

## 5.2 LAND USE AND COMMUNITY FACILITIES, ZONING, AND PUBLIC POLICY

### 5.2.1 Introduction

This Section considers the potential for activities associated with the construction of new water mains required for Shaft 33B to result in conflicts with nearby land uses and community facilities, zoning, or public policy. As described in Section 5.1, because the design of the water main connections has not yet been initiated, three possible water main connection routes and several alternative construction scenarios are evaluated in this EIS. The Study Area for the land use evaluation of these water main connections is the area within 400 feet of the potential water main routes.

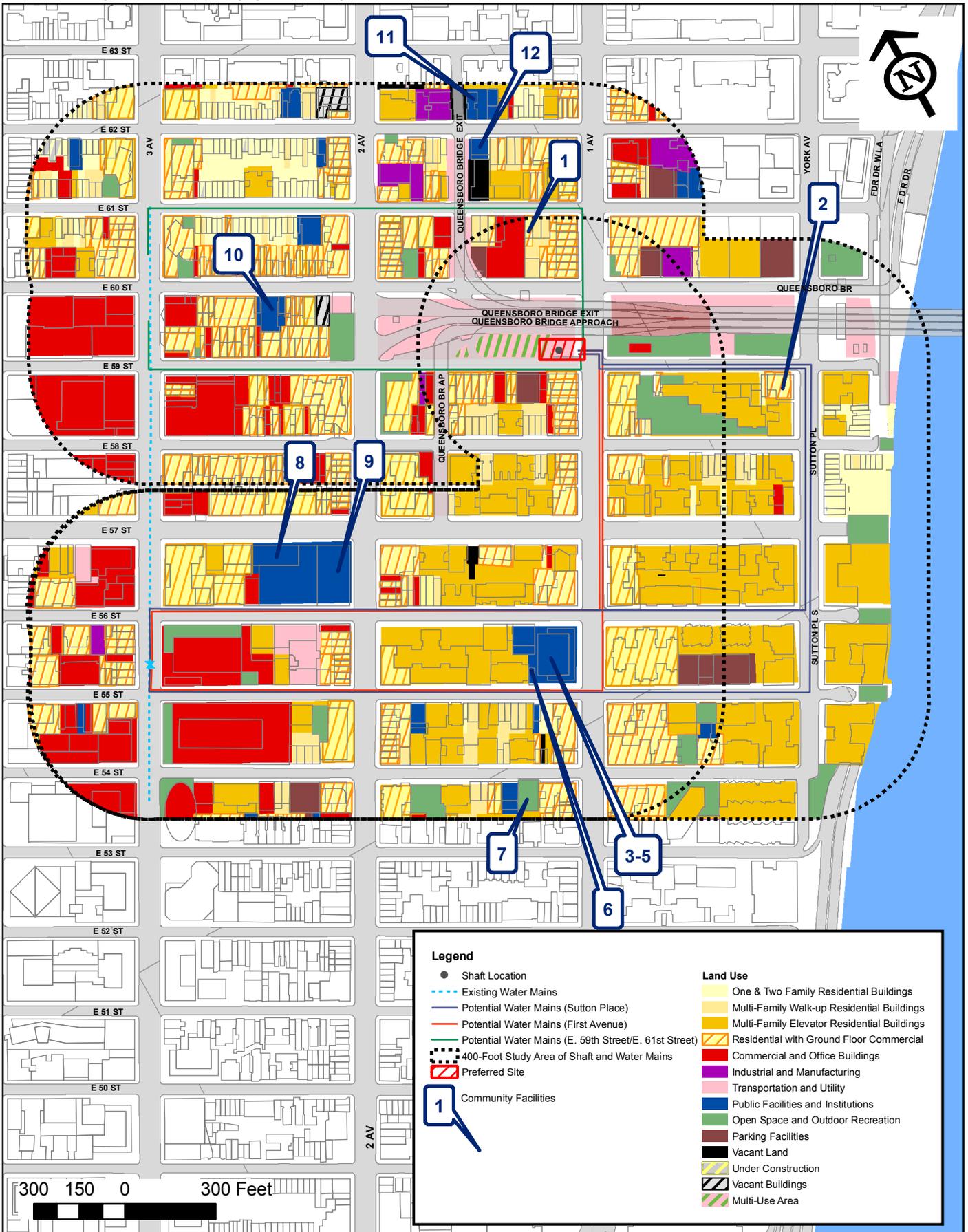
### 5.2.2 Existing Conditions

#### Land Use

##### *First Avenue Route*

The water main connections Study Area is a predominantly residential area, fully developed with predominantly mid- to high-rise apartment buildings (Figure 5.2-1). First and Second Avenues are developed with blocks of high-rise apartment buildings interspersed with other blocks of 5- to 6-story walk-up type apartment buildings and several small commercial buildings. Along both avenues, the buildings have ground-floor retail space with retailers that serve the immediate neighborhood. Two large institutional uses are also present: the 20-story Terence Cardinal Cooke building on the west side of First Avenue between E. 55<sup>th</sup> and E. 56<sup>th</sup> Streets, which houses the New York Catholic Center, the Cathedral High School, and the Church of St. John the Evangelist; and the E. 57<sup>th</sup> Street Educational Campus, on Second Avenue between E. 56<sup>th</sup> and E. 57<sup>th</sup> Streets, which houses the High School of Art and Design and P.S. 59M, an elementary school.

The cross streets between First and Second Avenues are also lined with a mix of walk-up and mid-rise apartment buildings. E. 57<sup>th</sup> Street, which is a wide, two-way cross-town street, has tall residential buildings with some ground-floor commercial uses and fully commercial uses between First and Second Avenues. As described in Section 4.2 (“Land Use and Community Facilities, Zoning, and Public Policy”) in Chapter 4 (“Preferred Shaft Site”), E. 59<sup>th</sup> Street between First and Second Avenues is developed with 5- to 6-story walk-ups with ground-floor commercial uses as well as several entirely commercial buildings. The other side streets in the Study Area have lower to medium-density residential buildings without retail space. The blocks of E. 55<sup>th</sup> and E. 56<sup>th</sup> Streets between First and Second Avenues, along the potential water main connections route, are occupied by the Catholic Center and school, a large high-rise apartment building on Second Avenue, and two mid-rise apartment buildings.



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**NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3  
STAGE 2 - MANHATTAN LEG  
WATER MAIN CONNECTIONS  
LAND USE**

**FIGURE 5.2-1**

Third Avenue in the Study Area is part of the northern end of the East Midtown commercial district, and as such is lined with a mix of high-rise office buildings and residential buildings. Ground-floor retail uses that serve the daytime office district are common in this part of the Study Area. The large office building on Third Avenue between E. 54<sup>th</sup> and E. 55<sup>th</sup> Streets (909 Third Avenue) is also home to a U.S. Post Office; the post office's busy loading dock is on E. 55<sup>th</sup> Street in that building. In addition, the west side of Third Avenue between E. 55<sup>th</sup> and E. 56<sup>th</sup> Street has lower, 5- to 6-story walk-up type residential and commercial buildings, also with ground-floor retail uses. Several of the office buildings on the east side of Third Avenue have wide sidewalk areas that serve as urban plazas for office workers (see Section 5.3, "Open Space" for more information).

#### *Sutton Place Route*

As shown on Figure 5.2-1, Sutton Place in the Study Area is entirely residential, occupied by mid-rise apartment buildings as well as a small group of low-rise townhouses close to E. 57<sup>th</sup> Street. The side streets between Sutton Place and First Avenue are also almost entirely residential, with very limited commercial uses. E. 59<sup>th</sup> Street, alongside the Queensboro Bridge (Bridge), is the exception to that pattern. It has high-rise residential uses on the south; the commercial spaces at Bridgemarket and the open spaces of the plaza at Bridgemarket and the Queensboro Oval, beneath the Queensboro Bridge, occupy the north side. The northeast corner of Sutton Place and E. 59<sup>th</sup> Street, also beneath the Queensboro Bridge, is occupied by a transportation/utility use. The blocks of E. 55<sup>th</sup> and E. 56<sup>th</sup> Streets between Sutton Place and First Avenue are lined with mid- and high-rise apartment buildings; in the courtyards behind those buildings, private open spaces serve the building's residences. Those courtyards open onto E. 55<sup>th</sup> and E. 56<sup>th</sup> Streets through iron fences. In addition, a one-story parking garage topped by a private tennis facility occupies much of the north side of E. 55<sup>th</sup> Street. As described in Section 5.3, "Open Space," the side streets end at open spaces overlooking the East River.

#### *E. 59<sup>th</sup> Street / E. 61<sup>st</sup> Street Route*

Land uses within 400 feet of the E. 59<sup>th</sup> Street/East 61<sup>st</sup> Street route are also primarily residential, with retail or commercial uses located on the ground floor. Mid- to high-rise apartment buildings are generally located along the avenues, and low-rise (three to five stories) walk-up apartments are located along the east-west streets. Low-rise one- and two-family residential buildings without ground-floor retail uses are located in the northwest portion of the Study Area, along E. 61<sup>st</sup> and E. 62<sup>nd</sup> Streets west of Second Avenue.

The eastern portion of the Study Area is dominated by the two-level Queensboro Bridge and associated ramps leading to and from the Bridge deck, in the center of the study area, south of East 60<sup>th</sup> Street. The Queensboro Bridge approach and exit roadways bisect the blocks located between First and Second Avenues between E. 57<sup>th</sup> and E. 63<sup>rd</sup> Street. Several commercial loft and industrial buildings, including a 14-story storage facility, as well as parking garages, are located in the eastern portion of the Study Area, generally within two blocks of the Queensboro Bridge. Also in this area, the Mount Vernon Hotel Museum and Garden occupies a historic house on E. 61<sup>st</sup> Street between First and York Avenues. The western portion of the Study Area,

along Lexington and Third Avenues and south of E. 60<sup>th</sup> Street, contains several large-scale commercial uses, including Bloomingdale's, which occupies the full block between E. 59<sup>th</sup> and E. 60<sup>th</sup> Streets, and a recently constructed high-rise office and residential building on the full block between E. 58<sup>th</sup> and E. 59<sup>th</sup> Streets with a ground-floor Home Depot store.

Along Third Avenue, ground-floor retail uses south of E. 60<sup>th</sup> Street serve the daytime office district and the larger metropolitan area, while ground-floor retail uses north of E. 60<sup>th</sup> Street generally serve the surrounding residential neighborhood. Throughout the Study Area, ground-floor retail and commercial uses are concentrated on the avenues, with limited presence on the side streets. However, E. 58<sup>th</sup>, E. 59<sup>th</sup>, and E. 60<sup>th</sup> Streets are exceptions to this pattern and are lined with retail and commercial spaces. The Study Area has a notable concentration of antiques and specialty home, furniture, and design stores. Ground-floor retail uses of this type are predominantly located along E. 60<sup>th</sup> Street between Second and Third Avenues, along E. 59<sup>th</sup> Street between First and Third Avenues, and along the west side of Second Avenue, south of E. 59<sup>th</sup> Street.

As described in Section 5.3, "Open Space," publicly accessible open spaces located within the Study Area include the plaza at Bridgemarket and Tramway Plaza, a landscaped plaza on the west side of Second Avenue between E. 58<sup>th</sup> and E. 59<sup>th</sup> Streets. In addition, several high-rise office and residential buildings within the Study Area contain publicly accessible courtyards or landscaped plazas, many of which provide seating and other amenities.

### **Community Facilities**

The Study Area includes several community facilities consistent with its residential nature (Figure 5.2-1 and Table 5.2-1). As indicated in Table 5.2-1, these include the two high schools and the elementary school described above, and four pre-schools—one on E. 61<sup>st</sup> Street between First and Second Avenues, one on E. 62<sup>nd</sup> Street between First and Second Avenues, one adjacent to the New York Catholic Center on E. 55<sup>th</sup> Street close to Second Avenue, and one on the corner of E. 59<sup>th</sup> Street and Sutton Place. The other community facilities in the Study Area are the 54<sup>th</sup> Street Recreation Center, between First and Second Avenues which provides after-school programs and other programmed activities, two food pantries in the New York Catholic Center and another in the All Saints Episcopal Church, and the Karen Horney Clinic, a mental health clinic.

As described in Section 4.2 of Chapter 4, public safety in the Study Area is provided by Precincts 17 and 19 of the New York Police Department (NYPD). The boundaries of Precinct 17 correspond to the boundaries of Community District 6 (extending from E. 14<sup>th</sup> Street to E. 59<sup>th</sup> Street generally east of Lexington Avenue) and the boundaries of Precinct 19 correspond to the boundaries of Community District 8 (from E. 59<sup>th</sup> Street to E. 96<sup>th</sup> Street east of Central Park). The Fire Department of New York City (FDNY) provides fire protection for the Study Area through its firehouses at 165 E. 51<sup>st</sup> Street (Engine 8 Ladder 2 Battalion 8) and 147 E. 67<sup>th</sup> Street (Engine 39 Ladder 16).

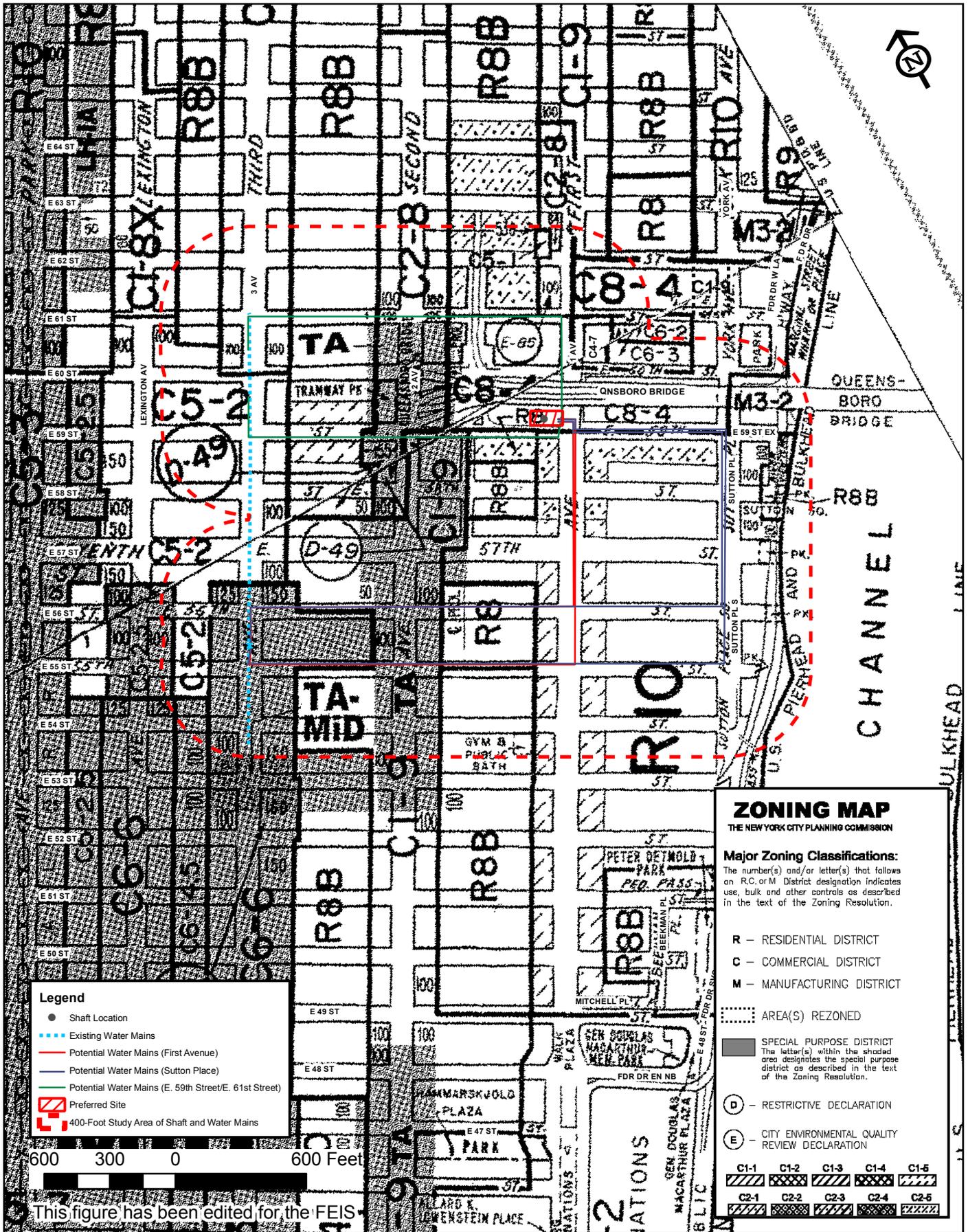
**Table 5.2-1  
Community Facilities in the Study Area**

Map No.	Community Facility / Location	Study Area Location		
		First Avenue Route	Sutton Place Route	E. 59 <sup>th</sup> / E. 61 <sup>st</sup> Street Route
1	Renamin of Manhattan pre-school 336 E. 61 <sup>st</sup> Street, between First and Second Avenues	Yes	Yes	Yes*
2	Gardenhouse School of NY pre-school 40 Sutton Place, at E. 59 <sup>th</sup> Street	—	Yes*	—
3	Cathedral High School 350 E. 56 <sup>th</sup> Street, at Second Avenue	Yes*	Yes*	—
4	St. Charles Borromeo Church Food Pantry 1011 First Avenue, between E. 55 <sup>th</sup> and E. 56 <sup>th</sup> Streets	Yes*	Yes*	—
5	Washington Heights Ecumenical Food Pantry 1011 First Avenue, between E. 55 <sup>th</sup> and E. 56 <sup>th</sup> Streets	Yes*	Yes*	—
6	Montessori School (pre-school) 347 E. 55 <sup>th</sup> Street, between First and Second Avenues	Yes*	Yes*	—
7	54 <sup>th</sup> Street Recreation Center 342 E. 54 <sup>th</sup> Street, between First and Second Avenues	Yes	Yes	—
8	P.S. 59 Beekman Hill International School 228 E. 57 <sup>th</sup> Street, between Second and Third Avenues	Yes	Yes	—
9	High School for Art and Design 1075 Second Avenue, between E. 56 <sup>th</sup> and E. 57 <sup>th</sup> Streets	Yes*	Yes*	—
10	All Saints Episcopal Church Food Pantry 230 E. 60 <sup>th</sup> Street, between Second and Third Avenues	—	—	Yes
11	Karen Horney Clinic 329 E. 62 <sup>nd</sup> Street, between First and Second Avenues	—	—	Yes
12	Manhattan Center for Early Learning Manhattan Center for Early Intervention 328 E. 62 <sup>nd</sup> Street, between First and Second Avenues	—	—	Yes

**Note:** \* Asterisk indicates facility is adjacent to potential water main route.  
**Sources:** NYCDP PLUTO database; *Selected Facilities and Program Sites in New York City, 2002-2005*, Community Boards 6 and 8.

### Zoning and Public Policy

Zoning districts in the Study Area are listed in Table 5.2-2 and shown in Figure 5.2-2. As shown in the figure, most of the Study Area is zoned for high-density commercial or residential use. A large R10 district is mapped along First Avenue and Sutton Place and the blocks between those two avenues. Between First and Second Avenues, the Study Area includes some medium-density (R8B) residential districts. Second Avenue and the portion of the Study Area to the west of Second Avenue are mapped with high-bulk commercial uses. Much of this commercial portion of the Study Area is also located in the Midtown Special District, which allows high-density



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NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3  
STAGE 2 - MANHATTAN LEG  
WATER MAIN CONNECTIONS  
ZONING

FIGURE 5.2-2

**CHAPTER 5: WATER MAIN CONNECTIONS**  
**5.2 LAND USE AND COMMUNITY FACILITIES, ZONING, AND PUBLIC POLICY**

**Table 5.2-2**  
**Zoning Districts in the Study Area**

<b>Zoning District</b>		<b>Permitted Uses</b>
<i>Residential Districts</i>		
R8B	General Contextual Residential District	Medium-density residential and community facility uses with a maximum FAR of 4.0, except in Community District 8, where community facilities can be developed to an FAR of 5.1.
R8	General Residential District	Medium-density residential and community facility uses with a maximum FAR of 6.02.
R10	General Residence District	High-density residential and community facility uses with a maximum FAR of 10.0 (12.0 with bonus).
<i>Commercial Districts</i>		
C1-5 Overlay	Local Shopping and Services	Wide range of retail stores and personal service establishments for local shopping, to a maximum FAR of 2.0; residential and community facility uses according to underlying zoning.
C1-9	Local Shopping and Services	Wide range of retail stores and personal service establishments for local shopping, to a maximum FAR of 2.0. Residential and community facility uses at an R10 equivalent.
C2-5 Overlay	Local Shopping and Services	Wide range of local service establishments to a maximum FAR of 2.0; residential and community facility uses according to underlying zoning.
C2-8	Local Shopping and Services with Residential Uses	Wide range of local retail and service establishments intended to serve a wider neighborhood, to a maximum FAR of 2.0. Residential and community facility uses at an R10 equivalent.
C4-7	General Commercial District	Major commercial uses outside of the central business district, including shopping centers and high-bulk offices. Maximum FAR of 10.0 (12.0 with bonus). High-density residential and community facility uses at an R10 equivalent (10.0 FAR or 12.0 with bonus).
C5-1	Restricted Central Commercial District	Retail uses that serve the metropolitan region; a low bulk commercial district with a maximum FAR of 4.0 for commercial uses and 10.0 FAR (12.0 with bonus) for residential and community facility uses.
C5-2	Restricted Central Commercial District	Medium bulk retail and commercial uses that serve the metropolitan region; commercial and residential FAR of 10.0 (12.0 with bonus)
C6-2	General Commercial District	Full range of commercial uses requiring a central location, with a maximum FAR of 6.0 (up to 7.2 with bonus). Residential and community facilities at an R8 equivalent (6.02 FAR).
C6-3	General Central Commercial District	Full range of commercial uses requiring a central location maximum FAR of 6.0 (up to 7.2 with bonus). Residential and community facilities at an R9 equivalent (7.52 FAR).
C6-6	General Central Commercial District	High bulk office district, with commercial FAR of 15.0 (up to 18.0 with bonus); residential FAR of 10.0.
C8-4	General Service District	Warehouses, automotive service establishments, other commercial uses; maximum FAR of 5.0.
<i>Manufacturing Districts</i>		
M3-2	Heavy manufacturing	Heavy industries that generate noise, traffic, and pollutants; maximum FAR of 2.0.
<i>Special Purpose Districts</i>		
TA	Transit Land Use District	Preserves easements for future Second Avenue Subway.
Mid	Midtown District	Intended to guide development in Midtown Manhattan, allowing high commercial densities but mandating provision of urban design features, such as continuity of streetwall and retail uses and provision of on-site pedestrian circulation spaces.
<b>SOURCES:</b> Zoning Resolution of the City of New York; <i>Zoning Handbook</i> , NYCDP, July 1990.		

commercial development but requires provision of certain urban design amenities, such as off-street pedestrian spaces, and encourages the provision of urban “bonus” plazas.<sup>1</sup> As described earlier in Section 4.2, “Land Use and Community Facilities, Zoning and Public Policy,” in Chapter 4, “Preferred Shaft Site,” the portion of the Study Area north of E. 59<sup>th</sup> Street is mapped with a mix of high-density commercial zoning districts and a large C8-4 General Service commercial district that is mapped surrounding the Queensboro Bridge. A heavy manufacturing district is mapped under the Queensboro Bridge along the East River.

In terms of public policy, the eastern portion of the Study Area, including Sutton Place and York Avenue and the blocks to the east of those roadways, is located within the City’s designated Coastal Zone. Within this area, the City’s Coastal Zone policies, intended to protect against flooding and erosion and to preserve scenic views, apply.

Sutton Place and E. 55<sup>th</sup> Street between Sutton Place and Second Avenue are both designated as a “Greenway,” with signs indicating they are part of the Manhattan Waterfront Greenway system. The Manhattan Waterfront Greenway is a 32-mile route that circumnavigates the island of Manhattan. While much of the Greenway consists of off-street paths through parks, some Greenway-connectors run on-street where waterfront access is not currently possible. The map of the Greenway system show both Sutton Place and E. 55<sup>th</sup> Street as “high traffic volume links.”<sup>2</sup> These links are considered temporary, until off-street waterfront links can be created in this area.

No other public policies are currently in place in the Study Area. As described in Section 4.2 of Chapter 4, both Community Board 6 and Community Board 8 have prepared 197-a plans for review by the New York City Department of City Planning. If those plans are enacted, they will become guidance documents for future City actions and public policy in the Study Area. The 197-a plans are discussed below in the evaluation of future conditions both with and without the project.

### **5.2.3 Future Conditions Without the Project**

#### **Land Use and Community Facilities**

In the Future Without the Project, several development projects are anticipated in the Study Area. These include the development of a new Ronald McDonald House and Rockefeller University dormitory on E. 60<sup>th</sup> Street between First and York Avenues, described in Section 4.2 of Chapter 4. As also described in that Section, an additional development is also anticipated—although no specific plan is currently proposed and a rezoning has not been approved—for the eastern end of that block on York Avenue between E. 60<sup>th</sup> and E. 61<sup>st</sup> Streets. In addition, other

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<sup>1</sup> “Bonus” plazas are publicly accessible plazas provided on private property that were created to obtain additional development rights for the adjacent building. The Zoning Resolution of the City of New York sets forth the rules for bonus plazas, including the hours when they must be accessible to the public.

<sup>2</sup> Source: Manhattan Waterfront Greenway Map, available at [www.nyc.gov/html/edc/pdf/greenway\\_mapside.pdf](http://www.nyc.gov/html/edc/pdf/greenway_mapside.pdf). More information on the Greenway is available at the Department of City Planning’s website at [www.nyc.gov/html/dcp/html/mwg/mwghome.shtml](http://www.nyc.gov/html/dcp/html/mwg/mwghome.shtml).

development projects are currently under way or are in the planning stages in the water main connections Study Area. These include four new residential buildings currently under construction on E. 57<sup>th</sup> Street at 207 E. 57<sup>th</sup> Street, 220 E. 57<sup>th</sup> Street, 330 E. 57<sup>th</sup> Street, and 415 E. 57<sup>th</sup> Street, with approximately 130 apartments in total; a new 45-unit building currently under construction on First Avenue between E. 61<sup>st</sup> and E. 62<sup>nd</sup> Streets; and a new residential building for priests on E. 61<sup>st</sup> Street between First and Second Avenues. In addition, the Sutton Hotel (330 E. 56<sup>th</sup> Street, between First and Second Avenues) is currently being converted to approximately 76 apartments. These developments will be consistent with and reinforce the already residential nature of the Study Area. No changes are anticipated to any of the community facilities in the Study Area in the Future Without the Project.

In addition, several infrastructure improvements projects are also under way in the Study Area. As described in Section 4.2, the Queensboro Bridge is currently undergoing reconstruction and rehabilitation, anticipated for completion in 2009. Reconstruction of the FDR Drive is also under way, and is scheduled for completion in 2008.

Another potential development project is also planned to occur in the Study Area in the Future Without the Project. The New York City Department of Education, through its Educational Construction Fund, is seeking potential developers for approximately 541,000 square feet of air rights above the buildings that together form the E. 57<sup>th</sup> Street Educational Campus. If it proceeds, this project is expected to consist of demolition of the existing buildings and construction of a new campus with a new, enlarged elementary school, a new high school, and a high-rise residential tower above. Construction could begin in 2009 and is expected to be phased, with the younger students relocated to another site to allow demolition of the elementary school and construction on that site of the new high school first; once the high school students have moved into their new facility, then demolition and construction would proceed on that portion of the site.<sup>3</sup>

### **Zoning and Public Policy**

As described in Section 4.2, a possible rezoning action is anticipated for the west side of York Avenue between E. 60<sup>th</sup> and E. 61<sup>st</sup> Streets in the Future Without the Project. Otherwise, no future zoning changes are currently anticipated in the Study Area.

The 197-a plans prepared by Community Boards 6 and 8 may be adopted in the Future Without the Project. As described in more detail in Section 4.2, these plans are subject to an extensive review, which may include revisions, before they can be approved or disapproved. If approved, the planning principles they propose are intended to guide land use decisions in the future. The plan proposed by Community Board 8, described in more detail in Section 4.2, recommends open space improvements near the Queensboro Bridge and FDR Drive. The plan proposed by Community Board 6 recommends changes along the waterfront throughout the Community

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<sup>3</sup> Source: Telephone conversation with Jamie Smarr, Executive Director, New York City Educational Construction Fund, January 3, 2006.

District, including increasing the amount of open space along the FDR Drive and providing more and improved access to the waterfront.

#### **5.2.4 Future Conditions With the Project**

##### **Construction**

As described in Section 5.1, “Project Description,” construction of the new water main connections from the preferred Shaft Site via the First Avenue route is expected to occur over an approximately 41-month period (including the black-out dates for holiday periods when no construction would occur). Construction work for the Sutton Place route is estimated at 51 months, and construction work for the E. 59<sup>th</sup> Street/E. 61<sup>st</sup> Street route is estimated at 31 months. All construction work would occur in the street and, in some construction scenarios, the sidewalk. Cut-and-cover construction work would proceed one block at a time in a sequenced fashion. Work would last approximately 10 to 12 weeks per block and 10 to 12 weeks per intersection. Construction work would be noisy and disruptive at times, and the related traffic delays would also be disruptive to surrounding land uses. Section 5.9 of this Chapter presents the effects of water main construction on traffic; Section 5.10 describes effects to pedestrian conditions; Section 5.11 describes the effects on air quality, and Section 5.12 evaluates noise associated with construction.

##### *Land Use and Community Facilities*

The future construction work in the street and sidewalk would not change land uses at any location in the Study Area. However, when construction work is under way for the new water main connections on a particular block, construction work would likely be disruptive to surrounding land uses. As described in Section 5.1, construction work would typically occur during the daytime, but work could also potentially occur during an evening shift (from 3:00 p.m. to 11:00 p.m.) if NYCDOT Office of Construction Mitigation and Coordination (OCMC) deems evening construction to be necessary to avoid severe traffic tie-ups. It is also possible NYCDOT may require weekend work or water main construction during the overnight shift (11:00 p.m. to 7:00 a.m.). Given the residential nature of the surrounding area, it is not anticipated that OCMC would request overnight work, but it is possible.

Daytime construction work for the water mains could be disruptive to nearby residences, nearby institutional uses (including the high schools, elementary schools, and nursery schools in the Study Area), and commercial uses. Disruptions would be most noticeable at land uses immediately adjacent to the construction activity. Work in the evenings, at night, and on the weekends would be particularly disruptive to the surrounding residences. Disruptions would include dust and emissions from construction equipment, and potential temporary adverse traffic and noise impacts; these disruptions are discussed in more detail in Sections 5.9, 5.11, and 5.12. The traffic delays would depend on the particular construction scenario and water main route, but would typically occur for several blocks surrounding the construction zone. The delayed traffic in turn would be disruptive to nearby land uses.

In all scenarios, access to residences and businesses would be maintained using a variety of methods throughout the construction process. Vehicular access could be affected for very short periods (typically less than a week) as the water mains are constructed in front of garage entrances and driveways, but would be restored as quickly as possible. Residents and commercial facilities would be informed in advance of the access disruption in accordance with established procedures for community coordination for this type of work. Emergency access, pedestrian walkways, and access to building entrances would be maintained at all times. Curbside deliveries, drop-offs, and pick-ups at buildings adjacent to the construction work would be relocated to areas away from the construction, resulting in some inconvenience to the residents, businesses, and visitors of the affected buildings. Curbside parking would also be curtailed for the duration of the construction period on a given block. Moreover, those deliveries and other vehicle trips would be subject to delays on nearby roadways. Some construction scenarios would involve creating narrower sidewalks (for more information, see Section 5.10).

Throughout construction of the water main connections, the New York City Department of Design and Construction (NYCDDC) would employ an extensive community outreach program to keep the affected neighbors informed about construction activities. A Community Construction Liaison would be designated for the project and housed in the project's construction field office. The liaison would coordinate between the community, coordinating agencies, and the resident engineer in charge of the construction project. During this process, the Community Construction Liaison would maintain the following responsibilities:

- Attend meetings with the affected Community Board to inform them of upcoming work;
- Notify residences or businesses when access to their building may be temporarily affected;
- Work with affected business owners and NYCDOT to identify locations for truck access and loading and unloading when buildings are affected; and
- Post schedules throughout the community regarding progress of the project and anticipated future activities where possible.

As described in Section 5.1, the construction activities on a given block would be temporary, typically lasting 10 to 12 weeks. Following construction, all roadways and sidewalks would be restored. Because of the short duration of this disruption, the construction activity associated with the new water mains would not be anticipated to result in any change to land use or land use trends in the Study Area and no significant adverse land use impact is anticipated.

As described in Section 5.1, the timing of the construction of the water main connections is not known at this time. It is possible that construction of the water main connections may occur simultaneously with construction at the preferred Shaft Site. In this reasonable-worst case condition, construction could occur adjacent to the Shaft Site for several months at the same time that work is under way for Shaft 33B on the Shaft Site. (As noted in Table 5.1-5 in Section 5.1, using the First Avenue route, construction of water main segments between the preferred Shaft Site and E. 58<sup>th</sup> Street, or Segments 1 and 9, would last an estimated 32 weeks.) When this was occurring, construction disruption would be particularly noticeable in the immediate vicinity. Given the short duration of this potential overlap, no cumulative significant adverse land use

impact from construction at the preferred Shaft Site and construction of the water mains is anticipated.

Construction of the water mains could also occur at the same time as construction associated with certain of the proposed development projects in the surrounding area. Specifically, this would be most likely to occur if the water mains were constructed along the First Avenue or Sutton Place route, where they would pass the E. 57<sup>th</sup> Street Educational Campus. As noted above, construction may potentially occur at that campus beginning in 2009. Given the short duration of the potential overlap, no cumulative significant adverse land use impact from construction of the water mains adjacent to construction at the schools site would be anticipated (see also the discussion below under “Community Facilities”).

#### *Community Facilities*

Water main construction using any of the three routes analyzed in this EIS—the First Avenue route, the Sutton Place route, or the E. 59<sup>th</sup> Street/E. 61<sup>st</sup> Street route—would occur on some blocks that are adjacent to community facilities (see Table 5.2-1 above in the discussion of existing conditions). Access to these facilities would be maintained throughout construction, as described above. Construction work would not adversely affect the food pantries or the 54<sup>th</sup> Street Recreation Center, which are not particularly noise-sensitive uses. The other community facilities adjacent to potential construction routes are schools and pre-schools. At these locations, the noise associated with construction could be somewhat disruptive to the learning environment inside, but overall the duration of the pronounced noise level increases would be short-term and temporary, resulting in potential temporary adverse noise impacts.

If construction of the water mains occurs at the same time as construction at the E. 57<sup>th</sup> Street Educational Campus, this would increase the construction activities in the vicinity of the High School of Art and Design. As noted earlier, it is currently anticipated that if this project proceeds, the high school students would remain in their current building while demolition occurs on the adjacent elementary school on E. 57<sup>th</sup> Street. Once a new high school has been constructed in place of that elementary school, the students would be moved to that new facility, and construction would occur on the remainder of the site. In the context of this large-scale construction project in the immediate vicinity of the high school, the addition of water main construction for a short duration nearby could increase the noise levels at the school, but overall would not change the conclusions about the effects of water main construction near the school. The water main construction project would be carefully coordinated with construction at the school to avoid potential conflicts.

As described in Section 5.9, potential temporary adverse traffic impacts would be anticipated as a result of construction of the new water main connections on any of the routes analyzed in this EIS. Existing congestion in the area around the Queensboro Bridge could be worsened while construction of the water mains is under way, resulting in longer queues on the affected street. It is anticipated that emergency vehicles could maneuver around congested areas just as they do today. As detailed in Section 5.9, an aggressive mitigation plan will be in place to manage traffic congestion, in coordination with NYCDOT OCMC. All relevant City agencies, including

NYCDEP, NYCDDC, and NYCDOT, would coordinate during construction to determine appropriate actions to further alleviate congestion and improve traffic flow beyond the conditions described in this EIS. These measures will be implemented as part of a comprehensive traffic management plan to be developed for use during water main construction. In addition, as noted in the analyses of traffic later in this EIS, NYCDEP will fund the use of Traffic Enforcement Agents (TEAs) in an appropriate number as required to manage the traffic congestion caused by construction activities. With these measures in place, no potential significant adverse impact on provision of emergency services is anticipated.

#### *Zoning and Public Policy*

Construction activities required to upgrade the City's infrastructure is consistent with the zoning and public policy of the Study Area. Construction of the Sutton Place route, if it were to be selected, would be consistent with the City's Coastal Zone policies. Based on a review of the New York City Waterfront Revitalization Program Consistency Assessment Form (CAF), only two policies would be applicable to water main construction on Sutton Place. The CAF and a discussion of the applicable policies are provided in Appendix 2. NYCDDC would manage construction along Sutton Place in a manner that would be consistent with the City's Coastal Zone policies, including implementing appropriate soil erosion and sediment control measures to control stormwater runoff from the areas of construction. No additional paved surfaces would be created along the water main connections route since the street and sidewalk areas are currently paved.

Construction activities along Sutton Place and along E. 55<sup>th</sup> Street would also be consistent with those streets' designation as an on-street portion of the Manhattan Greenway. Bicycle and pedestrian access would not be curtailed during construction, and therefore the Greenway would not be adversely affected. Overall, therefore, no potential significant adverse impacts related to zoning or public policy are anticipated.

#### *Conclusions*

Construction of the water mains from the preferred Shaft Site along the First Avenue, Sutton Place, or E. 59<sup>th</sup> Street/E. 61<sup>st</sup> Street route would be disruptive to nearby land uses during the daytime and potentially the evening. Disruptions would include potential temporary adverse traffic and noise impacts that would result from construction activities. However, the extent of the duration would be temporary, with construction on any particular block lasting an estimated 12 weeks and construction at any particular intersection lasting an estimated 10 weeks. Access would be maintained to all buildings along the route at all times. Vehicular access could be affected for very short periods as the water mains are constructed in front of garage entrances and driveways and would be restored as quickly as possible. NYCDDC would employ an extensive community outreach program to keep affected businesses, residents, and neighbors informed about upcoming construction activities. Overall, given the temporary nature of the disruption, no potential significant adverse impacts on land use or community facilities are anticipated from the construction of Shaft 33B and its water main connections at the preferred Shaft Site. The construction work would be consistent with applicable zoning and public

policies, and therefore no potential significant adverse zoning or public policy impacts are anticipated.

If construction occurs simultaneously at the Shaft Site and for the water main connections, when this was occurring, construction disruption would be particularly noticeable in the immediate vicinity. Given the short duration of this potential overlap, no cumulative significant adverse land use impact from construction at the preferred Shaft Site and construction of the water mains is anticipated. Overall, construction associated with the Shaft Site and with the water main connections, when considered cumulatively, would not be anticipated to result in significant adverse impacts to land use, community facilities, zoning, or public policy.

### **Operation**

The new water main connections would be located completely below-ground beneath City streets and sidewalks, like other water mains in the Study Area and throughout New York City. They would provide drinking water and fire protection to surrounding residential, community facility, commercial, and manufacturing uses. Except for additional manholes and fire hydrants located at street levels, once operational, these mains would not be visible or otherwise evident in the Study Area. Zoning does not apply to the City's underground infrastructure. For these reasons, the water main connections would have no potential for adverse effect on land use, community facilities, zoning, or public policies.

