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**Notice of Final Scope of Work for the Proposed Shaft 33B to City Tunnel No. 3
Stage 2 -Manhattan Leg Draft Environmental Impact Statement and Responses
to Public Comments**

**Project: The Proposed Shaft 33B to City Tunnel No. 3, Stage 2 - Manhattan
Leg
CEQR No. 05DEP010M**

Acting as lead agency in the environmental review process, on April 8, 2005, the New York City Department of Environmental Protection (NYCDEP or Department) publicly distributed a Draft Scope of Work (DSOW) for the preparation of the Draft Environmental Impact Statement (Draft EIS) for the proposed Shaft 33B to City Tunnel No. 3, Stage 2 - Manhattan Leg in order to enable close examination of the potential for environmental impacts associated with construction of the shaft and to assess alternative sites for the proposed shaft.

NYCDEP is hereby issuing a Final Scope of Work (FSOW) for the Draft EIS. A public hearing was conducted on May 9, 2005 at the New York Blood Center located at 310 East 67th Street NY, NY to accept public comments on the DSOW. The formal closure of the public comment period was May 19, 2005, however, in order to accommodate the requests for additional time to review of the DSOW, NYCDEP accepted comments submitted via email and regular mail until July 6, 2005. The testimony and the written comments submitted on the DSOW have been reviewed and the DSOW has been adjusted to reflect these comments where appropriate. The FSOW and a Response to Comments document are attached. The Response to Comments document addresses relevant written comments and testimony submitted to the Department.

The NYCDEP is proposing to construct a water supply shaft, Shaft 33B, on the upper east side of Manhattan. NYCDEP has determined that the proposed Shaft 33B project is appropriate for analysis within the context of an Environmental Impact Statement (EIS) to permit the highest level of analysis and community involvement in the environmental review process. The preferred site for Shaft 33B is E. 59th Street and First Avenue, adjacent to the Queensboro Bridge.

The environmental review will be conducted pursuant to the State Environmental Quality Review Act (SEQRA) (Section 8-0113, Article 8 of the Environmental Conservation Law) and implementing regulations as set forth in 6NYCRR Part 617, the City Environmental Quality Review (CEQR) process as set forth in Executive Order 91 of 1977 and its amendments, and the State Environmental Review Process (SERP) as required for obtaining financing under the State Environmental Facilities Corporation's State Revolving Loan Fund Program.

PROJECT OVERVIEW

NYCDEP has performed a site screening process to evaluate potential Shaft 33B locations and identify a preferred location for Shaft 33B. A site at E. 59th Street and First Avenue (on the northwest corner of E. 59th Street in the sidewalk area) has been identified as the preferred site. NYCDEP proposes that Shaft 33B be located at E. 59th Street and First Avenue generally because based on a preliminary consideration of various issues, the advantages of this site are more attractive and the disadvantages are more manageable as compared with the other feasible sites.

As explained in detail in the attached FSO, each of the potential sites was first evaluated to determine whether construction of the Shaft would be feasible at that location. As a result of this process, four feasible locations that could possibly accommodate shaft construction were identified, these are: E. 54th Street and Second Avenue; E. 61st Street between First and Second Avenues; E. 59th Street and Second Avenue; and the preferred site at E. 59th Street and First Avenue. These four feasible sites were then examined to determine the potential advantages and disadvantages of Shaft construction at each location so that NYCDEP could identify a preferred site for Shaft 33B. The site at E. 59th Street and First Avenue has been identified as preferred site based on the comparative review of the potential advantages and disadvantages of the construction Shaft 33B at each feasible location. Generally, the study area where construction of Shaft 33B is necessary is characterized as a densely developed area. NYCDEP will collect the appropriate data and conduct the necessary assessments to allow for careful consideration of the alternative sites. NYCDEP will present the best and worst features of each site under consideration based on engineering and environmental factors to provide decision makers with an unbiased perspective of these issues.

The primary purpose of the Draft EIS is to provide a discussion of the potential environmental impacts associated with implementation of the proposed Shaft 33B project at the E. 59th Street and First Avenue site. The three feasible alternative sites identified above will be assessed at a level of detail that allows a comparative assessment of the alternatives.

PROJECT DESCRIPTION

NYCDEP is proposing to improve water supply capabilities and redundancy in the area of Midtown Manhattan by constructing a vertical water supply shaft, Shaft 33B, and associated trunk water mains to supply water from City Tunnel No. 3, Stage 2 - Manhattan Leg (City Tunnel No. 3) to the area of Manhattan roughly bounded by 10th Avenue to the west, the East River to the east, E. 54th Street to the north and E. 34th Street to the south. The preferred site for Shaft 33B is in the sidewalk area at E. 59th Street and First Avenue in Manhattan, adjacent to the New York City Department of Transportation (NYCDOT) Queensboro Bridge Engineer's office. The proposed Shaft 33B and associated water mains (the proposed project) are needed to provide redundant water supply service to this area so that City Tunnel No. 1, which was activated in 1917, can be inspected and rehabilitated. Once constructed, the Shaft would be an unmanned, underground facility capable of conveying water from City Tunnel No. 3 to the surface distribution system that serves Manhattan residents. The only permanent surface features of the proposed project include a 10-foot high by 14-inch diameter air vent which would be located on the sidewalk at curbside to provide air into the Shaft for maintenance workers and up to two standard (3-foot high by 6-inch diameter) hydrants which would be provided in the sidewalk or within the site.

Shaft construction would take approximately 52 months and would include an eight-month period for equipment procurement during which time the site would be secured and inactive. Following construction of the Shaft, the final phase of construction associated with the project would be the construction of the water mains from the Shaft Site to the existing trunk main distribution system.

Water main construction would take approximately 41 months. The overall construction period for the entire project would be an approximately five year period because for the beginning of the water main construction, both Shaft and water main construction would occur concurrently. The Shaft would consist of two major underground components: a cylindrical hole over 450 feet deep constructed primarily in the bedrock which contains the risers¹, covered by a distribution chamber² constructed in the soil.

Detailed design of Shaft 33B and the water main connections to the distribution system would occur following completion of the Draft EIS; conceptual design details will be presented in the Draft EIS to represent a reasonable worst-case design scenario for impact assessment. A more detailed project description is contained within the attached FSOW.

Additional copies of the FSOW can be obtained by contacting NYCDEP at the address listed below. The FSOW will also be available on the NYCDEP website at <http://www.nyc.gov/dep>.

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¹ The risers bring the water from City Tunnel No. 3 to the distribution chamber.

² A distribution chamber is a subsurface vault or chamber that houses the valves that control the flow of water from risers into the trunk main system.