

Public Notice:

Parkchester Station, Installation of ADA (Americans with Disabilities Act) Elevators, Bronx MTA Construction & Development Contract # A-37139

Public Notification of the land use for the ADA Elevator installation at the Parkchester Station in accordance with 23 CFR 774.17 governing the Section 4(f) de minimis impact determination

Description of Parkchester Station in the Bronx

The Parkchester Station of the IRT, Pelham Ave Line was opened on May 30, 1920. It is an above ground New York City Subway station complex serving the Pelham IRT Line (6 train). The Parkchester Station is located in the Hugh J. Grant Circle at the convergence of Westchester Avenue, Virginia Avenue, Metropolitan Avenue, and the Cross Bronx Expressway. Hugh J. Grant Circle is managed by NYC Parks. It consists of property located on either side of the existing elevated structure of the Pelham Line and the Parkchester Street Station headhouse.

The purpose of the project is to bring the station into compliance with the Americans with Disabilities Act (ADA) by installing two vertical lift elevators to provide ADA accessibility between the street-level station entrance to the elevated passenger boarding platforms above.

Impact of Project to a Section 4(f) Resource

The Parkchester Station ADA work will necessitate the use of a portion of Hugh J Grant Circle - a public space managed by the New York City Department of Parks & Recreation (NYC Parks), located above the underground station, which is considered a Section 4(f) resource. Section 4(f) of the U.S. Department of Transportation Act of 1966 states that projects that receive funding or require approval by an agency of the U.S. DOT cannot consider use of land from a significant publicly owned park, recreation area, wildlife or waterfowl refuge, or any significant historic site for transportation project development unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land; and
- The action includes all possible planning to minimize harm to the property resulting from use; or
- The use of the Section 4(f) property, including any measures(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) will have a de minimis impact, as defined in 23 CFR § 774.17, on the property.

A *de minimis* impact involves the use of Section 4(f) property that is generally minor in nature. A de minimis impact is one that—after taking into account avoidance, minimization, mitigation, and enhancement measures that are committed to by the applicant—results in no adverse effect to the activities, features, or attributes qualifying a park for protection under Section 4(f).

The Parkchester Street Station ADA Improvement Project, involves the temporary use and the permanent use of property within the NYC Parks managed Hugh J. Grant Circle, a public place protected under Section 4(f). The project involves the expansion of the permanent structure into Hugh J. Grant Circle within paved area located directly under the existing station and tracks overhead, and requires temporary use of additional property within Hugh J. Grant Circle, immediately surrounding the permanent structure to facilitate construction. The project would require the relocation of three existing bicycle racks in order to accommodate the station headhouse expansion but would not affect any other park/transportation amenities or vegetation.

Construction of the project would require temporary encroachment onto NYC Parks-managed property during construction, resulting in temporary use of the property immediately surrounding the area for the proposed permanent structure, extending approximately five feet into Hugh J. Grant Circle. This temporary use area would comprise approximately 65 square feet (sf) to the north of the station headhouse expansion, and 150 sf to the south of the station headhouse expansion. Construction activities would involve the installation of a construction safety fence around the perimeter of this area. The fencing would temporarily redirect pedestrian access from portions of Park property directly adjacent to the existing station headhouse, though it would not result in permanent changes to any vegetation, park amenities, or interfere with the public use of Hugh J. Grant Circle. Construction activity would not permanently alter or affect the Hugh J. Grant Circle, and all areas of paver-constructed walkway disturbed during construction would be replaced in kind in coordination with NYC Parks.

During construction, best management practices would be used to limit temporary impacts. This includes a maintenance and protection of traffic plan to maintain pedestrian flows using a detour around the work zone, and measures to manage noise and dust. Upon completion of the project, MTA C&D will restore the site to its original condition in accordance with NYC Parks' standards and requirements. Paved surfaces and green areas will be restored to NYC Parks' specifications. Construction activities would be confined within barricaded work zones, and pedestrian walkways within and surrounding the Hugh J. Grant Circle would be protected and maintained throughout construction, providing safe and continuous access to the Hugh J. Grant Circle park and Parkchester Station.

MTA C&D will provide the community with advance notice of the detour through various media such as the MTA website, local newspapers and project site postings.

Please send us your comments.

Based on the aforementioned information, which involves the use of a small area of park space for ADA Elevator installation, MTA C&D invites you to submit comments. Comments will be accepted through December 20, 2022.

Please send all comments to:

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