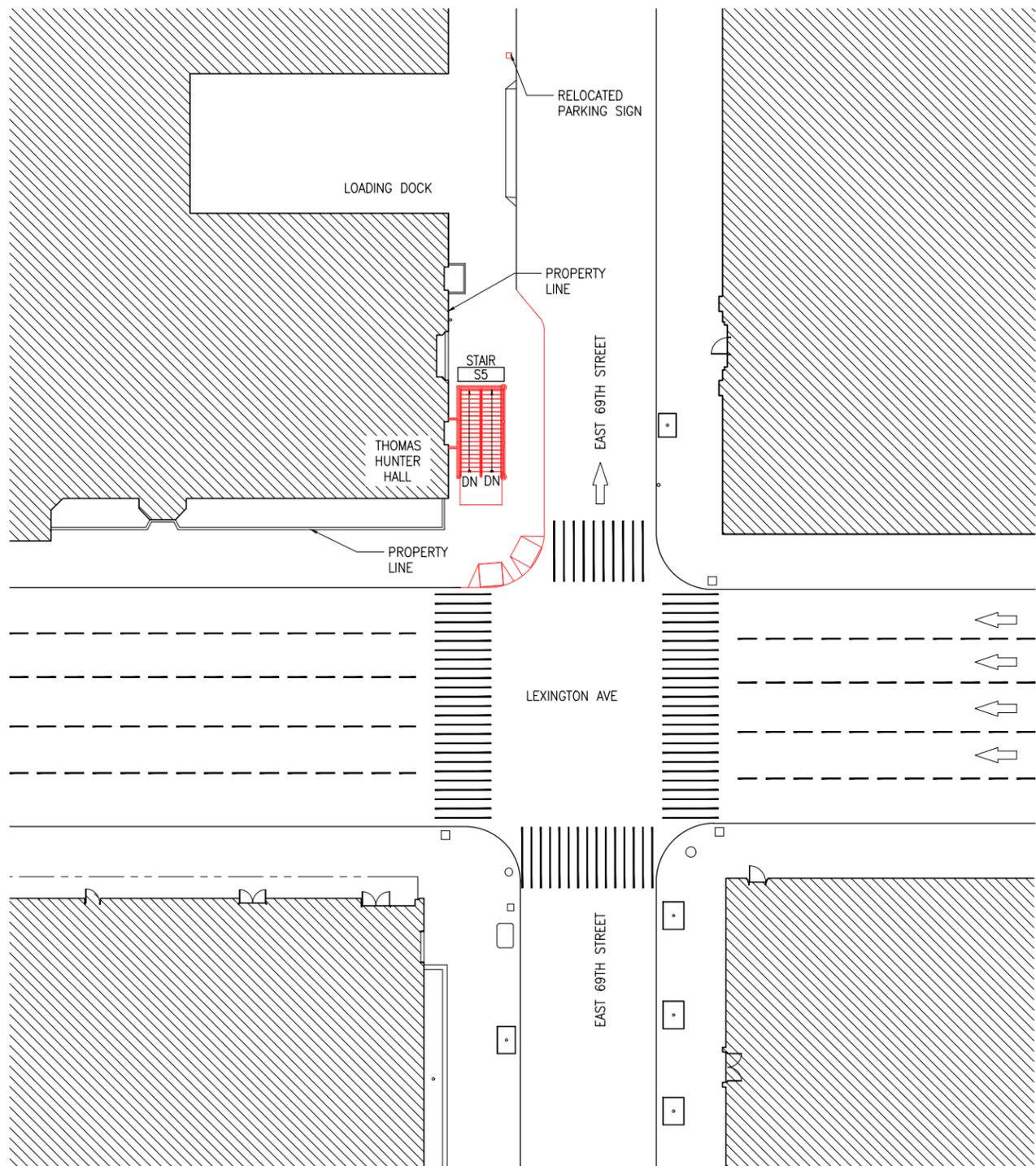
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	<p>MASTER LEASE 69TH STREET LOCATION MAP</p>

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-1
APPROVED BY	N.BARRANCO, RA	REVISION:



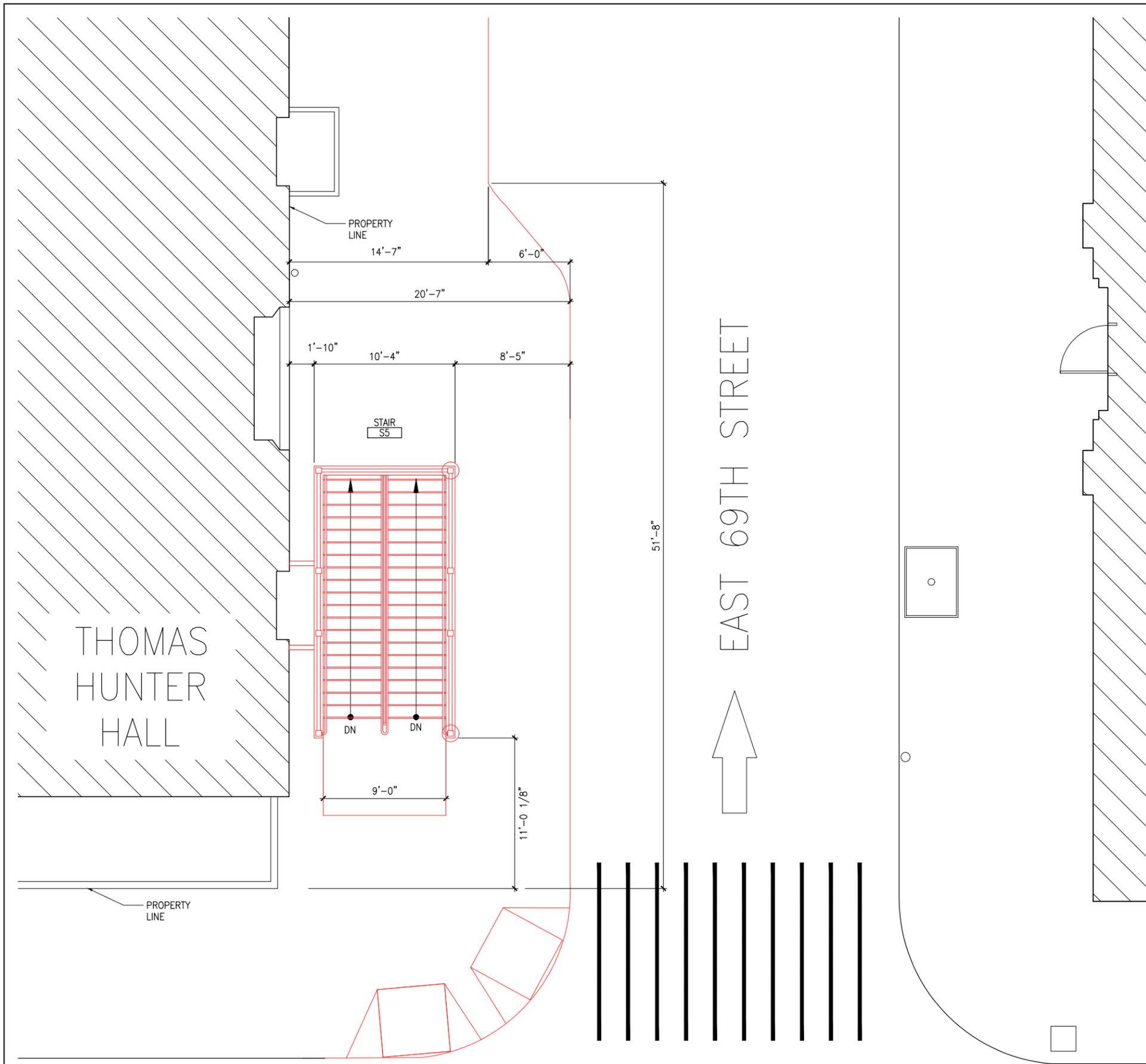
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	<p>MASTER LEASE 69TH STREET SITE PLAN</p>

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-2
APPROVED BY	N.BARRANCO, RA	REVISION:



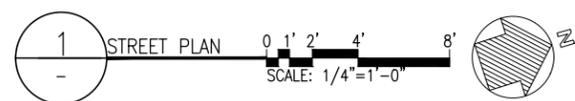
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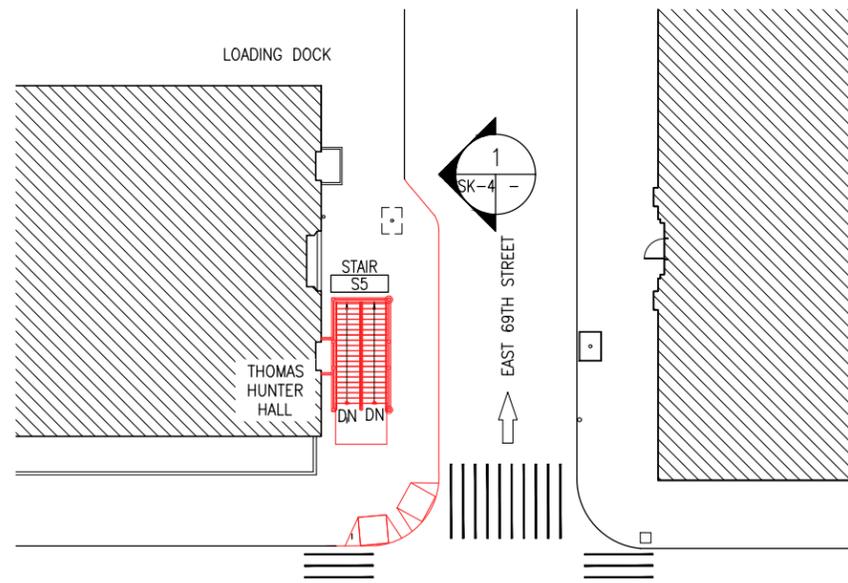
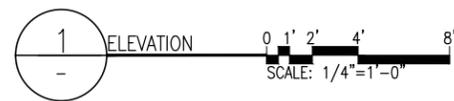
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	<p>MASTER LEASE 69TH STREET STREET PLAN</p>

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-3
APPROVED BY	N.BARRANCO, RA	REVISION:





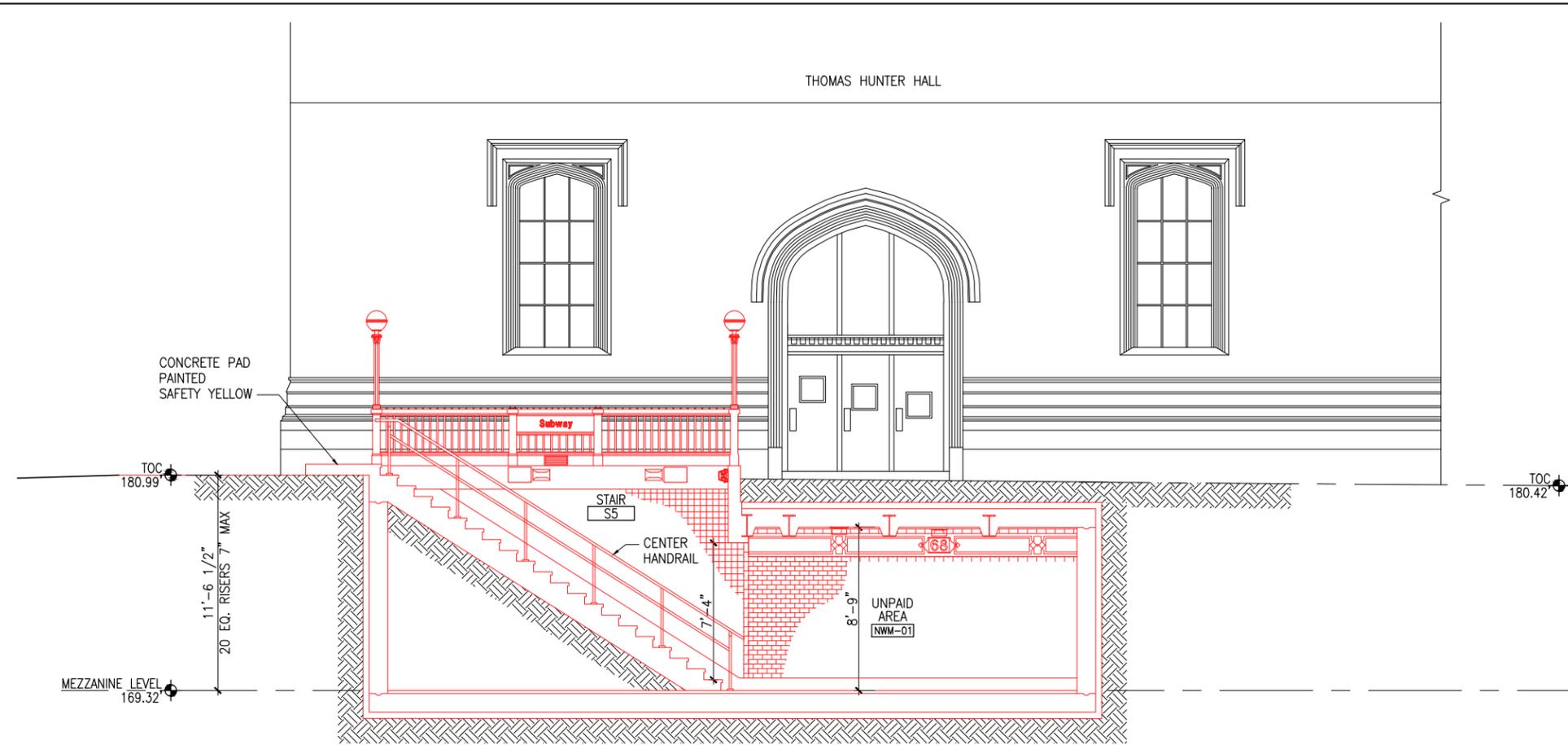
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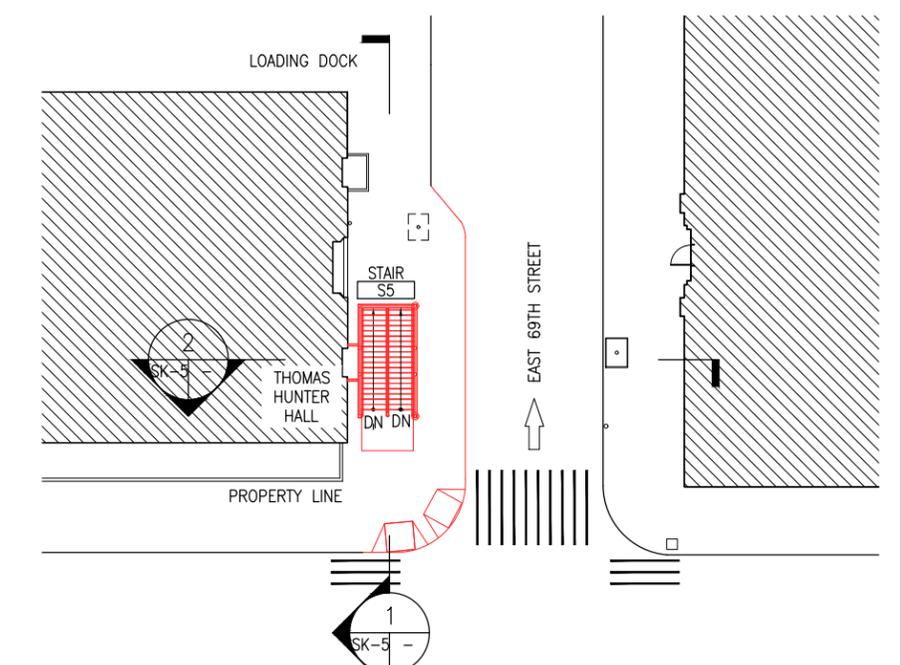
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	MASTER LEASE 69TH STREET ELEVATION

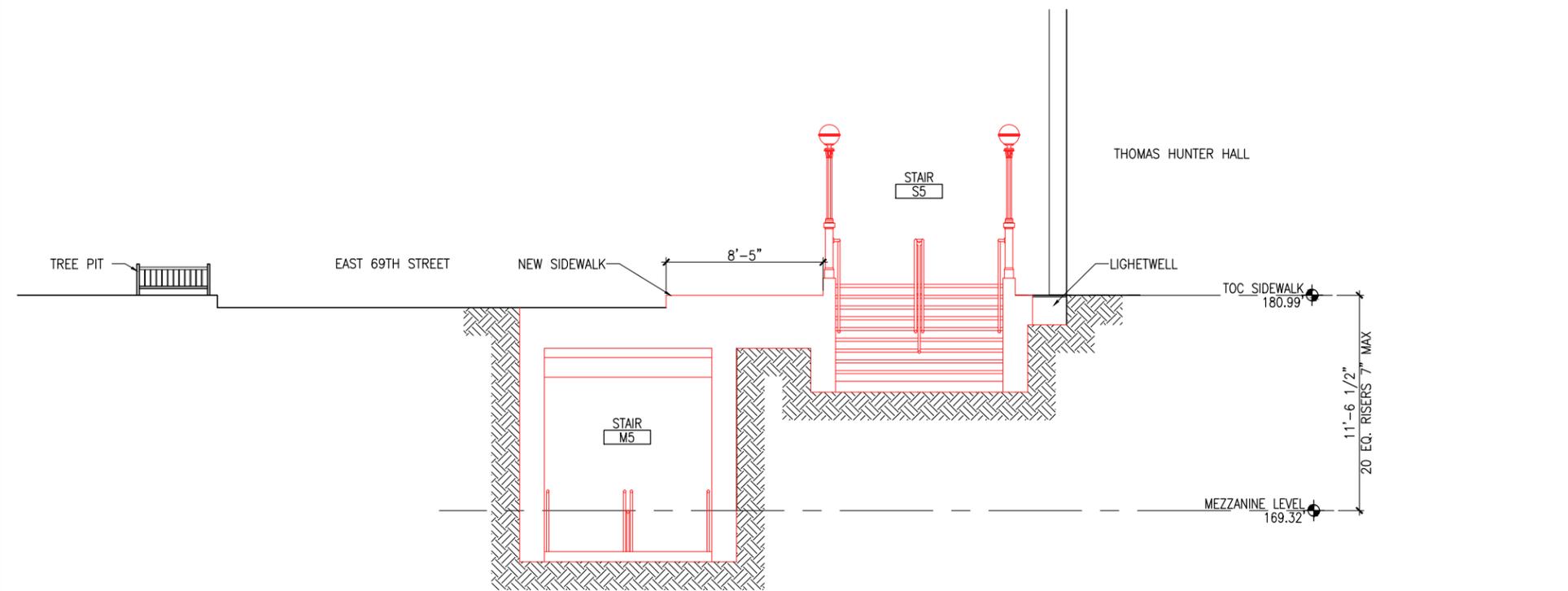
DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-4
APPROVED BY	N.BARRANCO, RA	REVISION:



1 SECTION
SCALE: 1/4"=1'-0"



3 KEY PLAN
SCALE: 1/16"=1'-0"



2 SECTION
SCALE: 1/4"=1'-0"

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REVISION	DESCRIPTION	DATE	APPROVED

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<p>NEW YORK CITY TRANSIT AUTHORITY URBAHN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL</p>	<p>CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN</p>
	<p>MASTER LEASE 69TH STREET SECTIONS</p>

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-5
APPROVED BY	N.BARRANCO, RA	REVISION:



PHOTO 1



PHOTO 2



PHOTO 5



PHOTO 3

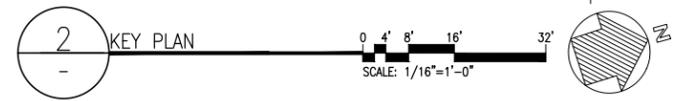
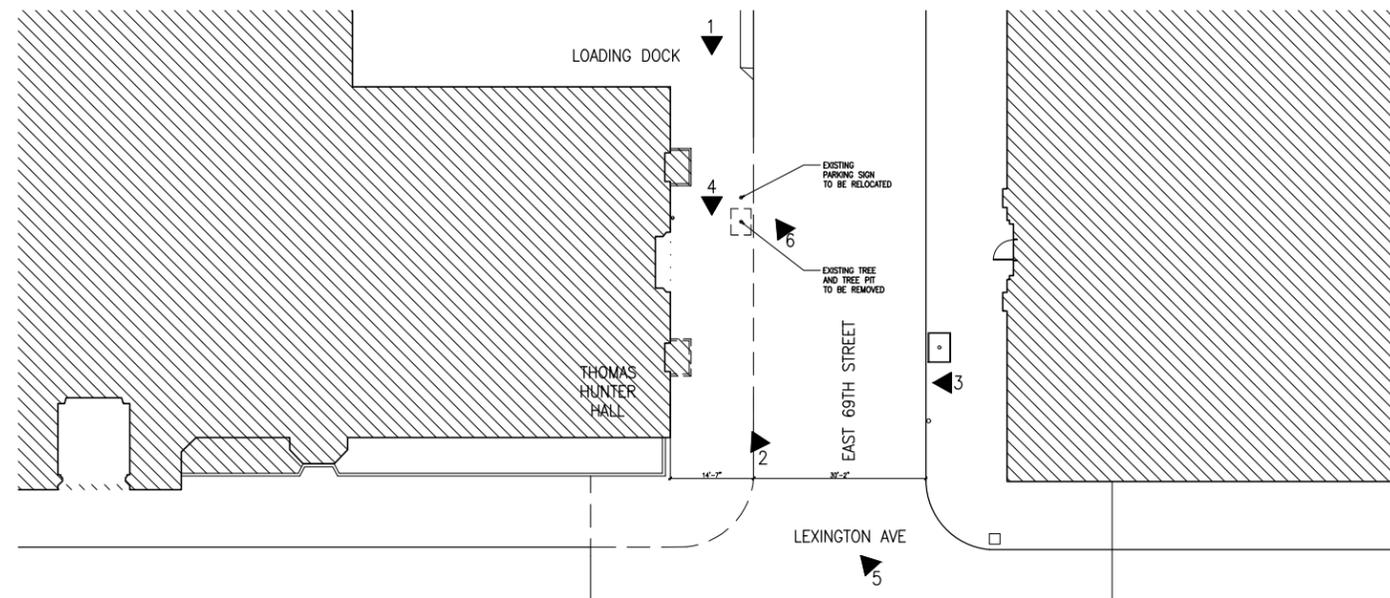


PHOTO 4



PHOTO 6

1 EXISTING CONDITION PHOTOS



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REVISION	DESCRIPTION	DATE	APPROVED

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NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN
	MASTER LEASE 69TH STREET EXISTING CONDITION PHOTOS

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-6
APPROVED BY	N.BARRANCO, RA	REVISION:



1 STAIR S5 RENDERING
-

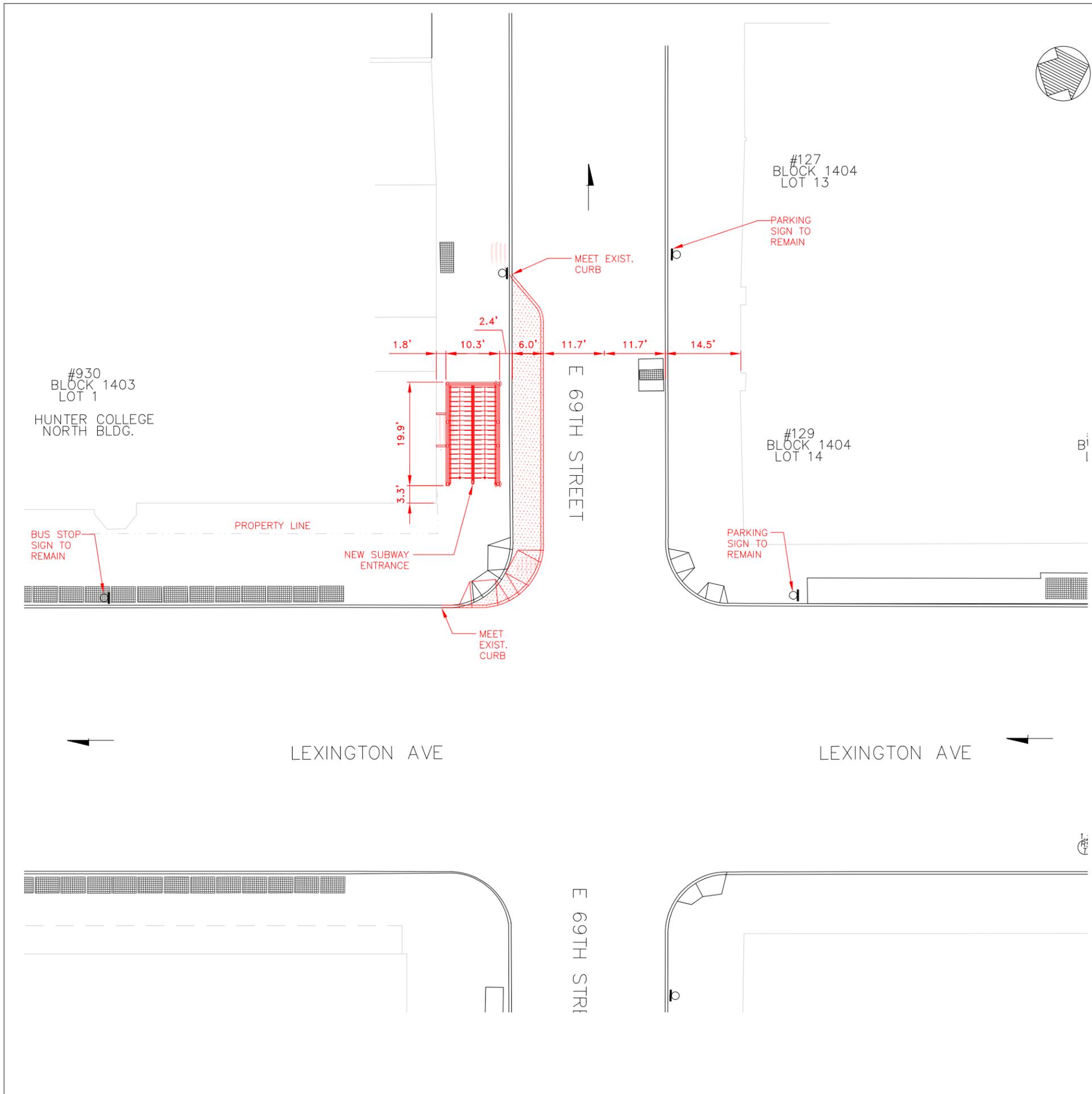
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REVISION	DESCRIPTION	DATE	APPROVED

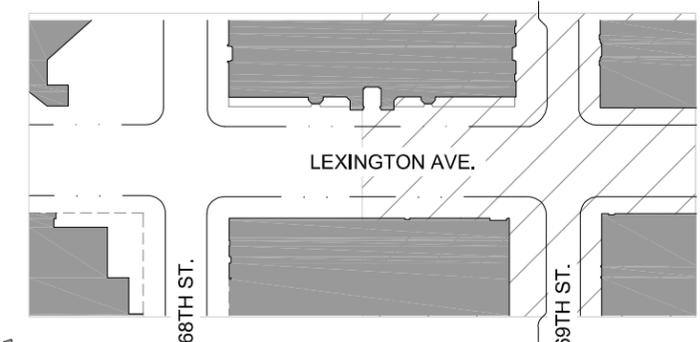
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 NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN
	MASTER LEASE 69TH STREET RENDERING

DRAWN BY	L.T. & L.B.	DATE: 12-01-2020
DESIGNED BY	N.S.	DRAWING NO.:
CHECKED BY	N.BARRANCO, RA	SK-7
APPROVED BY	N.BARRANCO, RA	REVISION:



1. RECONSTRUCT DISTURBED SIDEWALK ACCORDING TO NYCDOT STANDARDS.



KEY PLAN

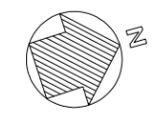
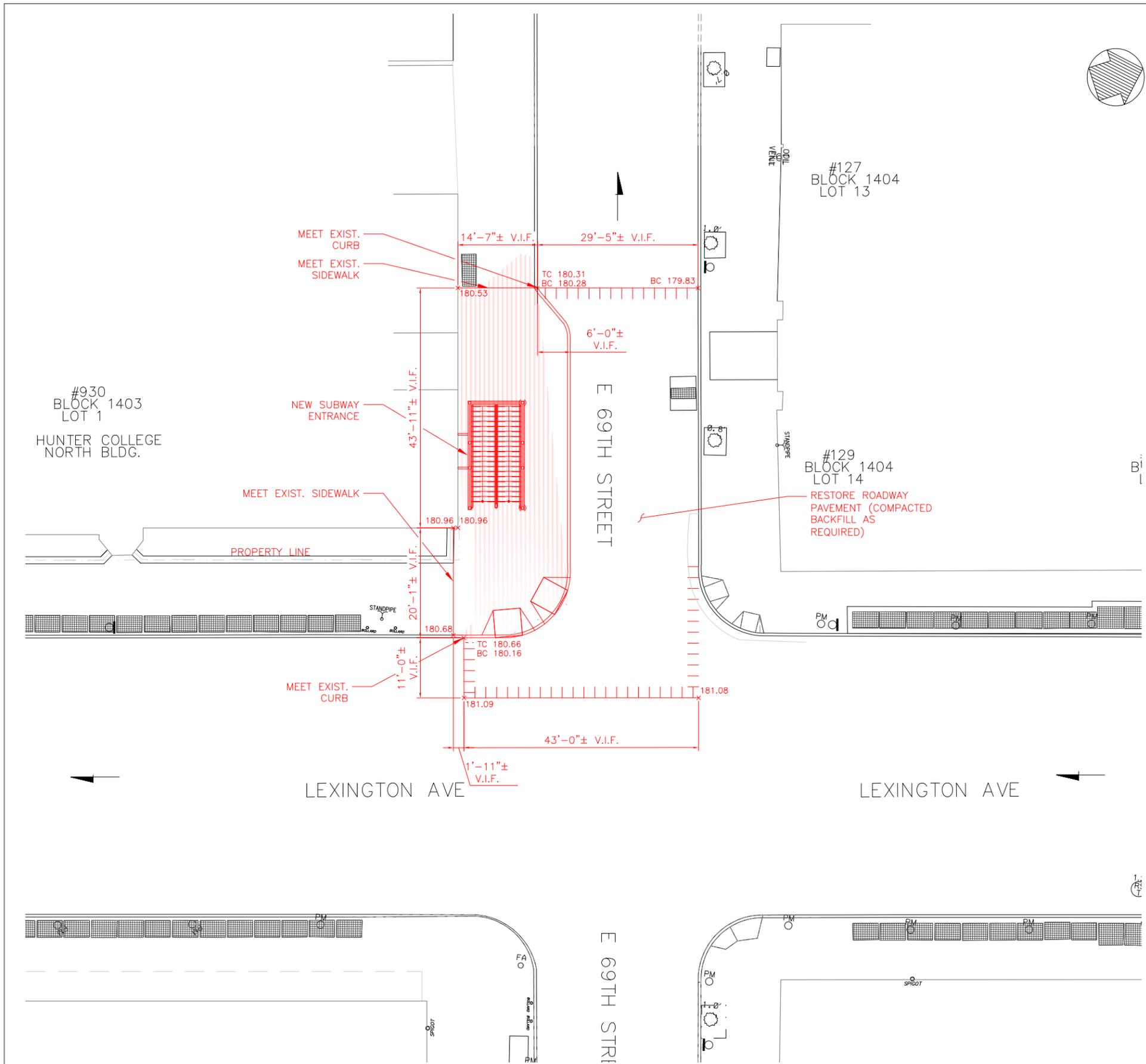
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REVISION	DESCRIPTION	DATE	APPROVED

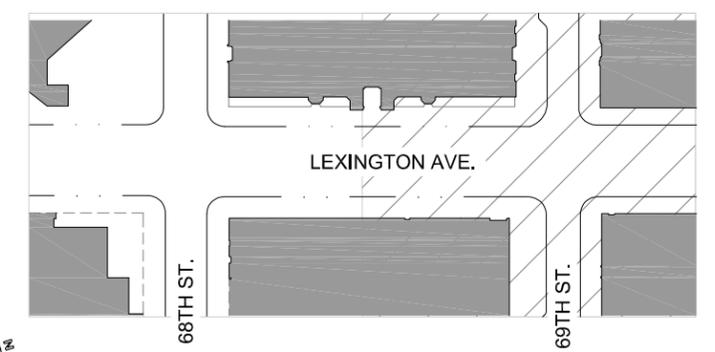
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 NEW YORK CITY TRANSIT AUTHORITY URBAHN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN
	MASTER LEASE 69TH STREET DIMENSIONED SITE PLAN

DRAWN BY	J.D.	DATE: 12-01-2020
DESIGNED BY	J.D.	DRAWING NO.:
CHECKED BY	N.PORTO, PE	SK-8
APPROVED BY	N.PORTO, PE	REVISION:



1. RECONSTRUCT DISTURBED SIDEWALK ACCORDING TO NYCDOT STANDARDS.



KEY PLAN

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 NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS 306 WEST 37TH STREET, NINTH FLOOR NEW YORK, NY 10018 TYLIN INTERNATIONAL	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (IRT) BOROUGH OF MANHATTAN
	MASTER LEASE 69TH STREET CIVIL SITE PLAN

DRAWN BY	J.D.	DATE: 12-01-2020
DESIGNED BY	J.D.	DRAWING NO.:
CHECKED BY	N.PORTO, PE	SK-9
APPROVED BY	N.PORTO, PE	REVISION:

ATTACHMENT E
SHPO CORRESPONDENCE

From: Mclvor, Sara <Sara.Mclvor@nyct.com>
Sent: Thursday, August 13, 2020 8:18 PM
To: Tonn, Linda
Cc: Fackelman, Thomas; Parikh, Sunil; Patel, Ashok; Crociata, Peter; Marinescu, Luminita; Ellithi, Tarek; Cohen, Alexander N.; Urda, John; Oliva, Louis; Book, Marcus; Paul, Josue; Moser, Daniel (FTA); Burns, Donald (FTA); Wetherbee, Richard E.; Folarin, Oluseye; Schmutter, Benjamin; Scalia, Giuseppe; Tadla, Vikram; Ungerman, David
Subject: Contract A-36164: SHPO Update for 68th Street/Hunter College Station, Elevator Relocation
Attachments: 68th Street, Hunter College Project Update_SHPO_082020.pdf; Hunter College Elevators_Project Timeline & Update_August 2020.pdf; SHPO Update Screenshot_68th St, Hunter_082020.bmp; 68th St Station - NE Elevator Concept Overview.pdf; 68th St, Hunter_Proposed Elevator and Stair Changes_Sketch, Mezz Level.pdf; 68th St, Hunter_Proposed Elevator and Stair Changes_Sketch, Street Level....pdf

Hi Linda,

Please see the attached documents submitted to SHPO via CRIS under Project Reference #: 11PR04083 for the proposed elevator relocation at the 68th Street/Hunter College Station in Manhattan. A brief summary of the project timeline, the proposed elevator relocation, sketches and concept overview were included. Design drawings will be submitted when they become available.

Thank you,
Sara

Sara J. Mclvor, Historic Preservationist
Capital Program Management
New York City Transit
2 Broadway, B6.12
New York, NY 10004
T 646.252.4081
F 646.252.4612
sara.mclvor@nyct.com

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MEMORANDUM

July 24, 2020

Re: Design and Construction Support Services for the
Installation of ADA Elevators at 68th Street Hunter College Station

Subj: Relocating street elevator at the northeast corner of 68th Street and Lexington Avenue

Project Background

68th Street Hunter College Station is located within the Upper East Side historic district. However, the station itself is not listed in the National Register of Historic Places. The station was designated as one of the key stations. As such, providing ADA accessibility to the mezzanine and platforms were the main objective of the project. The station being the second busiest station in the system, the project goal also included alleviating overcrowding. The project components included providing the following:

1. Street to mezzanine elevator located inside Hunter College's East Building at the south east plaza.
2. Elevator from mezzanine to southbound platform.
3. Elevator from mezzanine to northbound platform.
4. New 9'-0" wide stair entrance and mezzanine at southwest corner of Lexington Avenue and 69th Street.
5. New 10'-0" wide stair entrance and mezzanine inside Imperial House Building on Lexington Avenue.
6. Providing ADA compliant stair O2/O4 widened to 10'-0".
7. Providing ADA compliant stair S4 widened to 6'-0".

Timeline regarding SHPO & FTA Submissions

On June 28, 2011 SHPO letter stated 'No Adverse Effect' on historic properties for the project.

On July 19, 2012, NYCT updated SHPO with design of Elevator Machine Room exhaust fan into Thomas Hunter Hall areaway.

On Aug 29, 2012, SHPO issued another letter of continued "No Adverse Effect' upon historic resources.

On April 2, 2015, , SHPO issued another letter of continued "No Adverse Effect' upon historic resources for the design changes including subway entrance inside Imperial House Building instead of the earlier proposal of subway entrance on 69th Street sidewalk east of Lexington Avenue.

February 2016 the Environmental Assessment and Proposed Section 4(f) De Minimis Impact Finding was published including latest SHPO letter.

On July 29, 2016, FTA issued FONSI (Finding of No Significant Impact).

Project Update

With protracted ongoing negotiations with CUNY/Hunter College for the street elevator located within the property of Hunter College's East Building, MTA C+D would like to propose the street elevator at a different location - northeast corner of 68th Street and Lexington Avenue. This would eliminate easement requirements from CUNY / Hunter College and the following needed modifications:

1. Relocation and rebuilding of existing retail kiosk and newsstand at street level
2. Repaving the South East Plaza, replacing canopy metal ceilings and light fixture
3. Structural modification of the East Building's basement and sub-basement floors
4. Building walkway structure over existing mechanical equipment at sub-basement level B3
5. Reconfiguration of door and fire pump equipment of Hunter College's Fire Pump Room
6. Impact to East Building's Network Isolator/Con Ed Vault Room.

The street elevator location at the northeast corner will require a sidewalk bulb-out but does not affect the East Building at all. In this proposed design, the south east subway entrance at 68th Street and Lexington Avenue will remain unchanged from its existing condition. The northeast stair will be widened to 10'-0". The mezzanine expansion boundaries and the north east stair S4 location differ from the previous design.

The platform to mezzanine elevator location remains unchanged and the platform level interventions also remain unchanged from previous proposed design.

The proposed 69th Street sidewalk entrance to the west of Lexington Avenue is as per the earlier design submission sent to SHPO in 2011.

The proposed subway entrance inside Imperial House also remains unchanged from the design submitted to SHPO in 2015.

68th Street/Hunter College Station, Manhattan: Contract A-36164 (Elevators and ADA Accessibility)

August 2020 Project Update:

NYCT would like to shift the elevator proposed at the southeast corner of East 68th Street and Lexington Avenue, located within an existing subway entrance area that is an easement entrance maintained by Hunter College, to the northeast corner of East 68th Street and Lexington Avenue, next to Imperial House (near the garage entrance). The elevator will be located within the sidewalk, closer to the road. Additionally, the new stair to be installed south of the existing entrance at the northeast corner of East 68th Street and Lexington Avenue will be shifted slightly southeast of its previously approved location. This would push the new stair away from the Imperial House and closer to the road. A sidewalk extension will be needed for the new elevator location.

Excavation: At street level, the relocated elevator will be located directly above the existing station mezzanine below the street level. The proposed shifted stair location appears to be located east of the existing station wall, requiring some excavation at mezzanine level. Excavation was already approved at mezzanine level in previous reviews, and the shifted excavation area does not appear to create any issues with archaeological sensitives since this area would have been disturbed for the original construction of the station along with the construction of the adjacent Imperial House.

90-Foot APE: The project APE shifts slightly for the proposed elevator location. The station is located in an area with multiple NR resources. The elevator location will not change much, but it would shift from being located within a building that is not currently a NR resource to being located adjacent to the NR-Eligible Imperial House. The Upper East Side HD is within 90 feet of the project, as well as multiple locally listed landmarks and other NR resources. It is not anticipated that the proposed elevator relocation would create a visual or physical impact to the adjacent NR-Eligible Imperial House. Imperial House has always had subway entrances located adjacent to it and under this project, it will continue to have subway entrances adjacent to it and within it. The elevator and stair will be set away from the Imperial House by being located in the sidewalk adjacent to the road bed.

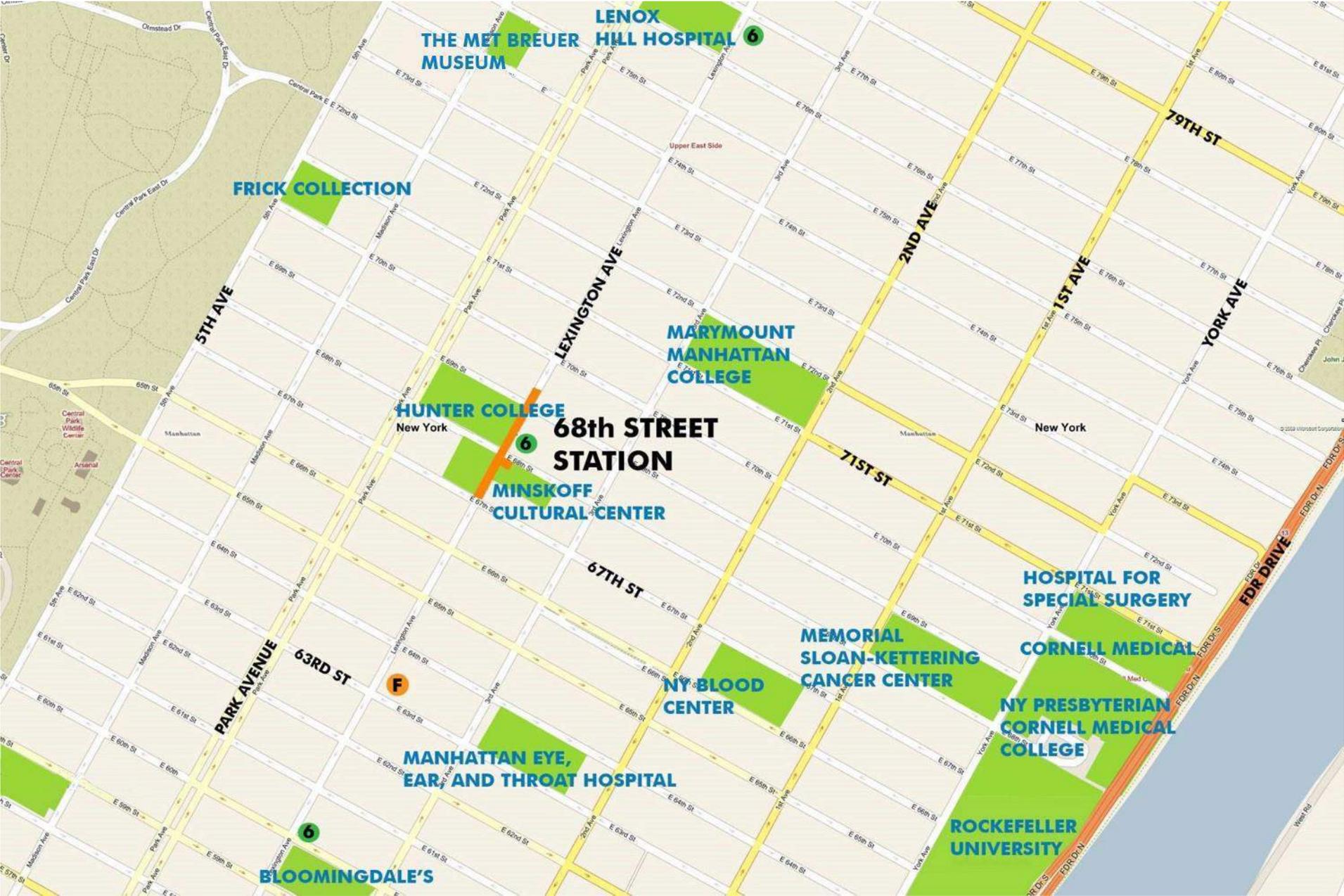


ADA ELEVATORS AT 68TH STREET STATION

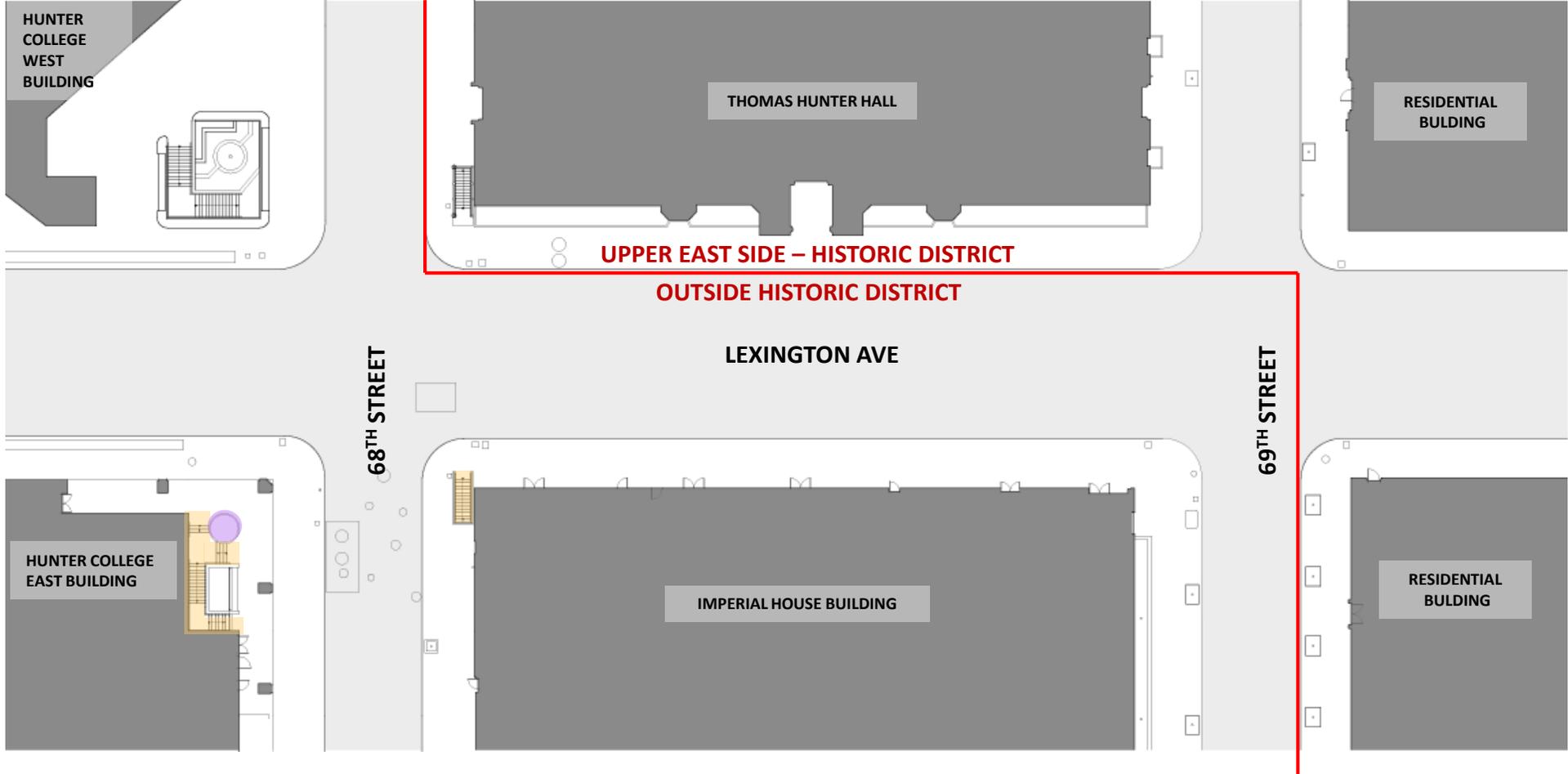
LEXINGTON AVENUE LINE (IRT)
BOROUGH OF MANHATTAN
CONTRACT # A-36164



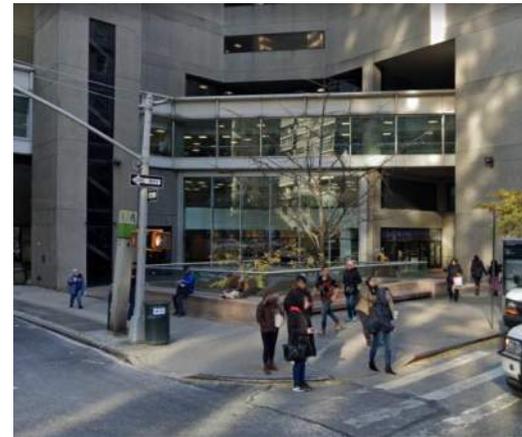
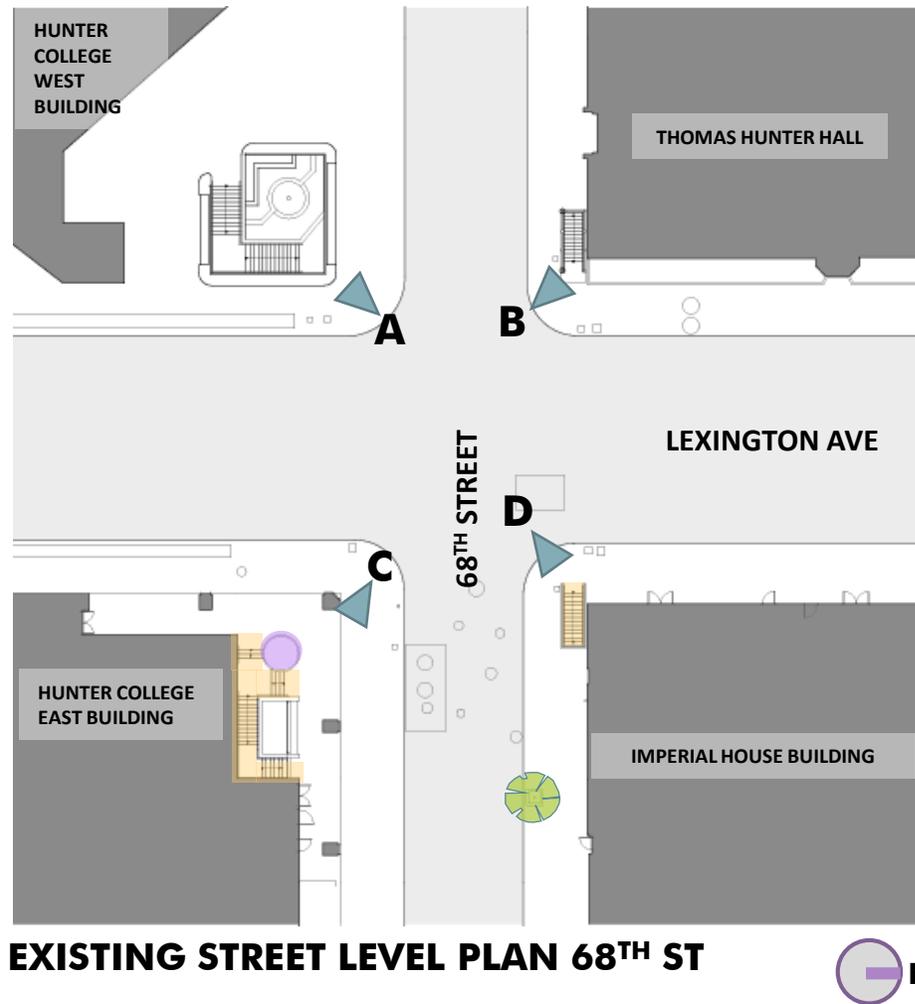
LOCATION: UPPER EAST SIDE



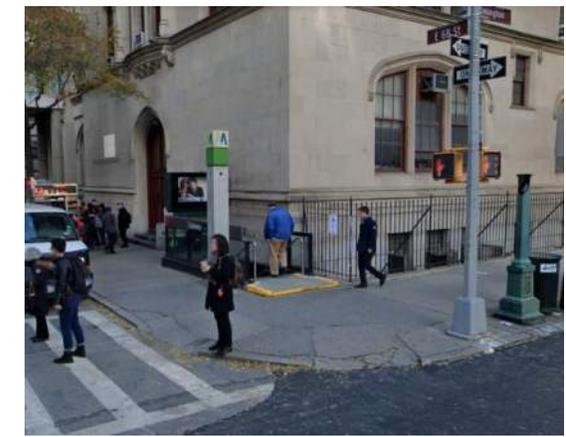
EXISTING STREET LEVEL PLAN – HISTORIC DISTRICT BOUNDARY



EXISTING STREET LEVEL PLAN AND PHOTOGRAPHS



A



B

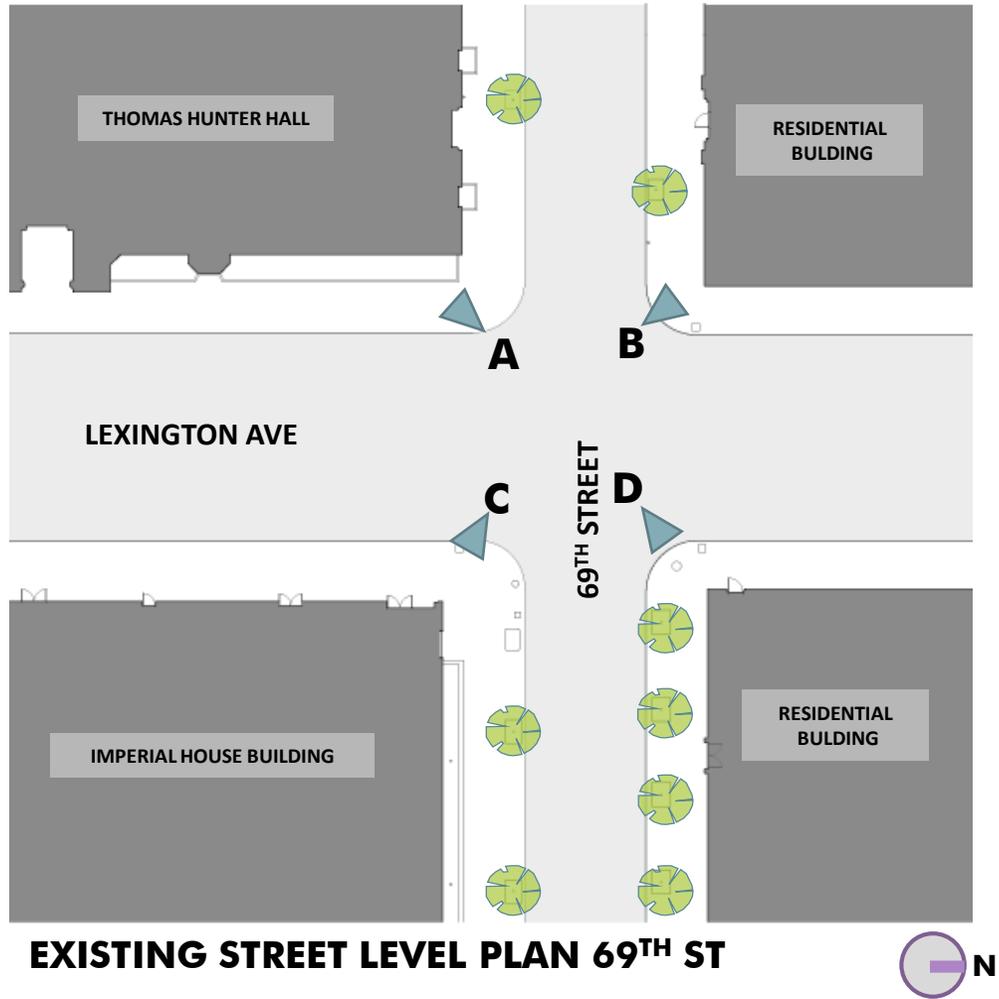


C

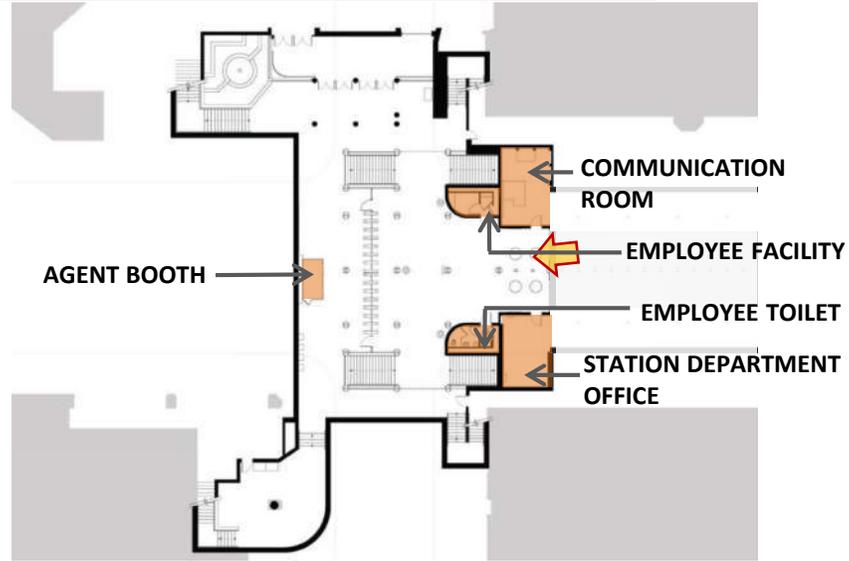


D

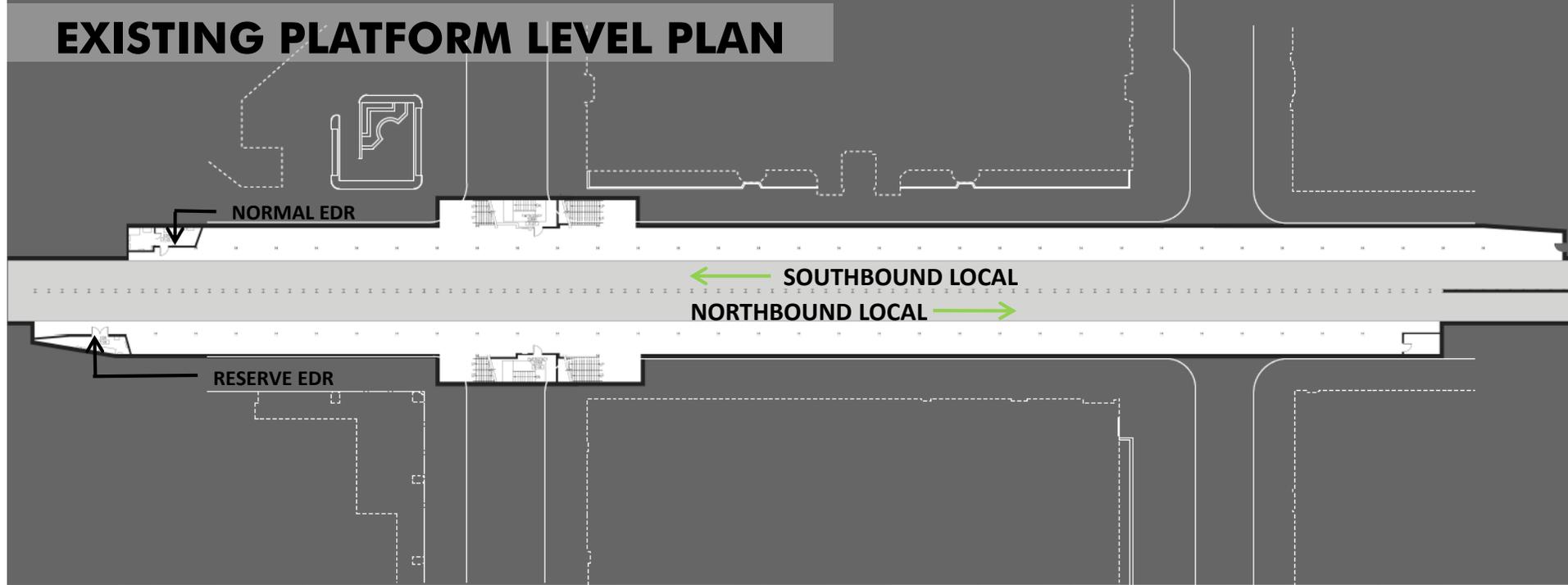
EXISTING STREET LEVEL PLAN AND PHOTOGRAPHS



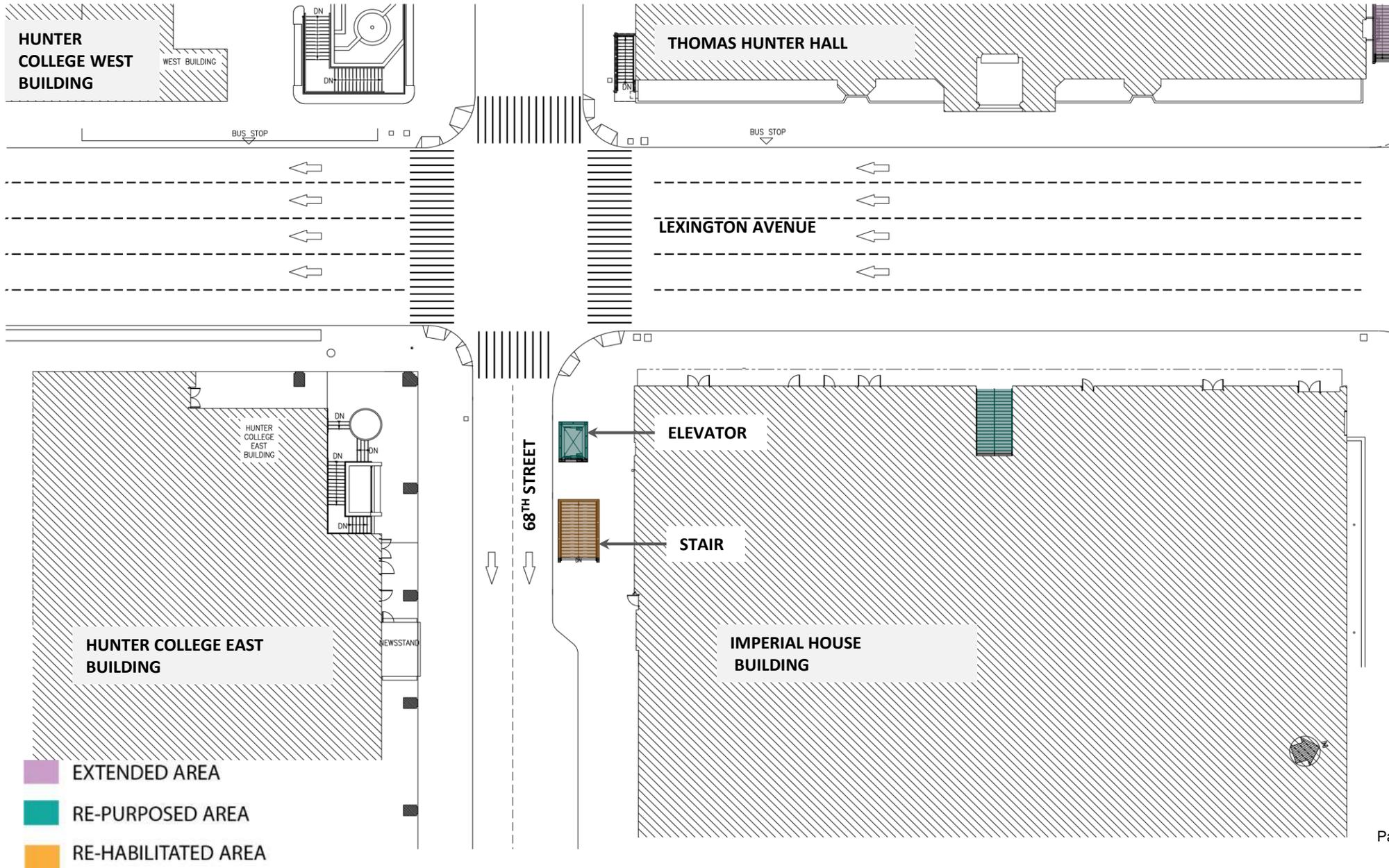
EXISTING 68TH ST MEZZANINE



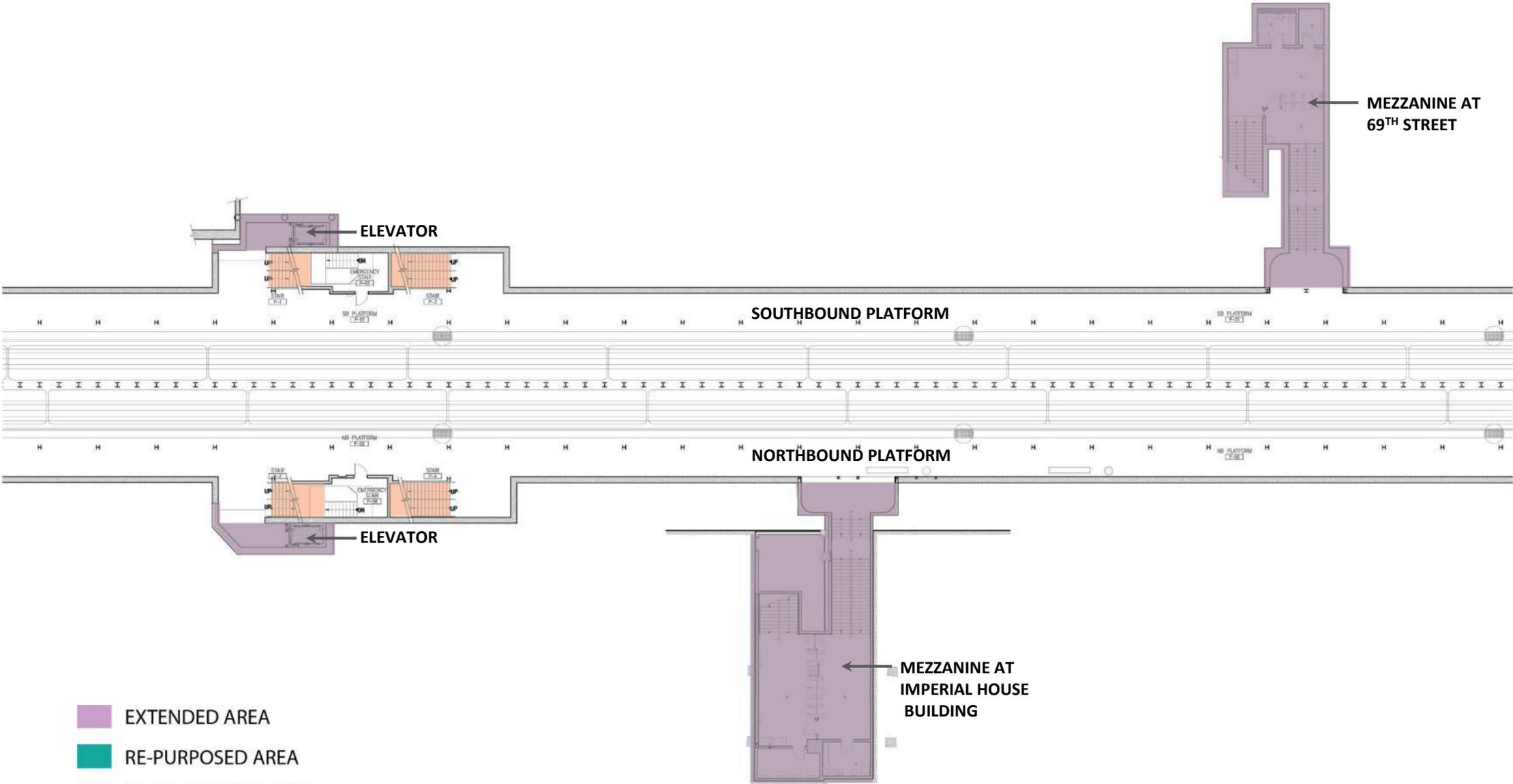
EXISTING PLATFORM LEVEL PLAN



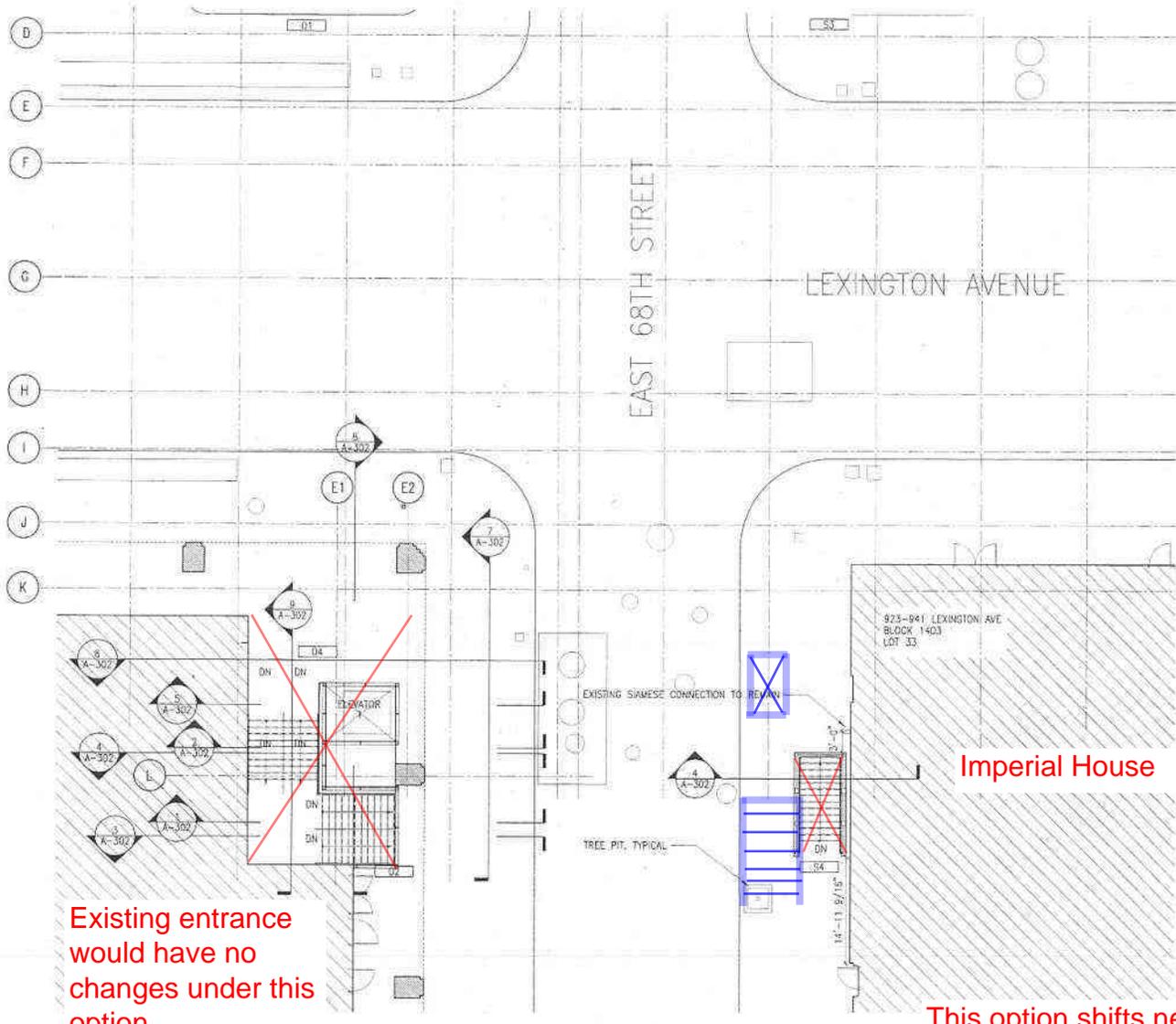
ALTERNATE CONCEPT - STREET PLAN - NE ELEVATOR LOCATION



ALTERNATE PLATFORM PLAN - NE ELEVATOR LOCATION



- EXTENDED AREA
- RE-PURPOSED AREA
- RE-HABILITATED AREA

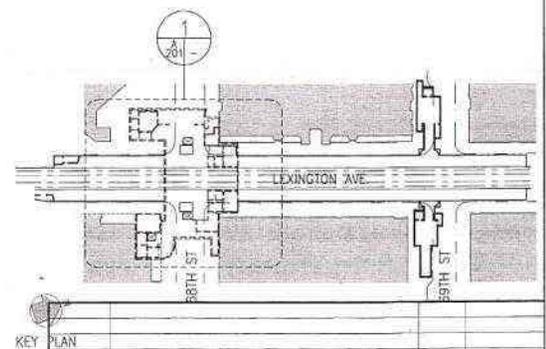


Existing entrance would have no changes under this option.

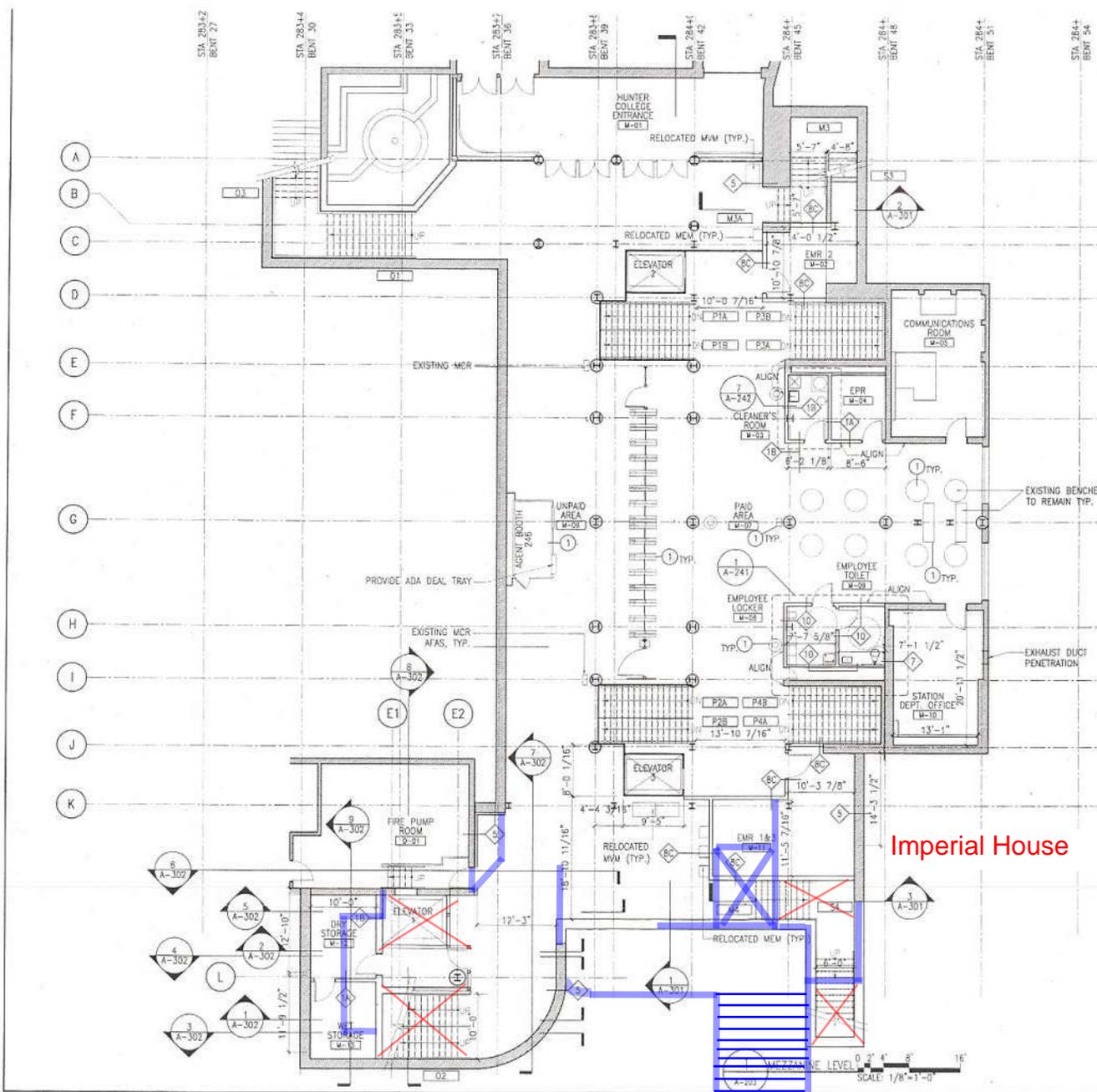
This option shifts new stair southeast and places new elevator across from Imperial House.



NOTE:
1. SEE CIVIL DRAWINGS FOR UTILITIES



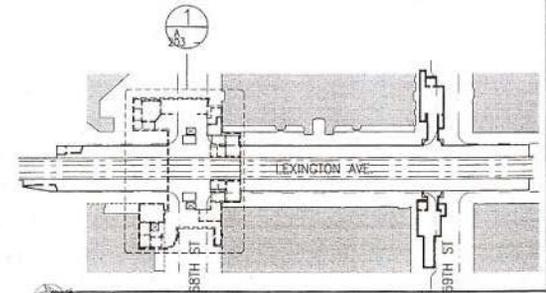
REVISION	DESCRIPTION	DATE	APPROVED
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<p>NEW YORK CITY TRANSIT AUTHORITY URBANI ARCHITECTS / DENSBERRY A JOINT VENTURE 15 E. 28TH STREET 7TH FL., NEW YORK, NY 10016 NY CONSULTING ENGINEERS LICENSED PROFESSIONAL ENGINEERS AS CONSULTING ENGINEERS</p>		<p>CONTRACT A36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH STREET STATION LEXINGTON AVENUE LINE (IRT) BOROUGH OF MANHATTAN</p>	
<p>STREET LEVEL PLAN 68TH ST.</p>			
DRAWN BY	J.S.: Y.R.	DATE	04-22-2011
DESIGNED BY	J. SCHMIDT RA, M. STEIN, RA	DRAWING NO.	A-201
CHECKED BY	N.S., N.BARRANCO, RA	REVISION:	
APPROVED BY	N.BARRANCO, RA		



Imperial House

LEGEND:
 ① EXISTING TO REMAIN

NOTE:
 1. SEE A-701 FOR WALL PARTITIONS
 2. FOR GENERAL NOTES, SEE 0-003
 3. SEE STRUCTURAL, ELECTRICAL, COMMUNICATIONS, MECHANICAL AND PLUMBING DRAWINGS



REVISION	DESCRIPTION	DATE	APPROVED
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NEW YORK CITY TRANSIT AUTHORITY		CONTRACT A36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH STREET STATION LEXINGTON AVENUE LINE (RT) BOROUGH OF MANHATTAN	
URBANH ARCHITECTS / DEMBERRY A JOINT VENTURE 15 E. 26TH STREET 7TH FL. NEW YORK, NY 10010 AS CONSULTING ENGINEERS DOMINGO ORTIZ/ALZATE ASSOCIATES AS CONSULTING ENGINEERS		MEZZANINE LEVEL PLAN	
DRAWN BY: J.S., Y.R. DESIGNED BY: J. SCHMIDT, RA, M. STEIN, RA CHECKED BY: N.S., N.BARRANCO, RA APPROVED BY: N.BARRANCO, RA	DATE: 04-22-2011 DRAWING NO.: A-203 REVISION:		

This option pushes the new elevator mezzanine east from the previous design, leaves the existing entrance alone across the street and pushes the new stair southeast from its approved location. New stair will not be adjacent to Imperial House as previously shown.

From: Mclvor, Sara <Sara.Mclvor@nyct.com>
Sent: Tuesday, August 25, 2020 3:12 PM
To: Tonn, Linda
Cc: Fackelman, Thomas; Parikh, Sunil; Patel, Ashok; Crociata, Peter; Marinescu, Luminita; Ellithi, Tarek; Cohen, Alexander N.; Urda, John; Oliva, Louis; Book, Marcus; Paul, Josue; Moser, Daniel (FTA); Burns, Donald (FTA); Wetherbee, Richard E.; Folarin, Oluseye; Schmutter, Benjamin; Scalia, Giuseppe; Tadla, Vikram; Ungerman, David
Subject: Re: Contract A-36164: SHPO Update for 68th Street/Hunter College Station, Elevator Relocation
Attachments: 2020-08-25T15-04-01_82120ADAElevatorsat68thStHunterCollegeSubway11PR04083.pdf

Hi Linda,

Please see the attached letter of response from SHPO Indicating a continued No Adverse Effect for the proposed elevator relocation for the 68th Street/Hunter College project. SHPO has requested the use of a construction protection plan for work taking place near historic buildings and the opportunity to review the elevator drawings once they become available.

Thank you,

Sara

Sara J. Mclvor, Historic Preservationist
Capital Program Management
New York City Transit
2 Broadway, B6.12
New York, NY 10004
T 646.252.4081
F 646.252.4612
sara.mclvor@nyct.com



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

August 24, 2020

Linda Tonn, RA
Chief Architect & DVP
MTA-NYCT, CPM
2 Broadway, D6.115
New York, NY 10004

Re: FTA
ADA Elevators at 68th Street/Hunter College Subway Station
New York, NY
11PR04083

Dear Ms. Tonn:

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. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

The information we received indicates that the location of a 68th Street/Hunter College Elevator project (A-36164) has changed. We are reviewing the changes because the 68th Street Station and the adjacent Upper East Side Historic District are listed in the National Register of Historic Places. In addition, the Imperial House is eligible for listing in the National Register.

The description you provided indicates that preliminary drawings for the proposed elevator location will be submitted as soon as they become available. It is the SHPO's opinion that the proposed work will continue to have No Adverse Effect on historic resources on the following conditions:

1. A construction protection plan is put in place for all historic buildings within 90 feet of the proposed construction.
2. SHPO is given an opportunity to review and approve the elevator drawings when they become available.

If you have any questions, I can be reached at (518) 268-2158.

Sincerely,

Sloane Bullough
Historic Sites Restoration Coordinator by email only

From: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Sent: Tuesday, September 1, 2020 1:13 PM
To: Mclvor, Sara; Tonn, Linda
Cc: Fackelman, Thomas; Parikh, Sunil; Patel, Ashok; Marinescu, Luminita; Ellithi, Tarek; Oliva, Louis; Burns, Donald (FTA); Wetherbee, Richard E.
Subject: RE: Contract A-36164: SHPO Update for 68th Street/Hunter College Station, Elevator Relocation

Thank you Sara

I will not all of this in our Section 106 letter to SHPO. The finding will note that the determination is based on the understanding that these will be completed per SHPO's timely receipt and concurrence with the CPP; giving them ground to revisit if this isn't done. Hopefully that is enough assurance for all parties.

Dan

From: Mclvor, Sara [<mailto:Sara.Mclvor@nyct.com>]
Sent: Tuesday, September 1, 2020 12:47 PM
To: Moser, Daniel (FTA) <daniel.moser@dot.gov>; Tonn, Linda <Linda.Tonn@nyct.com>
Cc: Fackelman, Thomas <Thomas.Fackelman@nyct.com>; Parikh, Sunil <Sunil.Parikh@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Oliva, Louis <LOLIVA@mtahq.org>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>
Subject: RE: Contract A-36164: SHPO Update for 68th Street/Hunter College Station, Elevator Relocation

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Dan,
SHPO is not requesting an MOA. They frequently request the CPP for projects and we build that requirement into our contracts ahead of time. We will send the elevator drawings to them once available, which we noted in our submittal to SHPO. This was a project update to a project they had already reviewed and approved.

Thank you,
Sara

Sara J. Mclvor, Historic Preservationist
Capital Program Management
New York City Transit
2 Broadway, B6.12

New York, NY 10004
T 646.252.4081
F 646.252.4612
sara.mcivor@nyct.com

From: Moser, Daniel (FTA) [<mailto:daniel.moser@dot.gov>]
Sent: Tuesday, August 25, 2020 4:22 PM
To: McIvor, Sara <Sara.McIvor@nyct.com>; Tonn, Linda <Linda.Tonn@nyct.com>
Cc: Fackelman, Thomas <Thomas.Fackelman@nyct.com>; Parikh, Sunil <Sunil.Parikh@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Crociata, Peter <Peter.Crociata@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Cohen, Alexander N. <Alexander.Cohen@nyct.com>; Urda, John <jurda@mtahq.org>; Oliva, Louis <LOLIVA@mtahq.org>; Book, Marcus <Marcus.Book@nyct.com>; Paul, Josue <Josue.Paul@nyct.com>; Burns, Donald (FTA) <Donald.Burns@dot.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>; Folarin, Oluseye <OFolarin@mtahq.org>; Schmutter, Benjamin <Benjamin.Schmutter@nyct.com>; Scalia, Giuseppe <Giuseppe.Scalia@nyct.com>; Tadla, Vikram <Vikram.Tadla@nyct.com>; Ungerman, David <David.Ungerman@nyct.com>
Subject: RE: Contract A-36164: SHPO Update for 68th Street/Hunter College Station, Elevator Relocation

Hi Sara

Thank you for cci'ing FTA.

FTA will need to confirm that NYSHPO does is not requesting a Section 106 MOA to memorialize their conditional no effect determination.

FTA will also need confirmation from MTA NYCT that it does not object to NYSHPO's condition for review, whether enshrined in a Section 106 MOA or by other means.

We will need both confirmations to conclude FTA's Section 106 consultation and the NEPA re-valuation.

Assuming MTA NYCT does not object to SHPO's request for review, FTA will regard the condition as a required mitigation for the EA FONSI re-evaluation, regardless of SHPO's position on a need for an agreement.

If MTA NYCT does object to SHPO's request for design review, FTA will require justification. In that event we would need to consult on next steps.

Thanks

Dan Moser
Community Planner
Federal Transit Administration Region 2
1 Bowling Green, RM 429, New York, NY 10004
Office (212) 668-2326

From: Mclvor, Sara <Sara.Mclvor@nyct.com>
Sent: Friday, September 4, 2020 11:09 AM
To: Moser, Daniel (FTA); Tonn, Linda
Cc: Fackelman, Thomas; Parikh, Sunil; Patel, Ashok; Marinescu, Luminita; Ellithi, Tarek; Oliva, Louis; Burns, Donald (FTA); Wetherbee, Richard E.
Subject: RE: Contract A-36164: SHPO Update for 68th Street/Hunter College Station, Elevator Relocation

Hi Dan,
This email will serve as confirmation that MTA NYCT does not object to NYSHPO's condition for review, whether enshrined in a Section 106 MOA or by other means.
Thank you,
Sara

Sara J. Mclvor, Historic Preservationist
Capital Program Management
New York City Transit
2 Broadway, B6.12
New York, NY 10004
T 646.252.4081
F 646.252.4612
sara.mclvor@nyct.com

From: Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Sent: Thursday, September 24, 2020 10:17 AM
To: Wetherbee, Richard E.
Subject: Fw: FTA Section 106 Consultation follow up letter to SHPO 68th Street ADA Re-eval

****This e-mail is from outside STV****

You're welcome to email with any questions or concerns.
Thank you.

Tarek Ellithi
Stations, Environmental Engineering Div. (EED)
MTA - C&D
Tarek.Ellithi@nyct.com

From: Mclvor, Sara <Sara.Mclvor@nyct.com>
Sent: Thursday, September 24, 2020 9:51 AM
To: Moser, Daniel (FTA) <daniel.moser@dot.gov>; Parikh, Sunil <Sunil.Parikh@nyct.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Cc: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Crociata, Peter <Peter.Crociata@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Chaudhuri, Paula <Paula.Chaudhuri@nyct.com>; Tonn, Linda <Linda.Tonn@nyct.com>; Fackelman, Thomas <Thomas.Fackelman@nyct.com>
Subject: RE: FTA Section 106 Consultation follow up letter to SHPO 68th Street ADA Re-eval

Hi Dan,
Thank you for sending this over. I can upload the letter and provide a screenshot showing it was added to the project in CRIS.

MTA does not object to the conditions for the Section 106 No Adverse Effect finding. MTA will submit the elevator drawings and CPP submittal in CRIS when they are provided, cc'ing FTA on all uploads.

Thank you again,
Sara

Sara J. Mclvor, Historic Preservationist
MTA Construction & Development

Delivery Services Office: Environmental Services
2 Broadway, B6.12
New York, NY 10004
T 646.252.4081
F 646.252.4612
sara.mcivor@nyct.com

From: Moser, Daniel (FTA) [<mailto:daniel.moser@dot.gov>]
Sent: Wednesday, September 23, 2020 5:14 PM
To: Parikh, Sunil <Sunil.Parikh@nyct.com>; Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Mclvor, Sara <Sara.Mclvor@nyct.com>
Cc: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Crociata, Peter <Peter.Crociata@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Chaudhuri, Paula <Paula.Chaudhuri@nyct.com>
Subject: FTA Section 106 Consultation follow up letter to SHPO 68th Street ADA Re-eval

Good Afternoon MTA NYCT project team,

Attached is FTA's letter formally responding to the NY SHPO letter commenting on the revised project proposal. As you are aware, FTA, not SHPO must conclude the Section 106 Consultation and related 4(f) review.

Please advise if your team will upload this letter in CRIS. If you would like FTA to do it, I will need to confirm the project token number (I believe it is the same number included in the SHPO letter).

As indicated in the letter, FTA intends to make a Section 106 No Adverse Effect finding conditional on SHPO's request to review and approve the CRP Plan prior to project implementation. Please let us know if MTA objects to the two conditions. FTA is also required to consider any request by SHPO to enter a formal Section 106 MOA to ensure these conditions are met, but as of today, they have not indicated that this is necessary. Our letter will provide the SHPO with their formal opportunity to do so.

If NY SHPO does not reply in 30 days or decline in the negative, we won't need one, but FTA still will incorporate SHPO's requested conditions as required mitigations in our NEPA findings.

Dan Moser
Community Planner
Federal Transit Administration Region 2
1 Bowling Green, RM 429, New York, NY 10004
Office (212) 668-2326

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U.S. Department
of Transportation

**Federal Transit
Administration**

Region II
New Jersey
New York

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

September 21, 2020

Ms. Sloane Bullough
Historic Sites Restoration Coordinator
New York State Parks, Recreation & Historic Preservation
Division for Historic Preservation
Peebles Island State Park, P.O. Box 189
Waterford, NY 12188-0189

RE: Metropolitan Transportation Authority New York City Transit
68th Street/Hunter College Subway Station (4, 5, and 6 IRT Lines), Manhattan, New York, NY
ADA Elevator and Stairwell Project
11PR04083

Ms. Bullough,

In accordance with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. 30010), as amended, the Federal Transit Administration (FTA) is notifying you of a proposed change in project scope for the Metropolitan Transportation Authority New York City Transit (MTA NYCT) 68th Street/Hunter College Subway Station Project (“the proposed project”). MTA NYCT is the proposed project sponsor. FTA would provide federal funds to finance a portion of the proposed project.

FTA completed an Environmental Assessment for the original proposed project in 2016. Review of the original project identified two historic resources within the proposed project area of potential effects:

- The Imperial House Apartment Building, 931 Lexington Avenue, - eligible for listing on the National (and State)-Register of Historic Places.
- The Upper East Side Historic District, a National (and State) Register-eligible historic district (including Thomas Hunter Hall, 930 Lexington Avenue, a contributing resource).

NYSOPRHP and New York City Landmarks Commission (NYCLMC) reviewed and provided comment on potential effects of the original proposed 68th Street Station project on both archaeological and architectural resources. In letters dated August 29, 2012 and April 2, 2015, NYSOPRHP concluded that the proposed project would not result in adverse effects, provided MTA NYCT developed in consultation with NYSOPRHP and NYCLMC and submitted a Historic Resource Construction Protection Plan (HRCPP) would be developed in consultation with NYSOPRHP and LPC prior to construction. Both the NYSOPRHP (August 29, 2012) and NYC LPC (February 1, 2012) concluded that the project site does not possess the potential for subsurface archaeological resources within the project’s archaeological area of potential effects.

The purpose of the proposed project is unchanged: to bring the subway station into compliance with the American with Disabilities Act and improve passenger capacity and flow. The following project elements potentially affecting historic resources remain substantially unchanged:

- New street level stairway entrance to substation at southwest corner of Lexington Avenue and 69th Street (adjacent to Thomas Hunter Hall, 930 Lexington Avenue) and extension of underground mezzanine (under the street right of way).
- New mid-block stairwell on the east side of Lexington Avenue between East 68th Street and East 69th Street and under the Imperial House Apartment Building, 931 Lexington Avenue. The stairwell with expanded station mezzanine would use space from existing building basement.

The proposed revision would alter the project near historic resources in the following ways:

- A proposed street level ADA elevator at the southeast corner at the intersection of Lexington Avenue and East 68th Street would be moved to the northeast corner, closer to the Imperial House structure, but still entirely within street right of way. The existing northeast corner stairway entrance would be reconstructed and widened. Both would be farther from the Imperial House structure than the current stair or originally proposed stairwell repair. However, the addition of the elevator structures at the northeast corner potentially increases construction impacts.

Based on the updated project information provided by MTA NYCT and the NYSOPRHP letter dated August 24, 2020, FTA finds that proposed revised project will have No Adverse Effect on historic resources, subject to the following two conditions:

- A construction protection plan is put in place for all historic buildings within 90 feet of the proposed construction.
- SHPO is given an opportunity to review and approve the elevator drawings when they become available.

FTA intends to issue a Section 106 Finding of No Adverse Effect and Section 4(f) de minimis impact determination, subject to NYSOPRHP's above conditions. FTA intends to make these conditions for receipt of federal funds. Please let FTA know if NYSOPRHP requests a Section 106 Memorandum of Agreement to ensure that these conditions are met.

If you require additional information regarding these projects, please contact Daniel Moser at 212-668-2326 or daniel.moser@dot.gov.

Thank you,

Donald Burns

Donald Burns
Director of Planning and Program Development

Cc: Dan Moser, FTA
Sara McIvor, MTA NYCT

From: Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Sent: Tuesday, September 29, 2020 2:22 PM
To: Mclvor, Sara; Wetherbee, Richard E.
Cc: Chaudhuri, Paula
Subject: Fw: ADA 68th St - Hunter College Station - Meeting w/ FTA for the new development

****This e-mail is from outside STV****

Hi Sara-
Richard-

See below regarding completing the Federal Section 106 consultation and USDOT 4(f) determination... SHPO and CPP follow up.

From: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Sent: Tuesday, September 29, 2020 2:12 PM
To: Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Cc: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Parikh, Sunil <Sunil.Parikh@nyct.com>; Urda, John <jurda@mtahq.org>; Crociata, Peter <Peter.Crociata@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Chaudhuri, Paula <Paula.Chaudhuri@nyct.com>
Subject: RE: ADA 68th St - Hunter College Station - Meeting w/ FTA for the new development

Thanks for the update Tarek

By the time the postponed meeting occurs, NY SHPO will have had 30 days to respond to FTA's letter to clarify whether NY SHPO will require a Section 106 agreement to ensure MTA compliance with their requested final CPP plan review. The final input needed for completing the Federal Section 106 consultation and USDOT 4(f) determination will be the CB meeting. These are both prerequisites to completing our EA Re-evaluation, along with review of the remaining potential impacts (e.g. transportation).

On a related note, I can't recall if I received a final version of the CB public meeting notice. Given the postponement, I assume there will be an updated version. Thanks in advance for the latest version for our file.

Dan Moser
Community Planner
Federal Transit Administration Region 2
1 Bowling Green, RM 429, New York, NY 10004
Office (212) 668-2326

From: Ellithi, Tarek [<mailto:Tarek.Ellithi@nyct.com>]
Sent: Tuesday, September 29, 2020 1:36 PM
To: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Cc: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Parikh, Sunil <Sunil.Parikh@nyct.com>; Urda, John <jurda@mtahq.org>; Crociata, Peter <Peter.Crociata@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Chaudhuri, Paula <Paula.Chaudhuri@nyct.com>
Subject: Re: ADA 68th St - Hunter College Station - Meeting w/ FTA for the new development

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FTA Region II

Dear Dan,

Update - MTA C&D's intention to present to Manhattan Community 8 (MCB8) on the proposed elevator relocation and provide an overall project update on October 7 has been temporarily postponed. MTA C&D will reschedule this presentation for the next available MCB8 Transportation Meeting, which is now anticipated for late 2020.

The presentation will include illustrations and descriptions of the proposed modifications to the Approved Project, as well as the overall benefits of the proposed modifications to the Approved Project.

You're welcome to MS Teams or email with any questions or concerns.

Thank you.

Tarek Ellithi

Stations, Environmental Services, DSO (ENV)

MTA - C&D - Delivery Dept.

Tarek.Ellithi@nyct.com

From: Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Sent: Thursday, October 1, 2020 3:45 PM
To: Moser, Daniel (FTA)
Cc: Burns, Donald (FTA); Parikh, Sunil; Urda, John; Crociata, Peter; Patel, Ashok; Marinescu, Luminita; Chaudhuri, Paula; Oliva, Louis; Book, Marcus; Wetherbee, Richard E.
Subject: Re: ADA 68th St - Hunter College Station - Meeting w/ FTA for the new development
Attachments: MTA PUBLIC NOTICE_Proposed Changes to the 68 St-Hunter College Stn Project_A-36164 EA Re-eval.pdf

****This e-mail is from outside STV****

Good afternoon Dan,
As follow up, please find the CB Public hearing notice, now updated, posted on the MTA Public Notice announcements internet website at:
<https://new.mta.info/transparency/public-notice>
under

Proposed changes to 68 St-Hunter College Elevator Project

<https://new.mta.info/projects/68st-ada-elevator>

Also, find Attached.

Thanks for guidance on open items [SHPO response and CPP plan review] and EA Re-evaluation prerequisites.

Re: PSE A-36164

You're welcome to MS Teams or email with any questions or concerns.
Thank you.

Tarek Ellithi
Stations, Environmental Services, DSO. (ENV)
MTA - C&D - Delivery Dept.
Tarek.Ellithi@nyct.com

From: Moser, Daniel (FTA) <daniel.moser@dot.gov>
Sent: Tuesday, September 29, 2020 2:12 PM
To: Ellithi, Tarek <Tarek.Ellithi@nyct.com>
Cc: Burns, Donald (FTA) <Donald.Burns@dot.gov>; Parikh, Sunil <Sunil.Parikh@nyct.com>; Urda, John <jurda@mtahq.org>; Crociata, Peter <Peter.Crociata@nyct.com>; Patel, Ashok <Ashok.Patel001@nyct.com>; Marinescu, Luminita <Luminita.Marinescu@nyct.com>; Chaudhuri, Paula <Paula.Chaudhuri@nyct.com>
Subject: RE: ADA 68th St - Hunter College Station - Meeting w/ FTA for the new development

(/)

Census deadline approaching

Remember to fill out the census. Your response helps direct billions of dollars in federal funds to local communities.

Updated September 29th at 10:20am

[Get started at the Census Bureau's site.](https://2020census.gov/en.html)
(<https://2020census.gov/en.html>)



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Proposed Changes to the 68 St-

Hunter College Station Improvement Project

Information about the environmental re-evaluation of the alternative elevator location proposed for 68 Street-Hunter College Station improvement project

In February of 2016, MTA Construction & Development (MTA C&D) prepared the Environmental Assessment and Proposed Section 4(f) De Minimis Impact Finding. The Federal Transit Administration (FTA) approved the project by issuing a Finding of No Significant Impact (FONSI) on July 28, 2016. (Details here: <http://web.mta.info/mta/planning/68st-Hunter> (<http://web.mta.info/mta/planning/68St-Hunter/>))

Since that time, property negotiations and engineering design advanced. During design development, it was determined that significant structural modifications, including re-supporting the structure, re-directing loads, and removing a floor/changing a floor elevation, would be required to install an elevator under the northwest corner of Hunter College East Building, located southeast of the intersection at East 68th Street and Lexington Avenue.

By relocating the street stairway and elevator improvements from the southeast corner to the northeast corner of the intersection of East 68th Street and Lexington Avenue, the structural engineering challenges can be avoided.

MTA C&D is re-evaluating the project with the proposed changes, in accordance with the National Environmental Policy Act (NEPA) and submitting the re-evaluation to the FTA for review. Initial re-evaluation of the project did not identify new or more significant impacts than those identified in the 2016 Environmental Assessment. The following modifications to the Approved Project are proposed:

1. Installation of a new street elevator on the northeast corner of East 68th Street and Lexington Avenue. The elevator would be located within a new sidewalk bulb-out, within the north parking lane of East 68th Street, east of Lexington Avenue.
2. The previously approved East 68th Street elevator location within the Hunter College building near the southeast corner would not be constructed.
3. Relocation of the street stairway S4 at the northeast corner of East 68th Street and Lexington Avenue to be within the sidewalk bulb-out and not adjacent to the Imperial Building. The stairs would be east of the proposed street-level ADA-compliant elevator, and would be wider relative to the approved project.
4. No changes to street stair O2/O4 in the plaza under the northwest corner of the Hunter College East Building.
5. The previously approved option for a bulb-out on East 69th Street, east of Lexington Avenue, for a street stair is no longer being considered and will not be constructed.
6. No changes are proposed for the new mid-block entrance and stairs in the retail space at 931 Lexington Avenue.

7. Per New York City Department of Transportation (NYC DOT) review request, (i) install ADA-compliant curb ramps at East 68th Street and Lexington Avenue, all four corners; (ii) relocate catch basin and manhole affected by curb extension bulb-out.
8. No changes to Approved Project at platform level.

Invitation for Public Comments

This page is part of the public notification of MTA C&D's proposed plan to install the new street-level, ADA-compliant elevator on the sidewalk at the northeast corner of East 68th Street and Lexington Avenue as an alternative to the approved ADA improvements to the 68 St-Hunter College Station project. In accordance with 23 CFR771.129 {Re-evaluations}, MTA C&D is re-evaluating the project with the proposed changes in accordance with the NEPA and submitting re-evaluation to the FTA for review.

Public Review

Our intention to present to Manhattan Community Board 8 on the proposed elevator relocation on October 7 has been temporarily postponed. We will reschedule this presentation for the next available meeting, which is now anticipated for late 2020.

The presentation will include illustrations and descriptions of the proposed modifications to the Approved Project, as well as the overall benefits of the proposed modifications to the Approved Project.

You're invited to submit online comments here. (https://mta-nyc.custhelp.com/app/comments_68th_HunterCollege)

Comments may also be submitted via postal mail to:

MTA Government & Community Relations
ATTN: 68 St-Hunter College Station Improvements NEPA Re-evaluation
2 Broadway, B20.81
New York, NY 11104

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Subsequent Submission

11PR04083: ADA Elevators at 68th Street/Hunter College Subway Station

Cancel

Please describe your submission.

Please see attached elevator and relocated street stair drawings at the northeast corner of East 68th Street and Lexington Avenue, as per the request in SHPO correspondence for the 68th St/Hunter College ADA Project dated 8/24/2020. The drawings have been marked-up to highlight the specific elevator that was relocated along with the street stair that had to be relocated for the new elevator.

Photos Attachments

Attachments

This is an optional section which will allow you to submit any other document attachments for the project (e.g., site plans). If a relevant document is already available at a known URL, the document can be submitted by simply referencing the URL instead of uploading the file.

* File / Hyperlink File Upload

* Type Select...

* Description

Max file size: 30MB

* File Choose File No file chosen

(file types: [.pdf | .doc | .docx | .ppt | .pptx | .xls | .xlsx | .rtf | .txt | .bmp | .gif | .jpe | .jpg | .jpeg | .png | .tif | .tiff | .zip]; max file size: 30MB)

Upload Attachment

Uploaded Files:

	Title	File
	68th St-Hunter College: Updated Elevator & Stair Dwgs_SHPO_012021.pdf	2021-01-25T19:41:59_68thStHunterCollegeUpdatedElevator&StairDwgsSHPO012021.pdf

Done

GENERAL NOTES:

- ALL WORK SHALL BE OF HIGH QUALITY, PERFORMED IN A NEAT WORKMANLIKE MANNER, EXECUTED IN ACCORDANCE WITH THE BEST ACCEPTED TRADE PRACTICES AND AS PER MANUFACTURER'S RECOMMENDATIONS.
- THE CONTRACTOR IS TO NOTIFY THE AUTHORITY OF ANY AND ALL DISCREPANCIES BETWEEN EXISTING CONDITIONS AND THE CONTRACT DOCUMENTS BEFORE PROCEEDING WITH THAT PORTION OF THE WORK. FAILURE TO NOTIFY THE AUTHORITY WILL NOT RELIEVE THE CONTRACTOR OF RESPONSIBILITY TO PERFORM THE WORK AS INTENDED BY THE CONTRACT DOCUMENTS. THE CONTRACTOR IS TO CORRECT ANY AND ALL WORK ARISING FROM SUCH FAILURE TO COORDINATE DISCREPANCIES TO THE SATISFACTION OF THE AUTHORITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR AND SHALL CHECK AND VERIFY ALL DIMENSIONS AND JOB CONDITIONS IN THE FIELD. HE SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO SUBMITTING SHOP DRAWINGS AND PLACING ORDERS DURING THE COURSE OF THE CONTRACT.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING ITEMS TO REMAIN AND IS TO REPAIR OR REPLACE ANY ITEM DAMAGED DURING THE COURSE OF WORK TO THE SATISFACTION AND APPROVAL OF THE AUTHORITY WITHOUT ANY ADDITIONAL COST TO THE AUTHORITY.
- ANY DAMAGE TO INSTALLED FINISHES OR EQUIPMENT CAUSED BY THE WORK OF THE CONTRACTOR OR SHALL BE REPLACED AND REINSTALLED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE TRANSIT AUTHORITY.
- THE CONTRACTOR SHALL SUBMIT THE BOARD OF STANDARDS AND APPRAISALS CERTIFICATION NUMBER FOR ALL MATERIALS TO THE AUTHORITY.
- ALL WORK TO BE IN COMPLIANCE WITH THE LATEST EDITION OF THE NEW YORK STATE BUILDING CODE AND THE FIRE CODE OF NEW YORK STATE. ANY DISCREPANCY SHALL BE CALLED TO THE ATTENTION OF THE ARCHITECT/ENGINEER.
- CONTRACTOR SHALL BE RESPONSIBLE FOR BUILDING IN ALL RECESSED ITEMS, SUCH AS CONCEALED CONDUITS, PIPES, WIRES, OUTLET BOXES, ETC. OR ANY OPENINGS REQUIRED IN THE MASONRY WALLS.
- CONTRACTOR SHALL EXAMINE DRAWINGS OF ALL TRADES TO VERIFY AND COORDINATE THE LOCATION OF FIXTURES, EQUIPMENT, ROUGHING, ETC.
- ALL COLORS ARE TO BE SUBMITTED TO THE ARCHITECT/ENGINEER FOR APPROVAL.
- PATCH ALL DAMAGED CONCRETE SURFACES WITH SIM. MATERIALS TO MATCH EXISTING CONDITION UNLESS OTHERWISE NOTED. FOR MAJOR CONCRETE PATCH WORK SEE STRUCT. DWGS.
- ALL CONCRETE FLOORS SHALL BE MADE LEVEL AND SMOOTH, FILL CRACKS AND JOINTS AS PER SPECIFICATIONS TO RECEIVE FLOORING TILES, AS PER DRAWINGS.
- WHERE THE PROGRESS OF THE WORK INTERFERES WITH A MEANS OF EGRESS FROM AN EXISTING BUILDING, THE CONTRACTOR SHALL PROVIDE A TEMPORARY MEANS OF EGRESS SUBJECT TO APPROVAL OF AUTHORITIES HAVING JURISDICTION.
- PROVIDE LINTELS FOR ALL MASONRY OPENINGS SUCH AS DUCTS, GRILLES, HVAC, MECHANICAL, PLUMBING, ELECTRICAL EQUIPMENT AND DOORS.
- PROVIDE FLATHEAD COUNTERSUNK STAINLESS STEEL SPANNER HEAD SCREWS AT ALL EXPOSED LOCATIONS.
- ALL DEMOLITION AND REMOVALS ARE TO BE COORDINATED WITH EACH TRADE TO INSURE THE CONTINUITY OF ALL SERVICES TO THE EXISTING FACILITY. CONTRACTOR SHALL COORDINATE DEMOLITION WORK WITH NEW CONSTRUCTION DRAWINGS TO DETERMINE DIMENSIONS AND TO INSURE THAT NO ITEMS OR SERVICES WHICH ARE TO REMAIN ARE DISTURBED.
- SAFETY PROVISIONS DURING DEMOLITION AND CONSTRUCTION SHALL COMPLY WITH N.Y. STATE CODE AND CONTRACT DOCUMENTS.
- DO NOT SCALE DRAWINGS. FOLLOW WRITTEN DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NORMALLY GIVEN TO:
 - COLUMN CENTERLINES
 - FACES OF FINISHED SURFACES
 - FACE OF STRUCTURAL STEEL OR CONCRETE.
- REFER TO MECHANICAL, ELECTRICAL, PLUMBING AND HVAC DRAWINGS FOR THE EXTENT AND LOCATION OF ALL OPENINGS, SLEEVES, CHASES, ETC.
- ALL FIRE RATED PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF THE STRUCTURAL FLOOR OR ROOF SLAB AND SHALL BE FIRE STOPPED. ALL PENETRATIONS SHALL BE SEALED AND PROTECTED IN ORDER TO MAINTAIN THE INTEGRITY OF THE FIRE RATED PARTITIONS TO COMPLY WITH N.Y. STATE CODE.
- WHERE RECESSES, OFFSETS AND CHASES ARE SHOWN IN INTERIOR PARTITIONS, THE EXACT SIZE OF THE OPENING REQUIRED SHALL BE DETERMINED BY THE ITEM TO BE ACCORDATED. THE GENERAL CONTRACTOR SHALL COORDINATE WITH ALL OTHER TRADES.
- ALL MATERIALS AND WORK REQUIRED ARE INTENDED TO BE NEW UNLESS OTHERWISE NOTED.
- ALL DISSIMILAR MATERIALS IN CONTACT WITH EACH OTHER SHALL BE ISOLATED IN AN APPROVED MANNER.
- ALL NEW EXPOSED STEEL SHALL BE PAINTED AS INDICATED.
- WOOD SHALL BE FIRE RETARDANT AND TREATED TO COMPLY WITH SECTION 2303.2 & SECTION 603.1 OF N.Y. STATE CODE.
- THE CONTRACTOR SHALL PROVIDE COVER AND/OR DUST PARTITIONS, CLOSING THE WORK AREA FROM BALANCE OF HABITABLE AND PUBLIC SPACES WITHIN THE EXISTING STATION.
- THE CONTRACTOR SHALL PROPERLY INSTALL AND/OR RELOCATE ALL FIXTURES PROVIDED BY THE AUTHORITY INCLUDING BUT NOT LIMITED TO: MAPS AND POSTERS FOR CICS, TURNSTILES, RAILINGS, GATES, MMS, AND MCRS. ALL AFC EQUIPMENT TO BE COORDINATED WITH J. TYRELL, AFC EQUIPMENT MAINTENANCE.
- LOCATIONS SHOWN FOR CAR MARKERS AND CONDUCTOR BOARDS ARE APPROXIMATE. CONTRACTOR WILL COORDINATE INSTALLATION WITH SUPERVISORS FROM NYCT OPERATIONS.
- CONTRACTOR SHALL NOT PAINT ANTENNA CABLES AND NON-RADIATING ANTENNA CABLES LABELLED "RADIO FREQUENCY SYSTEMS." CONTRACTOR ALSO SHALL NOT PAINT TRANSIT WIRELESS ANTENNAS LABELLED "DO NOT PAINT"
- AREAS OF FLOOR WHICH ARE SUBJECT TO PONDING SHALL BE FILLED WITH A LEVELING COURSE OF SIKATOP 122 MORTAR TO THE SATISFACTION OF THE ENGINEER.
- MAINTAIN ALL EXISTING PITCHES TO DRAINS ALONG WALLS. IN THE ABSENCE OF PITCH TOWARD WALL, ESTABLISH A MINIMUM OF 1/16" PER 12" TO DRAINS OR TOWARD TRACK.
- WHERE WALL TILES ARE TO BE REMOVED, CONTRACTOR SHALL PATCH WALL TO A UNIFORM AND SMOOTH SURFACE BEFORE INSTALLATION OF NEW TILE FINISH.
- ALL NEW WORK IN THIS STATION, AS A KEY STATION, IS TO ADHERE TO ADA ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES, TRANSPORTATION FACILITIES.
- CONTRACTOR IS REQUIRED TO PICK UP FROM NYCT OFFICE OF STATION SIGNAGE & INSTALL ALL STAIR IDENTIFICATION TAGS, DOOR/ROOM IDENTIFICATION SIGNS, SAFETY OR CAUTIONARY SIGNS OR ANY SIGNS REQUIRING INSTALLATION IN AREAS NOT READILY ACCESSIBLE BY NYCT PERSONNEL DUE TO CONSTRUCTION WORK.
- CONTRACTOR SHALL NOTIFY NYCT'S OFFICE OF STATION SIGNAGE, AT LEAST TWO WEEKS IN ADVANCE OF THE OBSTRUCTION OR REMOVAL OF ANY SIGNS OR THE CREATION OF CONDITIONS THAT MAY RESULT IN THE REROUTING OF NORMAL CUSTOMER FLOW AND REQUIRE NEW SIGNS.
- ANY SUBWAY, BUS OR NEIGHBORHOOD MAP FRAMES OR INSTITUTIONAL PANEL: SUCH AS CICS SHOULD NOT BE DISCARDED BUT KEPT PROTECTED IN PLACE IF PRACTICAL OR REMOVED, SAFELY STORED AND REINSTALLED WHEN WORK IN THE AREA IS COMPLETED.
- TEMPORARY SIGNS SHALL BE DESIGNED AND FABRICATED BY THE DEPARTMENT OF STATION SIGNAGE, SUBWAYS AND NYCT. CONTRACTOR SHALL PICK UP FROM DEPARTMENT OF STATION SIGNAGE FACILITY IN BROOKLYN, NY, DELIVER TO SITE, AND INSTALL PER DIRECTION OF ENGINEER. CONTRACTOR TO INSTALL STAIRWAY-CLOSING SIGNAGE DURING CONSTRUCTION. CONTRACTOR SHALL COORDINATE STAIR CLOSURES WITH DEPARTMENT OF STATION.
- ALL FIXTURES AND MATERIALS SLATED FOR REMOVAL WHICH ARE OF HISTORIC INTEREST SHALL BE REMOVED FROM THE PROJECT SITE AND MADE AVAILABLE FOR REVIEW BY THE CURATOR OF THE TRANSIT MUSEUM. IF DEEMED OF HISTORIC VALUE, FIXTURES OR MATERIALS WILL BE TRANSPORTED TO LOCATION AS DIRECTED BY CURATOR. ALL OTHER MATERIAL WILL BE DISPOSED OF BY THE CONTRACTOR.
- STATION SIGNAGE AND TACTILE BRAILLE SIGNAGE SHALL BE DESIGNED, FABRICATED AND INSTALLED BY THE DEPARTMENT OF STATION SIGNAGE, SUBWAYS AND NYCT. CONTRACTOR TO REMOVE EXISTING SIGNAGE DIRECTLY AFFECTED BY THE WORK OF THIS CONTRACT. CONTRACTOR SHALL COORDINATE WITH THE DEPARTMENT OF STATION SIGNAGE, TACTILE BRAILLE SIGNS SHALL COMPLY WITH ADAAG 216 AND 730 AND NYCT SIGNAGE DESIGN MANUAL.
- DURING DEMOLITION AND REHABILITATION, TAKE APPROPRIATE SAFETY MEASURES TO PROTECT CUSTOMERS AND EMPLOYEES FROM INJURIES. SHARP EDGES AND CORNERS ON ALL SURFACES, INCLUDING THOSE ON THE BRACKETS THAT SUPPORT HANDRAILS SHALL BE DEBURRED. ALL WALKING SURFACES SHALL HAVE A DRY AND WET STATIC COEFFICIENT OF FRICTION OF NOT LESS THAN 0.8 AND 0.7 RESPECTIVELY.
- WHERE THE PROGRESS OF THE WORK INTERFERES WITH A MEANS OF EGRESS FROM AN EXISTING BUILDING, THE CONTRACTOR SHALL PROVIDE A TEMPORARY MEANS OF EGRESS SUBJECT TO APPROVAL OF AUTHORITIES HAVING JURISDICTION.
- ALL WORK IS NEW U.O.N.
- ALL CONDUIT RUNS WITHIN THE STATION SHALL BE APPROVED BY STATION CLEARINGHOUSE.

LEGEND:

	STONE PANEL		DOOR NUMBER		COLUMN GRID LINE
	ALUMINUM		ROOM NAME/ ROOM NUMBER		ELEVATION MARKER
	STAINLESS STEEL OR STEEL AS NOTED		FURNITURE, FIXTURE & EQUIPMENT INDICATOR		SIGN NUMBER
	WOOD BLOCKING		SECTION KEY MARK		PARTITION TYPE
	MINERAL FIBER		DWG. NO. WHERE DETAIL IS TAKEN FROM		LOUVER TYPE
	PORCELAIN TILE		ELEVATION KEY MARK		ANGLE
	CONCRETE/PLASTER		AREA SHOWN		AT
	CONCRETE BLOCK (CMU)		ENLARGED DRAWING TO BE FOUND ELSEWHERE IN CONTRACT DRAWINGS		CENTERLINE
	CERAMIC TILE		DETAIL NO.		PLATE
	BEDROCK		DWG. NO. WHERE DETAIL IS SHOWN		DIAMETER
	SOIL / FILL		INTERIOR ELEVATION DESIGNATION		SQUARE
	RIGID INSULATION		MATCH LINE		CENTERLINE
	PLYWOOD		HIDDEN LINE		BREAK LINE
	GLASS		SIGNAL LIGHT		CAR MARKER
	CLEAN CRUSHED STONE		DIFFUSER BOX		HOLDING SIGNAL
	EXIST. WALL TO REMAIN		CONCRETE FILLED VAULT		CONVEX MIRROR
	EXIST. WORK TO BE REMOVED		LIGHT PANEL		
	CONSTRUCTION				

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REVISION	DESCRIPTION	DATE	APPROVED

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<p>NEW YORK CITY TRANSIT AUTHORITY</p> <p>URBAN ARCHITECTS / DEMBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AC CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING</p>	<p>CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN</p>
	<p>GENERAL NOTES AND LEGEND</p>

DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.	G-001
CHECKED BY			
APPROVED BY		REVISION:	

ABBREVIATIONS:

A/C	AIR CONDITIONING	H.B.C.	HOSE BIB CABINET	POR.	PORCELAIN TILE
A.D.A.	AMERICANS WITH DISABILITIES ACT	HDWR.	HARDWARE	PREFAB.	PREFABRICATED
ADJ.	ADJUSTABLE	HEET	HIGH ENTRANCE / EXIT	P.S.I	POUNDS PER SQUARE INCH
A.E.S.S.	ARCHITECTURAL EXPOSED STRUCTURAL STEEL	H.P.I.	HELP POINT	PT.	POINT
A.F.A.S	ADA FARECARD ACCESS SYSTEM	H.M.	HOLLOW METAL	PTB.	PART TIME TOKEN BOOTH
A.F.C.	AUTOMATIC FARE CONTROL	HORIZ.	HORIZONTAL	P.V.C.	POLYVINYL CHLORIDE
A.F.F.	ABOVE FINISH FLOOR	H.P.U.	HIGH POINT UNIT	Q.T.	QUARRY TILE
ALUM.	ALUMINUM	HT.	HEIGHT	QTY.	QUANTITY
AOG.	AGENT OPERATED GATE	H.V.A.C.	HEAT VENTILATION & AIR CONDITION	RAD./R.	RADIUS
ANOD.	ANODIZED	H.W.H.	HOT WATER HEATER	RB.	RUBBER BASE
APPROX.	APPROXIMATE	I.D.	INSIDE DIAMETER	R.D.	ROOF DRAIN
ARCH.	ARCHITECT(URAL)	I.F.	INSIDE FACE	REINF.	REINF
AVE.	AVENUE	I.N.	INCH	REQD	REQUIRED
B.C.	BRICK COURSE	I.N.D.	INDEPENDENT DIVISION	REV.	REVISION
BLDG.	BUILDING	INCL.	INCLUDING	R.H.	RIGHT HAND
BLK.	BLOCK	INSUL.	INSULATION	RM.	ROOM
BLKG.	BLOCKING	INT.	INTERIOR	RO	R.O.
BLKHD.	BLKHEAD	INV.	INVERT	R.O.W.	RIGHT OF WAY
BM.	BEAM	I.R.T	INTERBOROUGH RAPID TRANSIT	SB	SOUTHBOUND
C.B.	CONTROL BOOTH	LB.	POUND	SCHED.	SCHEDULE
CEMT.	CEMENT	L.H.	LEFT HAND	S.F.	SQUARE FEET
CEMT. PL.	CEMENT PLASTER	L.P.T.	LOW POINT	S.G.F.T.	STRUCTURAL GLAZE FACING
CIC.	CUSTOMER INFORMATION CENTER	MAS.	MASONRY	SIM.	SIMILAR
C.J.	CONTROL JOINT	MAT.	MATERIAL	SM.	SYSTEM MAP
CL.	CLOSET	MAX.	MAXIMUM	SPEC.	SPECIFICATION
CLG.	CEILING	M.C.R.	METROCARD READER	SQ.	SQUARE
CLG. HT.	CEILING HEIGHT	MECH.	MECHANICAL	S.S.	SLOP SINK
C.M.U.	CONCRETE MASONRY UNITS	MEM.	METROCARD EXPRESS MACHINE	ST	STAINLESS
COL.	COLUMN	MEZZ.	MEZZANINE	STA	STATION
COMM.	COMMUNICATION	MFRD.	MANUFACTURED	STD.	STANDARD
CONC.	CONCRETE	MH.	MANHOLE	STL.	STEEL
CONC. BLK.	CONCRETE BLOCK	MIN.	MINIMUM	STOR.	STORAGE
CONST.	CONSTRUCTION	MISC.	MISCELLANEOUS	STRUCT.	STRUCTURAL
CONT.	CONTINUOUS	M.O.	MASONRY OPENING	ST. STL.	STAINLESS STEEL
CSK.	CONUNTER SINK	M.R.M.	METROCARD REFILL MACHINE	SUSP.	SUSPENDED
C.T.	CERAMIC TILE	MT.	MOSAIC TESSERA	SUSP. CLG	SUSPENDED CEILING
DET.	DETAIL	M.V.M.	METROCARD VENDING MACHINE	SYS.	SYSTEM
DIA.	DIAMETER	N.	NORTH	T.B.	TOKEN BOOTH
DIM.	DIMENSION	N.A.	NOT APPLICABLE	TC	TOP OF CURB
DN.	DOWN	NB	NORTHBOUND	T.D.D.	TELECOMMUNICATIONS
DWG.	DRAWING	N.I.C.	NOT IN CONTRACT	T.D.	DISPLAY DEVICE
DWGS.	DRAWINGS	NO.	NUMBER	TEL	TELEPHONE
EA	EACH	NOM.	NOMINAL	TEMP.	TEMPORARY
E.D.R.	ELECTRICAL DISTRIBUTION ROOM	N.T.S.	NOT TO SCALE	THK.	THICK
E.M.R.	ELEVATOR MACHINE ROOM	N.Y.C.T.	NEW YORK CITY TRANSIT	TOC	TOP OF CONCRETE
EL. ELEV.	ELEVATION	O.C.	ON CENTER	TYP.	TYPICAL
ELEC.	ELECTRIC / ELECTRICAL	O.D.	OUTSIDE DIAMETER	U.O.N.	UNLESS OTHERWISE NOTED
ENCL.	ENCLOSURE / ENCLOSURE	OFF	OFFICE	V.B.	VINYL BASE
EPR.	ELECTRICAL PANEL ROOM	O.H.	OPPOSITE HAND	V.C.T.	VINYL COMPOSITION TILE
EQ.	EQUAL	OPEN	OPENING	VERT.	VERTICAL
EQUIP.	EQUIPMENT	OPP.	OPPOSITE	V.I.F.	VERIFY IN FIELD
EXIST.	EXISTING	OVHD.	OVERHEAD	W/	WITH
EXP.	EXPANSION	PART.	PARTITION	W.C.	WATER CLOSET
EXP. JT.	EXPANSION JOINT	PB	PHONE BOX	WD.	WOOD
EXT.	EXTERIOR	P.I.C.	PASSENGER INFORMATION CENTER	WIN.	WINDOW
FACP	FIRE ALARM CONTROL PANEL	P.I.U.	PASSENGER INFORMATION UNIT	W/O	WITHOUT
F.C.O.	FLOOR CLEANOUT	PL.	PLATE	W.P.	WATER PROOFING
F.D.	FLOOR DRAIN			WPT	WORKING POINT
FH.	FLATHEAD			WT.	WEIGHT
FIN.	FINISH				
FIN. FL.	FINISH FLOOR				
FL.	FLOOR				
FLUOR.	FLUORESCENT				
F.P.	FIRE PROOF				
F.R.	FIRE RATED				
F.S.	FULL SIZE				
FT.	FEET / FOOT				
FTG.	FOOTING				
F.V.C.	FIRE VALVE CABINET				
GA.	GAGE				
GALV.	GALVANIZED				
G.C.T.	GLAZED CERAMIC TILE				
GL.	GLASS				
GL. BLK.	GLASS BLOCK				
GR.	GRADE				
G.S.	GALVANIZED STEEL				

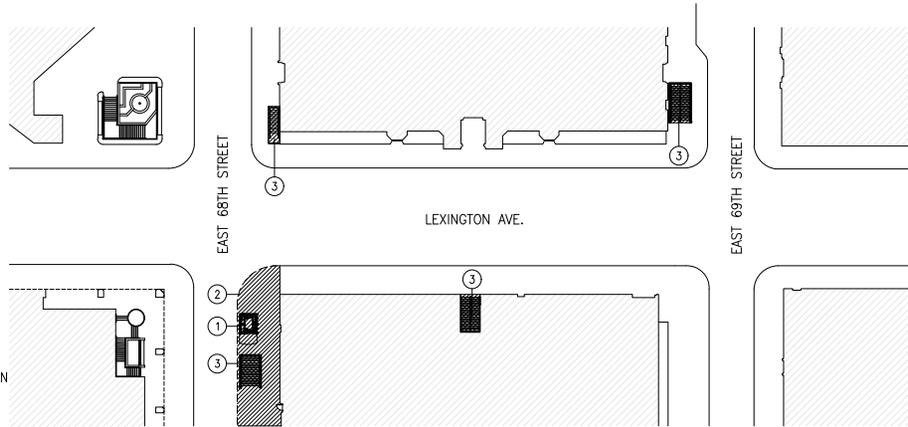
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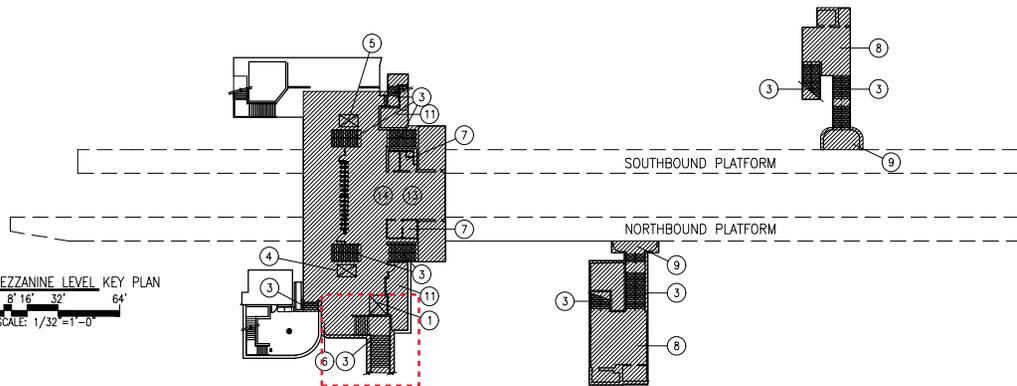
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 NEW YORK CITY TRANSIT AUTHORITY	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN
	ABBREVIATIONS
URBAN ARCHITECTS / DEMEBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AG CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING	DATE: 12-30-2020

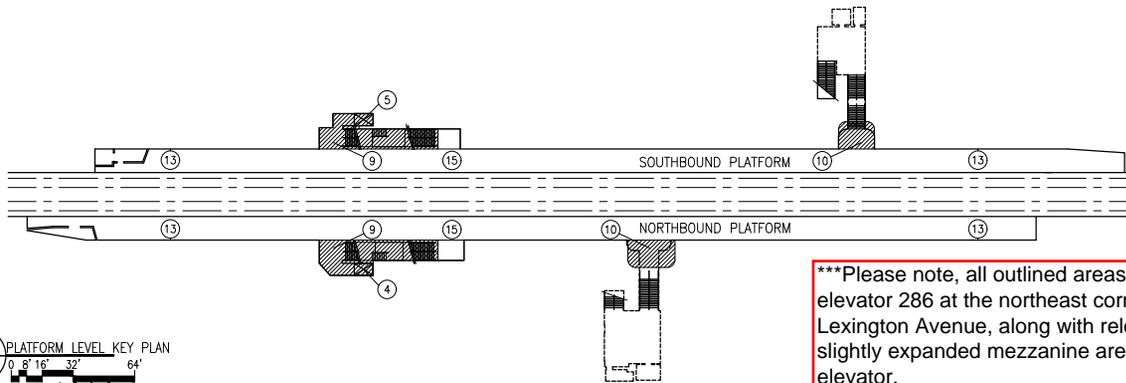
DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.	G-002
CHECKED BY		REVISION:	
APPROVED BY			



1 STREET LEVEL KEY PLAN
G-003 0' 8" 16" 32" 64"
SCALE: 1/32"=1'-0"



2 MEZZANINE LEVEL KEY PLAN
G-003 0' 8" 16" 32" 64"
SCALE: 1/32"=1'-0"



3 PLATFORM LEVEL KEY PLAN
G-003 0' 8" 16" 32" 64"
SCALE: 1/32"=1'-0"

ARCHITECTURAL SCOPE OF WORK:

- ① INSTALL STREET TO MEZZANINE ELEVATOR
- ② PROVIDE CURB BUMP OUT.
- ③ INSTALL NEW ADA COMPLIANT STAIRS
- ④ INSTALL ELEVATOR FROM MEZZANINE TO NB PLATFORM
- ⑤ INSTALL ELEVATOR FROM MEZZANINE TO SB PLATFORM
- ⑥ EXPAND MEZZANINE AREA
- ⑦ RECONFIGURE MEZZANINE ROOMS
- ⑧ PROVIDE MEZZANINE
- ⑨ EXTEND PLATFORM FOR ELEVATOR / STAIR LOBBY
- ⑩ PROVIDE OPENING IN EXIST. PLATFORM ENVELOPE WALL TO ACCESS NEW STAIRS AT PLATFORM LEVEL.
- ⑪ PROVIDE EMR.
- ⑫ RE-PATCH EXIST. SIDE WALK AREA AFTER REMOVAL OF EXIST STAIR
- ⑬ PROVIDE METAL CEILING
- ⑭ REPAIR AND PATCH MEZZANINE FLOOR.
- ⑮ REPAIR AND PATCH PLATFORM CEILING.
- ⑯ REPAIR AND PATCH PLATFORM WALL.

GENERAL NOTES

- 1. PROVIDE MECHANICAL IMPROVEMENTS AS PER MECHANICAL DRAWINGS.
- 2. PROVIDE PLUMBING IMPROVEMENTS AS PER PLUMBING DRAWINGS.
- 3. PROVIDE ELECTRICAL IMPROVEMENTS AS PER ELECTRICAL DRAWINGS.
- 4. PROVIDE TELECOMMUNICATION IMPROVEMENTS AS PER TELECOMMUNICATION DRAWINGS.
- 5. REFER TO CIVIL DWGS FOR SOW RELATED TO UTILITIES.

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CONTRACT A-36164
INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

NEW YORK CITY TRANSIT AUTHORITY

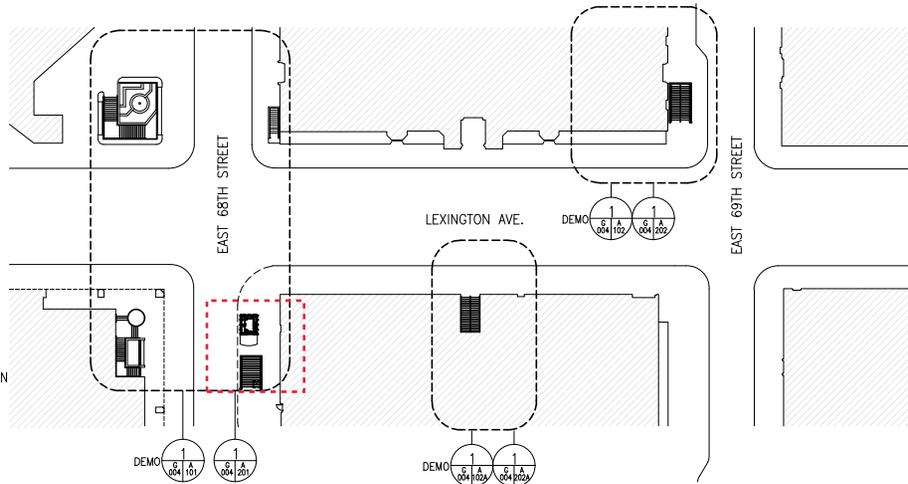
URBAN ARCHITECTS / DEWBERRY
A JOINT VENTURE
31 PENN PLAZA, 132 WEST 31ST STREET,
SUITE 301, NEW YORK, NY 10001
A/E CONSULTING ENGINEERS
DOMINGO GONZALEZ ASSOCIATES
A/E CONSULTING ENGINEERS

GENERAL SCOPE OF WORK

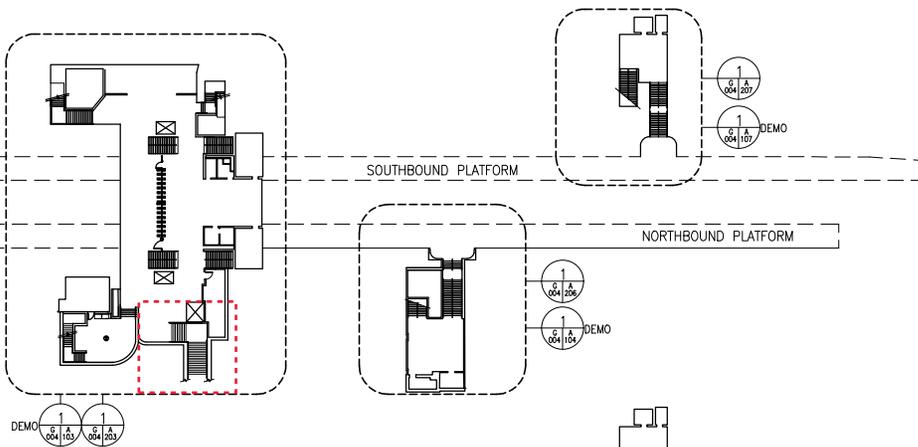
DESIGNED BY		DATE	12-30-2020
CHECKED BY		DRAWING NO.	G-003
APPROVED BY		REVISION:	

***Please note, all outlined areas are showing relocated elevator 286 at the northeast corner of East 68th Street and Lexington Avenue, along with relocated stair S3 and the slightly expanded mezzanine area adjacent to the stair and elevator.

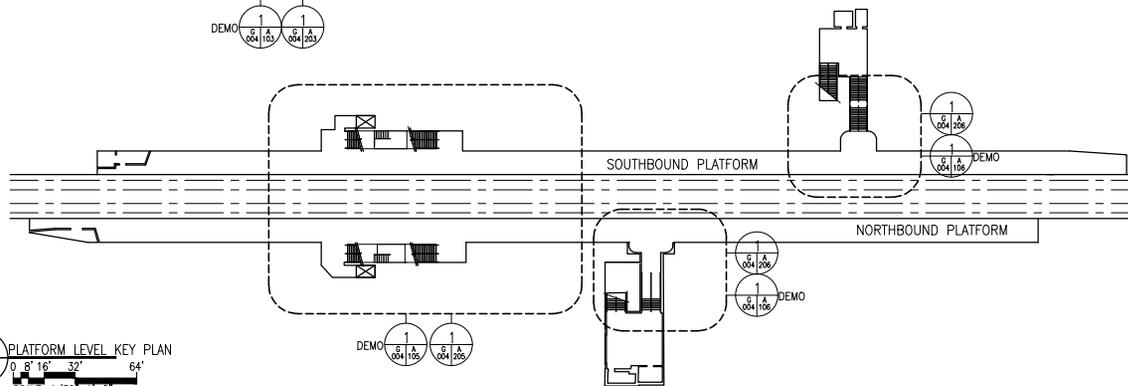
1 STREET LEVEL KEY PLAN
 G-004 0' 8" 16" 32" 64"
 SCALE: 1/32"=1'-0"



2 MEZZANINE LEVEL KEY PLAN
 G-004 0' 8" 16" 32" 64"
 SCALE: 1/32"=1'-0"



3 PLATFORM LEVEL KEY PLAN
 G-004 0' 8" 16" 32" 64"
 SCALE: 1/32"=1'-0"



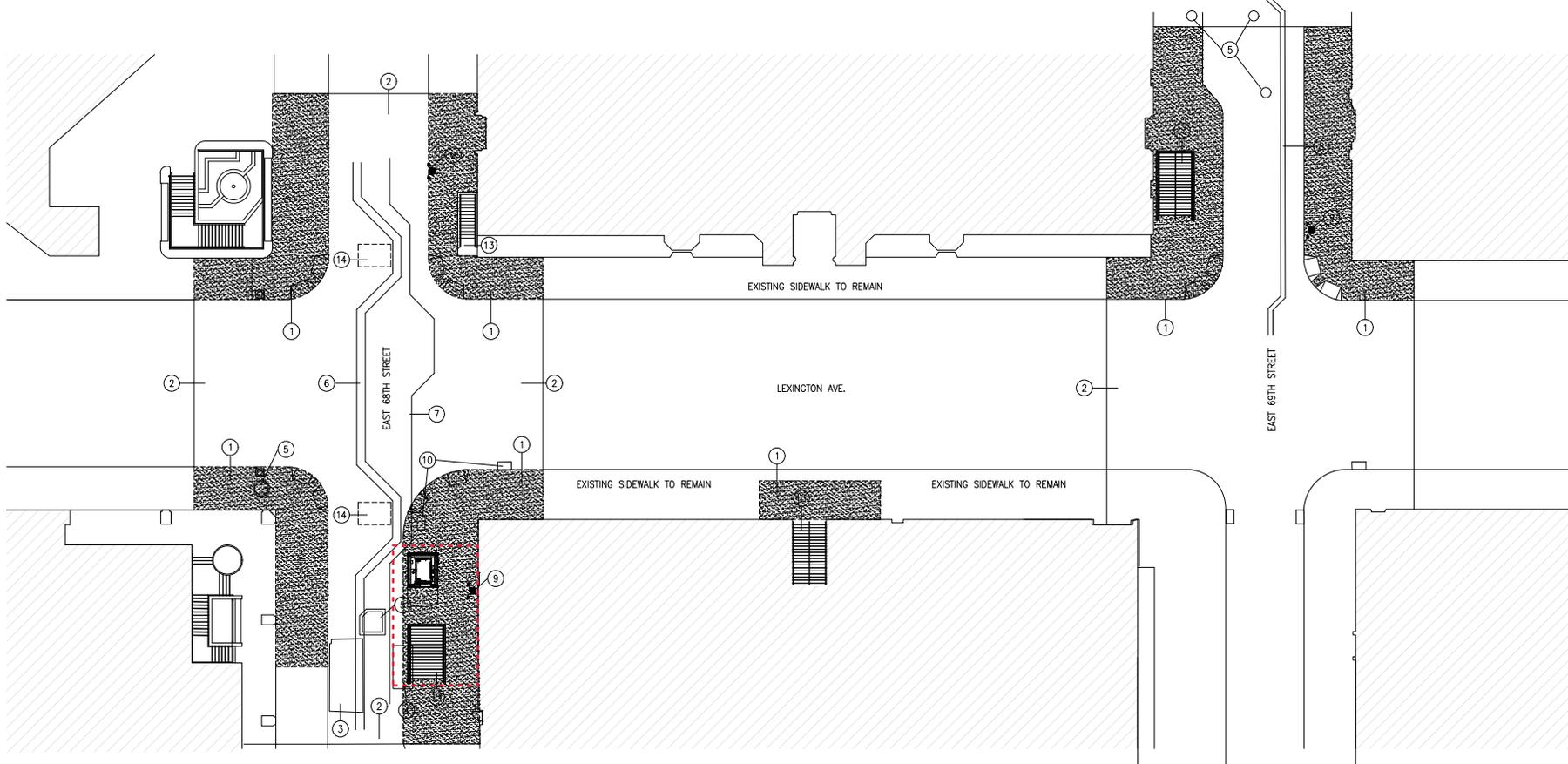
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	<p>STATION KEY PLANS</p>

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: G-004
CHECKED BY		REVISION:
APPROVED BY		



1 STREET LEVEL KEY PLAN
G-006 SCALE: 1/16"=1'-0"

CIVIL SCOPE OF WORK:

- ① REPLACE SIDEWALK AND CURB. INSTALL ADA COMPLIANT CURB CUTS AT CORNERS.
- ② REPLACE ASPHALT WEARING COURSE.
- ③ RELOCATE STEAM CHAMBER.
- ④ RELOCATE CONED VAULT.
- ⑤ INSTALL SEWER MANHOLE. RE-ROUTE COMBINED SEWER.
- ⑥ RE-ROUTE 30" WATER MAIN.
- ⑦ RE-ROUTE 12" WATER MAIN.
- ⑧ RE-ROUTE 26" WATER MAIN.
- ⑨ INSTALL FIRE HYDRANT.
- ⑩ INSTALL CATCH BASIN.
- ⑪ RE-ROUTE EXISTING UTILITIES AS REQUIRED.
- ⑫ RECONFIGURE AND PROVIDE ADA COMPLIANT STAIR.
- ⑬ NEW STAIR
- ⑭ MEZZANINE TO PLATFORM ELEVATOR BELOW.

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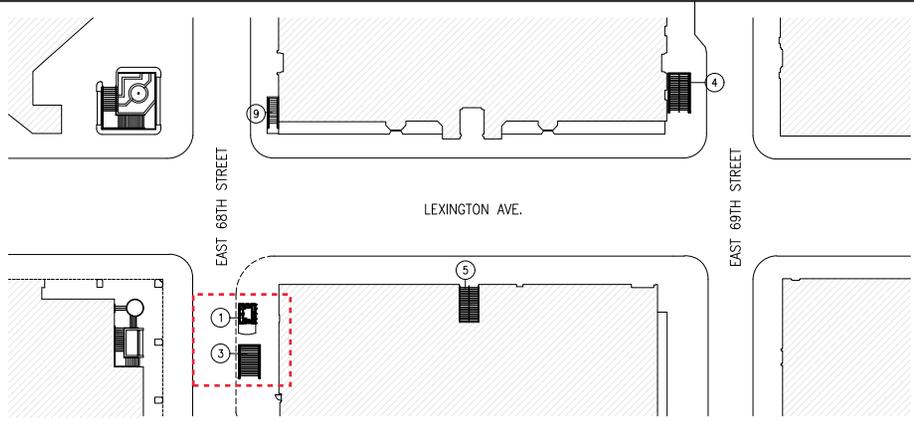
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CONTRACT A-36164
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LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

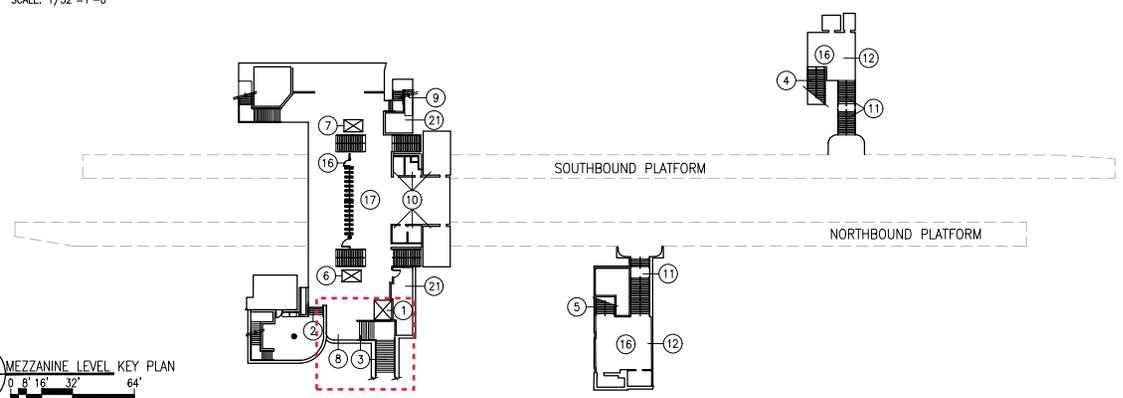
**NEW YORK CITY
TRANSIT AUTHORITY**
URBAN ARCHITECTS / DEMBERRY
A JOINT VENTURE
31 PENN PLAZA, 132 WEST 31ST STREET,
SUITE 301, NEW YORK, NY 10001
AG CONSULTING ENGINEERS
DOMINGO GONZALEZ ASSOCIATES
AB CONSULTING ENGINEERING

CIVIL SCOPE OF WORK

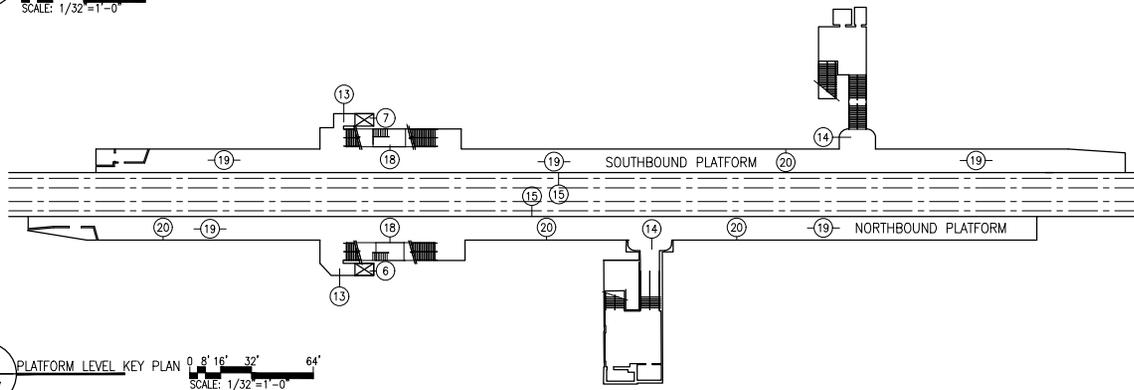
DRAWN BY		DATE	12-30-2020
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CHECKED BY		REVISION:	
APPROVED BY			



1 STREET LEVEL KEY PLAN
G-007 0' 8' 16" 32" 64"
SCALE: 1/32"=1'-0"



2 MEZZANINE LEVEL KEY PLAN
G-007 0' 8' 16" 32" 64"
SCALE: 1/32"=1'-0"



3 PLATFORM LEVEL KEY PLAN
G-007 0' 8' 16" 32" 64"
SCALE: 1/32"=1'-0"

ARCHITECTURAL SCOPE OF WORK:

- 1 INSTALL STREET TO MEZZANINE ELEVATOR
- 2 RECONFIGURE AND PROVIDE ADA COMPLIANT STAIR
- 3 INSTALL ADA COMPLIANT STAIR M4/S4
- 4 INSTALL ADA COMPLIANT STAIR S5
- 5 INSTALL ADA COMPLIANT STAIR S6 & M6
- 6 INSTALL ELEVATOR FROM MEZZANINE TO NB PLATFORM
- 7 INSTALL ELEVATOR FROM MEZZANINE TO SB PLATFORM
- 8 EXPAND MEZZANINE AREA
- 9 REHABILITATE STAIR S3, RECONFIGURE M3 & M3A
- 10 RECONFIGURE MEZZANINE ROOMS
- 11 PROVIDE ADA COMPLIANT STAIRS M5, P5 & P6
- 12 PROVIDE MEZZANINE
- 13 EXTEND PLATFORM FOR ELEVATOR LOBBY
- 14 PROVIDE OPENINGS FOR MEZZANINES
- 15 PROVIDE TACTILE PANELS AND RUBBING BOARD ALONG THE ENTIRE PLATFORM EDGE
- 16 PROVIDE ADA COMPLIANT AFC GATE
- 17 REMOVE AND REPLACE MEZZANINE METAL CEILING
- 18 REPLACE EMERGENCY EXIT DOOR
- 19 REPAIR CRACKS OF PLATFORM FLOOR FINISH
- 20 REPAIR WALLS
- 21 PROVIDE EMR

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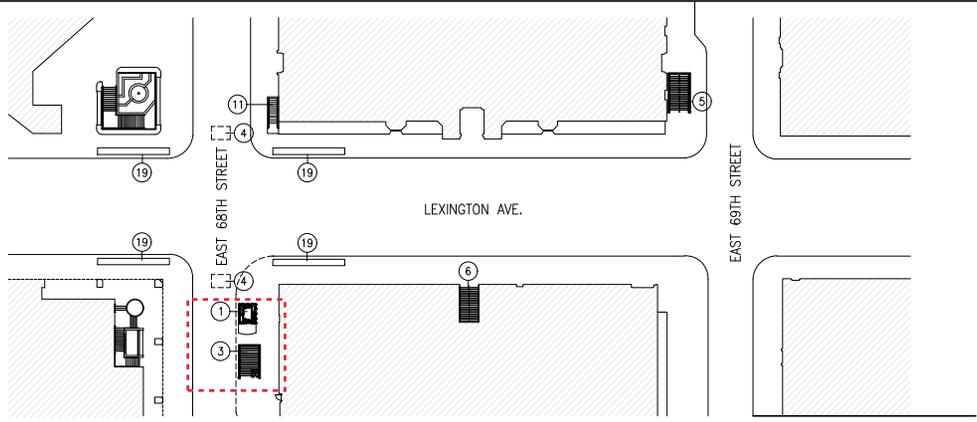
**NEW YORK CITY
TRANSIT AUTHORITY**

URBAN IN ARCHITECTS / DEMBERRY
A JOINT VENTURE
31 PENN PLAZA, 132 WEST 31ST STREET,
SUITE 307, NEW YORK, NY 10001
A/E CONSULTING ENGINEERS
DOMINGO GONZALEZ ASSOCIATES
A/E CONSULTING ENGINEERING

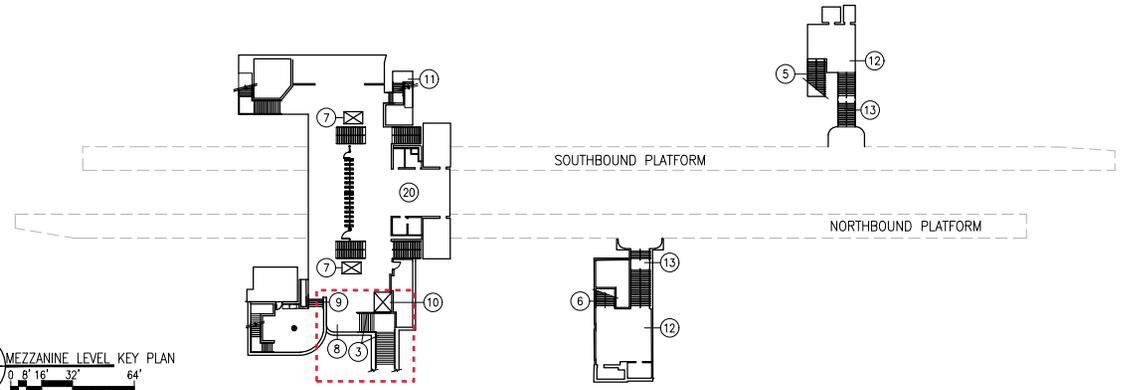
CONTRACT A-36164
INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

ARCHITECTURAL SCOPE OF WORK

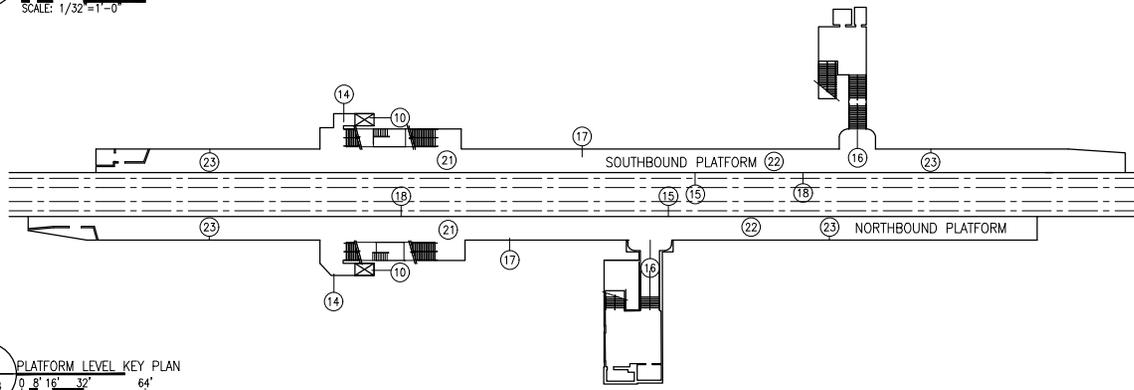
DESIGNED BY		DATE: 12-30-2020
CHECKED BY		DRAWING NO.: G-007
APPROVED BY		REVISION:



1 STREET LEVEL KEY PLAN
G-008 0' 8" 16" 32" 64"
SCALE: 1/32"=1'-0"



2 MEZZANINE LEVEL KEY PLAN
G-008 0' 8" 16" 32" 64"
SCALE: 1/32"=1'-0"



3 PLATFORM LEVEL KEY PLAN
G-008 0' 8" 16" 32" 64"
SCALE: 1/32"=1'-0"

STRUCTURAL SCOPE OF WORK:

- ① INSTALL STREET TO MEZZANINE ELEVATOR
- ② NOT USED
- ③ INSTALL CONCRETE STAIR M4/S4.
- ④ INSTALL PRECAST CONCRETE ELEVATOR ROOF.
- ⑤ INSTALL CONCRETE STAIR S5, M5.
- ⑥ INSTALL CONCRETE STAIR S6, M6.
- ⑦ PROVIDE FLOOR OPENING FOR ELEVATOR. INSTALL FLOOR FRAMING AND SLAB AROUND ELEVATOR OPENING.
- ⑧ EXPAND MEZZANINE. INSTALL ROOF, FLOOR AND WALLS.
- ⑨ RECONFIGURE AND PROVIDE ADA COMPLIANT STAIR.
- ⑩ INSTALL FRAMING FOR ELEVATOR PIT.
- ⑪ RECONFIGURE AND REHABILITATE STREET STAIR.
- ⑫ PROVIDE MEZZANINE. INSTALL ROOF, FLOOR AND WALLS.
- ⑬ INSTALL CONCRETE STAIR DOWN TO EXISTING PLATFORM.
- ⑭ EXPAND PLATFORM. INSTALL FLOOR SLAB AND WALLS.
- ⑮ INSTALL PLATFORM EDGE STRIPS ALONG THE ENTIRE LENGTH OF PLATFORM.
- ⑯ PROVIDE OPENING IN PLATFORM WALL FOR ACCESS TO MEZZANINE.
- ⑰ INSTALL TOPPING SLAB TO RAISE PLATFORM FOR ADA BOARDING AREA.
- ⑱ INSTALL TACTILE TILE ALONG THE ENTIRE LENGTH OF THE PLATFORM
- ⑲ REPAIR AND PATCH SIDEWALK AT VENTILATOR STRUCTURES
- ⑳ REPAIR AND PATCH MEZZANINE CONCRETE CEILING
- ㉑ REPAIR AND PLATFORM CONCRETE CEILING AND REPAIR STEEL FRAMING
- ㉒ REPAIR AND PATCH PLATFORM CONCRETE TOPPING SLAB
- ㉓ REPAIR AND PATCH CONCRETE PLATFORM WALLS

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REVISION	DESCRIPTION	DATE	APPROVED

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**NEW YORK CITY
TRANSIT AUTHORITY**

URBAN ARCHITECTS / DEMEBERRY
A JOINT VENTURE
31 PENN PLAZA, 132 WEST 31ST STREET,
SUITE 301, NEW YORK, NY 10001
A/E CONSULTING ENGINEERS
DOMINGO GONZALEZ ASSOCIATES
A/E CONSULTING ENGINEERING

CONTRACT A-36164
INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

STRUCTURAL SCOPE OF WORK

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: G-008
CHECKED BY		REVISION:
APPROVED BY		

MECHANICAL SCOPE OF WORK

- ① PROVIDE VENTILATION FOR STREET ELEVATOR.
- ② PROVIDE VENTILATION FOR EMR 284.
- ③ PROVIDE VENTILATION FOR EPR AND CLEANERS ROOM.
- ④ PROVIDE VENTILATION FOR EMPLOYEE LOCKER ROOM AND EMPLOYEE TOILET. PROVIDE UNIT HEATER IN LOWER ROOM.
- ⑤ PROVIDE VENTILATION FOR EMR 285/286.
- ⑦ INSTALL ELECTRIC UNIT HEATER IN ELEVATOR MACHINE ROOMS.

PLUMBING SCOPE OF WORK

- ① INSTALL ELECTRIC WATER HEATER AND EYEWASH STATION IN CLEANER ROOM. PROVIDE PLUMBING FOR CLEANER ROOM.
- ② INSTALL ELECTRIC WATER HEATER IN EMPLOYEE TOILET. PROVIDE PLUMBING FOR EMPLOYEE LOCKER ROOM AND EMPLOYEE TOILET.
- ③ INSTALL SUMP PUMP IN STREET ELEVATOR PIT.
- ④ INSTALL SUMP PUMPS IN MEZZANINE TO PLATFORM ELEVATOR PITS.
- ⑤ INSTALL ELECTRIC WATER HEATER, EYEWASH STATION, AND SEWAGE EJECTOR PUMP IN CLEANER ROOM. PROVIDE PLUMBING FOR CLEANER ROOM.

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REVISION	DESCRIPTION	DATE	APPROVED

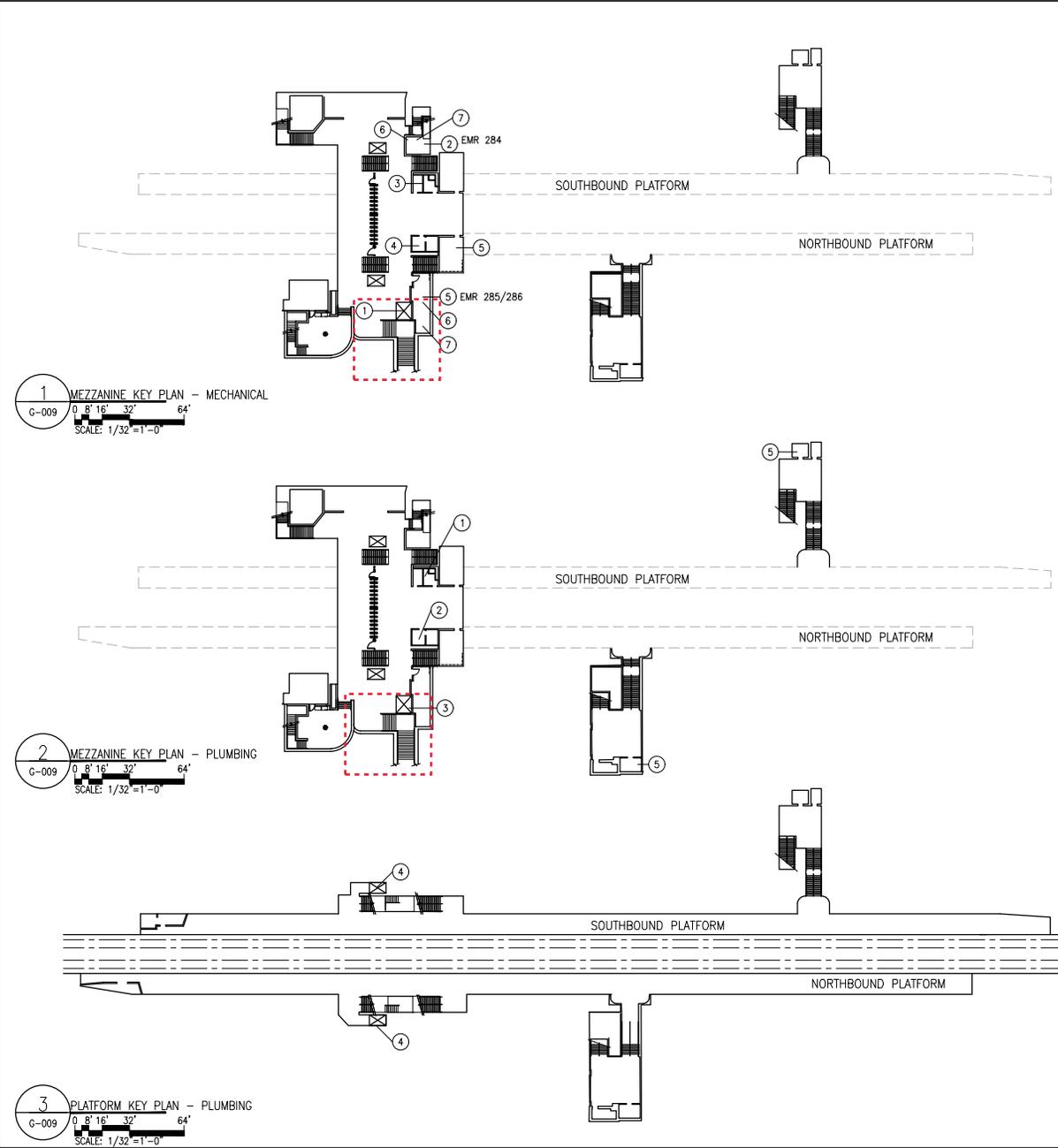
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CONTRACT A-36164
 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
 LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

**NEW YORK CITY
 TRANSIT AUTHORITY**
 URBAN ARCHITECTS / DEMBERRY
 A JOINT VENTURE
 31 PENN PLAZA, 132 WEST 31ST STREET,
 SUITE 301, NEW YORK, NY 10001
 AG CONSULTING ENGINEERS
 DOMINGO GONZALEZ ASSOCIATES
 AB CONSULTING ENGINEERING

**MECHANICAL & PLUMBING:
 SCOPE OF WORK**

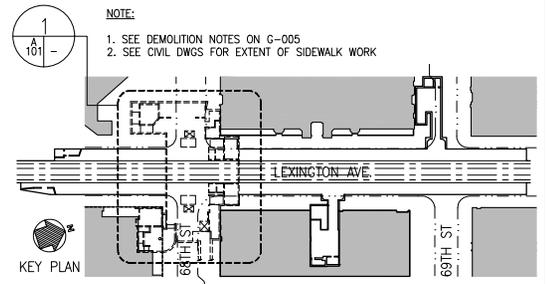
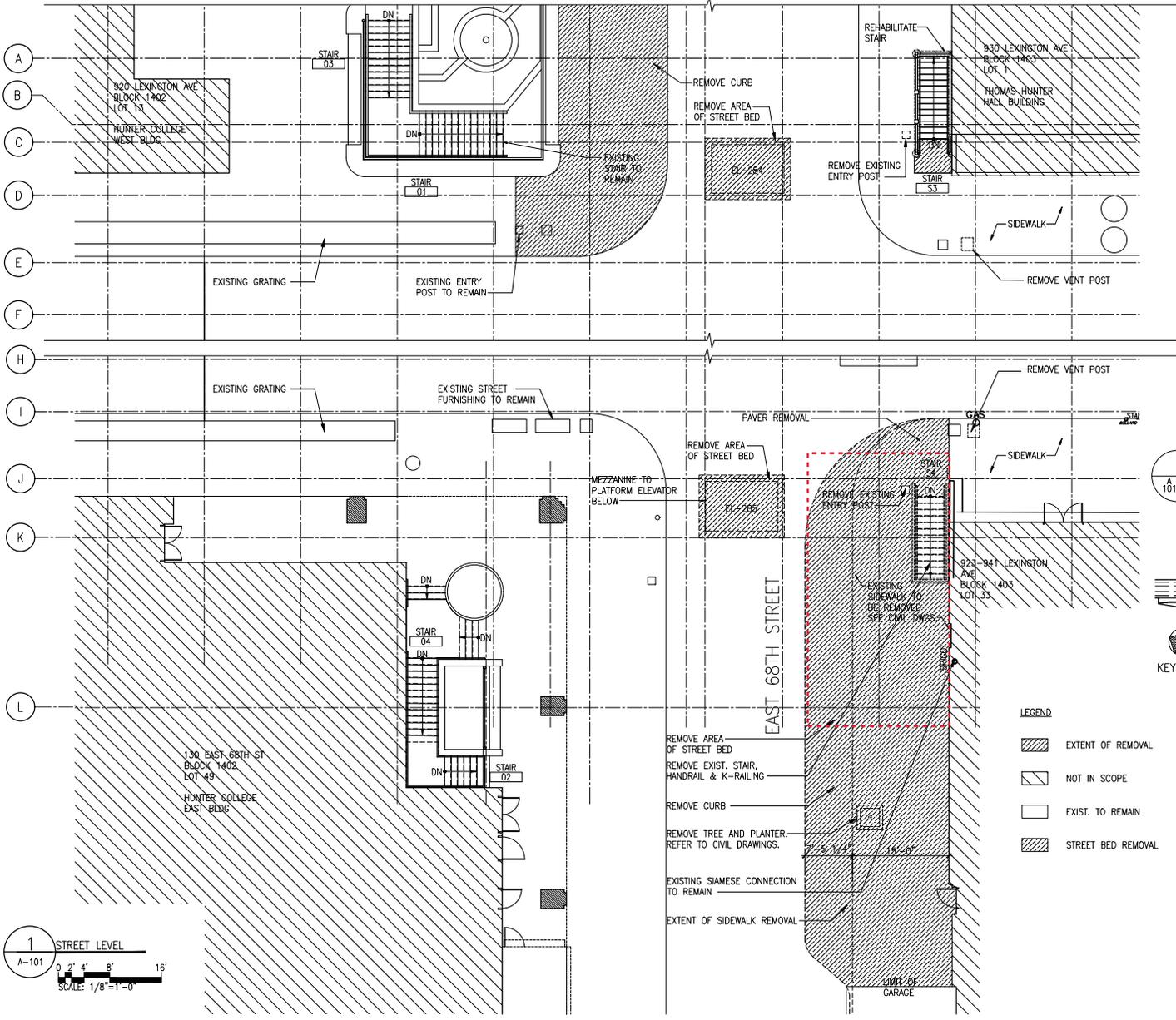
DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.:	G-009
CHECKED BY		REVISION:	
APPROVED BY			



1 MEZZANINE KEY PLAN - MECHANICAL
 G-009 0' 8" 16" 32" 64"
 SCALE: 1/32"=1'-0"

2 MEZZANINE KEY PLAN - PLUMBING
 G-009 0' 8" 16" 32" 64"
 SCALE: 1/32"=1'-0"

3 PLATFORM KEY PLAN - PLUMBING
 G-009 0' 8" 16" 32" 64"
 SCALE: 1/32"=1'-0"



- LEGEND**
- EXTENT OF REMOVAL
 - NOT IN SCOPE
 - EXIST. TO REMAIN
 - STREET BED REMOVAL

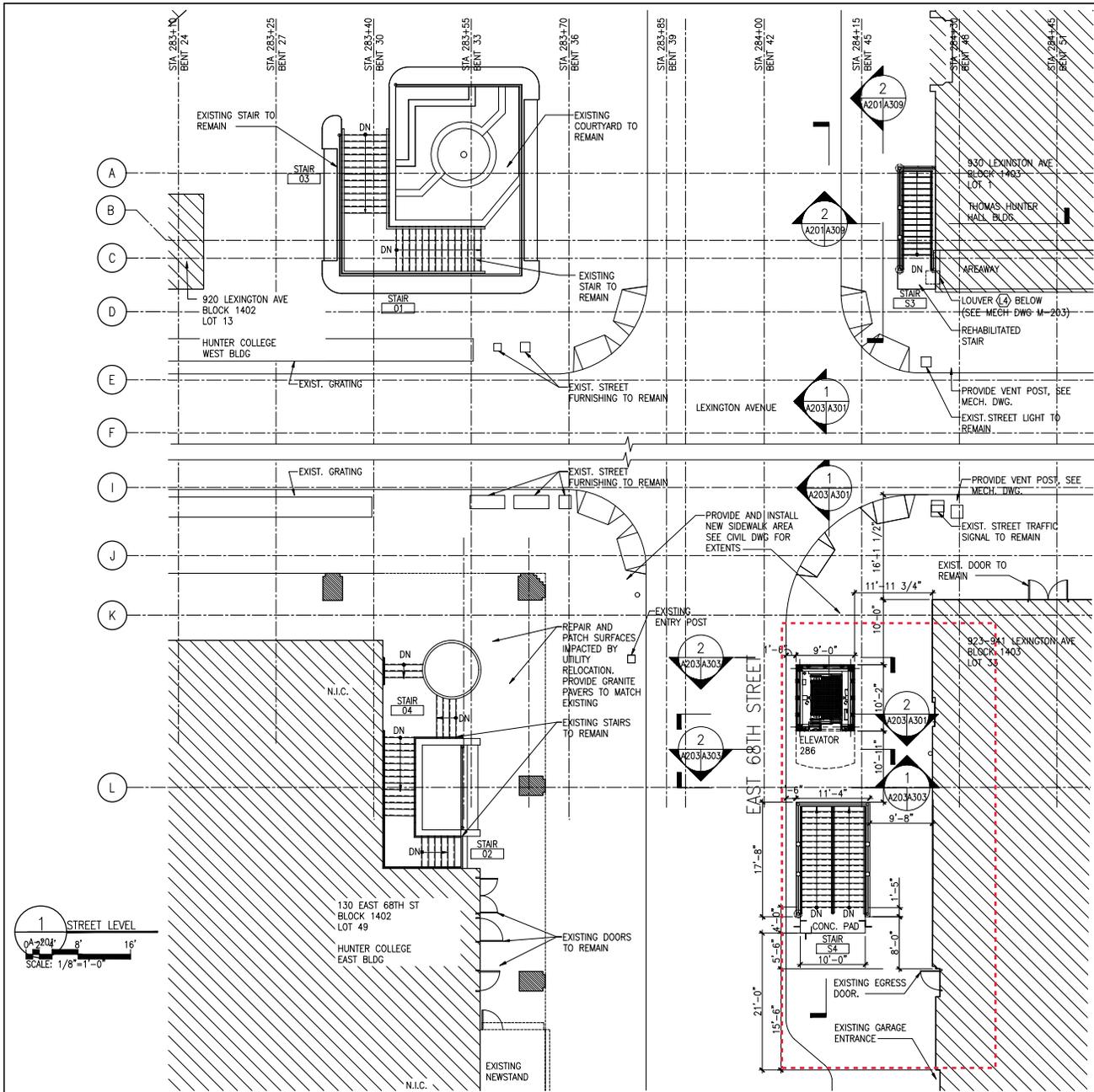
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 NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS / DEMBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AG CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN
	STREET LEVEL DEMOLITION PLAN 68TH ST.

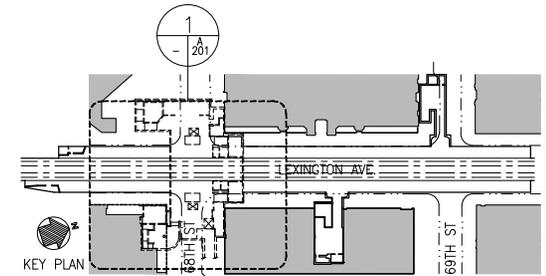
DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.	A-101
CHECKED BY		REVISION:	
APPROVED BY			



- NOTE:**
1. SEE CIVIL DRAWINGS FOR UTILITIES
 2. SEE CIVIL DWGS FOR EXTENT OF SIDEWALK WORK
 3. REFER TO CIVIL DRAWINGS FOR UTILITY RELOCATION.

LEGEND :

EXISTING TO REMAIN



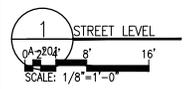
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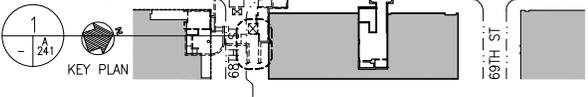
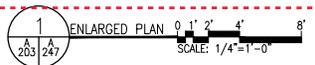
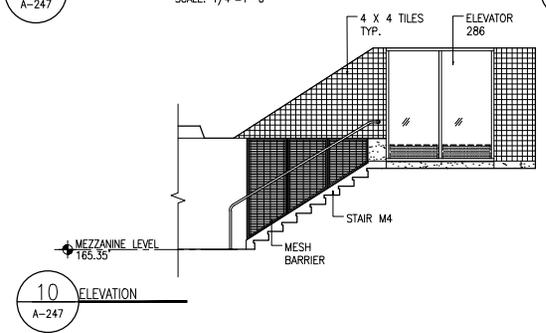
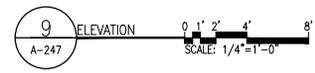
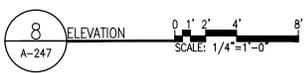
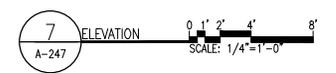
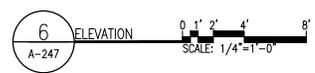
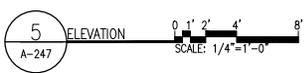
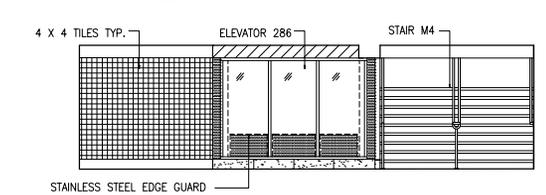
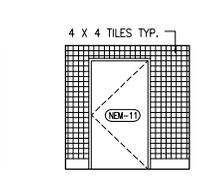
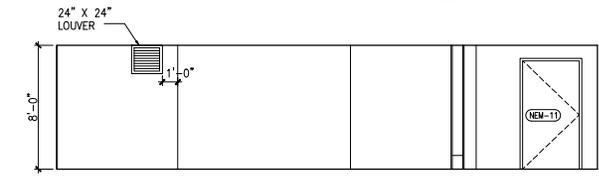
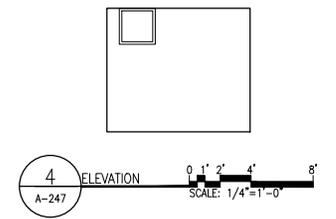
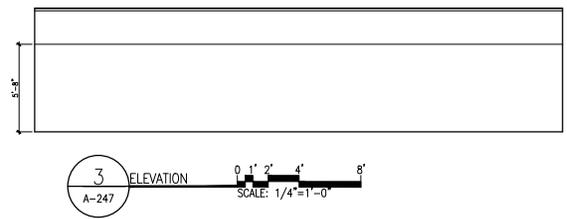
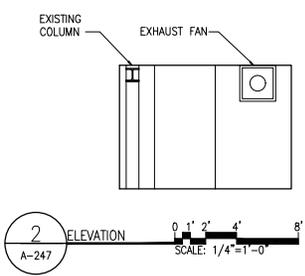
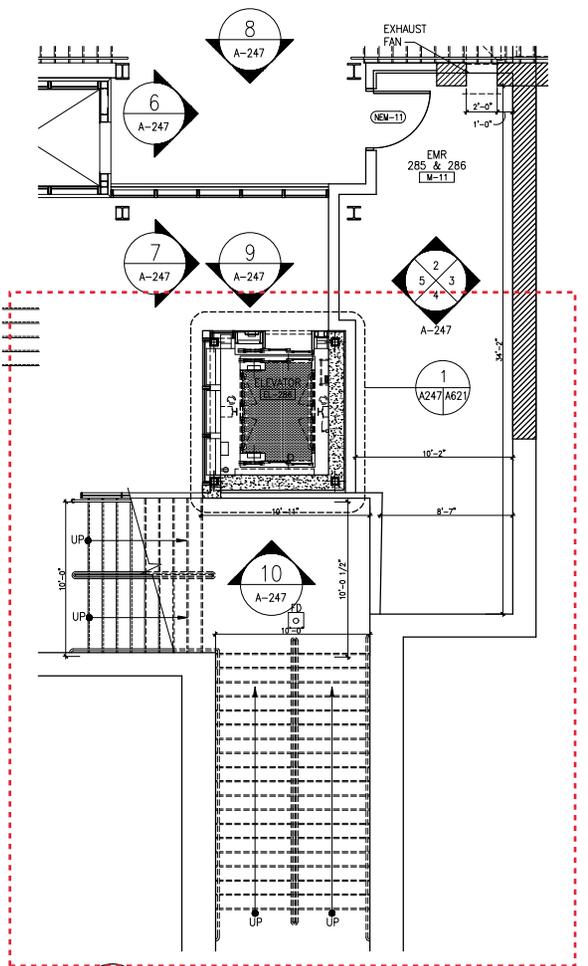
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	<p>STREET LEVEL PLAN 68TH ST.</p>

DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.:	A-201
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REVISION	DESCRIPTION	DATE	APPROVED

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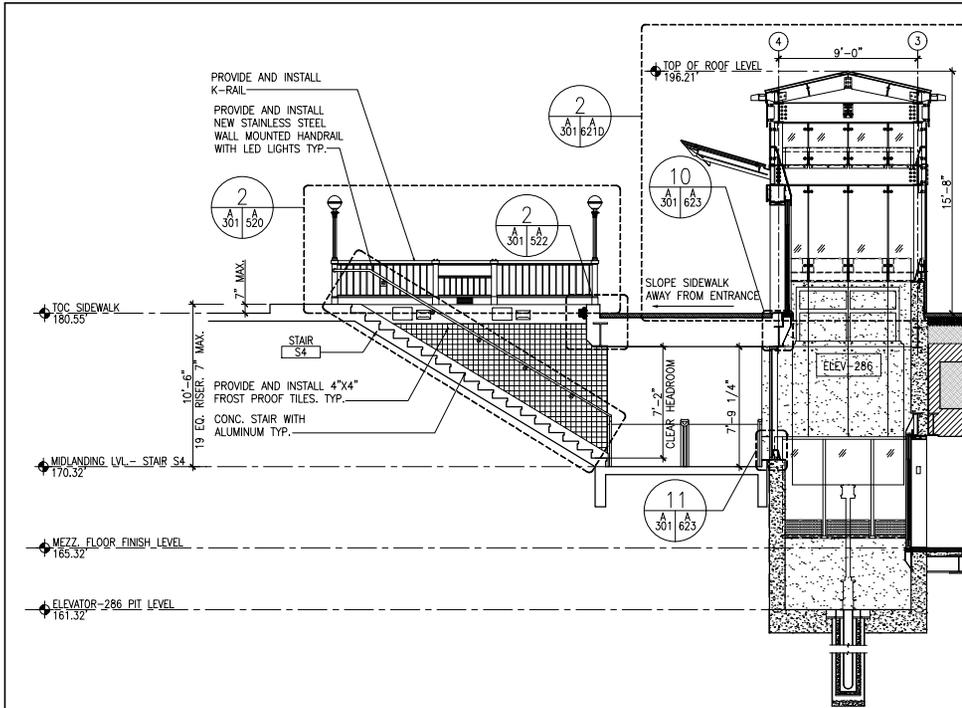
NEW YORK CITY TRANSIT AUTHORITY

CONTRACT A-36164
 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
 LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

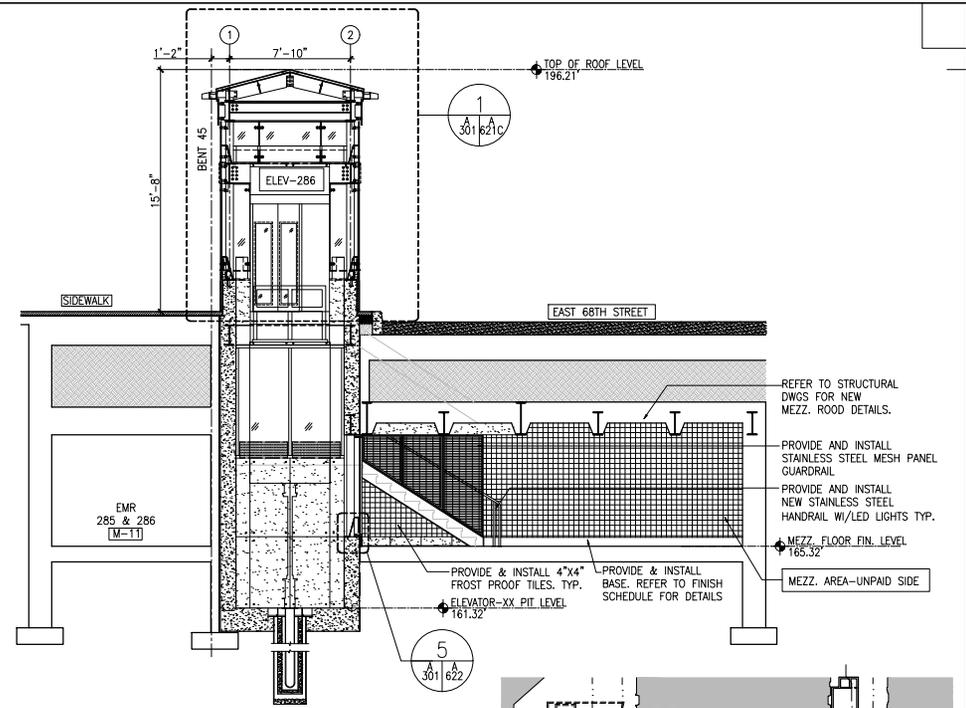
ENLARGED PLAN AND INTERIOR ELEVATIONS - 68TH STREET MEZZANINE

URBAIN ARCHITECTS / DEMBERRY
 A JOINT VENTURE
 31 PENN PLAZA, 132 WEST 31ST STREET,
 SUITE 301, NEW YORK, NY 10001
 AG CONSULTING ENGINEERS
 DOMINGO GONZALEZ ASSOCIATES
 AB CONSULTING ENGINEERING

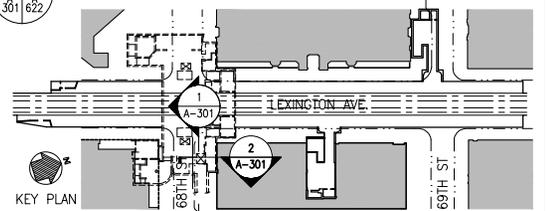
DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.	A-247
CHECKED BY		REVISION:	
APPROVED BY			



1 SECTION
SCALE: 1/4"=1'-0"



2 SECTION
SCALE: 1/4"=1'-0"



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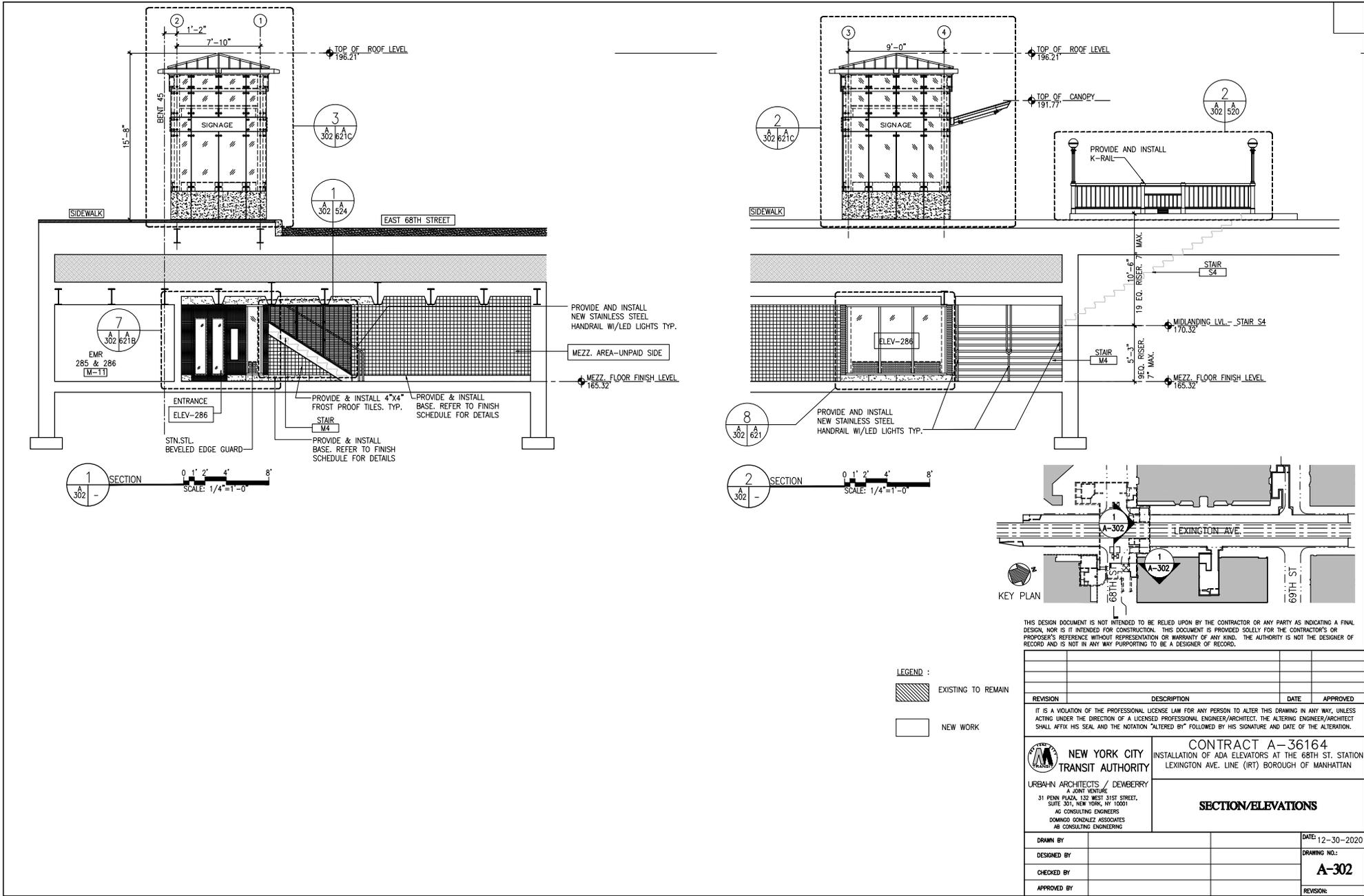
LEGEND :
 EXISTING TO REMAIN
 NEW WORK

REVISION	DESCRIPTION	DATE	APPROVED

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CONTRACT A-36164
 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
 LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

<p>NEW YORK CITY TRANSIT AUTHORITY</p> <p>URBAHN ARCHITECTS / DEWBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AG CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING</p>	<p>SECTION/ELEVATIONS</p>	<p>DATE: 12-30-2020</p> <p>DRAWING NO.: A-301</p> <p>REVISION:</p>
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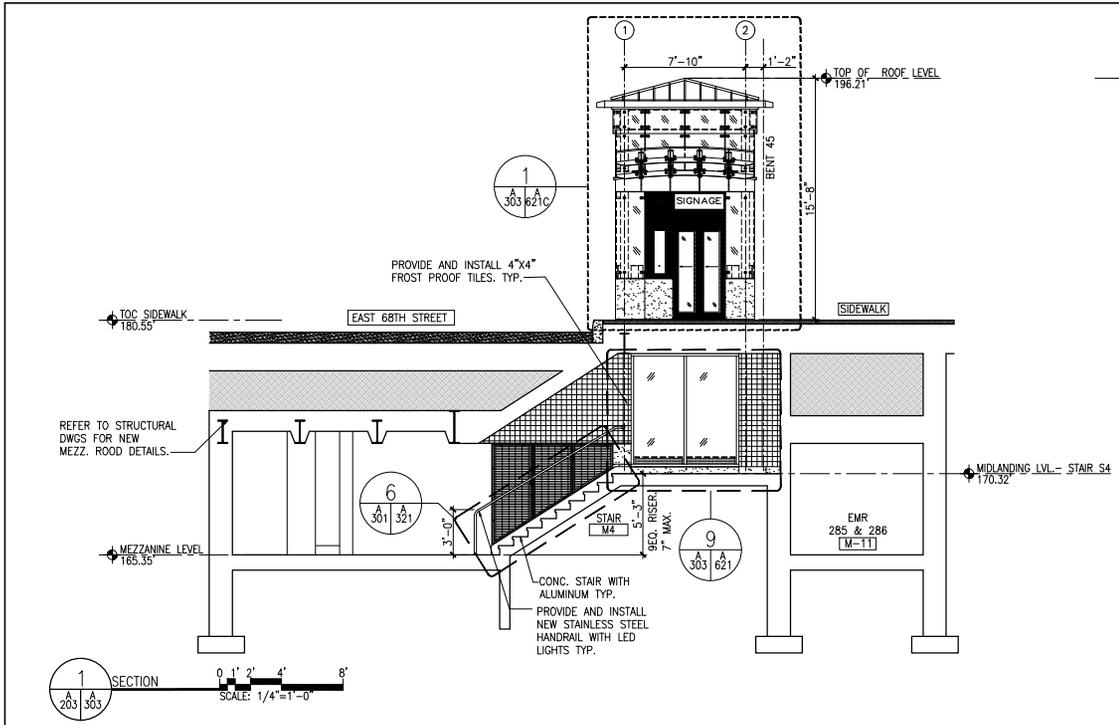
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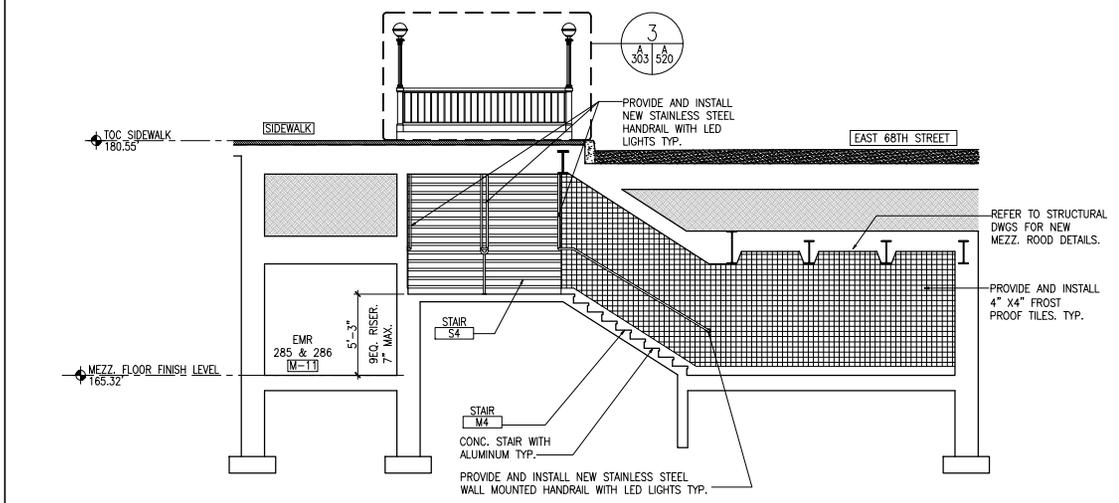
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	<p>SECTION/ELEVATIONS</p>

DRAWN BY DESIGNED BY CHECKED BY APPROVED BY	DATE: 12-30-2020 DRAWING NO.: A-302 REVISION:
------------------------------------------------------	---------------------------------------------------------------



1 SECTION
SCALE: 1/4"=1'-0"

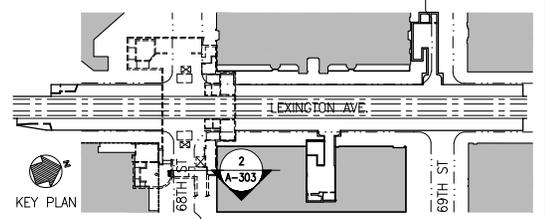


2 SECTION
SCALE: 1/4"=1'-0"

LEGEND :

- EXISTING TO REMAIN
- NEW WORK

NOTE:
REMOVE EXISTING SIGNAGE ON WALLS TO BE DEMOLISH AND RETURN TO NYCT.



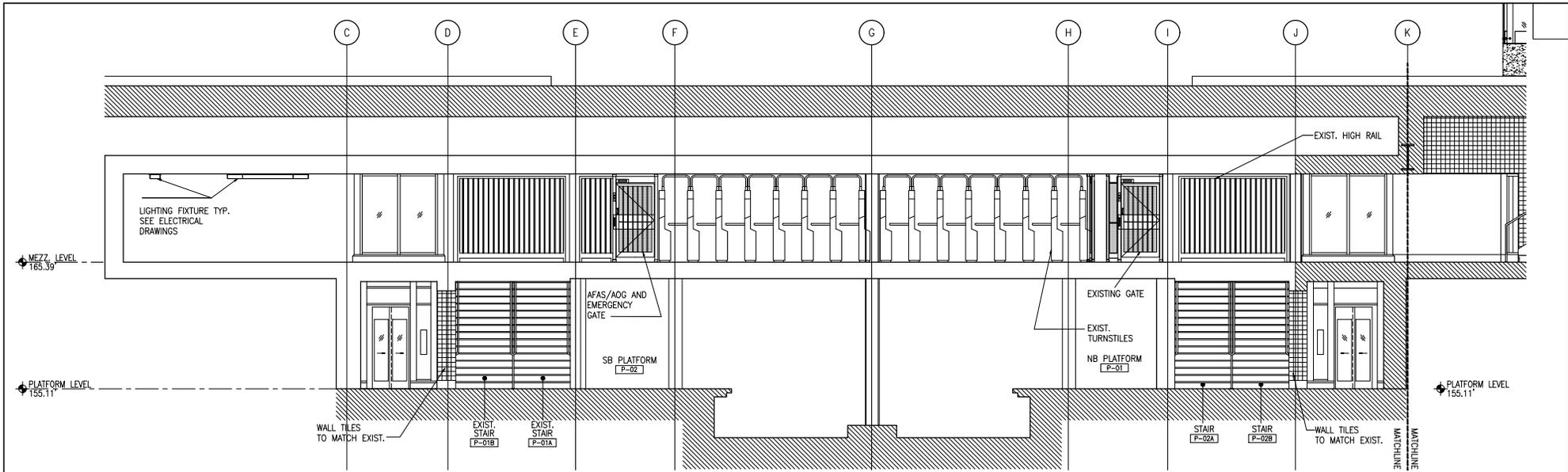
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REVISION	DESCRIPTION	DATE	APPROVED

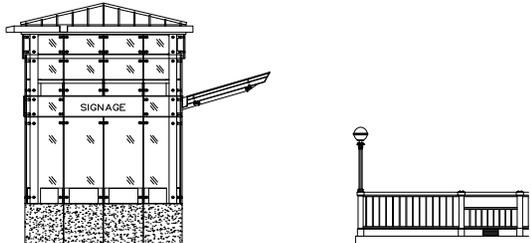
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<p>NEW YORK CITY TRANSIT AUTHORITY</p> <p>URBAHN ARCHITECTS / DEWBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AG CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING</p>	<p>CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN</p>
	<p>SECTION/ELEVATIONS</p>

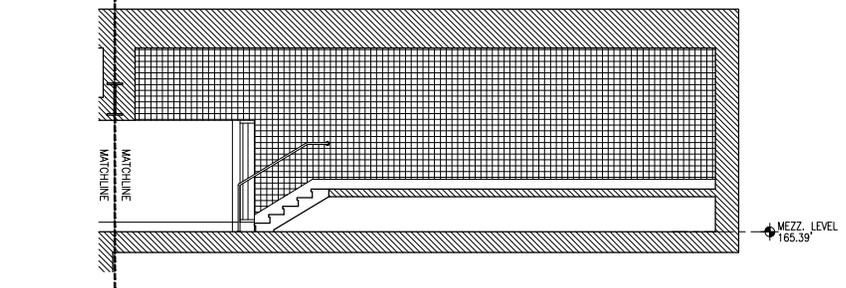
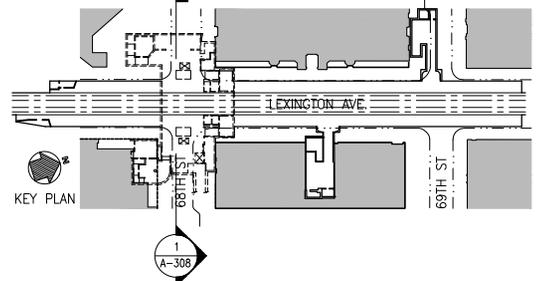
DESIGNED BY	DATE: 12-30-2020
CHECKED BY	DRAWING NO.: A-303
APPROVED BY	REVISION:



1 SECTION
 0 1' 2' 4' 8'
 SCALE: 1/4"=1'-0"



LEGEND :
 EXISTING TO REMAIN
 NEW WORK



2 SECTION
 0 1' 2' 4' 8'
 SCALE: 1/4"=1'-0"

NOTE:
 1. SEE STRUCTURAL DRAWINGS
 2. SEE ELECTRICAL DRAWINGS

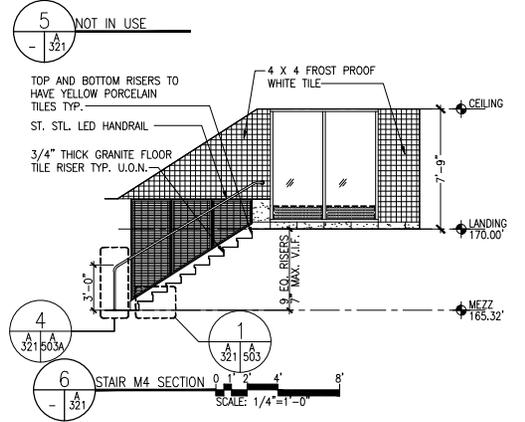
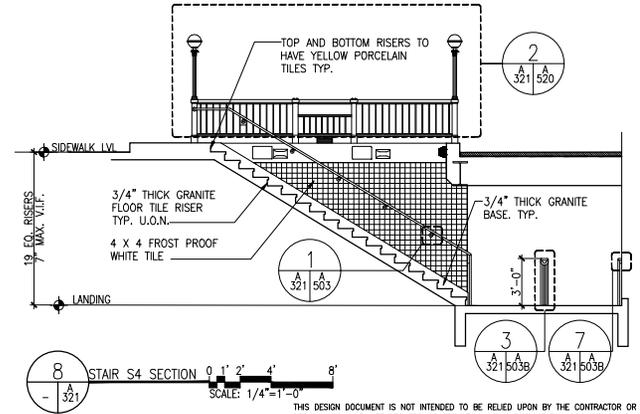
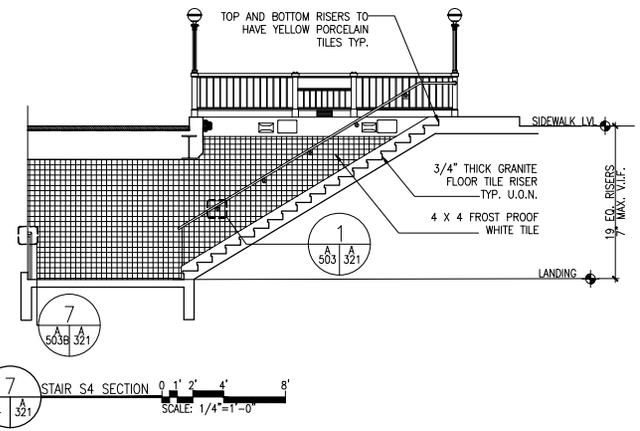
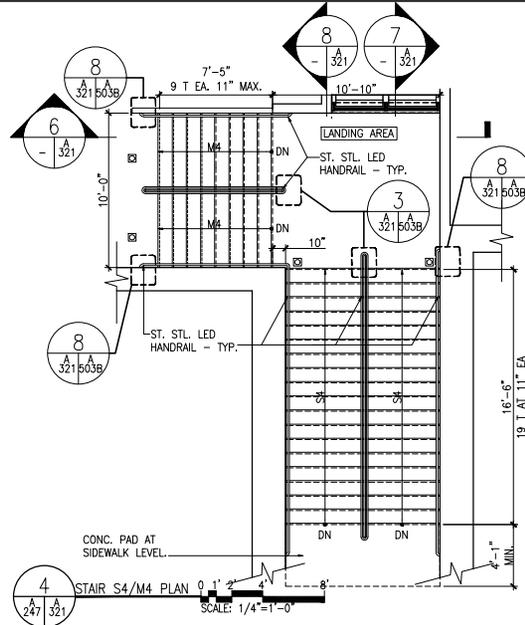
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	SECTIONS

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: A-308
CHECKED BY		REVISION:
APPROVED BY		



1 NOT IN USE

2 NOT IN USE

3 NOT IN USE

NOTE:

- FOR WALL FINISHES, SEE DRAWINGS A301-310
- FOR STAIR AND HANDRAIL DETAILS, SEE DRAWING A-503-504
- ALL STAIRS SHALL HAVE STAIR NUMBER SIGNS, PROVIDED AND INSTALLED, SHALL BE AS PER NYCT STANDARDS.

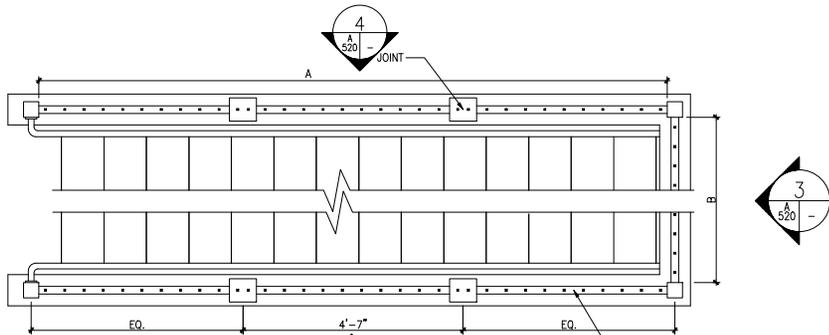
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	<p>STAIR 02/04 & S4/M4 ENLARGED PLANS AND SECTIONS</p>

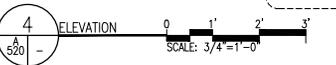
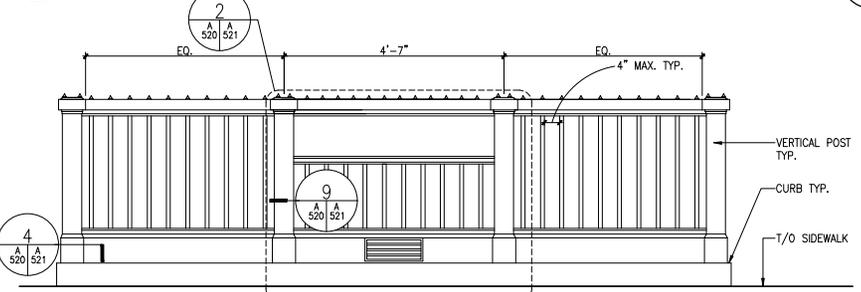
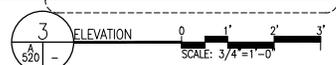
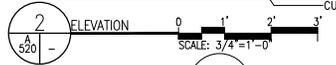
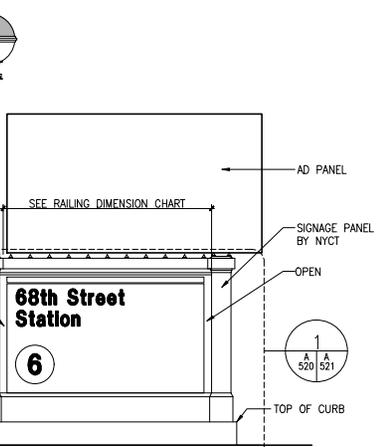
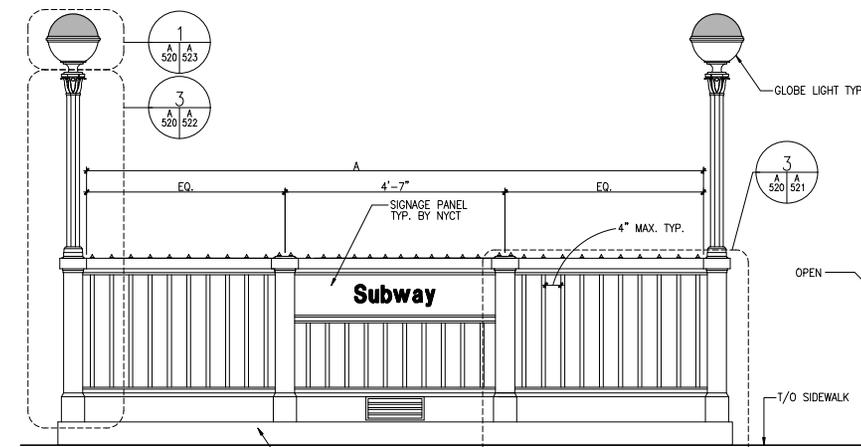
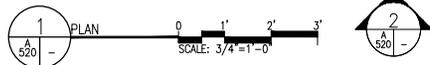
DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: A-321
CHECKED BY		REVISION:
APPROVED BY		



RAILING DIMENSIONS

STAIR NO.	DIMENSION A	DIMENSION B
S3	MATCH EXIST.	MATCH EXIST.
S4	13'-6"	6'-4"
S5	18'-6.5"	5'-4"
S6	17'-6"	10'-4"

- GENERAL NOTES:**
- CONTRACTOR SHALL INSPECT EXISTING ENTRANCE RAILINGS IN THE FIELD AND SHALL REPORT IN WRITING ANY DISCREPANCIES OR VARIATIONS FROM THE CONTRACT DOCUMENTS.
 - MAINTAIN AND PROTECT EXISTING VENT AT K-RAIL, TYP.



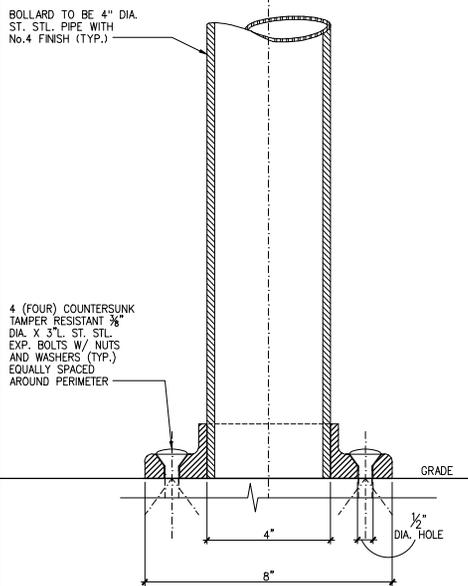
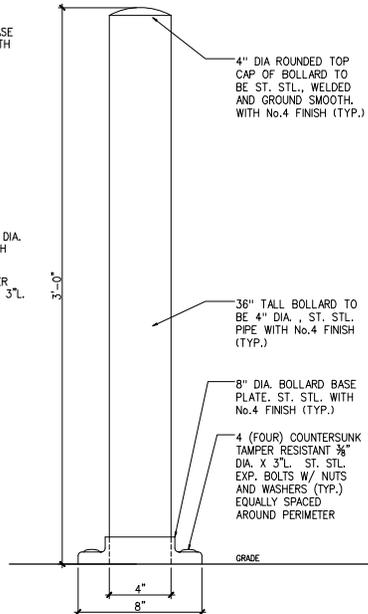
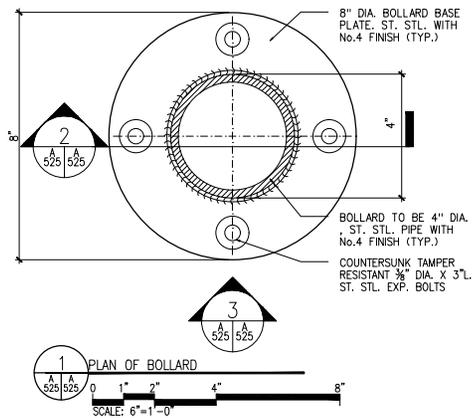
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REVISION	DESCRIPTION	DATE	APPROVED

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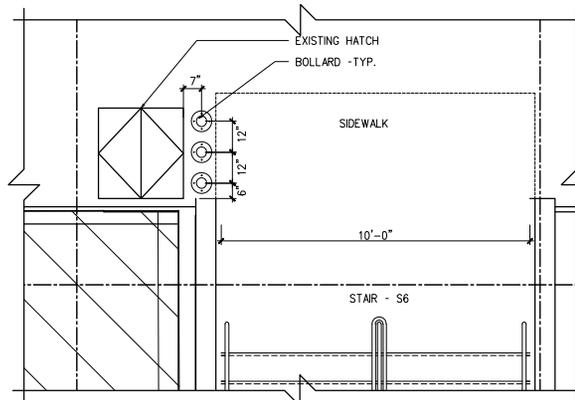
<p>NEW YORK CITY TRANSIT AUTHORITY</p> <p>URBAHN ARCHITECTS / DEMBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AG CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING</p>	<p>CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN</p>
	<p>TYPE K-1 ENTRY SCHEDULE AND ELEVATIONS</p>

DRAWN BY		DATE	12-30-2020
DESIGNED BY		DRAWING NO.	A-520
CHECKED BY			
APPROVED BY		REVISION:	



3 ELEVATION OF BOLLARD
SCALE: 3"=1'-0"

4 NOT USED
SCALE: 1/2"=1'-0"



5 ENLARGED PLAN BOLLARD LOCATION AT LEX AVE MID-BLOCK ENTRANCE
SCALE: 1/2"=1'-0"

2 SECTION BOLLARD
SCALE: 6"=1'-0"

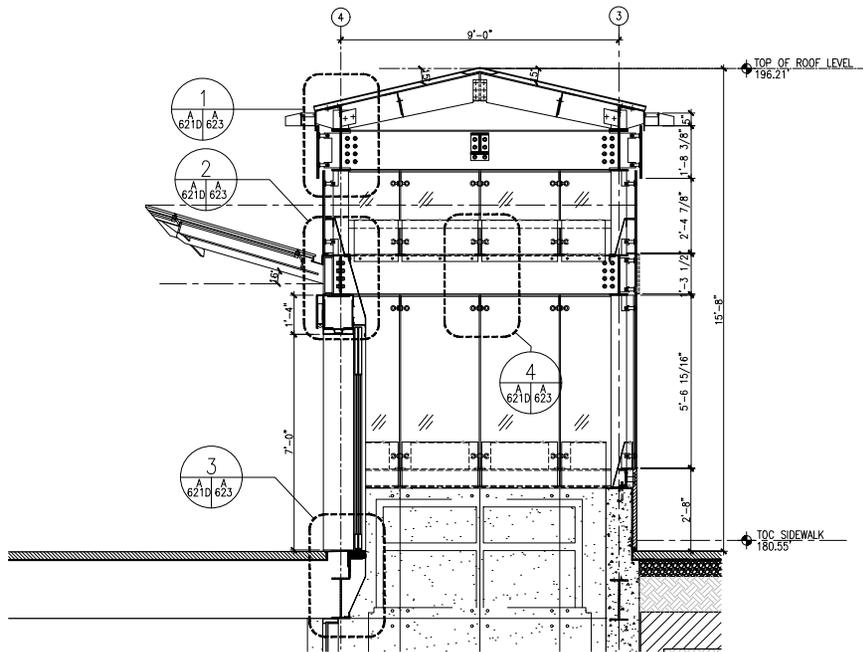
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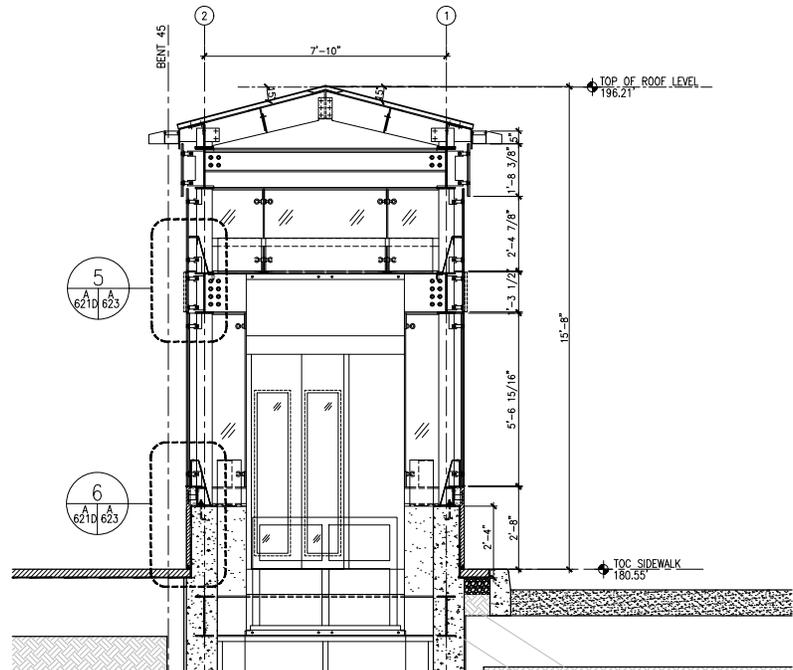
<p>NEW YORK CITY TRANSIT AUTHORITY URBAHN ARCHITECTS / DEMBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AC CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING</p>	<p>CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN</p>
	<p>BOLLARD DETAILS AND ENLARGED PART PLANS</p>

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: A-525
CHECKED BY		REVISION:
APPROVED BY		



1
A A
621D 623
ELEVATOR 286 SECTION
STREET LEVEL

SCALE: 1/2" = 1'-0"



2
A A
621D 623
ELEVATOR 286 SECTION
STREET LEVEL

SCALE: 1/2" = 1'-0"

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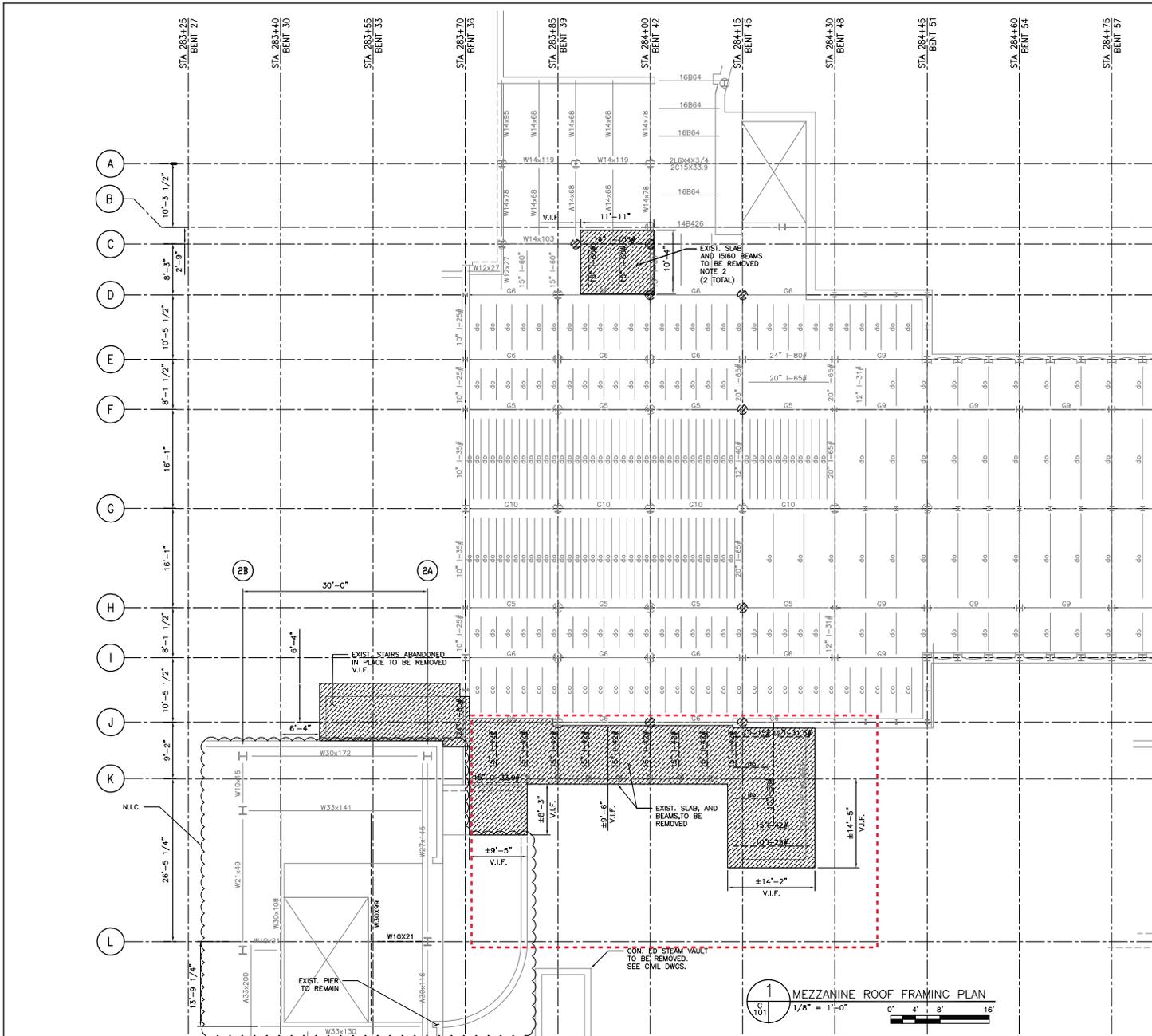
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	<p>STREET ELEVATOR KIOSK SECTIONS</p>

SHEET NOTE:

PROVIDE PATTERNED LAMINATED TEMPERED
GLASS AT GLAZING BELOW 7'-0" ABOVE FIN.
FL. AND GROUND TYP. SEE 2/A-304

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: A-621D
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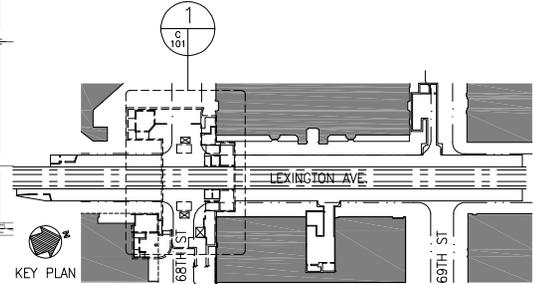
LEGEND:

- ⊥ EXISTING COLUMN TO REMAIN
- ⊗ EXISTING COLUMN TO BE REMOVED
- ⊕ EXISTING COLUMN ENCASEMENT BELOW TO REMAIN
- ⊕ EXISTING COLUMN ENCASEMENT BELOW TO BE REMOVED
- EXISTING BEAM TO REMAIN
- - - EXISTING BEAM TO BE REMOVED
- ▨ EXISTING SLAB/WALL TO BE REMOVED

NOTES:

1. EXISTING FRAMING SIZES OBTAINED FROM DWG. #31 DATED NOV. 27, 1912 AND DWG. C-S-3 DATED AUG. 2, 1974.
2. SEE SEQUENCE OF WORK ON DWG. C-306 FOR ADDITIONAL INFORMATION.

GIRDER SCHEDULE			
MARK	FLANGE	WEB	MAX. REACTION
G5	4L-6x6 5/8	1PL-24x1/2	12900#
G6	4L-6x6 1/2	1PL-24x3/8	87200#
G7	4L-6x6 1 5/16	1PL-22x7/16	91700#
G8	4L-6x6 5/8	1PL-22x7/16	91700#
G9	4L-6x6 1/2	1PL-22x7/16	91600#
G10	4L-6x6 7/8	1PL-24x5/8	180700#



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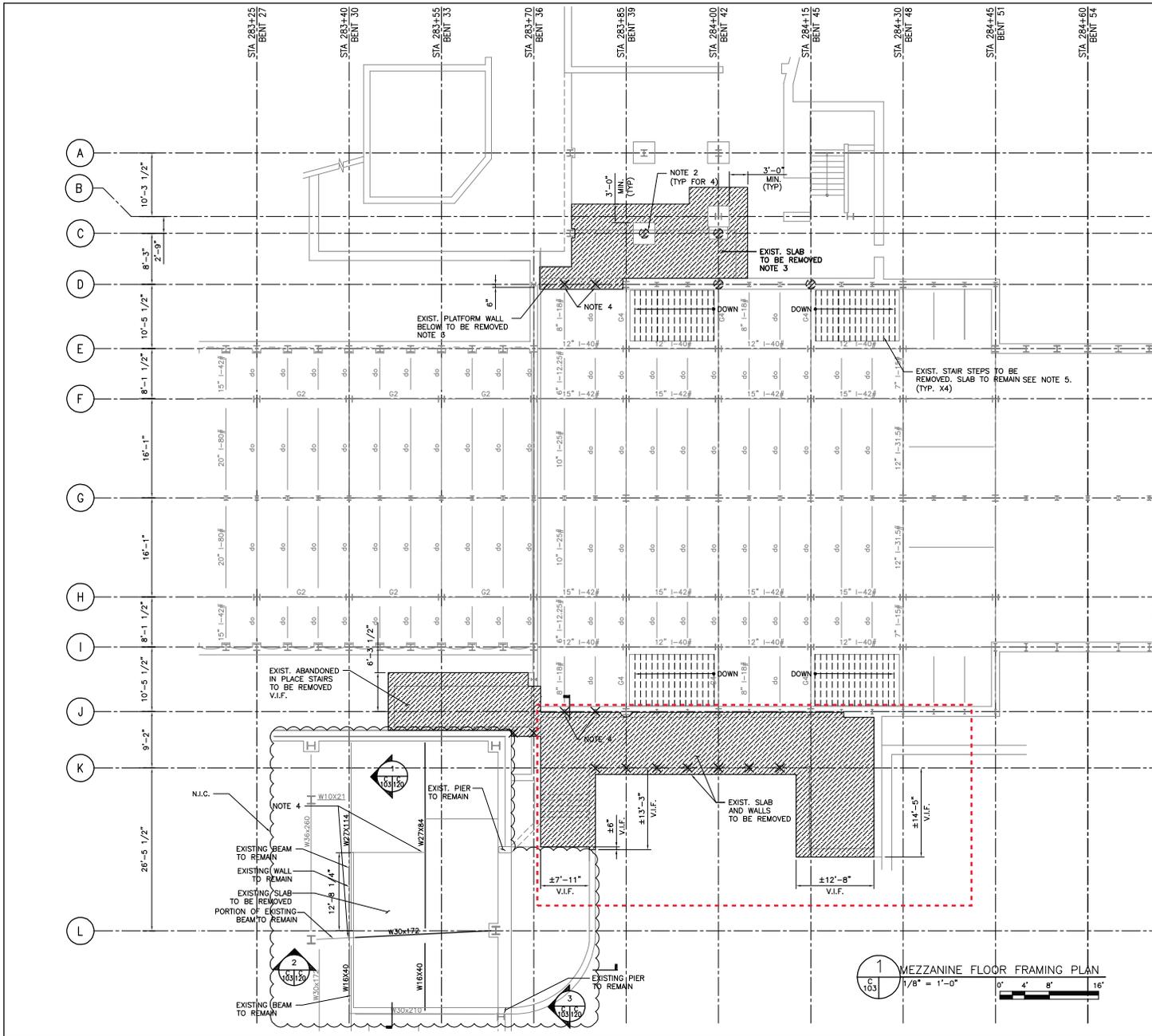
NEW YORK CITY TRANSIT AUTHORITY

CONTRACT A-36164
INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION
LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN

68TH STREET MEZZANINE ROOF FRAMING DEMOLITION PLAN

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: C-101
CHECKED BY		REVISION:
APPROVED BY		

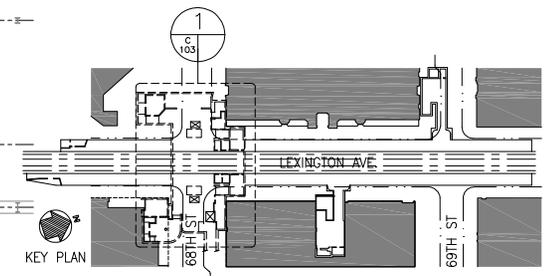
1 MEZZANINE ROOF FRAMING PLAN
1/8" = 1'-0"
0' 4' 8' 16'



- LEGEND:**
- ⊥ EXISTING COLUMN TO REMAIN
 - ✕ EXISTING COLUMN TO BE REMOVED
 - ⊗ EXISTING COLUMN ENCASUREMENT ABOVE TO BE REMOVED
 - EXISTING BEAM TO REMAIN
 - - - EXISTING BEAM TO BE REMOVED
 - ▨ EXISTING SLAB/WALL TO BE REMOVED

- NOTES:**
1. EXISTING FRAMING SIZES OBTAINED FROM DWG. #32 DATED MAY 28, 1913 AND DWG. C-5-3 DATED AUG. 2, 1974.
 2. EXISTING COLUMN ENCASUREMENT TO BE REMOVED. SEE SEQUENCE OF WORK ON DWG. C-506 FOR ADDITIONAL INFORMATION.
 3. PROVIDE TEMPORARY SUPPORT.
 4. CAREFULLY REMOVE EXISTING CONCRETE STEPS USING CONTROLLED CHIPPING AND CHOPPING. THE EXISTING STRUCTURAL SLAB SHALL REMAIN AND ITS INTEGRITY MAINTAINED DURING REMOVAL OF THE STEPS.

GIRDER SCHEDULE			
MARK	FLANGE	WEB	MAX. REACTION
G5	4L-6x6x5/8	1PL-24x1/2	129000#
G6	4L-6x6x1/2	1PL-24x3/8	87200#
G7	4L-6x6x5/16	1PL-22x7/16	91700#
G8	4L-6x6x5/8	1PL-22x7/16	91700#
G9	4L-6x6x1/2	1PL-22x7/16	91600#
G10	4L-6x6x7/8	1PL-24x5/8	180700#



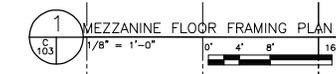
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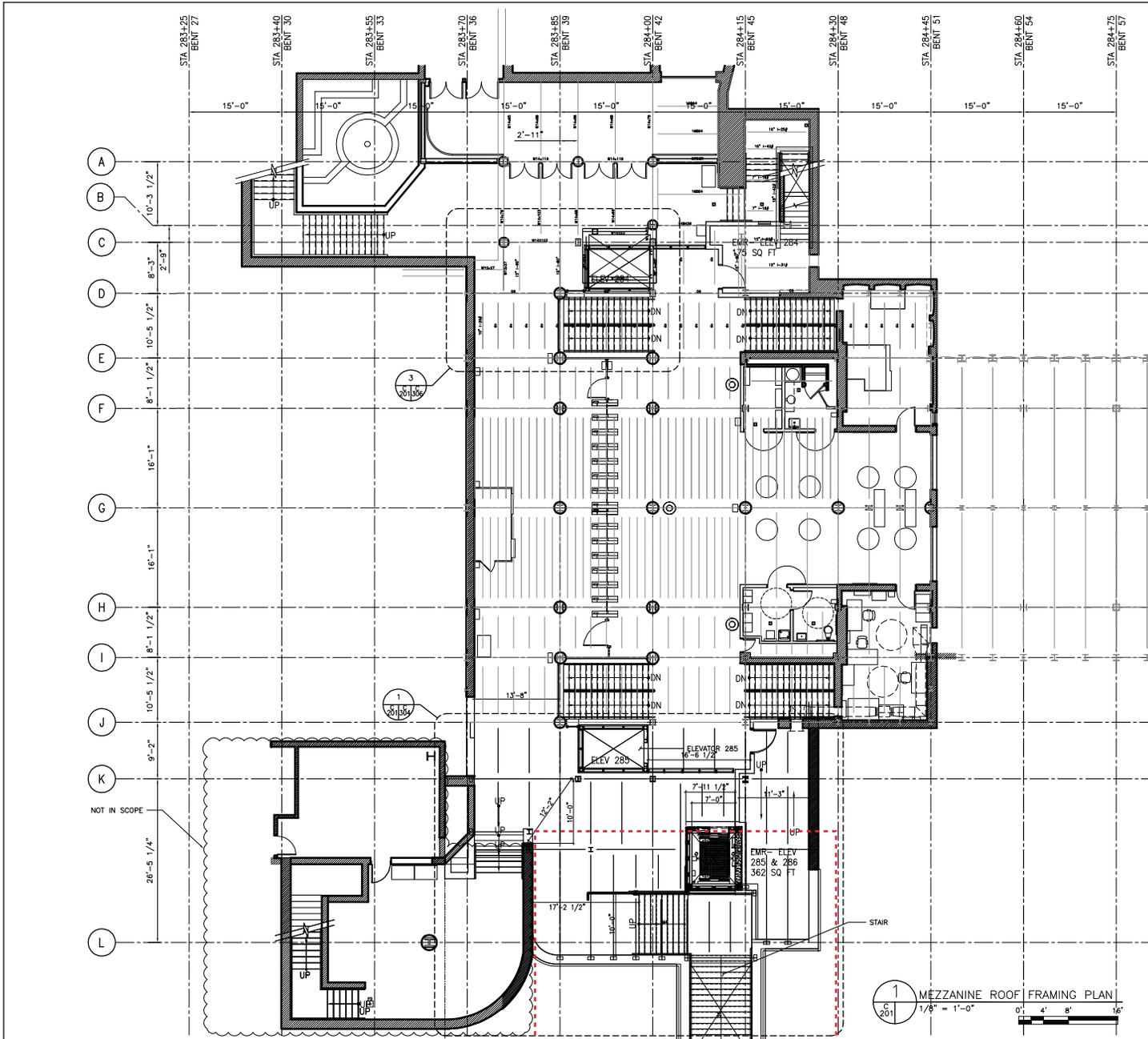
REVISION	DESCRIPTION	DATE	APPROVED

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	<p>68TH STREET MEZZANINE FLOOR FRAMING DEMOLITION PLAN</p>

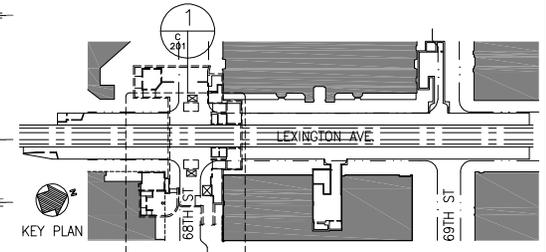
DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.:
CHECKED BY		C-103
APPROVED BY		REVISION:





- LEGEND:**
- ⊥ EXISTING COLUMN
 - ⊥ NEW COLUMN
 - EXISTING BEAM
 - NEW BEAM

- NOTES:**
1. EXISTING FRAMING SIZES OBTAINED FROM DWG. #32 DATED MAY 28, 1913 AND DWG. C-3-3 DATED AUG. 2, 1974.
 2. EXISTING CONCRETE ENCASMENT TO BE REMOVED.
 3. SEE SEQUENCE OF WORK ON DWG. C-306 FOR ADDITIONAL INFORMATION.



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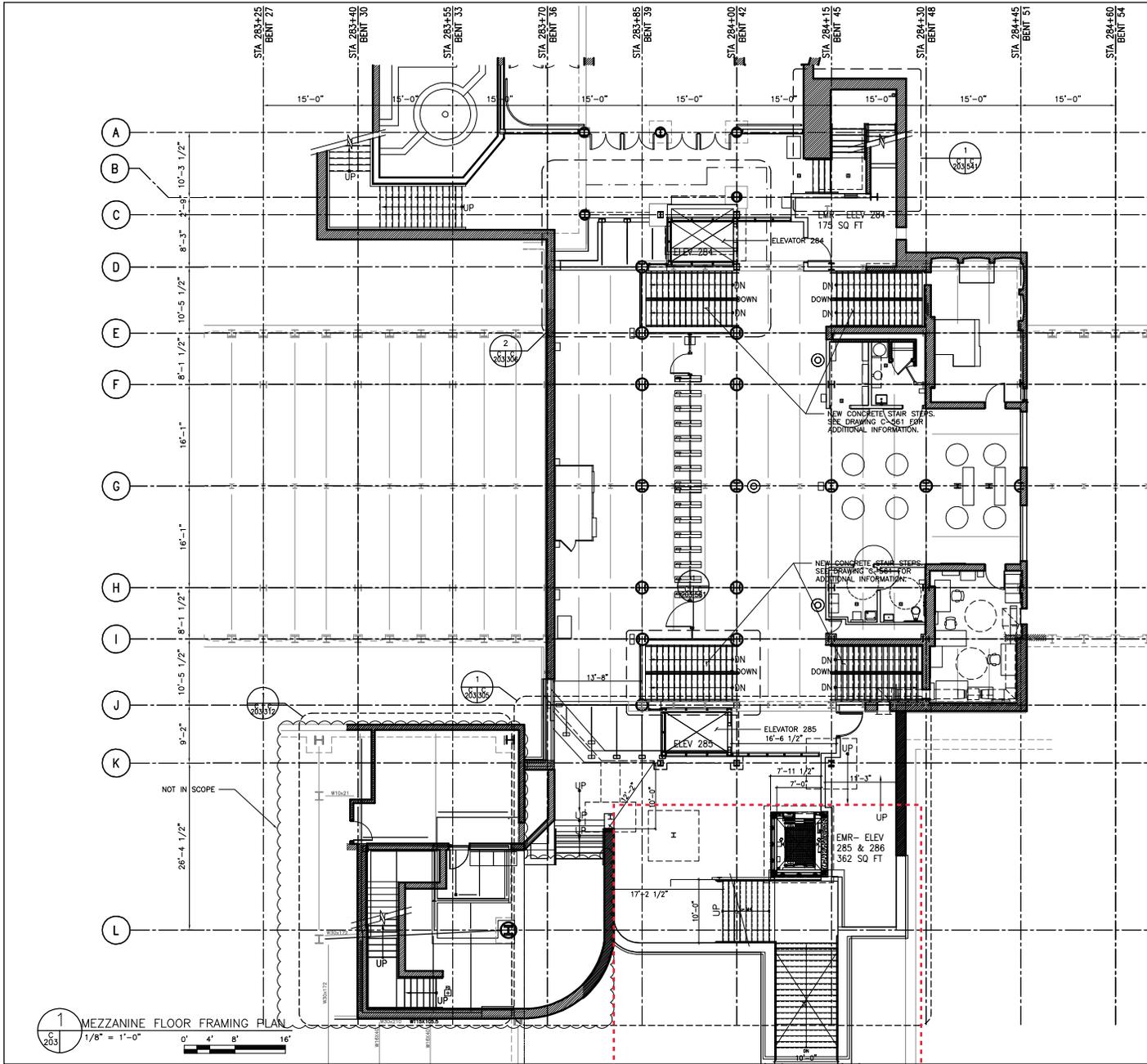
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	<p>68TH STREET MEZZANINE ROOF FRAMING PLAN</p>

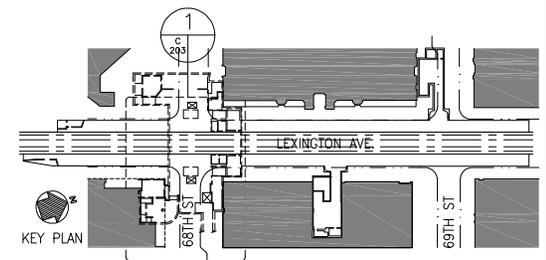
DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: C-201
CHECKED BY		REVISION:
APPROVED BY		

1 MEZZANINE ROOF FRAMING PLAN
1/8" = 1'-0"
0' 4' 8' 16'



- LEGEND:**
- ⊥ EXISTING COLUMN
 - ⊥ NEW COLUMN
 - EXISTING BEAM
 - NEW BEAM

- NOTES:**
1. EXISTING FRAMING SIZES OBTAINED FROM DWG. #32 DATED MAY 28, 1913 AND DWG. C-3-3 DATED AUG. 2, 1974.
 2. EXISTING CONCRETE ENCASUREMENT TO BE REMOVED.
 3. SEE SEQUENCE OF WORK ON DWG. C-306 FOR ADDITIONAL INFORMATION.



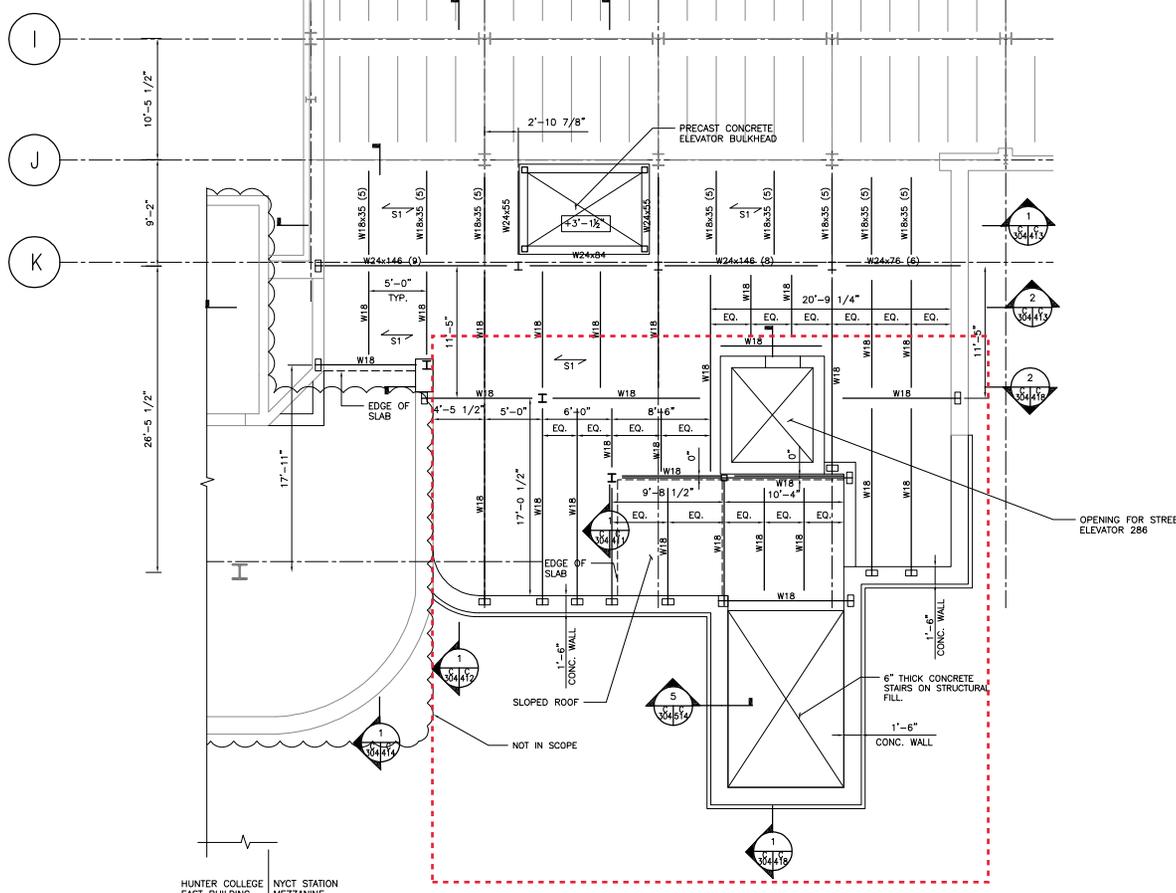
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REVISION	DESCRIPTION	DATE	APPROVED

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<p>NEW YORK CITY TRANSIT AUTHORITY</p> <p>URBAN ARCHITECTS / DEWBERRY A JOINT VENTURE 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AC CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING</p>	<p>CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN</p>
	<p>68TH STREET MEZZANINE FLOOR FRAMING PLAN</p>

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.: C-203
CHECKED BY		REVISION:
APPROVED BY		

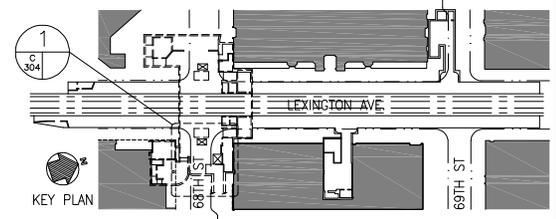


LEGEND:

- EXISTING BEAM TO REMAIN
- NEW BEAM
- I EXISTING COLUMN TO REMAIN
- S1 ONE WAY CONCRETE SLAB 12" THICK REINF. W/ #5@12" O.C. TOP & BOTT. IN THE MAIN DIRECTION AND #5@12" O.C. TEMPERATURE
- S2 ONE WAY CONCRETE SLAB 12" THICK

NOTES:

1. REFERENCE ELEVATION FOR MEZZANINE ROOF SHALL BE EL. ±174.32'
2. TOP OF CONG. SLAB SHALL BE AT REFERENCE ELEVATION UNLESS OTHERWISE NOTED THUS: [±X'-X"]
3. BOTTOM OF STEEL SHALL BE 1'-10" BELOW REFERENCE ELEVATION UNLESS OTHERWISE NOTED THUS: [±X'-X"]
4. SHEAR CONNECTORS SHALL BE 1/2"Ø x 2 3/4" LONG HEADED STUDS AT MAXIMUM 2'-0" O.C. MINIMUM QUANTITY PER BEAM INDICATED THUS: ()
5. TOP OF CONG. WALL SHALL BE 1'-0" BELOW REFERENCE ELEVATION UNLESS OTHERWISE NOTED THUS: [±X'-X"]
6. SEE DRAWING C-611 FOR CONCRETE BEAM SCHEDULE.
7. SEE DRAWINGS C-610 AND C-611 FOR TYPICAL CONCRETE DETAILS.
8. SEE DRAWINGS C-612 AND C-613 FOR TYPICAL STEEL DETAILS.
9. SEE DRAWING C-620 FOR TYPICAL WATERPROOFING DETAILS.



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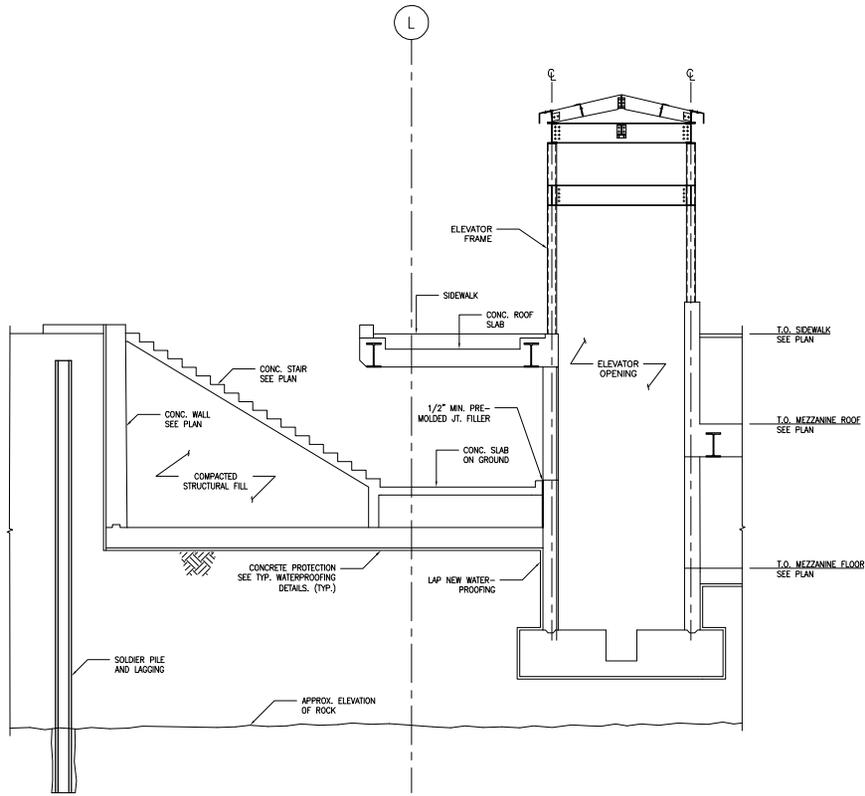
REVISION	DESCRIPTION	DATE	APPROVED

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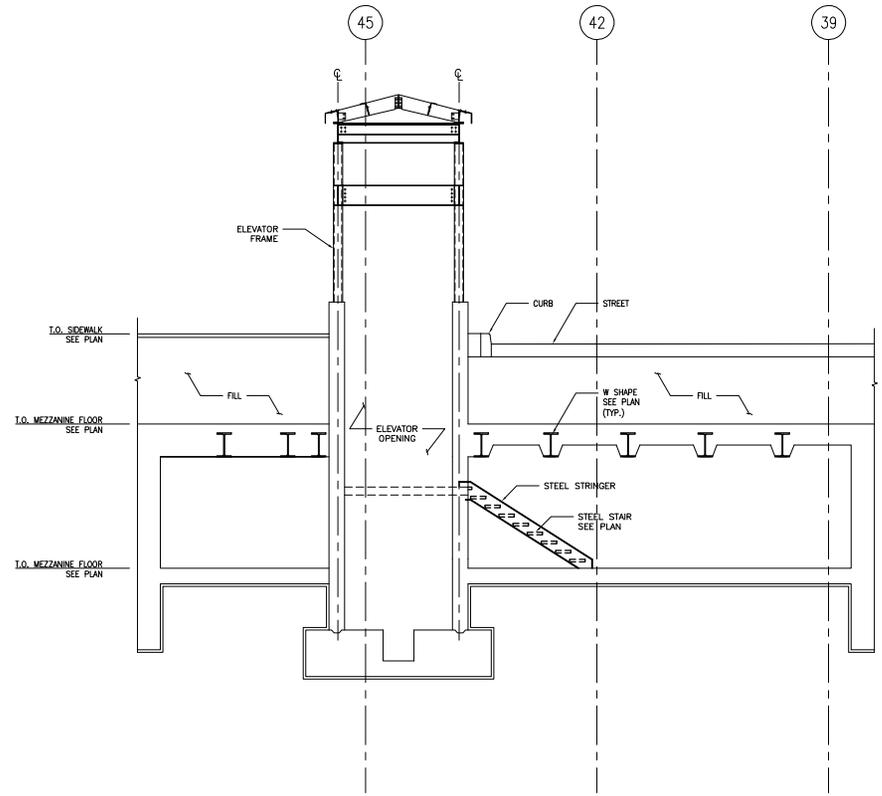
	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN
	68TH STREET EAST MEZZANINE ROOF ENLARGED FRAMING PLAN

DRAWN BY		DATE: 12-30-2020
DESIGNED BY		DRAWING NO.:
CHECKED BY		C-304
APPROVED BY		REVISION:

1 MEZZANINE ROOF FRAMING PLAN
 C.C.C. 201304 3/16" = 1'-0" 0 4' 8' 12"



1 SECTION
 1/4"=1'-0"
 0 2' 4' 8'



2 SECTION
 1/4"=1'-0"
 0 2' 4' 8'

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REVISION	DESCRIPTION	DATE	APPROVED

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 NEW YORK CITY TRANSIT AUTHORITY URBAN ARCHITECTS / DEWBERRY <small>A JOINT VENTURE</small> 31 PENN PLAZA, 132 WEST 31ST STREET, SUITE 301, NEW YORK, NY 10001 AG CONSULTING ENGINEERS DOMINGO GONZALEZ ASSOCIATES AB CONSULTING ENGINEERING	CONTRACT A-36164 INSTALLATION OF ADA ELEVATORS AT THE 68TH ST. STATION LEXINGTON AVE. LINE (RT) BOROUGH OF MANHATTAN
	68TH STREET EAST SECTIONS 6

DRAWN BY	DATE: 12-30-2020
DESIGNED BY	DRAWING NO.:
CHECKED BY	C-418
APPROVED BY	REVISION:



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

February 17, 2021

Linda Tonn, RA
Chief Architect & DVP
MTA-NYCT, CPM
2 Broadway, D6.115
New York, NY 10004

Re: FTA
ADA Elevators at 68th Street/Hunter College Subway Station
Manhattan
11PR04083

Dear Ms. Tonn:

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.

The information we received indicates the proposed location of the proposed 68th Street/Hunter College Elevator project (A-36164). We have reviewing the additional details because the 68th Street Station and the adjacent Upper East Side Historic District are listed in the National Register of Historic Places. In addition, the Imperial House is eligible for listing in the National Register.

The proposed elevator locations are appropriate. It is the SHPO's opinion that the proposed work will continue to have No Adverse Effect on historic resources on the following condition:

1. A construction protection plan is put in place for all historic buildings within 90 feet of the proposed construction.

If you have any questions, I can be reached at sloane.bullough@parks.ny.gov.

Sincerely,

Sloane Bullough
Historic Sites Restoration Coordinator by email only

ATTACHMENT F
NYCDPR CORRESPONDENCE

From: DiModica, Italo <Italo.DiModica@nyct.com>
Sent: Thursday, December 3, 2020 5:01 PM
To: Borman, Christopher (Parks)
Cc: Ellithi, Tarek; Shera, Brendan (Parks); Wetherbee, Richard E.
Subject: Contract A36164: ADA 68 Street/Hunter College
Attachments: NE_Elevator Concept_Sketches & DOT analysis.pdf; 68 St and Lex.JPG; 69 St and Lex.JPG; Trees to be protected.JPG

****This e-mail is from outside STV****

Good Afternoon Chris.

Just want to bring your attention back to the following NYCT contract that has been discussed over the past several years with the Dept. of Parks & Recreation:

ADA Upgrade at 68th Street Station/ Hunter College Contract #A36164.

- I. This contract entails making the 68th Street Station ADA compliant through the following actions:
 - New street elevator on E. 68 Street & Lexington Avenue
 - Installation of new street stair S-5 on E. 69 Street, west of Lexington Avenue. *Note:* new sidewalk 'bulb-out' approved by NYC DOT
 - Installation of new street stair S-6 inside the retail space at 931 Lexington Avenue
 - Installation of new street stair S-3 at northwest corner of E. 68 Street & Lexington Avenue
 - Installation of new street stair S-4 at northeast corner of E. 68 Street & Lexington Avenue. *Note:* new sidewalk 'bulb-out' approved by NYC DOT
- II. This Project is a **Design-Build** and is also federally funded.
 - Award for this project is anticipated for **March 2021.**
 - Construction is slated to begin 2nd Quarter of 2021
 - Duration of construction is **35 months**
- III. **Impacts to NYC Manhattan Forestry:**
 - There are two (2) existing trees that will be impacted by the proposed work as such:

- (a) One tree located on the northeast corner of 68 St & Lexington Avenue will be impacted by new subway street stair S-4 (see attached photo of tree)
- (b) One tree located on the southwest corner of 69 St & Lexington Avenue will be impacted by new subway street stair S-5 (see attached photo of tree)
- There is a tree located across the street from proposed new street stair S-5 that will need to be protected by NYCT contractor (see attached photo of tree)

Please note that NYCT will abide by DPR's guidelines and standards, have the contractor submit the Tree Work application, and procure an ISA Certified Arborist onsite to monitor the work.

We are kindly asking that your Office review the proposed work (see attached sketch), inspect the trees onsite and submit your concurrence to the proposed work so that NYCT may move forward.

Again, we will request that your Office draft a Letter of Agreement for acknowledgement of tree removals and submit as well Manhattan Forestry's Tree Restitution Summary.

Should you want to visit the site I can also arrange for a visit at your earliest convenience.

Thank you again for your help.
Italo.

Construction & Development/ Delivery Services Office/ Technical Services Teams

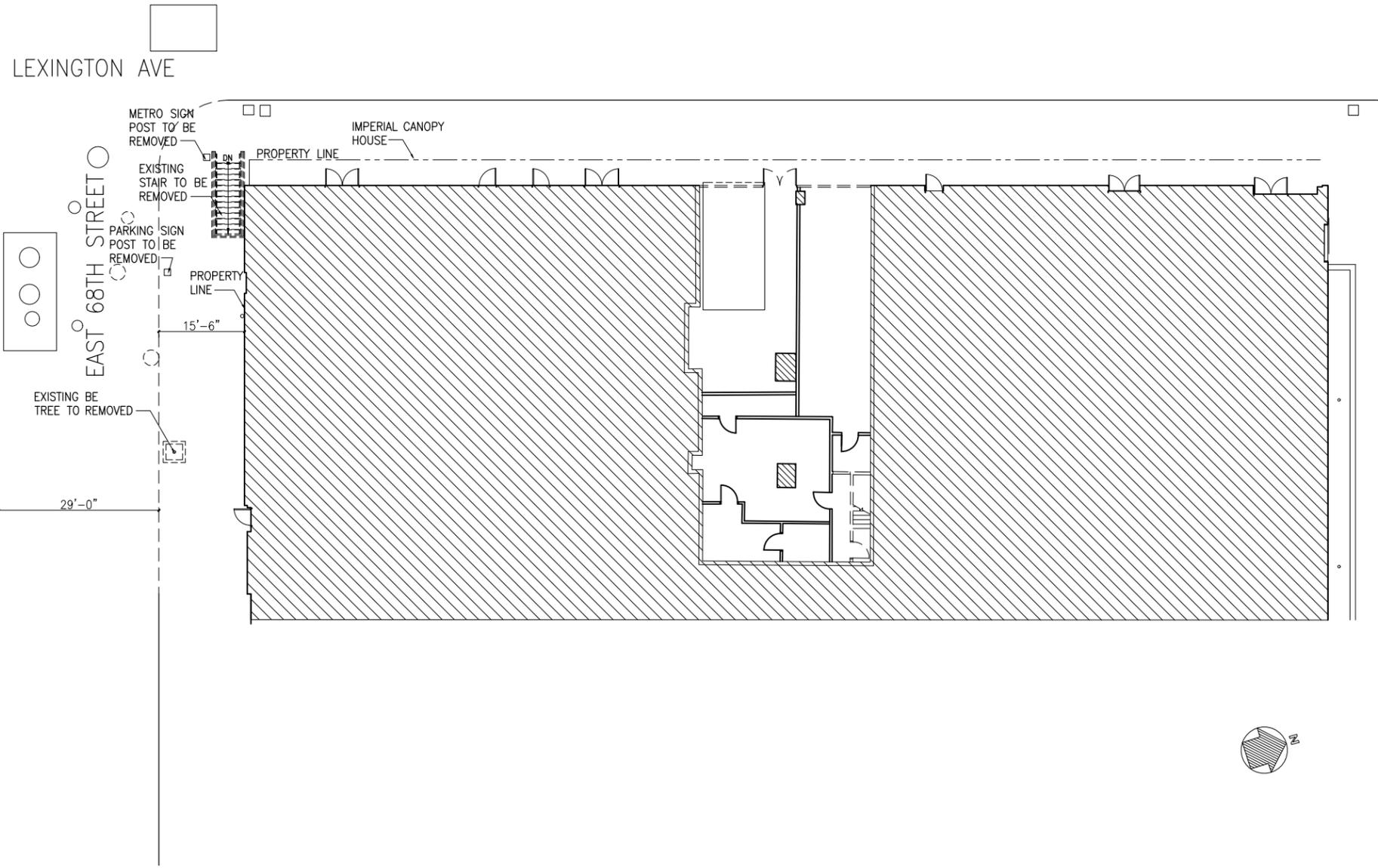
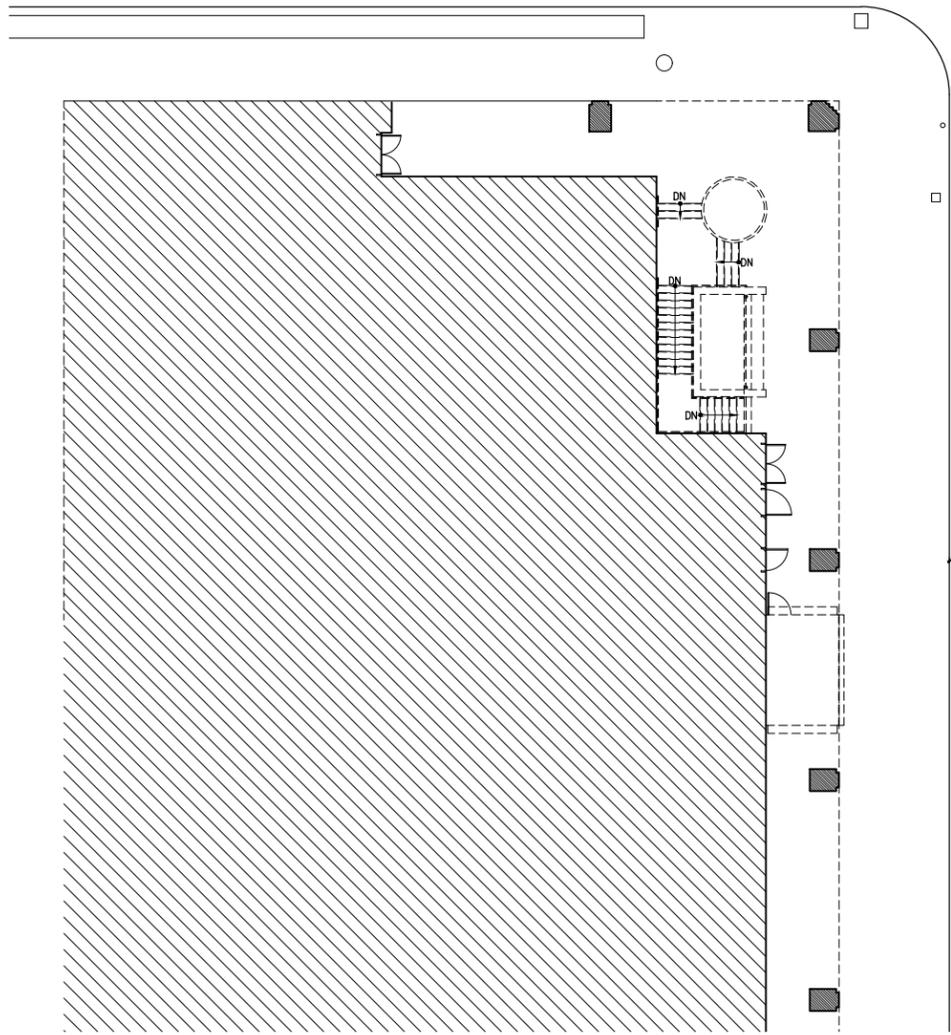
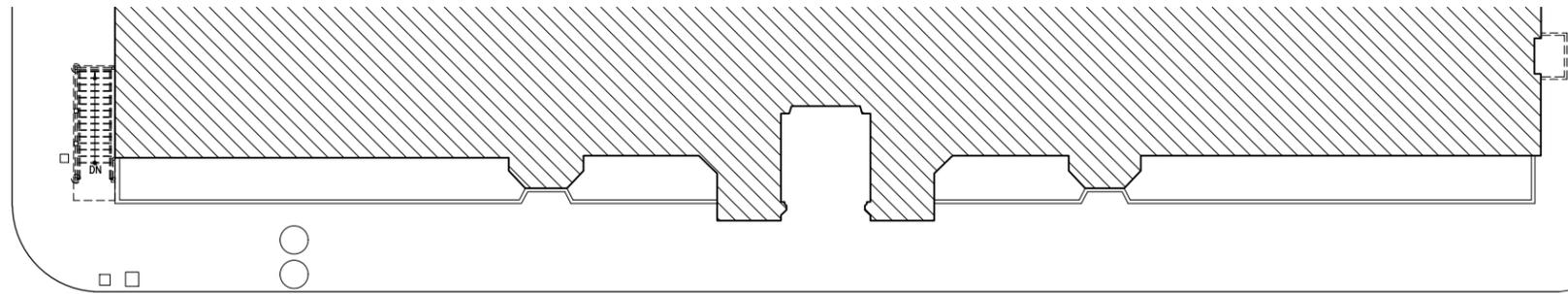
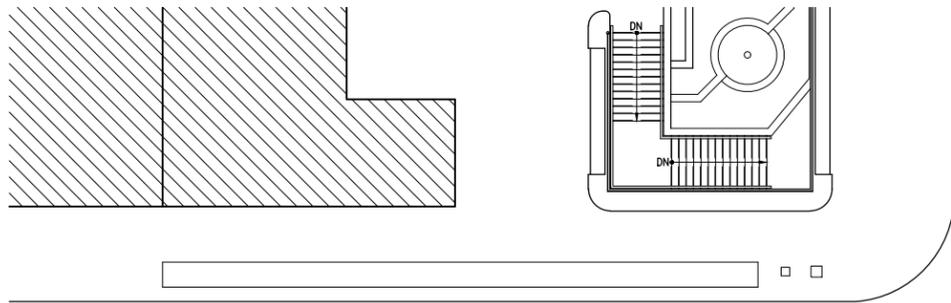
New York City Transit

2 Broadway, B6.13

New York, NY 10004

Office tel. 646. 252. 2044

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CLIENT:  New York City
Transit Authority

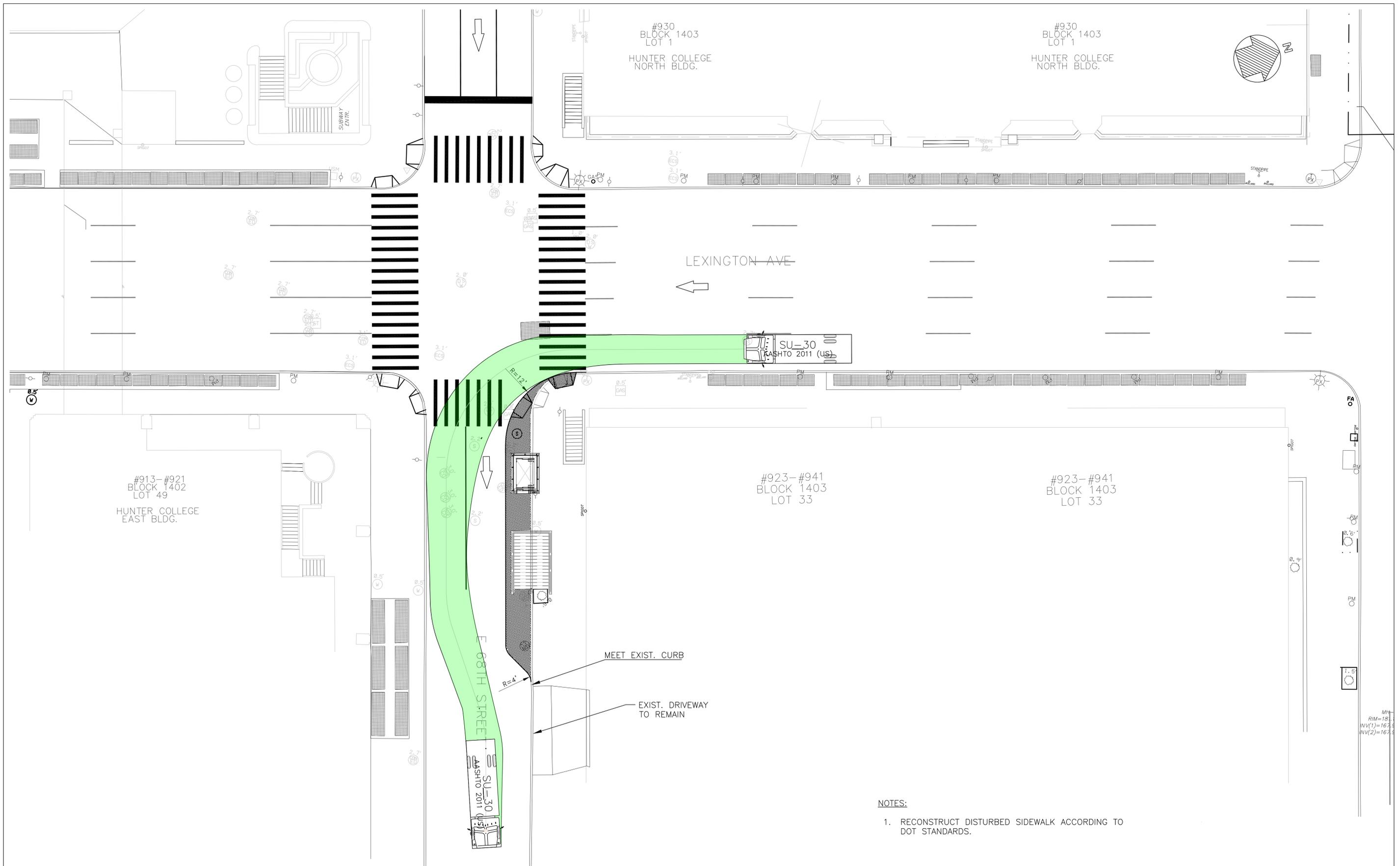
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306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT: **68TH STREET STATION**

DRAWING TITLE: **DEMO**
STREET LEVEL PLAN

CONTRACT NO. A-36134
UA PROJECT NO. 1002-00
SCALE: 1:300
DATE: 08-28-2019

DRAWING NUMBER: **SK-01**
Page 3 of 27



CLIENT:
New York City
Transit Authority

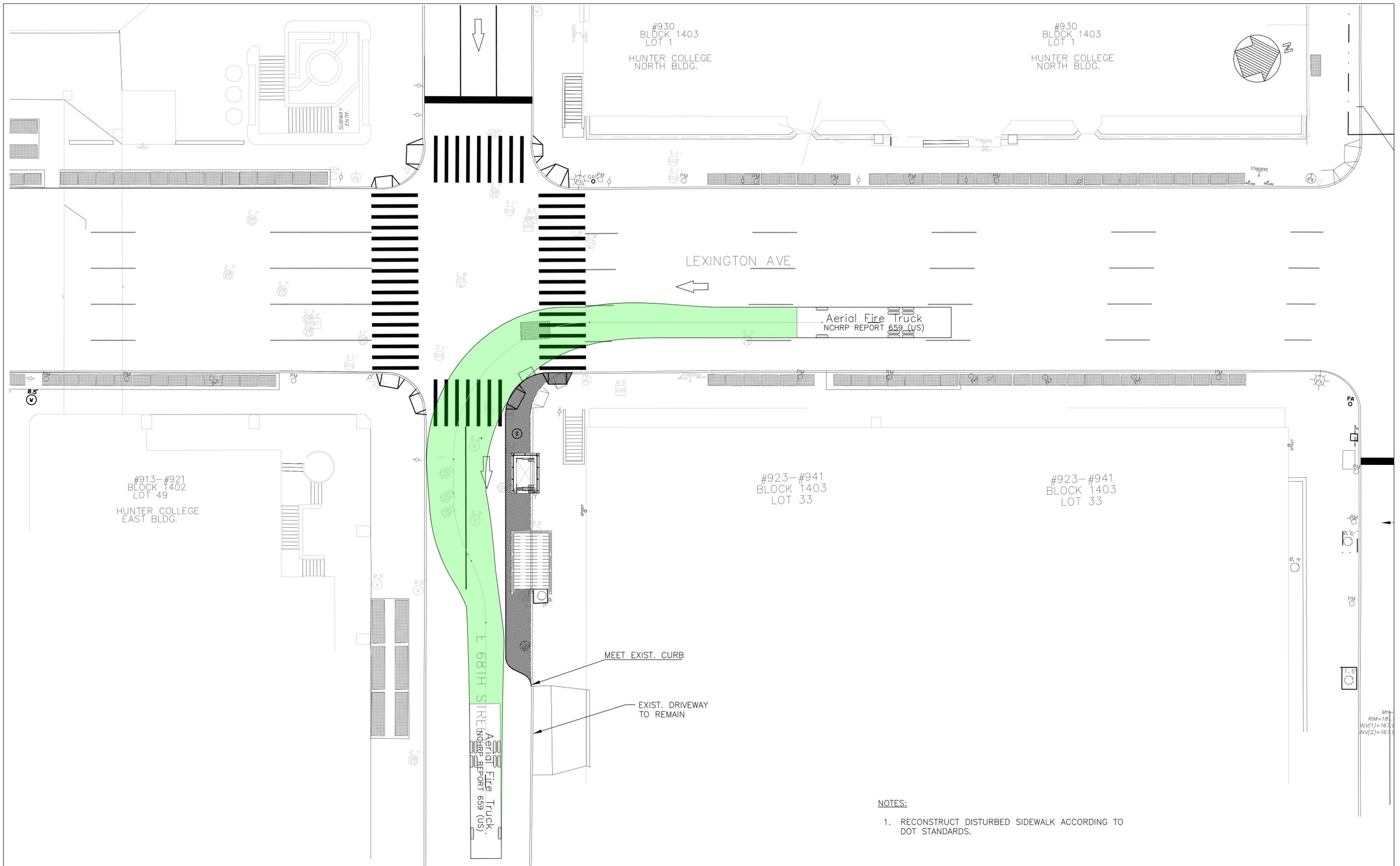
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URBAHN ARCHITECTS
306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT:
68TH STREET STATION

DRAWING TITLE:
AUTOTURN PLAN

CONTRACT NO. A-36134
UA PROJECT NO. 1002-00
SCALE: 1:300
DATE: 02-28-2020

DRAWING NUMBER:
SK-1A



CLIENT:
New York City
Transit Authority

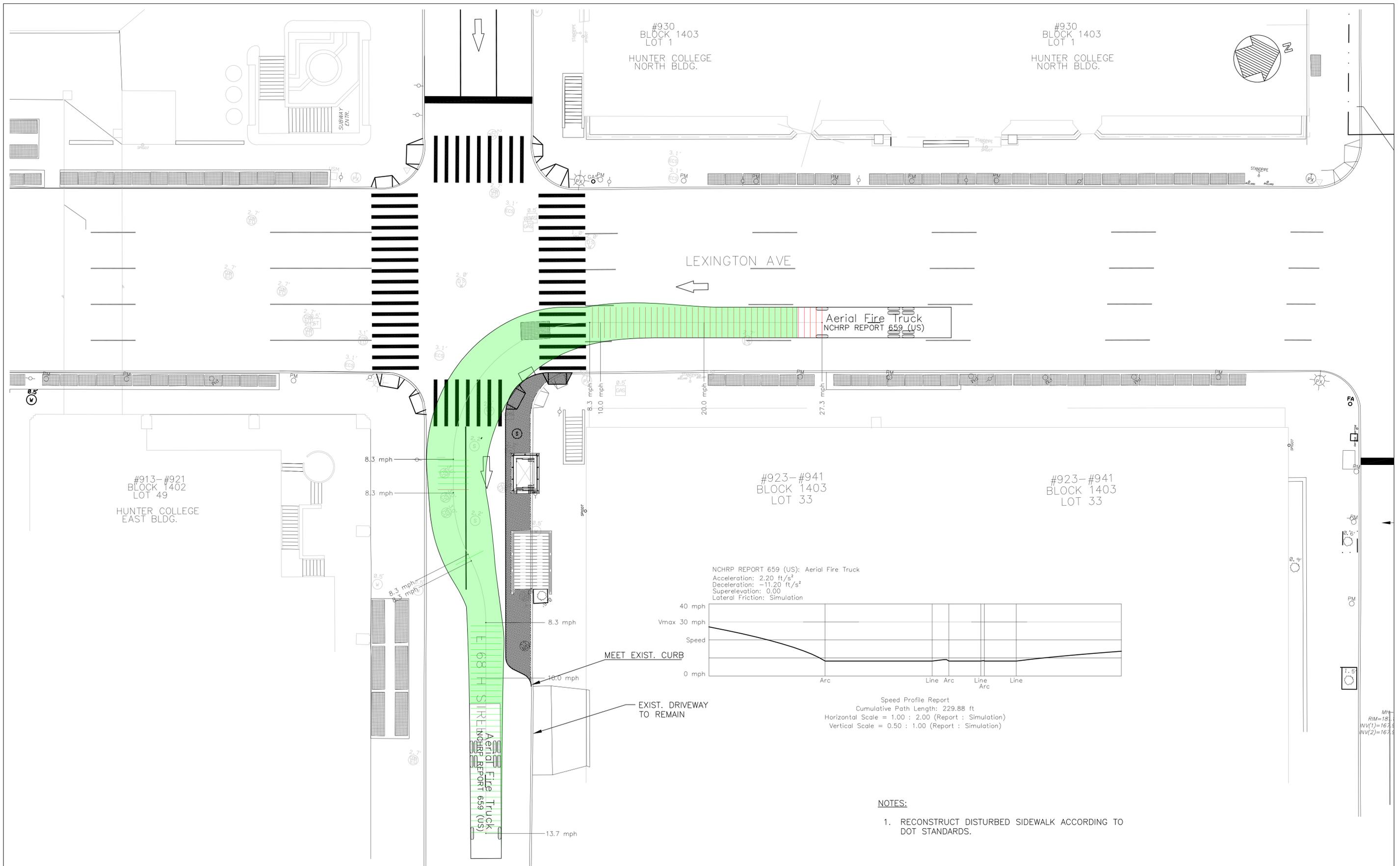
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URBAHN ARCHITECTS
306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT:
68TH STREET STATION

DRAWING TITLE:
AUTOTURN PLAN

CONTRACT NO. A-36134
UA PROJECT NO. 1002-00
SCALE: 1:300
DATE: 02-28-2020

DRAWING NUMBER:
SK-1A.1



CLIENT:
**New York City
 Transit Authority**

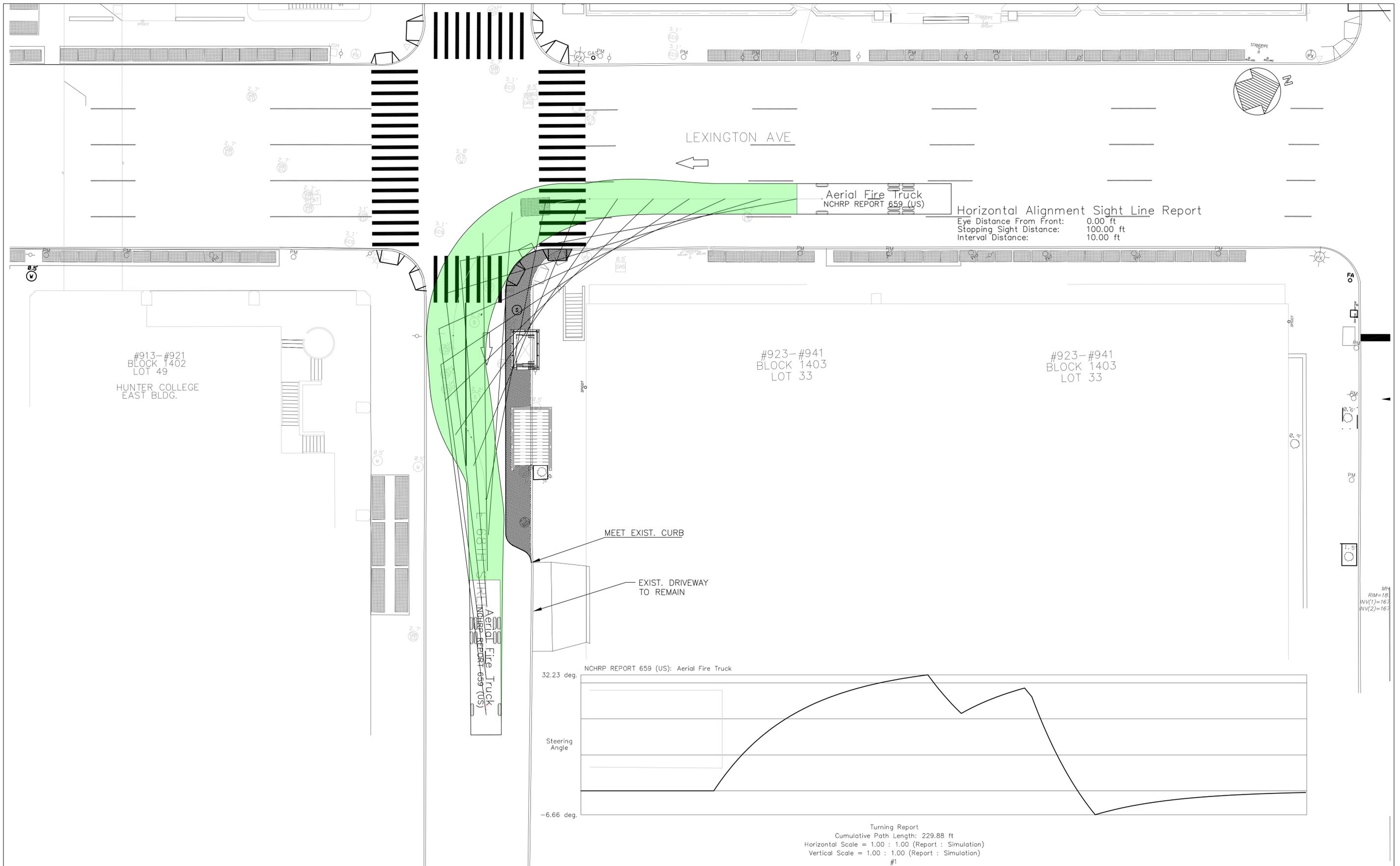
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URBAHN ARCHITECTS
 306 West 37th Street, Ninth Floor
 New York, NY 10018

PROJECT:
68TH STREET STATION

DRAWING TITLE:
**AUTOTURN
 SPEED REPORT PLAN**

CONTRACT NO. A-36134
 UA PROJECT NO. 1002-00
 SCALE: 1:300
 DATE: 02-28-2020

DRAWING NUMBER:
SK-1A.2



M4
 R1M=18
 NV(1)=167
 NV(2)=167



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 New York City
 Transit Authority

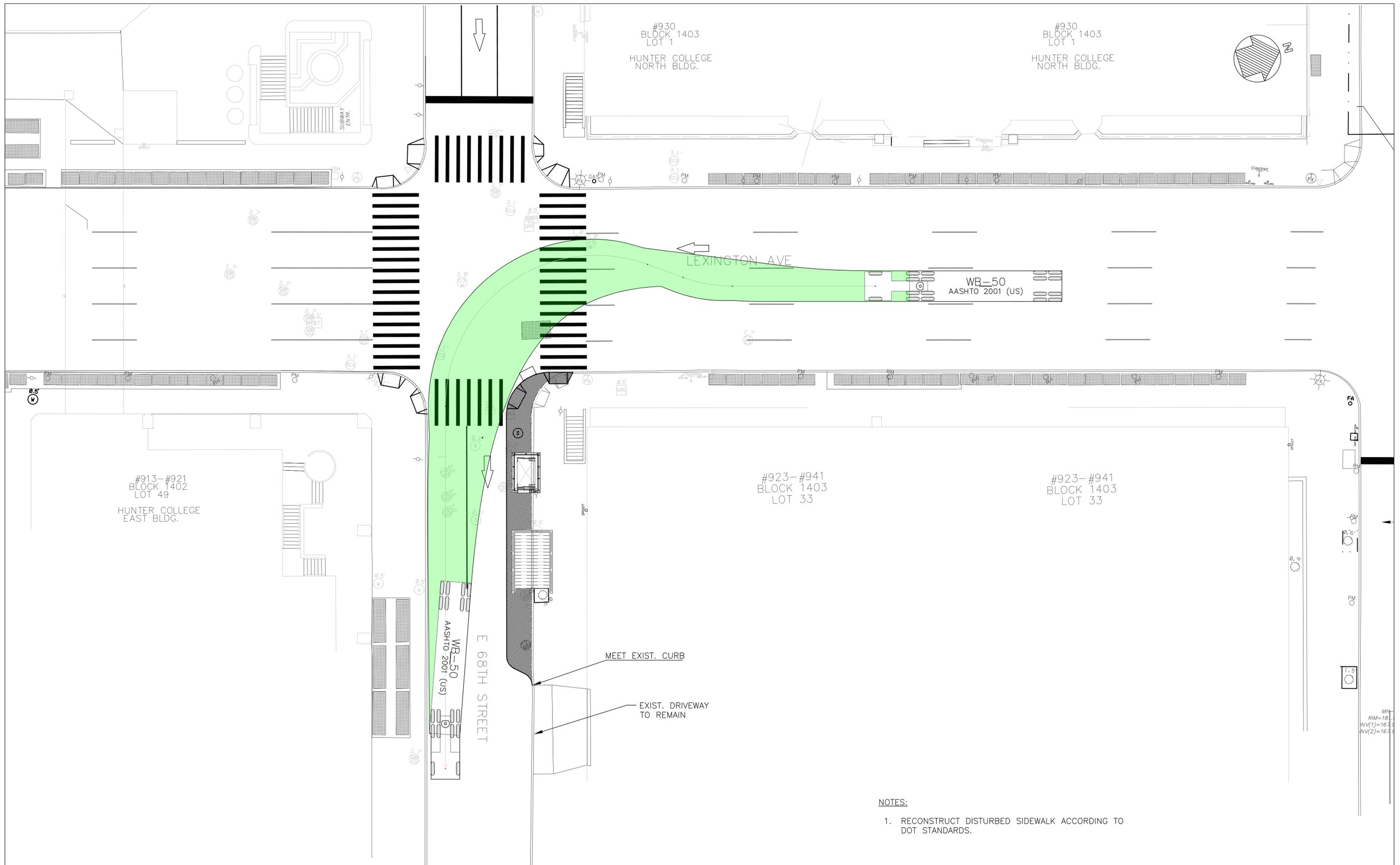
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URBAHN ARCHITECTS
 306 West 37th Street, Ninth Floor
 New York, NY 10018

PROJECT:
 68TH STREET STATION

DRAWING TITLE:
**AUTOTURN TURNING
 REPORT PLAN**

CONTRACT NO. A-36134
 UA PROJECT NO. 1002-00
 SCALE: 1:300
 DATE: 02-28-2020

DRAWING NUMBER:
SK-1A.3



CLIENT:
New York City
Transit Authority

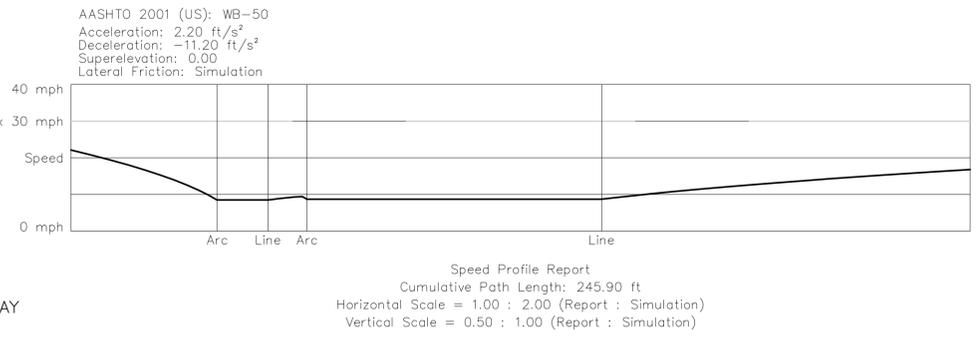
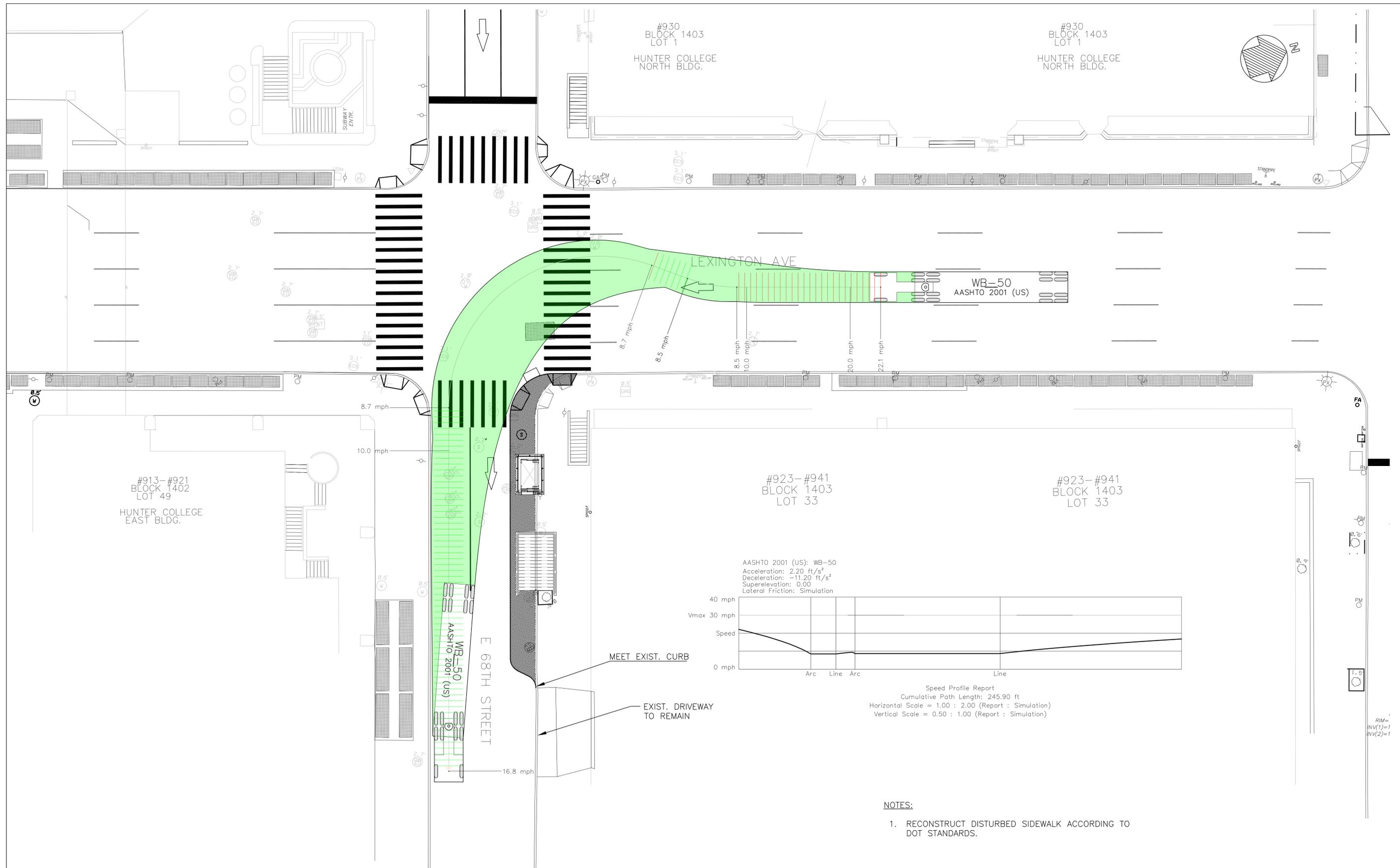
ARCHITECT:
URBAHN ARCHITECTS
306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT:
68TH STREET STATION

DRAWING TITLE:
STREET LEVEL PLAN

CONTRACT NO. A-36134
UA PROJECT NO. 1002-00
SCALE: 1:300
DATE: 02-28-2020

DRAWING NUMBER:
SK-1A.4



- NOTES:**
1. RECONSTRUCT DISTURBED SIDEWALK ACCORDING TO DOT STANDARDS.



CLIENT:
 New York City
 Transit Authority

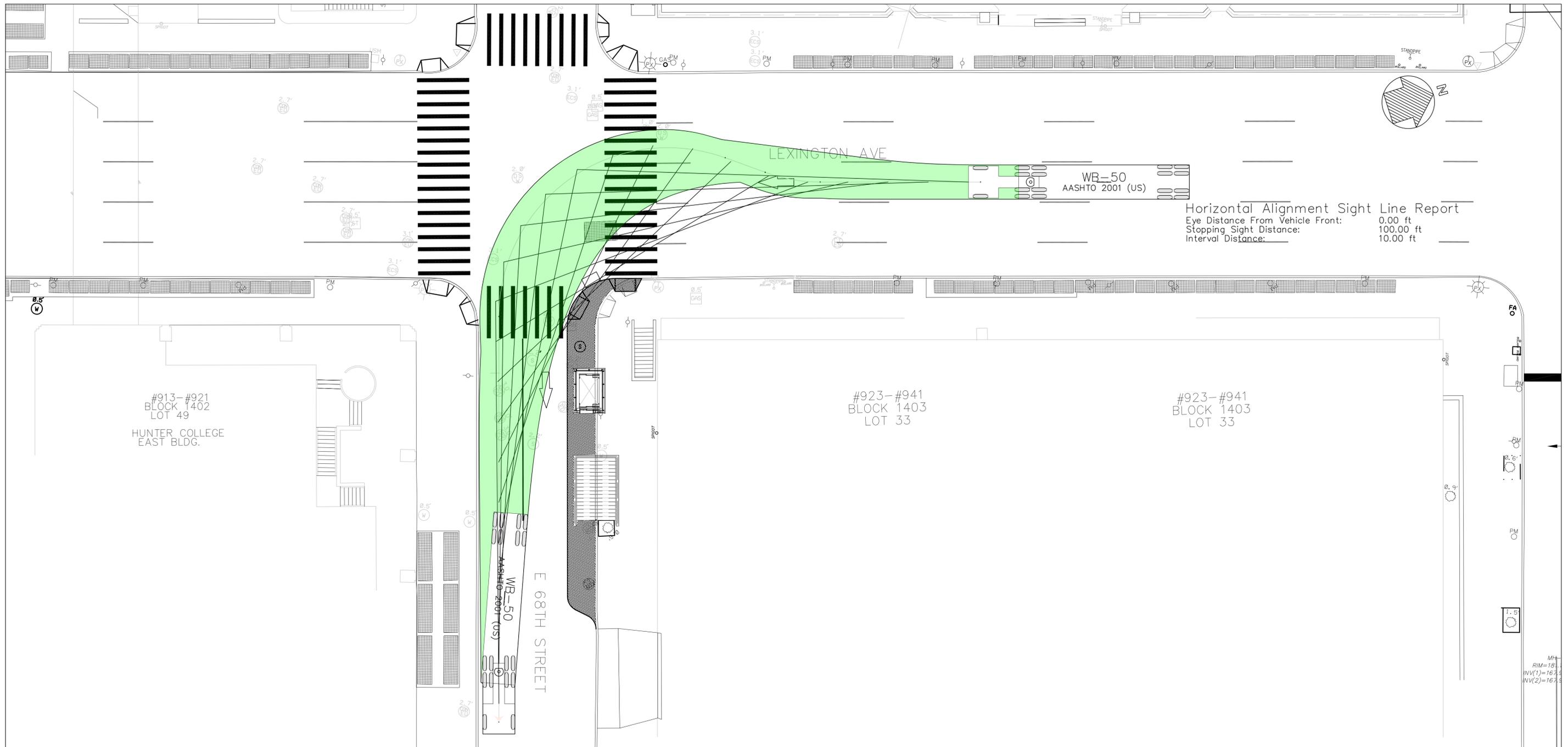
ARCHITECT:
URBAHN ARCHITECTS
 306 West 37th Street, Ninth Floor
 New York, NY 10018

PROJECT:
 68TH STREET STATION

DRAWING TITLE:
**AUTOTURN SPEED
 REPORT PLAN**

CONTRACT NO. A-36134
 UA PROJECT NO. 1002-00
 SCALE: 1:300
 DATE: 02-28-2020

DRAWING NUMBER:
SK-1A.5



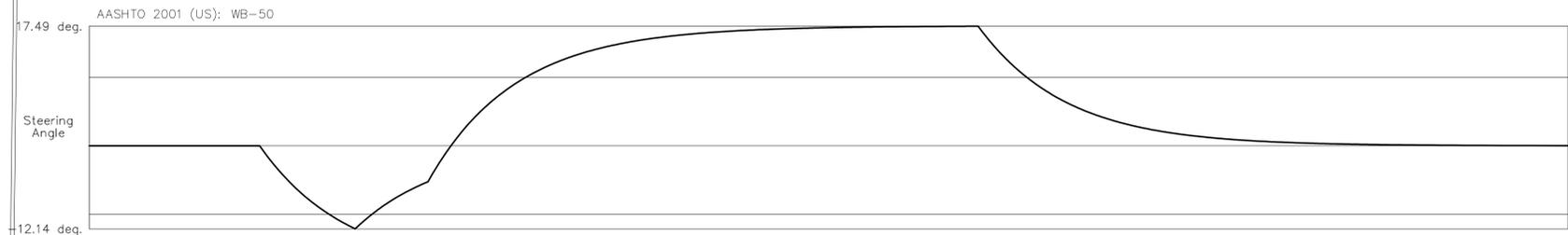
Horizontal Alignment Sight Line Report
 Eye Distance From Vehicle Front: 0.00 ft
 Stopping Sight Distance: 100.00 ft
 Interval Distance: 10.00 ft

#913-#921
 BLOCK 1402
 LOT 49
 HUNTER COLLEGE
 EAST BLDG.

#923-#941
 BLOCK 1403
 LOT 33

#923-#941
 BLOCK 1403
 LOT 33

E 68TH STREET
 WB-50
 AASHTO 2001 (US)



Turning Report
 Cumulative Path Length: 245.90 ft
 Horizontal Scale = 1.00 : 1.00 (Report : Simulation)
 Vertical Scale = 1.00 : 1.00 (Report : Simulation)
 #1

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 Transit Authority

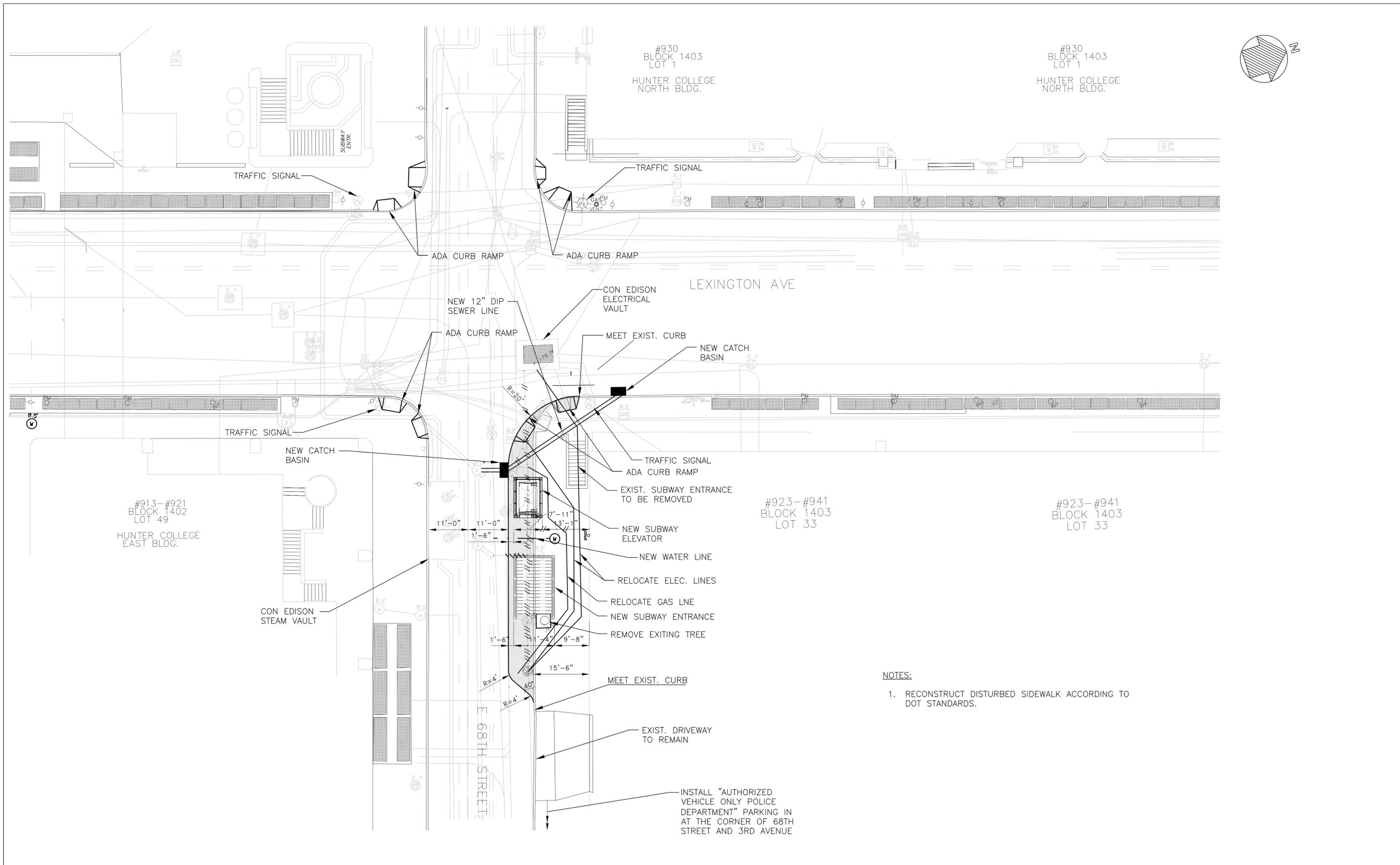
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 306 West 37th Street, Ninth Floor
 New York, NY 10018

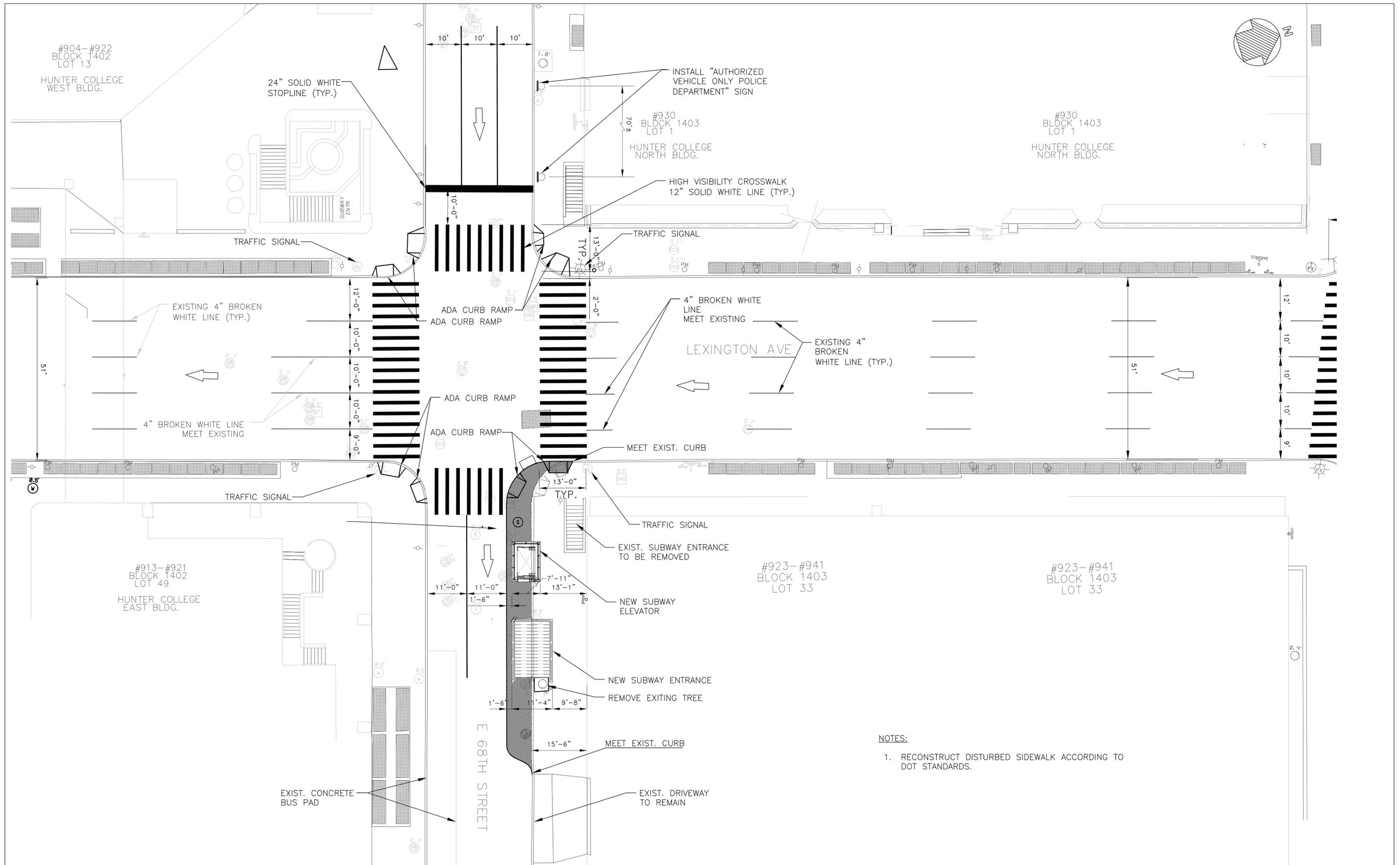
PROJECT: 68TH STREET STATION

DRAWING TITLE: **AUTOTURN TURNING
 REPORT PLAN**

CONTRACT NO. A-36134
 UA PROJECT NO. 1002-00
 SCALE: 1:300
 DATE: 02-28-2020

DRAWING NUMBER: **SK-1A.6**





NOTES:
 1. RECONSTRUCT DISTURBED SIDEWALK ACCORDING TO DOT STANDARDS.

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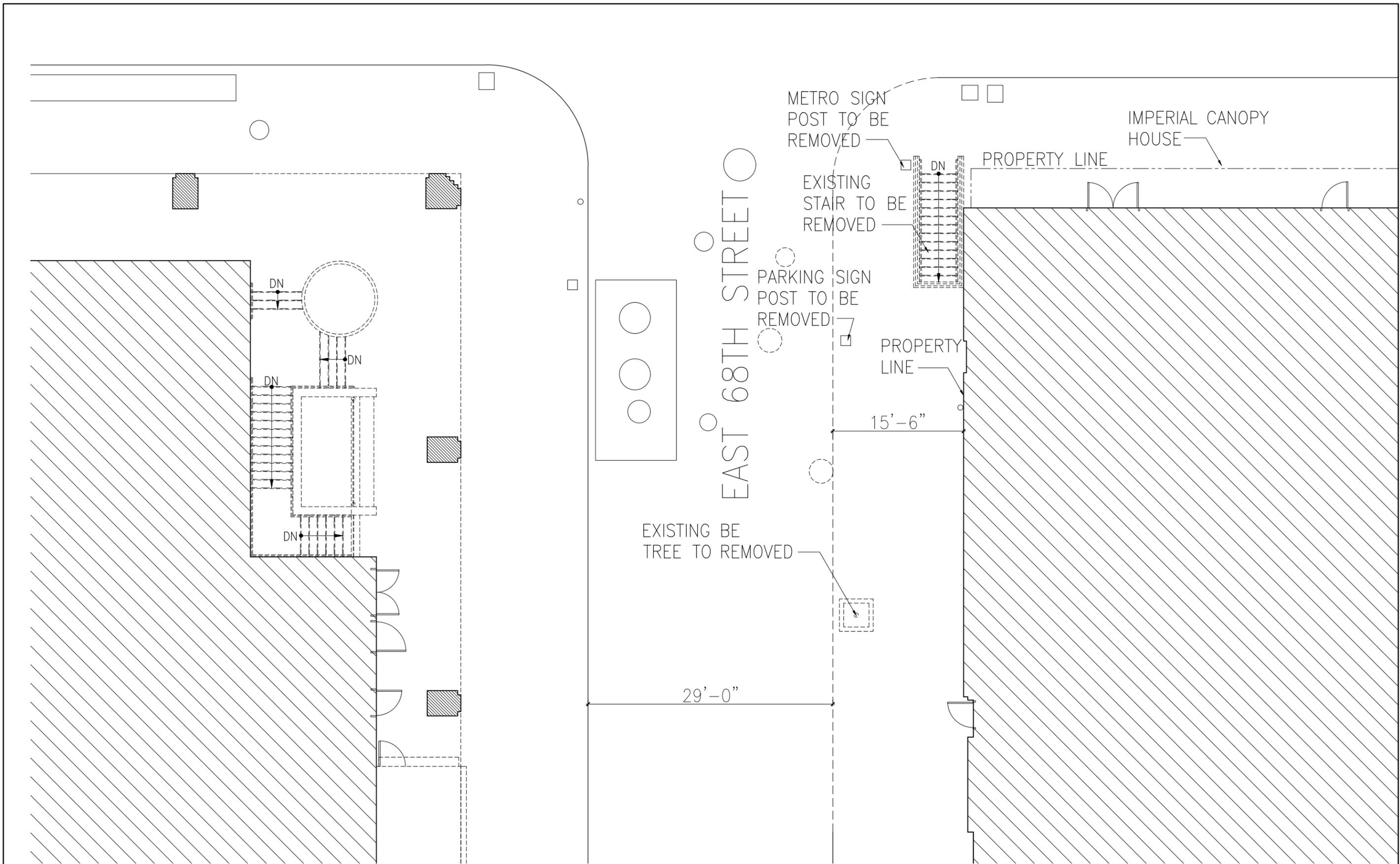
ARCHITECT: **URBAHN ARCHITECTS**
 306 West 37th Street, Ninth Floor
 New York, NY 10018

PROJECT: 68TH STREET STATION

DRAWING TITLE: **PAVEMENT MARKING PLAN**

CONTRACT NO. A-36134
 UA PROJECT NO. 1002-00
 SCALE: 1:300
 DATE: 02-28-2020

DRAWING NUMBER: **SK-1C**



CLIENT:
New York City
Transit Authority

ARCHITECT:

URBAHN ARCHITECTS
306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT:

68TH STREET STATION

DRAWING TITLE:

**DEMO STREET
LEVEL PART PLAN**

CONTRACT NO.

A-36134

DRAWING NUMBER:

UA PROJECT NO.

1002-00

SK-02

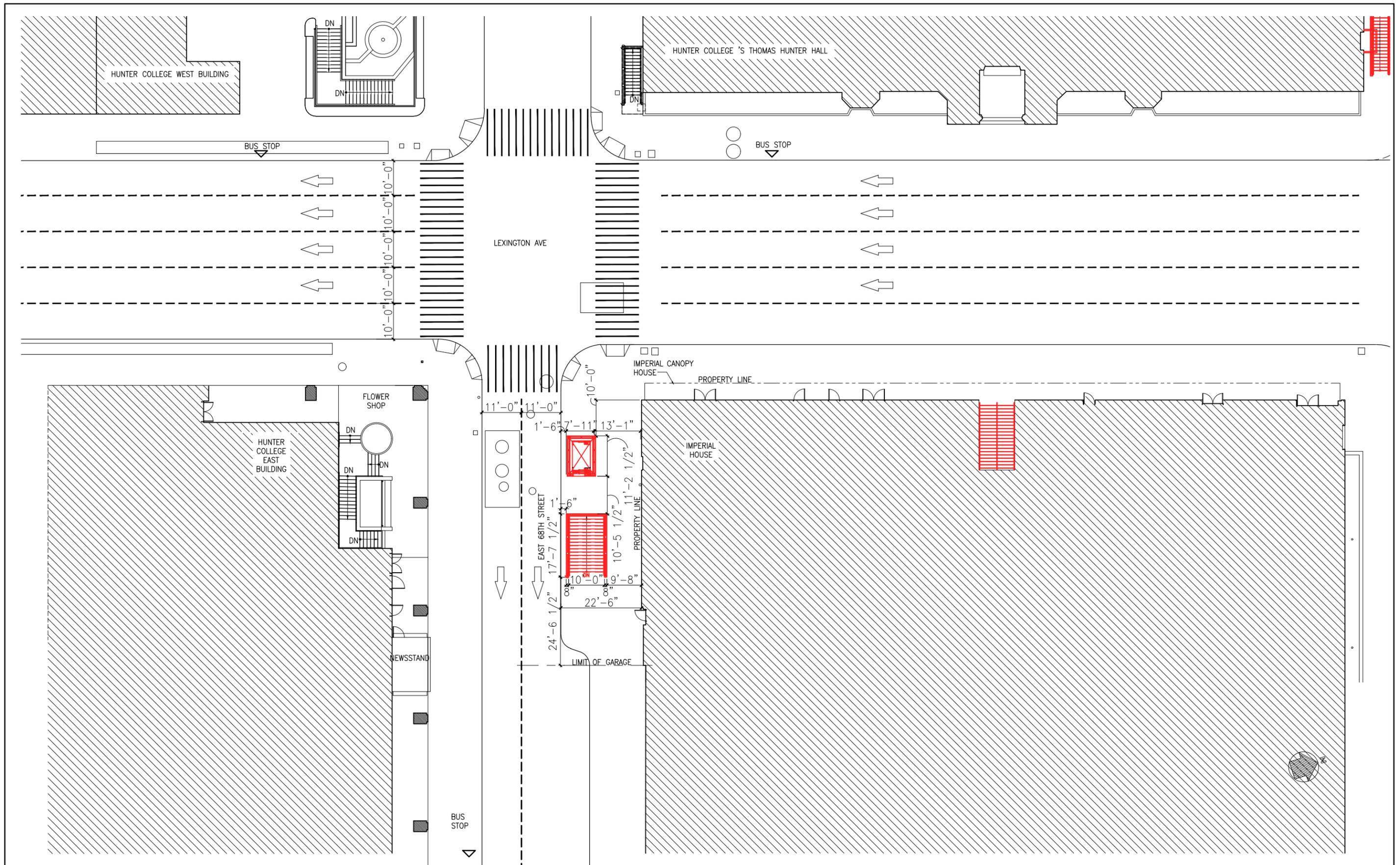
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3/32" = 1'-0"

DATE:

08-28-2019

Page 13 of 27



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Transit Authority

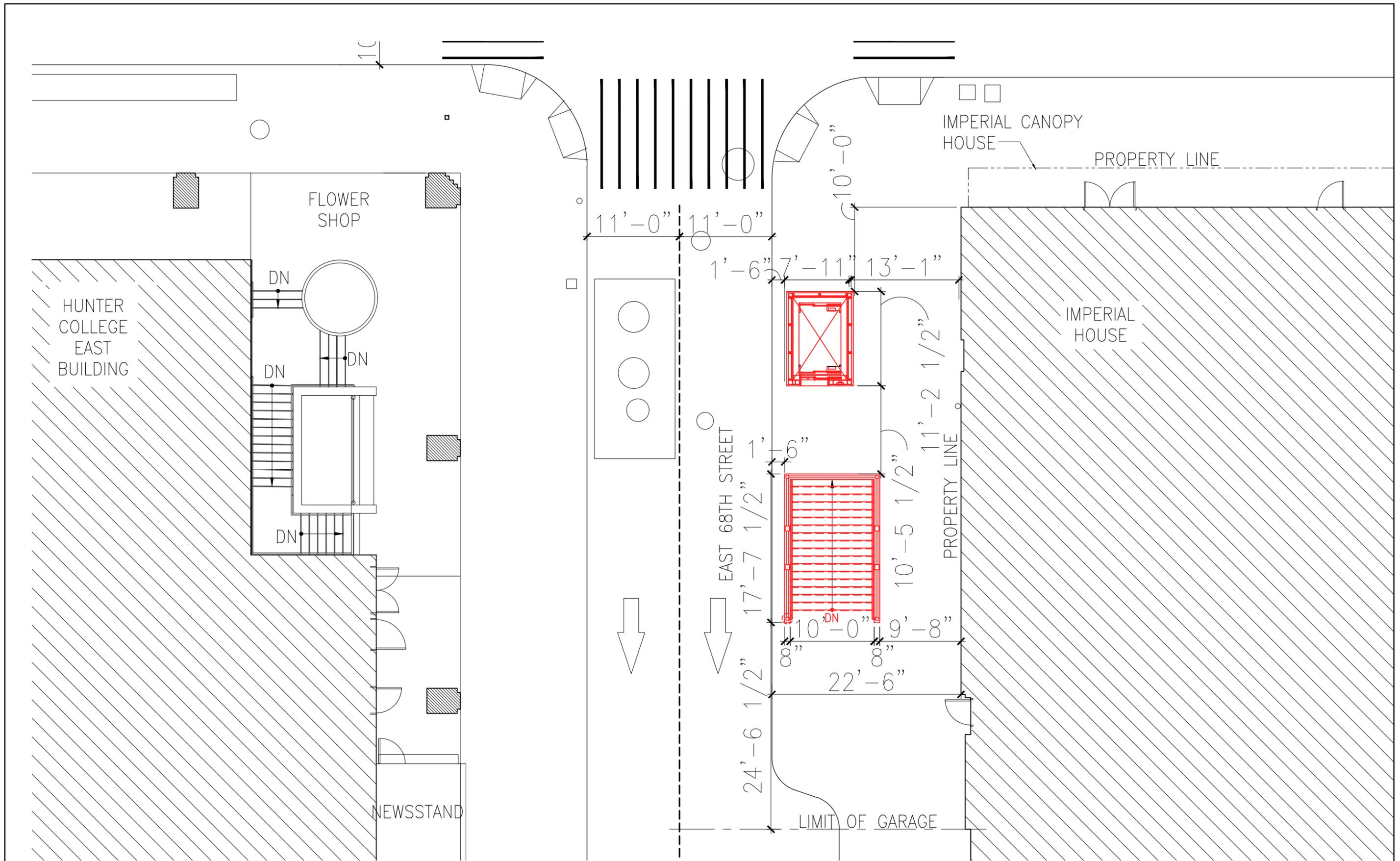
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306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT:
68TH STREET STATION

DRAWING TITLE:
STREET LEVEL PLAN

CONTRACT NO. A-36134
UA PROJECT NO. 1002-00
SCALE: 1:300
DATE: 08-28-2019

DRAWING NUMBER:
SK-03
Page 14 of 27



CLIENT:
New York City
Transit Authority

ARCHITECT:

URBAHN ARCHITECTS
306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT:

68TH STREET STATION

DRAWING TITLE:

**STREET LEVEL
PART PLAN**

CONTRACT NO.

A-36134

DRAWING NUMBER:

UA PROJECT NO.

1002-00

SK-04

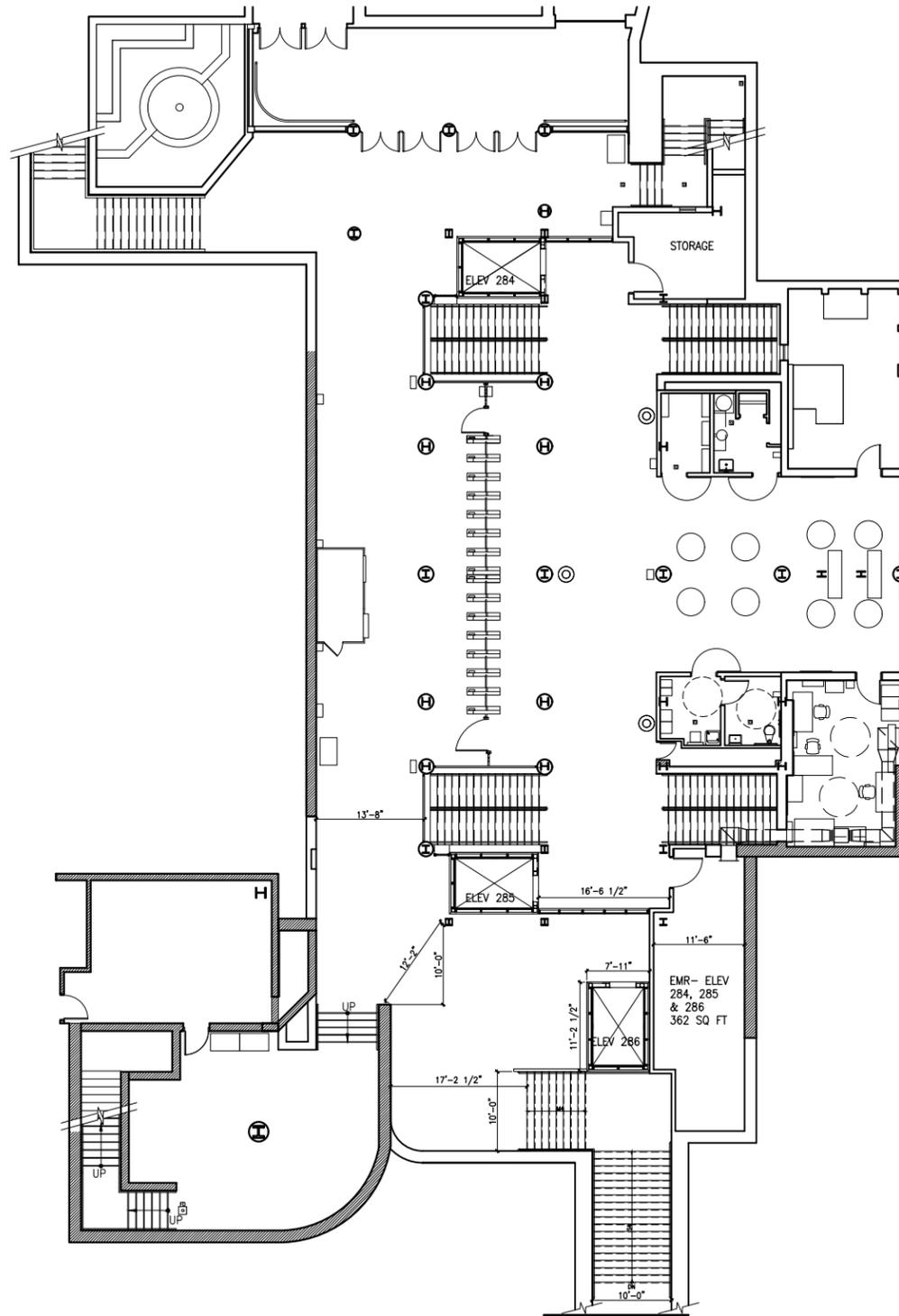
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DATE:

08-28-2019

Page 15 of 27



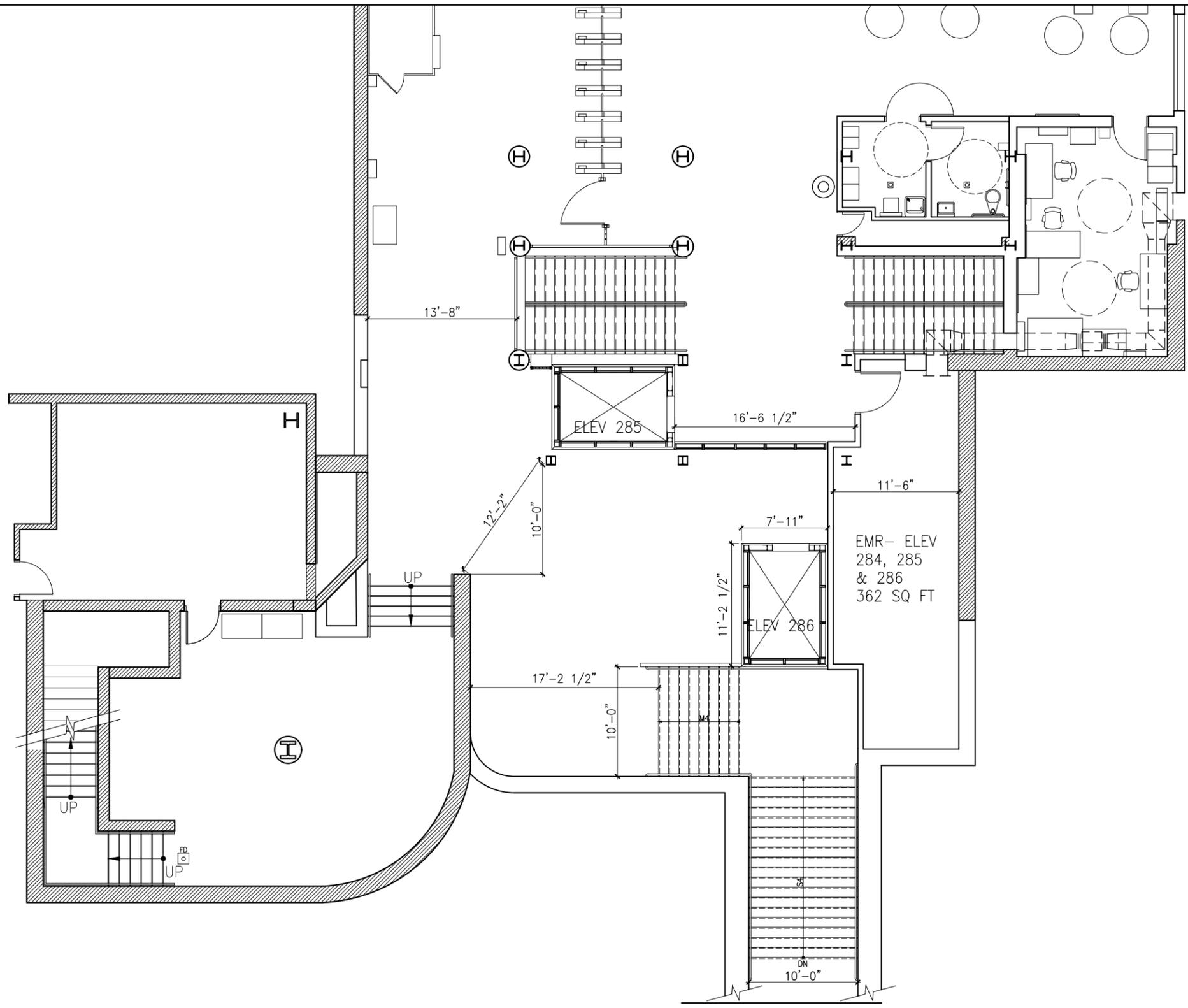
CLIENT:  New York City
Transit Authority

ARCHITECT: **URBAHN ARCHITECTS**
306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT: **68TH STREET STATION**

DRAWING TITLE: **MEZZANINE
LEVEL PLAN**

CONTRACT NO.	A-36134	DRAWING NUMBER:	SK-05
UA PROJECT NO.	1002-00		
SCALE:	NTS		
DATE:	08-28-2019	Page 16 of 27	



CLIENT:  New York City
Transit Authority

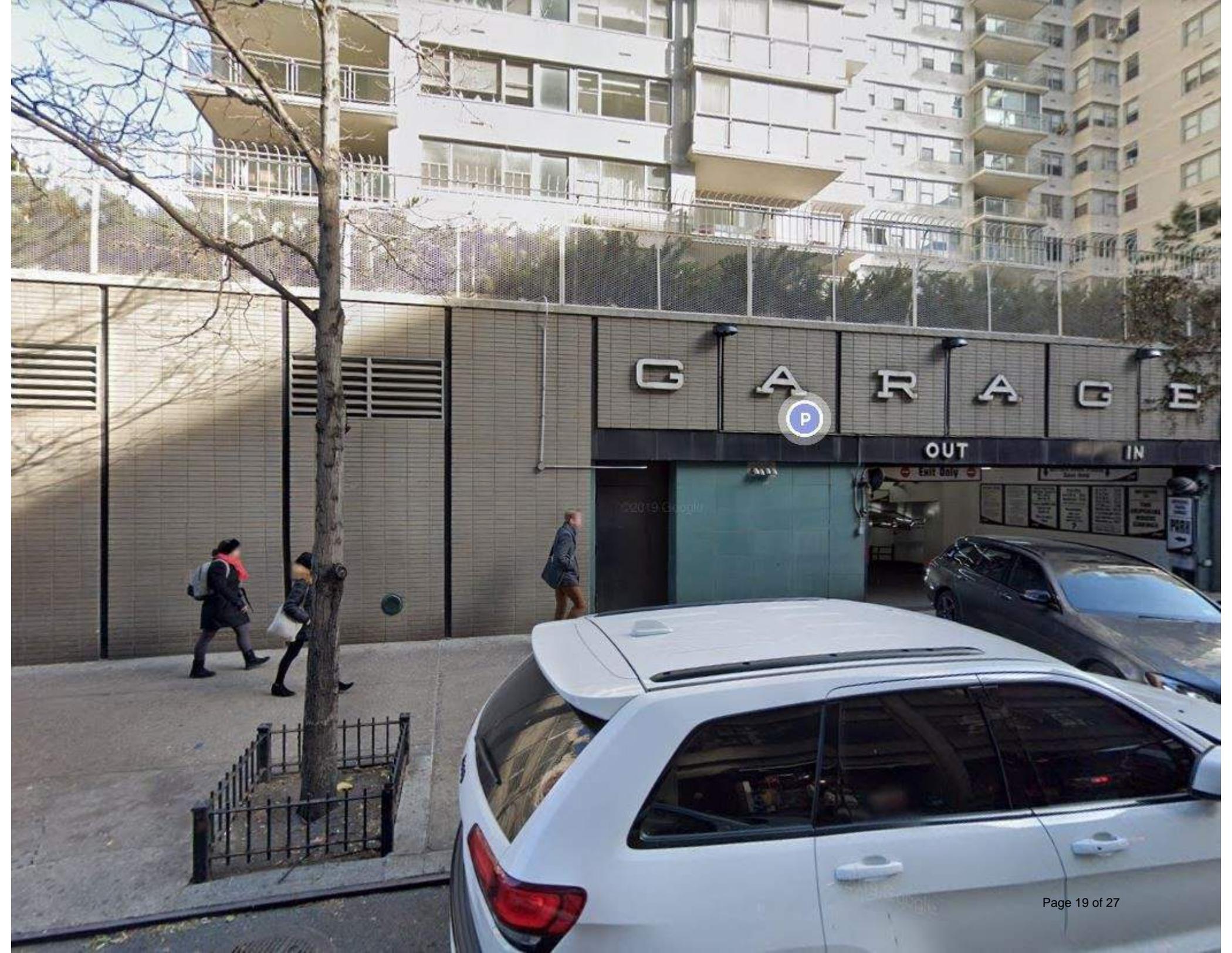
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306 West 37th Street, Ninth Floor
New York, NY 10018

PROJECT: **68TH STREET STATION**

DRAWING TITLE: **PARTIAL MEZZANINE
LEVEL PLAN**

CONTRACT NO.	A-36134	DRAWING NUMBER:
UA PROJECT NO.	1002-00	SK-06
SCALE:	3/32"=1'-0"	
DATE:	08-28-2019	Page 17 of 27





G A R A G E



OUT

IN

Exit Only

Exit Only

THE HOSPITAL AT WEST CHESTER

PERM

From: DiModica, Italo <Italo.DiModica@nyct.com>
Sent: Tuesday, December 15, 2020 11:41 AM
To: Borman, Christopher (Parks)
Cc: Ellithi, Tarek; Shera, Brendan (Parks); Wetherbee, Richard E.
Subject: RE: Contract A36164: ADA 68 Street/Hunter College
Attachments: ADA Elevators at 68th Street Station - Street Tree Removal and Protection Plan.pdf

****This e-mail is from outside STV****

Hi Chris.

I'm submitting the attached **Street Tree Removal and Protection Plan Sketch**.

This one drawing should address your concerns. I apologize that I did not forward earlier to your Office.

Again, please reach out with any additional questions or concerns.

Thank you for your help!
Italo.

From: Borman, Christopher (Parks) <Christopher.Borman@parks.nyc.gov>
Sent: Tuesday, December 15, 2020 8:37 AM
To: DiModica, Italo <Italo.DiModica@nyct.com>
Cc: Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Shera, Brendan (Parks) <brendan.shera@parks.nyc.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>
Subject: RE: Contract A36164: ADA 68 Street/Hunter College

Good morning Italo,

We are currently reviewing this project.

I can clearly see that the new stairwell on E. 68th St. would require the removal of one tree. I don't have plans for the new stairwell/tree removal on E. 69th street. Could you please forward those plans as well? We will then process for restitution and send the letter of agreement if removals are approved.

Thank you

Christopher Borman
Deputy Director - Manhattan Forestry
ISA Certified Arborist
TRAQ Certified

T 212.860.1845

F 212.860.1359

E Christopher.Borman@parks.nyc.gov

From: DiModica, Italo <Italo.DiModica@nyct.com>

Sent: Monday, December 14, 2020 3:02 PM

To: Borman, Christopher (Parks) <Christopher.Borman@parks.nyc.gov>

Cc: Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Shera, Brendan (Parks) <Brendan.Shera@parks.nyc.gov>;

Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>

Subject: FW: Contract A36164: ADA 68 Street/Hunter College

Good Afternoon Chris.

Does your Office have any concerns about the proposed work (as described below) and its potential tree impacts ?

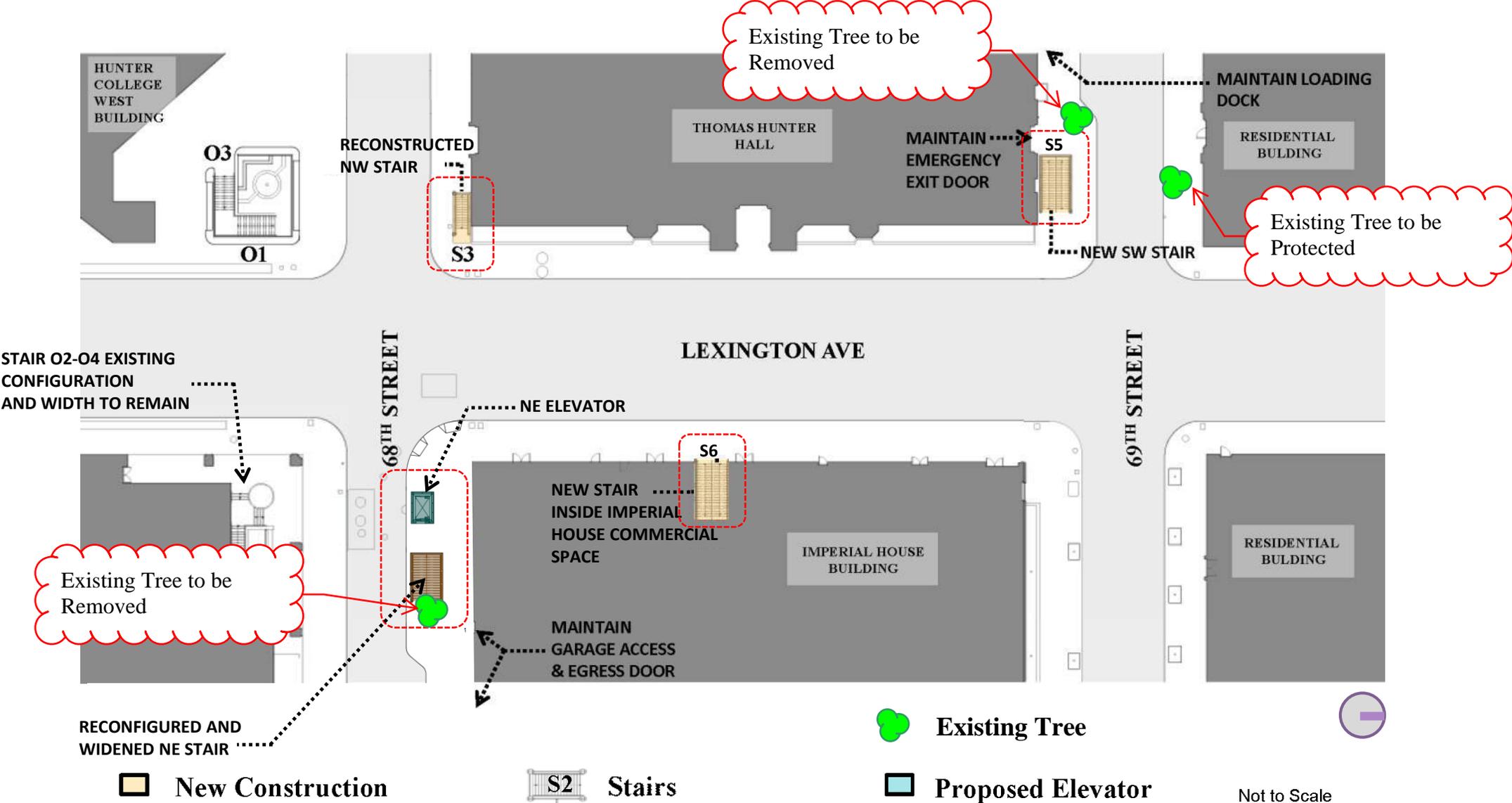
As this project is federally funded, we kindly request your acknowledgement and concurrence of this proposed work.

If you need to contact me I can also be reached at 646-252-2044.

Thanks again for helping us to expedite this matter.

Italo.

ADA ELEVATORS AT 68TH STREET STATION



Wetherbee, Richard E.

From: Hogan, Ryan (Parks) <Ryan.Hogan@parks.nyc.gov>
Sent: Friday, January 15, 2021 5:39 PM
To: Borman, Christopher (Parks); DiModica, Italo
Cc: Ellithi, Tarek; Shera, Brendan (Parks); Wetherbee, Richard E.; Kocal, Joseph (Parks)
Subject: Re: Contract A36164: ADA 68 Street/Hunter College
Attachments: ADA 68ST Hunter College TAR Permitted Removal Letter scanned Jan_2021.pdf

****This e-mail is from outside STV****

Please find the restitution letter attached for the permitted removal request on East 68th Street and East 69th Street.

Ryan Hogan
Forester

T 212.860.1845
F 212.860.1359
E Ryan.Hogan@parks.nyc.gov

NYC Parks
Manhattan Forestry
24 West 61st St., 5th Flr
New York, NY 10023
nyc.gov/parks
Follow Parks on: [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#)

From: Borman, Christopher (Parks) <Christopher.Borman@parks.nyc.gov>
Sent: Monday, January 11, 2021 2:54 PM
To: DiModica, Italo <Italo.DiModica@nyct.com>
Cc: Ellithi, Tarek <Tarek.Ellithi@nyct.com>; Shera, Brendan (Parks) <Brendan.Shera@parks.nyc.gov>; Wetherbee, Richard E. <Richard.Wetherbee@stvinc.com>; Kocal, Joseph (Parks) <Joseph.Kocal@parks.nyc.gov>; Hogan, Ryan (Parks) <Ryan.Hogan@parks.nyc.gov>
Subject: RE: Contract A36164: ADA 68 Street/Hunter College

+Ryan Hogan

Italo,

Forester Ryan Hogan, added here, is now handling this project.
Ryan, please see below.

Thank you
Christopher Borman
Deputy Director - Manhattan Forestry
ISA Certified Arborist
TRAQ Certified

T 212.860.1845
F 212.860.1359
E Christopher.Borman@parks.nyc.gov



NYC Parks

William Castro
Borough Commissioner
Borough of Manhattan

City of New York
Parks & Recreation

Manhattan Forestry
Arsenal West
24 West 61st Street
New York, NY 10023
(212) 860-1845
www.nyc.gov/parks

January 15, 2021

Italo DiModica
New York City Transit
MTA Construction and Development
Delivery Services Office: Technical Support
2 Broadway, B6.13
New York, NY, 10004
Italo.DiModica@nyct.com

Re. Permitted Removal Request – ADA 68 Street/Hunter College, Contract A36164
Location: 925 Lexington (on East 68th Street) & 930 Lexington (on East 69th Street), Manhattan, NY

Dear Italo DiModica,

NYC Parks received your request for permitted tree removal. This letter is the notification of the tree replacement requirements for your project.

A Parks Forester inspected the trees outside the above address on December 24th, 2020. **NYC Parks approves two trees for removal due to unavoidable design conflicts.** In accordance with the NYC Tree Valuation Method (attached), the value of replacing each tree is noted below. This includes the replacement requirements for each tree (the Trunk Area Replacement). The replacement requirements are calculated in accordance with the New York City Administrative Code (Title 18, Section 18-107 "Replacement of Trees") and NYC Parks Rule & Regulations (RCNY Title 56, Chapter 5).

The total obligation for tree replacement is

- **An obligation to replant 10 trees at locations and in a manner as specified by NYC Parks.**
- OR
- **The payment of a fee of \$40,000.**

Tree Number/ID	DBH (inches)	Species	Trunk Area Replacement (TAR - in ²)*
2138149	8.3	Red Maple	35.59
2127270	7.5	Hackberry	31.86
Total Required TAR (in²)			67.45
# 3" Caliper Replacement Trees			10
Total Replacement Cost			\$40,000

Process for Replanting in lieu of Fee Payment

If you choose to fulfill the replacement obligation through tree planting, you must follow the steps outlined below.

1. Submit a notarized letter to NYC Parks stating your intent to plant the required replacement trees. The notarized letter must be addressed to the issuing forester below and contain the following:
 - a. Project Address
 - b. The number of trees proposed to be removed
 - c. The number of trees required to be planted
 - d. The caliper value of trees to be planted as specified by NYC Parks
2. Upon our receipt of the notarized letter, the NYC Parks General Counsel's office will contact you to sign a stipulation agreement and submit a deposit for the full restitution value.



NYC Parks

3. Upon receipt of a signed stipulation agreement and deposit by General Counsel, and a completed tree removal permit application, NYC Parks will issue a tree removal permit associated with this project.
 - a. To request a tree removal permit, submit a Tree Work Permit Application for tree removal through NYC Parks online permit portal (<https://www.nycgovparks.org/services/forestry/forestry-application>). The applicant must include a copy of the tree removal company's liability insurance with the permit application.
4. To execute the stipulation agreement, request a Tree Work Permit Application for tree planting through the NYC Parks online permit portal.
5. NYC Parks will issue the planting permit, which includes authorized planting locations for the required trees. Permits are only valid for planting during the fall (October 1-December 15) or spring (March 1-May 15) planting seasons. All trees must be planted to agency specifications and must carry a two-year guarantee. These plantings cannot be used to fulfill the Department of Buildings (DOB) tree planting zoning requirements.

Process for Payment of Fee

If you choose to fulfill the replacement obligation through payment of a fee, you must follow the steps below.

1. Submit a certified or bank check or money order made payable to the "City of New York Parks and Recreation" to the attention of **Joseph Kocal – Director of Manhattan Forestry, Arsenal West, NYC Parks, 24 West 61st Street, New York, NY 10023** NYC Parks will not issue any tree removal permits associated with the project until the fee payment is received.
2. Please include a copy of this letter with your payment.
3. After payment is received, submit a Tree Work Permit Application for tree removal through NYC Parks online permit portal (<https://www.nycgovparks.org/services/forestry/forestry-application>). The applicant must include a copy of the tree removal company's liability insurance with the permit application.

Sincerely,

Ryan Hogan
Forester, Manhattan Forestry

ATTACHMENT G
ADA PATH OF TRAVEL

68TH STREET/HUNTER COLLEGE STATION IMPROVEMENT PROJECT

ADA PATH OF TRAVEL ANALYSIS

Background

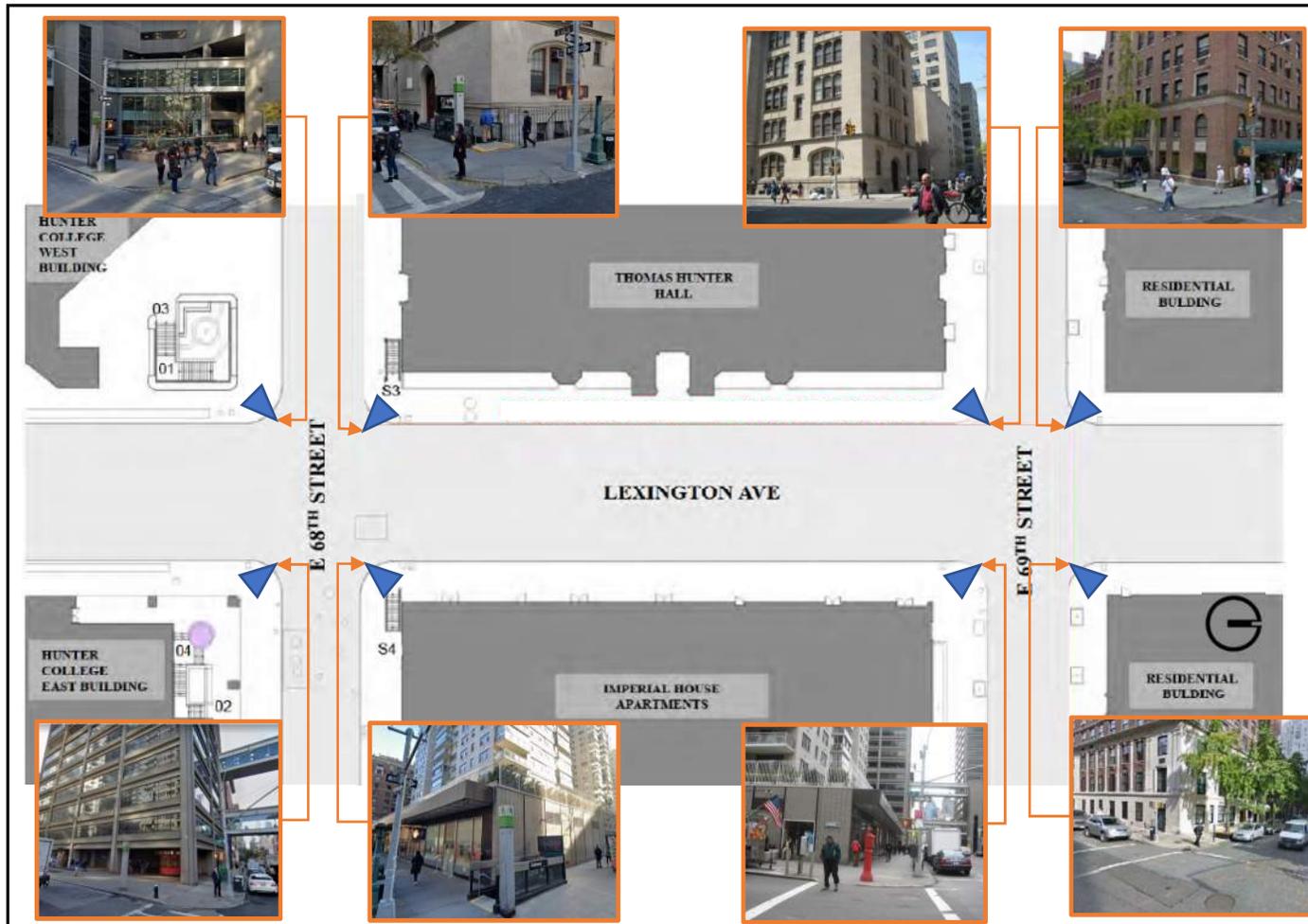
The 68th Street/Hunter College Subway Station on the IRT Lexington Avenue Line in Manhattan has been designated as a Key Station and must comply with the guidelines set forth in the Americans with Disabilities Act of 1990 Accessibility Guidelines (ADAAG or ADA). Improvements at this station have been designed to meet compliance required for new construction and alterations under Titles II and III per regulations revised following the 2010 ADA Standards for Accessible Design. Improvements meet the scoping and technical requirements for new construction and alterations resulting from the adoption of revised 2010 ADA Standards in the final rules for Title II (28 CFR part 35) and Title III (28 CFR part 36). The objective of this ADA path-of-travel analysis is to present the proposed project's ADA compliant means of vertical circulation. This will provide full access from station entrance to the station mezzanine and station platforms for elderly and disabled customers. ADA compliance will be achieved for the station as a whole, however, ADA access will not be achieved at all street access points. The following ADA path-of-travel analysis provides the ADA-compliant route between East 68th Street and the two station platforms.

An ADA feasibility study of the 68th Street/Hunter College Station was conducted for this proposed project. The proposed project includes the following improvements:

1. Installation of a new street elevator at the northeast corner of East 68th Street and Lexington Avenue.
2. Installation of new platform elevators for both north and southbound services between the mezzanine and platform levels at 68th Street.
3. Relocation of street stair S4 at the northeast corner of East 68th Street and Lexington Avenue. The new S4 stair will be wider than the existing S4 stair, reversed, and relocated approximately 30 feet east of its current position.
4. Rehabilitation of street stair S3 at the northwest corner of East 68th Street and Lexington Avenue.
5. Installation of a new street stair in the retail space at 931 Lexington Avenue.
6. Installation of a new street stair on southwest corner of East 69th Street and Lexington Avenue.

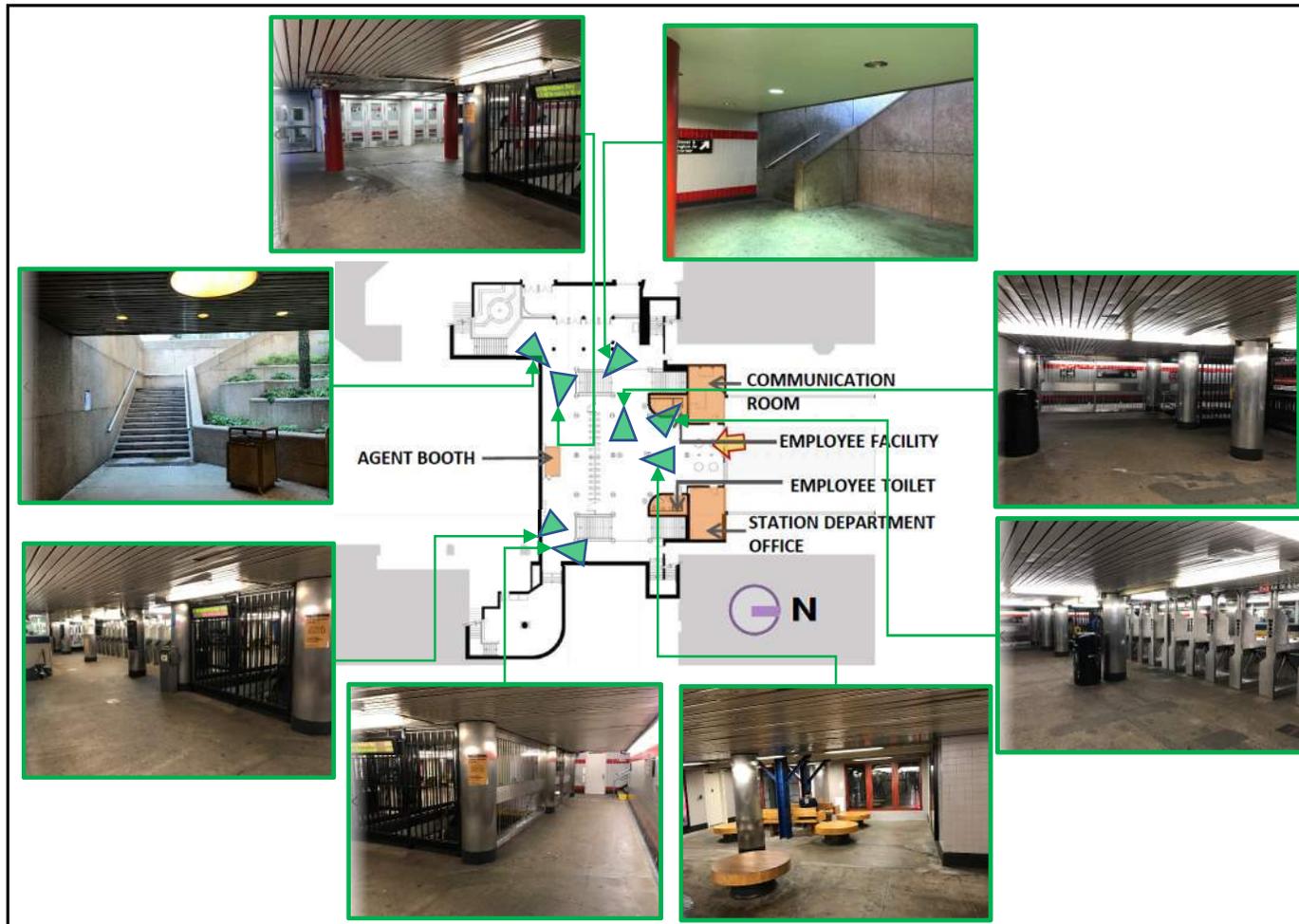
This below ground station is located in the Upper East Side neighborhood of Manhattan, near the intersection of East 68th Street and Lexington Avenue. Currently, the station has entrances located at the four corners of the Lexington Avenue and East 68th Street intersection. The four entrances lead to a single mezzanine level. Figures 1 to 3 show the existing street, mezzanine and platform levels respectively.

Figure 1- Existing Street Level



Source: 2016 EA

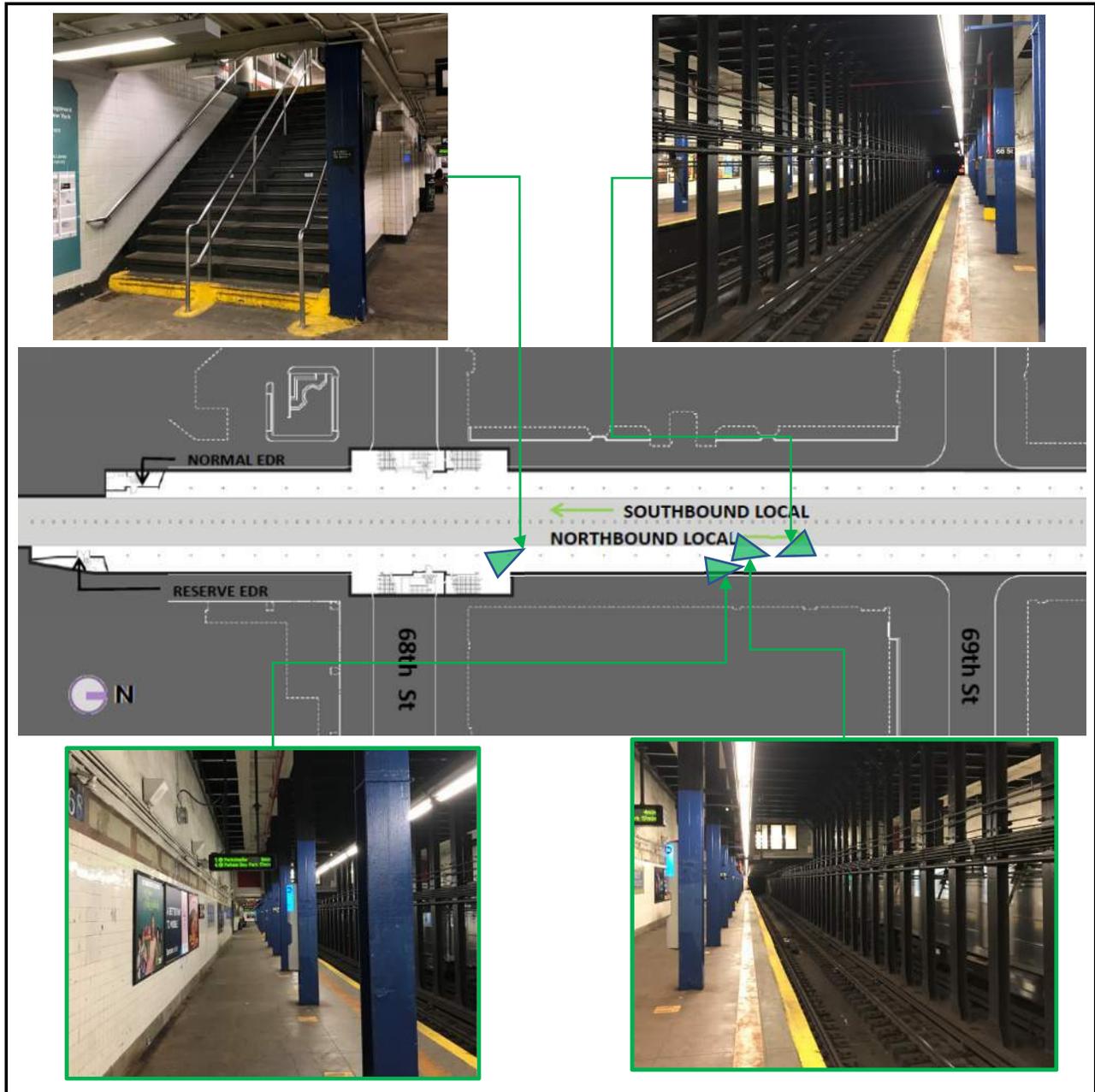
Figure 2- Existing Mezzanine Level



Source: 2016 EA

Access to the mezzanine level of the station is currently provided via street stairs located at the four corners of the intersection of East 68th Street and Lexington Avenue. The mezzanine has a fulltime agent booth.

Figure 3- Existing Platform Level



Source: 2016 EA

There are four bi-directional staircases going down from the mezzanine level to the northbound and southbound platforms (two staircases for each platform).

Elevator Placement

To incorporate vertical access to this station, various factors were considered. Construction cost, constructability, underground utility relocation, ADA compliance, passenger flow/convenience, safety and security were evaluated. At street level, roadway and sidewalk width, traffic patterns, and neighborhood impact were reviewed.

The 2016 Environmental Assessment evaluated multiple alternatives for elevator placement. The results of the analysis identified the location of an elevator from the street to mezzanine level within an easement entrance maintained by Hunter College (adjacent to stair O2/O4) and elevators from the east and west portions of the fare control zone on the mezzanine to the northbound and southbound platforms, respectively, as the preferred alternative. The preferred alternative was approved (Approved Project) by FTA in their Finding of No Significant Impact dated July 28, 2016.

The proposed modifications to the Approved Project would relocate the street elevator (Elevator 286) to a new curb extension bulb-out located in the parking lane adjacent to the north sidewalk of East 68th Street east of Lexington Avenue. The existing stair is replaced by a wider stair that is reversed and relocated approximately 30 feet east of its current position. The sidewalk is widened by providing the bulb-out and the elevator and new stair location maintain adequate clearances from the adjacent building so as to not impede pedestrian flow.

Path of Travel

The ADA path of travel for  train service at 68th Street/Hunter College Station future condition would be as follows:

- At street level (see Figure 4), customers would have access to one new elevator (Elevator 286) from street to mezzanine, providing ADA-compliant vertical accessibility down to the station's mezzanine level.
 - Elevator 286 would be located at the north sidewalk of East 68th Street, east of Lexington Avenue. Customers would have access to the elevator from east side of the elevator.
 - Customers connecting from ADA-compliant M66 bus on the south sidewalk of East 68th Street would proceed to Elevator 286 along the depicted street-level ADA-compliant path of travel for about 225 feet.
 - Customers connecting from ADA-compliant M98, M101, M102 and M103 buses on the west sidewalk of Lexington Avenue between East 67th and 68th Streets would proceed to Elevator 286 along the depicted street-level ADA-compliant path of travel for about 310 feet.
- At the mezzanine level (see Figure 5), customers would find tactile-Braille signs, ADA-compliant vending machines, existing HelpPoint 24-hr customer assistance intercoms, and an Agent Booth staffed 24-hours a day, 7-days a week equipped with an ADA deal tray. Customers using mobility devices or service animals would proceed through a fare array with an Autonomous Farecard Access System (AFAS) Autogate. After entering through the gate, customers would proceed to two new elevators (one servicing each platform) for vertical accessibility down to the southbound and northbound platforms. Customers would proceed for the following distances along the depicted mezzanine level ADA path of travel to the elevators (mezzanine to platform) from Elevator 286 at southeast end of mezzanine in the unpaid area:
 - 105 feet to Elevator 285 for the northbound platform.
 - 155 feet to Elevator 284 for the southbound platform.

- At the platform level (see Figure 6), customers from new Elevators 284 and 285 would proceed approximately 90 feet to the ADA Boarding Area on the northbound and southbound platforms. Platforms have installed full-length tactile warning strips.

Figure 5- Proposed Condition Mezzanine Level Plan with Path of Travel

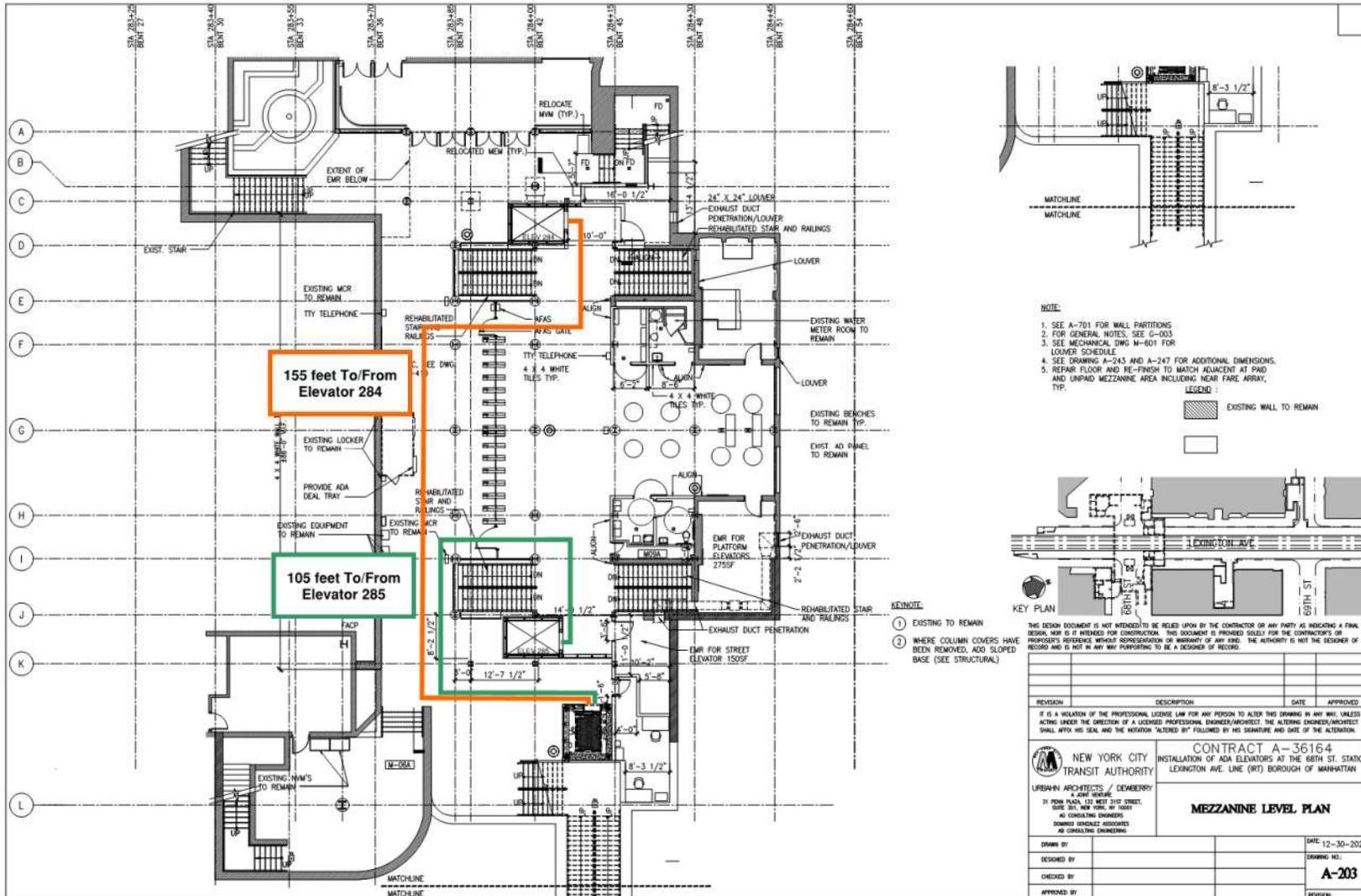
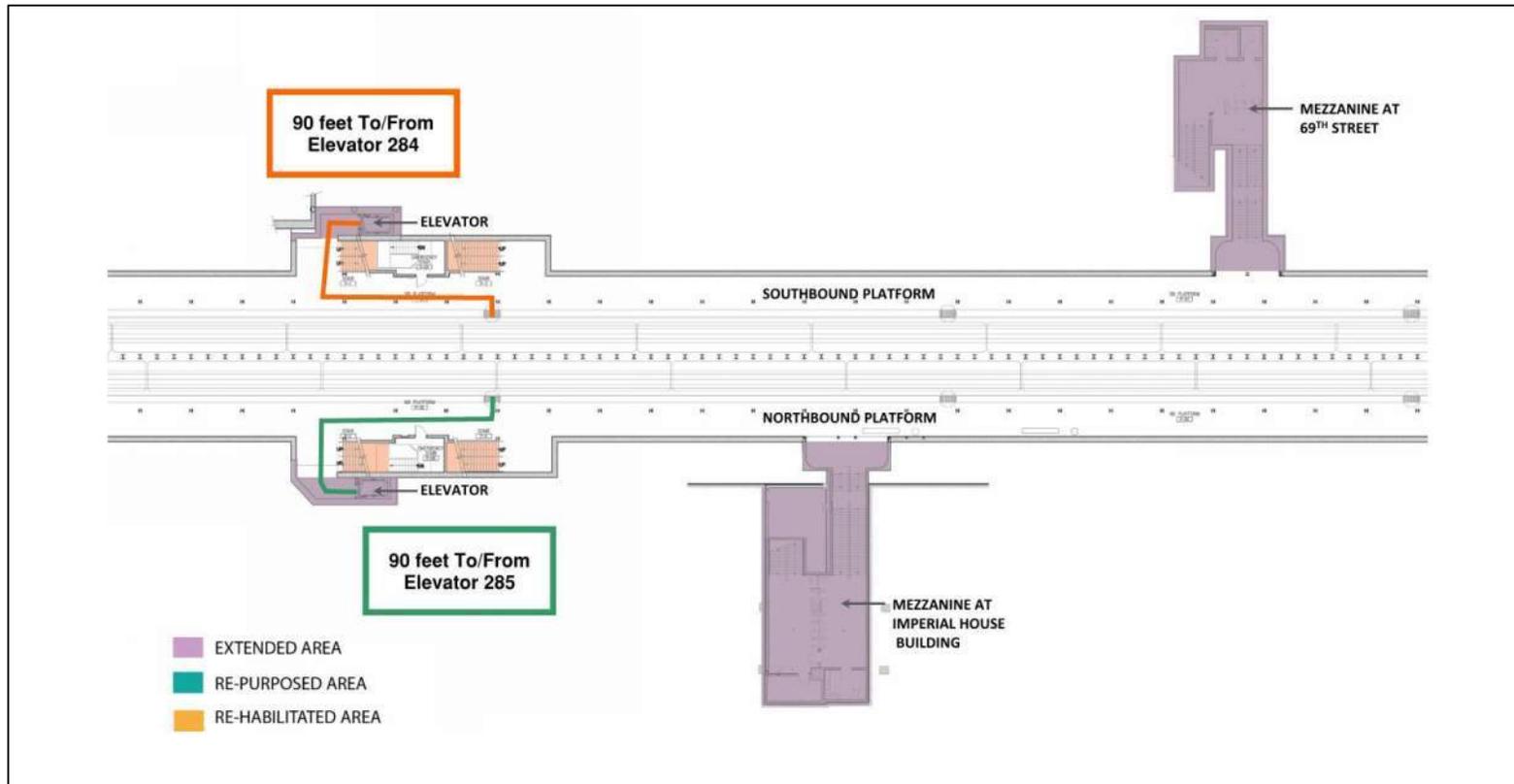


Figure 6- Proposed Condition Platform Level Plan with Path of Travel



Source: 2016 EA