

CHAPTER 12: GROWTH INDUCING IMPACTS

The purpose of this Chapter is to determine the potential for the proposed water supply shaft, Shaft 33B, to induce development activity that otherwise would not occur. In sum, it is not expected that growth would be induced by the construction and operation of Shaft 33B, which is being constructed as the last component of a long term program intended to provide water supply redundancy and improved delivery capability in Manhattan. By adding a new water distribution system element in the northern part of East Midtown, Shaft 33B would improve water pressure reliability and water supply delivery capability in the area it would serve.

City Tunnel No. 3 is specifically intended to provide water supply redundancy. The primary reasons for constructing City Tunnel No. 3 are to permit inspection and rehabilitation of City Tunnels No. 1 and 2, which must be taken out of service and drained of water to allow inspection; provide water delivery alternatives to the City in the event of disruption in Tunnel No. 1 or 2; and improve overall water supply delivery services and provide reliable and secure conveyance mechanisms for future City residents. With water supply from City Tunnel No. 3 in place, there would be no service disruptions or dramatic changes in pressure when City Tunnel No. 1 is taken off-line for inspection and repair. As such, City Tunnel No. 3 does not represent a “new” source of water supply for New York City.

The proposed Shaft 33B would be a critical component of the City’s water supply distribution system. It is needed to deliver water from the new City Tunnel No. 3, which is currently being constructed in Manhattan, to the local water distribution system in the northern part of East Midtown. By adding a new water distribution system element in this neighborhood, Shaft 33B would improve water pressure reliability and water supply delivery in the area it would serve. It would also meet the City’s goal of providing water supply redundancy in this area. Locating Shaft 33B in the northeastern portion of the Middle Intermediate Pressure Zone (MIPZ) would improve water pressure reliability in the MIPZ. By providing two Shafts in the MIPZ, it would also provide redundancy within the pressure zone in the event that the other Shaft, Shaft 32B, must be taken out of service. Shaft 33B would similarly improve redundancy in the Northern Intermediate Pressure Zone, which would also have two Shafts connected to City Tunnel No. 3 once Shaft 33B is complete.

The proposed project is not expected to alter regional growth patterns, impact residential settlement patterns, or affect the growth in employment centers. In New York City, forces underlying growth in regional and local population and employment are composed of many economic and marketplace factors that evolve outside of the infrastructure system characteristics. Demands on infrastructure systems are a result of, not a stimulus for, service area growth. Moreover, in heavily developed areas, such as the project’s service area, such growth can occur regardless of new construction activity through changes in household size or amount of office square footage per employee. When new development is proposed, both public and private development decisions are governed primarily by economic, financial, and site-specific considerations within the real estate marketplace (primarily related to supply and demand—i.e., land availability, affordability, and population growth). Residential and commercial growth in the Shaft 33B service area is affected, to a considerable extent, by public policy initiatives, including funding and public subsidies, and plans that are implemented by various federal, state,

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and City agencies. Therefore, the proposed construction and operation of Shaft 33B is not expected to induce development within the project's service area.

Once the shaft has been constructed and brought online, it will operate unmanned, 24 hours a day, seven days a week. New York City Department of Environmental Protection personnel will routinely visit the site several times a week for inspection and maintenance activities. As a result, operation of Shaft 33B would not be expected to generate significant secondary or induced effects.

