

7.2 LAND USE AND COMMUNITY FACILITIES, ZONING, AND PUBLIC POLICY

7.2.1 Introduction

This Section evaluates the effects on land use and community facilities of construction and operation of Shaft 33B at the E. 61st Street Shaft Site. It also considers the consistency of Shaft 33B at that location with applicable zoning and public policy. In addition to the Shaft Site itself, this analysis also describes potential effects associated with construction and operation of water main connections for the E. 61st Street Shaft Site where they are different from the reasonable worst-case water main connections analyzed for the preferred Shaft Site in Chapter 5. The Study Area for this assessment is the area within 400 feet of the alternative Shaft Site and its 2½-block-long water main connection along E. 61st Street between the alternative Shaft Site and First Avenue, and along First Avenue from E. 61st Street to E. 59th Street (Figure 7.2-1).

7.2.2 Existing Conditions

Land Use

Alternative Shaft Site

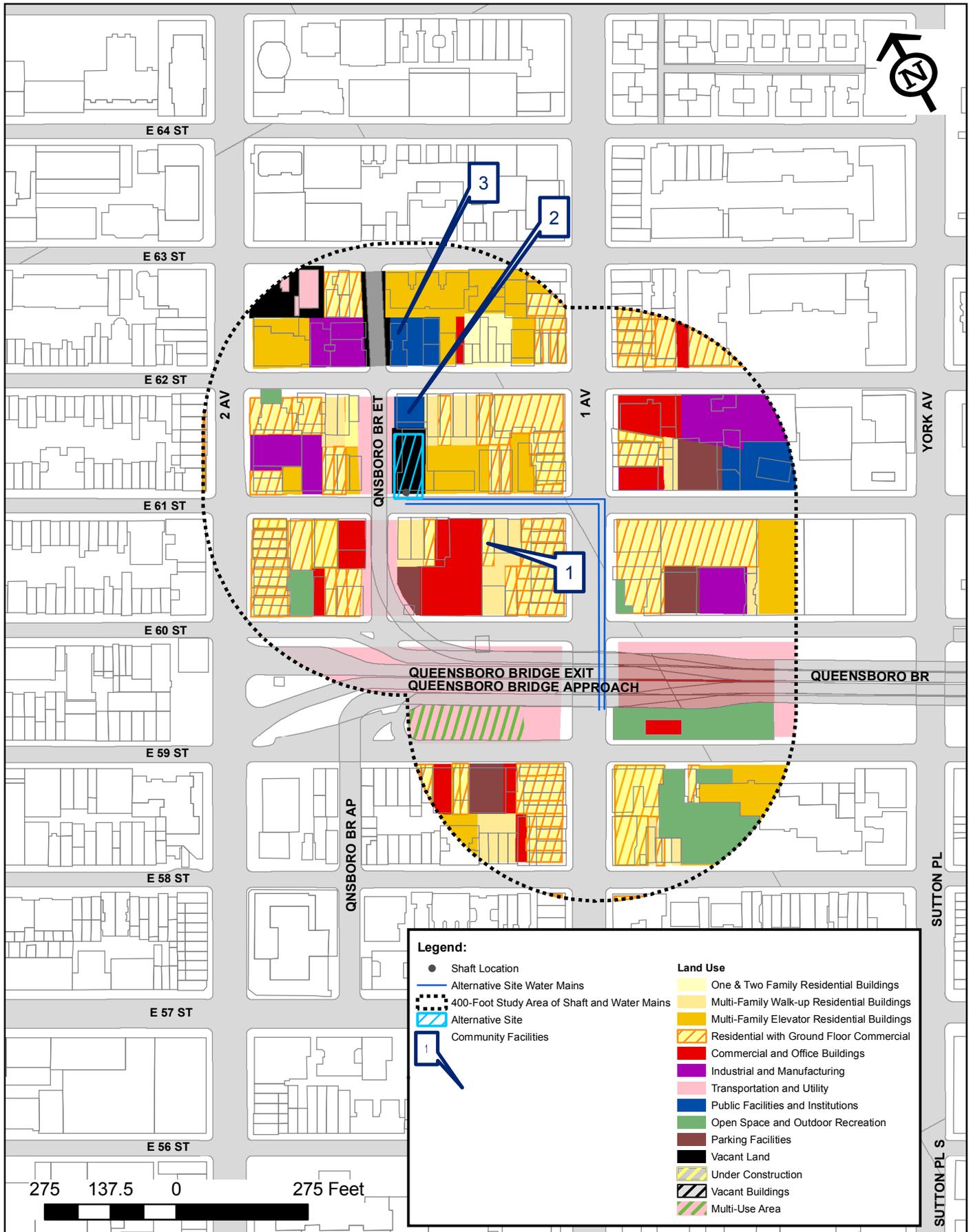
The E. 61st Street Shaft Site is a fenced, vacant lot on the north side of E. 61st Street between First and Second Avenues, adjacent to an exit ramp structure from the upper level of the Queensboro Bridge (Bridge). The lot is approximately 9,000 square feet in size.

Study Area

As shown in Figure 7.2-1, the 400-foot Study Area for the E. 61st Street Shaft Site contains a mix of land uses, with the predominant land use in the area being residential with retail or commercial uses located on the ground floor. Closest to the alternative Shaft Site, a seven-story building occupied by a pre-school, the Manhattan Center for Early Learning and Manhattan Center for Early Intervention, is located directly north of the site facing E. 62nd Street, and a five-story church-related residential building is located directly east of the site facing E. 61st Street.

Land uses to the south of the Shaft Site, across E. 61st Street, include four 5-story walk-up apartment buildings with ground-floor retail space and a doctor's office, and a large five-story commercial building occupied by a health club, parking garage, and gentleman's club (which has its entrance on E. 60th Street). To the west of the alternative Shaft Site, the exit ramp from the Bridge cuts through the blocks, extending from the Bridge to E. 63rd Street. A landscaped sidewalk runs along the Bridge ramp adjacent to the alternative Shaft Site. Low-rise residential buildings face the alternative Shaft Site across the Bridge ramp.

The majority of the residential buildings in the Study Area are four to six stories in height, although the Study Area also contains a number of mid- and high-rise residential buildings on or



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**NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION
PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3
STAGE 2 - MANHATTAN LEG
E. 61ST STREET SHAFT SITE
LAND USE**

FIGURE 7.2-1

near First and Second Avenues. In the area north of the Queensboro Bridge between First and Second Avenues, these include a 31-story building and a 15-story apartment building on Second Avenue at E. 62nd Street, a 39-story building (Evansview) on E. 61st Street to the west of the Bridge exit ramp, a 13-story building on E. 62nd Street close to First Avenue, and a 16-story building on First Avenue at E. 63rd Street. Ground-floor retail and commercial uses in this portion of the Study Area are typically local retail and service establishments that generally serve the surrounding residential area.

East of First Avenue, the area north of the Bridge includes residential uses with ground-floor retail space as well as manufacturing and commercial uses. Two high-rise residential buildings are located on the block between E. 60th and E. 61st Streets from First to York Avenue. A large Bed Bath N Beyond store occupies the base of the residential building that fronts First Avenue on this block. The block between E. 61st and E. 62nd Streets on the east side of First Avenue includes Clearview Cinemas, a light industrial building, a parking garage, and the Mount Vernon Hotel Museum, located at 421 E. 61st Street between First and York Avenues.

Several of the high-rise residential buildings in the Study Area have publicly accessible open spaces that provide landscaping and seating located at the base of the building. These are described in Section 7.3, “Open Space.”

There are several industrial uses in the Study Area, including 10- and 14-story storage facilities located on Second Avenue and on E. 61st Street, the Decorator’s Center, located on E. 62nd Street, and two multi-story industrial buildings containing warehousing and other industrial uses located east of First Avenue on E. 60th and E. 62nd Streets.

The portion of the 400-foot Study Area for the E. 61st Street Shaft Site that is located between E. 58th and E. 61st Streets, from the Queensboro Bridge exit ramp to the Study Area’s eastern boundary between First Avenue and York Avenue/Sutton Place is the approximately the same as the land use Study Area for the preferred Shaft Site, described in Section 4.2, “Land Use and Community Facilities, Zoning, and Public Policy,” in Chapter 4. As described in that Section, that portion of the Study Area is divided by the massive Queensboro Bridge structure. The Bridge begins at Second Avenue, where it occupies the entire east side of Second Avenue between E. 59th and E. 60th Streets. Much of the block between First and Second Avenues and E. 59th and E. 60th Streets is occupied by Bridge-related activity, including the entrance and exit ramps. The aerial tramway to Roosevelt Island begins on the west side of Second Avenue and continues along the north side of the Bridge. Closest to the Bridge, numerous commercial buildings and parking facilities are mixed with residential uses, most of which have ground-floor commercial space.

The blocks to the south of E. 59th Street are a mix of residential and commercial uses, with open space plazas to support the residential buildings. Two large retail uses are located close to the Bridge on E. 59th Street—the Terence Conran Shop and a Food Emporium at Bridgemarket, both in the space below the Queensboro Bridge.

Community Facilities

Three community facilities are located in the 400-foot Study Area for the E. 61st Street Shaft Site (Figure 7.2-1 and Table 7.2-1.) The Manhattan Center for Early Learning and Manhattan Center for Early Intervention occupies a 6-story building located directly north of the alternative Shaft Site on E. 62nd Street. This private facility provides day care and pre-school educational functions and therapeutic intervention to families and children with disabilities. The Karen Horney Clinic, a mental health clinic, is located just north of the day care center, across E. 62nd Street. Another private day-care center, Renamin of Manhattan, is located on the south side of E. 61st Street, close to the alternative Shaft Site. 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).

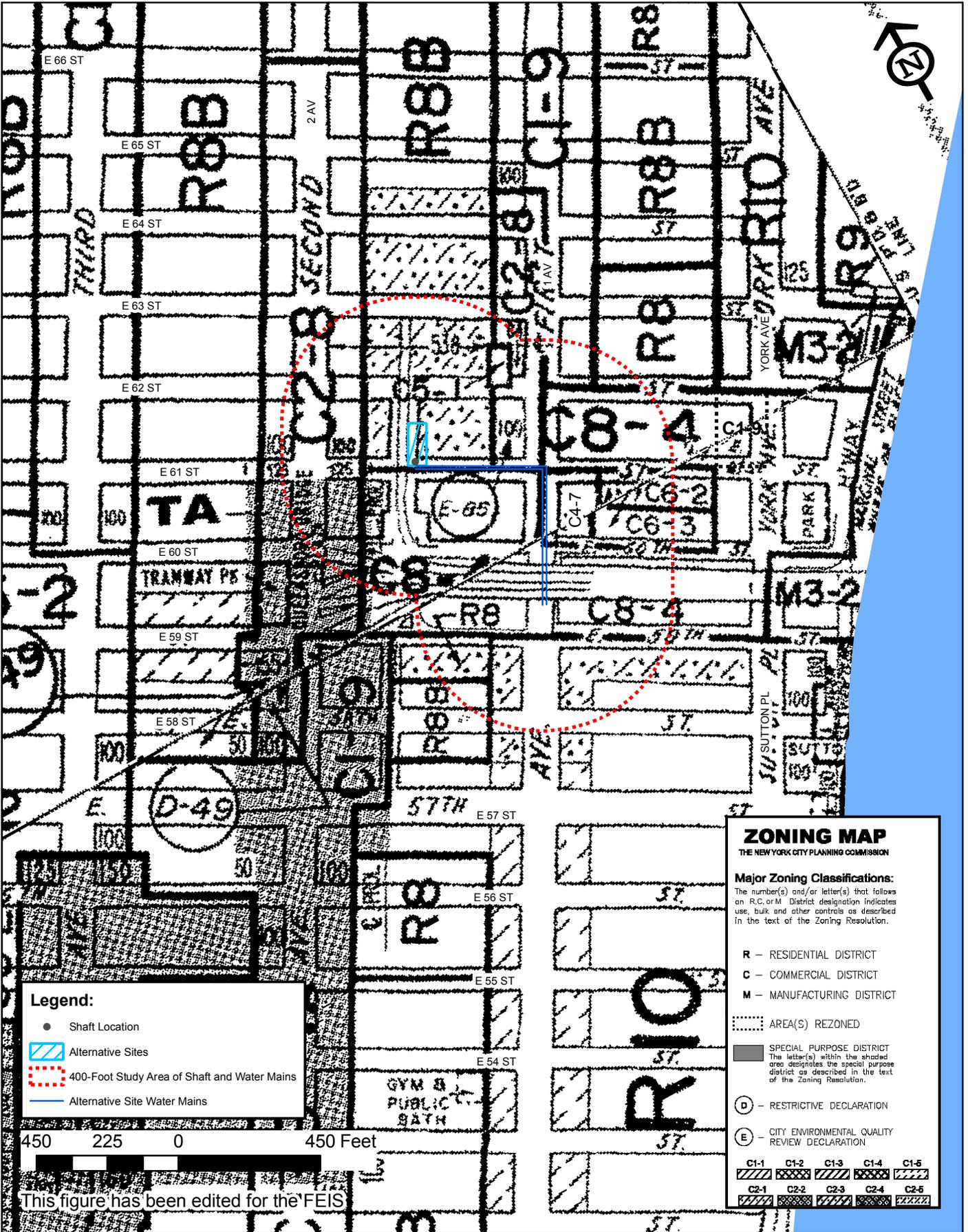
**Table 7.2-1
Community Facilities in the Study Area**

Map No.	Community Facility	Location
1	Renamin of Manhattan	336 E. 61 st Street, between First and Second Avenues
2	Manhattan Center for Early Learning Manhattan Center for Early Intervention	328 E. 62 nd Street, between First and Second Avenues
3	Karen Horney Clinic	329 E. 62 nd Street, between First and Second Avenues
Sources: NYCDCP 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 7.2-2 and shown in Figure 7.2-2. As shown in the figure, the E. 61st Street Shaft Site is zoned residential R8B with a C2-5 commercial overlay. R8B is a medium-density residential district typically mapped in the midblocks in Manhattan, intended to encourage high-coverage buildings that are compatible with nearby low-rise buildings. In the Study Area, R8B districts are mapped on the midblocks between First and Second Avenues north of E. 61st Street as well as south of E. 59th Street. North of E. 59th Street (Manhattan Community District 8), the R8B district permits residential uses at a maximum floor area ratio (FAR) of 4.0 and community facility uses at 5.1 FAR. South of E. 59th Street, the R8B district permits residential and community facility uses at a maximum FAR of 4.0. The C2-5 overlay is intended for local shopping and services and permits a maximum commercial FAR of 2.0. This commercial overlay is mapped on the midblocks between First and Second Avenue north of E. 61st Street, as well as along E. 59th Street and First Avenue south of the Queensboro Bridge.

Much of the Queensboro Bridge and adjacent areas are part of a C8-4 general service commercial district, which is intended for automotive and other heavy commercial uses such as warehouses, and permits a maximum commercial FAR of 5.0. The block bounded by First and York Avenues between E. 60th and E. 61st Streets contains a mix of C4-7, C6-2, and C6-3



ZONING MAP
THE NEW YORK CITY PLANNING COMMISSION

Major Zoning Classifications:
The number(s) and/or letter(s) that follows an R, C, or M District designation indicates use, bulk and other controls as described in the text of the Zoning Resolution.

R – RESIDENTIAL DISTRICT
C – COMMERCIAL DISTRICT
M – MANUFACTURING DISTRICT

AREA(S) REZONED

SPECIAL PURPOSE DISTRICT
The letter(s) within the shaded area designates the special purpose district as described in the text of the Zoning Resolution.

D – RESTRICTIVE DECLARATION
E – CITY ENVIRONMENTAL QUALITY REVIEW DECLARATION

C1-1	C1-2	C1-3	C1-4	C1-5
C2-1	C2-2	C2-3	C2-4	C2-5

Legend:

- Shaft Location
- ▭ Alternative Sites
- ⋯ 400-Foot Study Area of Shaft and Water Mains
- Alternative Site Water Mains

450 225 0 450 Feet

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**NEW YORK CITY DEPARTMENT OF ENVIRONMENTAL PROTECTION
PROPOSED SHAFT 33B TO CITY TUNNEL NO. 3
STAGE 2- MANHATTAN LEG
E. 61ST STREET SHAFT SITE
ZONING**

FIGURE 7.2-2

CHAPTER 7: E. 61ST STREET SHAFT SITE
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districts, which permit a wide range of high-density commercial uses. North of the Queensboro Bridge, C2-8 districts extend along much of First and Second Avenues. C2-8 districts are local shopping and services districts that allow low-density retail and medium to high-density residential use. A portion of the C2-8 district along Second Avenue in the Study Area is also part of the Transit Special Land Use District (shown as “TA” on the zoning map), intended to preserve easements for a future Second Avenue Subway.

Table 7.2-2
Zoning Districts in the Study Area

Zoning District		Permitted Uses
<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 Manhattan Community District 8 (north of E. 59 th Street), where community facilities are permitted 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>		
C1-9	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 (10.0 FAR or 12.0 with bonus).
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	Wide range of retail stores and service establishments to a maximum FAR of 2.0; residential and community facility uses at an R10 equivalent (10.0 FAR or 12.0 with bonus).
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 which 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.
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).
C8-4	General Service District	Warehouses, automotive service establishments, other commercial uses; maximum FAR of 5.0.
<i>Special Purpose Districts</i>		
TA	Special Transit Land Use District	Preserves easements for future Second Avenue Subway.
Sources: Zoning Resolution of the City of New York; <i>Zoning Handbook</i> , NYCDP, July 1990.		

South of the Queensboro Bridge, much of the Study Area is zoned for high-density residential districts, including R8, R8B, and R10 districts. A large R10 district—the highest density

residential district—covers both sides of Second Avenue and the blocks to the east. The south side of E. 59th Street, west of Second Avenue, is within an R8 general residence district. As described above, a C2-5 commercial overlay extends along both sides of Second Avenue and on the south side of E. 59th Street.

No other public policies are currently in place in the Study Area. As described in Section 4.2 of Chapter 4, Community Board 8 has prepared a 197-a plan for review by the New York City Department of City Planning that recommends changes in the Study Area. The 197-a plan is described in Section 7.2.3, below.

7.2.3 Future Conditions Without the Project

Land Use and Community Facilities

In the Future Without the Project, the Archdiocese of New York is currently planning to build a residential structure for priests on the E. 61st Street Shaft Site. Based on information provided by a representative of the Archdiocese, the project is still in the planning stages and construction may begin construction some time in 2007.¹

In the rest of the Study Area, three development projects are anticipated in the Future Without the Project. As described in Section 4.2, a new 16-story Ronald McDonald House and a new 160-bed dormitory for The Rockefeller University are both planned on the north side of E. 60th Street facing the Queensboro Bridge between First and York Avenues. Both projects have been approved but are not in construction; it is anticipated that they could be completed in 2008. In addition, a new, 19-story apartment building containing 45 units is under construction at 1115 First Avenue, between E. 61st and E. 62nd Streets. As described in Section 4.2, the Queensboro Bridge is currently undergoing reconstruction and rehabilitation, which is anticipated to be completed in 2009. Other than the addition of one new community facility (Ronald McDonald House), no other changes are anticipated to community facilities or services in the Future Without the Project.

Zoning and Public Policy

No zoning changes are currently anticipated in the Study Area in the Future Without the Project. One potential public policy for the Study Area may be adopted in the future: the 197-a plan prepared by Community Board 8. As described in more detail in Section 4.2, this plan will be subject to an intensive review, which may include revisions, before it can be approved or rejected. If approved, it will serve as a guidance document to be considered when City agencies take discretionary actions in the affected area. The plan proposed by Community Board 8, described in more detail in Section 4.2, recommends open space improvements near the

¹ Source: Telephone conversation with David Brown, Director of Real Estate, Archdiocese of New York, October 27, 2005.

Queensboro Bridge. These improvements would not be implemented until the Bridge Rehabilitation Program is complete, anticipated for 2009.

7.2.4 Future Conditions With the Project

Construction

Land Use

Alternative Shaft Site

As described in Section 7.1, “Project Description,” of this Chapter, construction of Shaft 33B at the E. 61st Street Shaft Site would involve the use of the site for approximately 52 months if raise bore excavation can be conducted there or 64 months if surface excavation must be used.

During construction, a 20-foot-high construction barrier would be erected around the alternative Shaft Site, to buffer the surrounding neighborhood from construction activities. Behind the barrier, the site would be occupied by construction trailers and other construction equipment, including a large crane. Depending on the stage of construction, a limited number of trucks would arrive at and depart from the site each day. If the shaft is constructed using surface excavation, an additional 5 to 10 trucks per day would remove excavated rock from the site during Stage 2.

Use of this alternative site for construction of Shaft 33B would convert a currently vacant site to a busy construction site. No existing uses would be displaced from the site. However, use of this alternative Shaft Site for construction and then operation of Shaft 33B would preclude the development of a new residential building for priests that is currently being planned for the site by the Archdiocese of New York.

Study Area

Construction activities for Shaft 33B at the E. 61st Street Shaft Site would bring noticeable activity to a currently vacant site. The alternative Shaft Site would be enclosed by a 20-foot-high construction barrier during construction for security purposes and to buffer the surrounding neighborhood from the construction activities. Heavy construction activities would occur from 7:00 a.m. to 6:00 p.m. at the alternative Shaft Site. Limited, quieter activities (such as clean-up) would occur during the evening, from 6:00 p.m. to 11:00 p.m. Construction associated with the raise bore excavation (Stage 2A) would occur 24 hours a day, every day of the week, for an approximately three-month-long period, but this work would occur largely below-ground.

Some trucks would arrive at or depart from the site in most construction stages—the maximum number of trucks expected per day is 30, during Stage 3. These trucks would include concrete deliveries as well as other deliveries of construction materials. During most construction stages, a small number of trucks would arrive at and depart from the site each day, generally up to three trucks a day. These trucks arriving would be visible evidence of construction activity on the site, although no potential significant adverse traffic impacts are predicted. For more information on traffic associated with construction activities, please see Section 7.9, “Traffic and Parking.”

The E. 61st Street Shaft Site is in close proximity to a number of residential and community facility uses, and construction activity would be disruptive to the nearest sensitive land uses, which are the 6-story early learning facility immediately adjacent to the site on the north, the residential building directly east of the site, the residences and businesses directly south of the site across E. 61st Street, and the residential buildings across the Bridge ramp from the site. Construction activity would be less disruptive to those sensitive uses located at a greater distance from the site. Disruptions during construction would include noise, dust, and limited traffic associated with the construction activity; however, as discussed later in this Chapter, no potential significant adverse impacts to traffic or air quality are anticipated at this site (see Sections 7.9, “Traffic and Parking,” and 7.11, “Air Quality”). Some construction equipment (for example, the crane) would be visible above the construction barrier, and construction-related traffic would arrive at and depart from the Shaft Site.

Noise from construction equipment on the site would be audible and at times intrusive in the nearby vicinity. The most noticeable activity would be blasting, which would occur for approximately eight months using the raise bore method or 24 months with the surface excavation method. As discussed in Section 6.12, “Noise,” NYCDEP will implement a number of protective measures during blasting to minimize noise impacts, and the noise from blasting, although intrusive, would be short-term and temporary in nature. However, noise from other construction equipment on the alternative Shaft Site using either the raise bore method or surface excavation would also be intrusive and would result in potential significant adverse noise impacts at the nearest residential buildings and the adjacent early childhood education facility.

In general, construction noise would be annoying but would not in turn result in potential significant adverse land use impacts. However, the early childhood educational facility immediately adjacent to the E. 61st Street Shaft Site (on E. 62nd Street) is a particularly noise-sensitive land use, and the short-term noise associated with blasting (for 8 months or 24 months) and the long-term potential construction noise impacts that would occur throughout the day for more than four years of construction would be particularly intrusive to the educational functions within the building. As described earlier in the discussion of existing conditions, this facility, the Manhattan Center for Early Learning and Manhattan Center for Early Intervention, provides day care and pre-school educational functions and therapeutic intervention to families and children with disabilities. Children attend the facility during the daytime, from 8:00 a.m. to 5:00 p.m. This educational facility therefore depends on a quiet atmosphere during the daytime so that children can learn and receive therapy. Noise impacts would occur on the third through sixth floors for the duration of the construction period. These impacts, which would occur throughout the day for more than four years, would result in a significant conflict with this noise-sensitive land use that could interfere with the proper functioning of the land use. Therefore, a potential significant adverse land use impact would occur to this facility throughout the construction period.

Other land uses in the Study Area would be buffered from construction activities on the E. 61st Street Shaft Site by distance and by intervening buildings, the presence of the Bridge and its exit ramp, and by high existing ambient noise levels. As detailed later in this Chapter (Sections 7.9, “Traffic and Parking,” and 7.11, “Air Quality”), the construction activity would not result in

potential significant traffic impacts or air quality impacts; therefore, traffic and air quality changes would not be expected to result in potential significant adverse impacts to surrounding land uses during the construction period.

Access to all land uses in the Study Area would be maintained during construction activities on the E. 61st Street Shaft Site. As described in Section 7.1, during approximately the first four months of the eight-month period when blasting is occurring under the raise bore method and the first 12 months of the 24-month blasting period using surface excavation, there would be some limits to access in the area close to the alternative Shaft Site. Blasting could occur up to two times a day during those periods. A warning whistle communication protocol would be used to halt vehicular and pedestrian traffic within 100 to 150 feet of the blast site immediately prior to the blast, for a total anticipated duration of five minutes or less. However, NYCDEP would seek a whistle waiver from the FDNY to allow a shorter blasting sequence to be conducted; this would reduce the time when pedestrian traffic would be cleared from the area surrounding the alternative Shaft Site from five minutes to approximately one minute. FDNY has indicated that they could issue this waiver. This temporary disruption to access in the immediate vicinity of the E. 61st Street Shaft Site would not be anticipated to result in a potential significant adverse land use impact.

Water Main Connections

Construction of new water main connections from the E. 61st Street Shaft Site would also bring some construction disruption to the nearby area. As shown on Figure 7.2-1, the new water main segment for the First Avenue and Sutton Place routes would extend from the site east along E. 61st Street and then south down First Avenue to E. 59th Street, from which point the water main connections would continue as described for the preferred Shaft Site (see Section 5.1). For the E. 59th Street/E. 61st Street route, no change to the water main construction described for the preferred Shaft Site would occur. The land uses along this 2½-block long water main segment are predominantly residential, similar to uses along the rest of the water main connections route analyzed in Chapter 5, and therefore the potential construction activities and disruption caused by construction of water main connections from this site would be essentially the same as what is described in Section 5.2, “Land Use and Community Facilities, Zoning, and Public Policy,” for water main connections from the preferred Shaft Site. Other than the addition of a 2½ more blocks of water main connections for the First Avenue and Sutton Place routes, the water main connections would be the same from this alternative Shaft Site as from the preferred Shaft Site, and the potential effects of the work is described in Section 5.3. Construction disruptions would be temporary and short-term in nature. Construction work on the block of E. 61st Street between First and Second Avenues, for example, is anticipated to last approximately 22 weeks; water main construction would typically last an estimated 12 weeks on other blocks and 10 weeks at intersections. As detailed in Section 5.1, the overall construction duration for the First Avenue and Sutton Place routes would therefore be approximately five months longer using the E. 61st Street/Second Avenue Shaft Site than for the preferred Shaft Site.

Community Facilities

As discussed above, the noise associated with construction of Shaft 33B on the E. 61st Street Shaft Site would be particularly intrusive to the Manhattan Center for Early Learning and Manhattan Center for Early Intervention, at 328 E. 62nd Street directly north of the alternative Shaft Site.

The other day care center near the alternative Shaft Site, Renamin of Manhattan at 336 E. 61st Street, slightly east of the alternative Shaft Site, would be buffered from the construction activities by intervening buildings, including a five-story health club as well as the 20-foot construction barrier. Similarly, the third community facility in the Study Area, the Karen Horney Clinic on the north side of E. 62nd Street, would be buffered by the intervening day-care building and construction barrier and would not be anticipated to experience potential significant adverse impacts.

Construction activities on the alternative Shaft Site would not adversely affect the ability of NYPD or FDNY to provide protection to the Study Area. As described in Section 7.9, “Traffic and Parking,” construction activities for Shaft 33B on the E. 61st Street Shaft Site would not result in potential significant adverse traffic impacts, and therefore NYPD and FDNY would not be hampered in their ability to provide police and fire protection to the Study Area. During the period of blasting when traffic and pedestrian movements would be subject to temporary disruptions, blasting operations would be halted if emergency crews (NYPD, FDNY, or Emergency Medical Services [EMS]) require passage by the site or access to any land uses around the site. In comments on the potential alternative Shaft Site dated September 13, 2005 (provided in Appendix 2), FDNY stated that it has no objection to the construction of Shaft 33B at the E. 61st Street Shaft Site, provided that the hydrant across E. 61st Street is kept free of all obstructions and that a 10-foot-wide passageway be kept open at the western building line of the adjacent property, to allow access to the rear of the building.

Zoning and Public Policy

The construction activities associated with Shaft 33B at the E. 61st Street Shaft Site would not require a change in zoning on the site. Other than zoning, no adopted public policies apply to the alternative Shaft Site. If Community Board 8’s 197-a plan is adopted, construction activities for the Shaft 33B at the alternative Shaft Site would not be in conflict with plans for open space improvements in the area close to the Queensboro Bridge.

Conclusions

Overall, construction of Shaft 33B on the E. 61st Street Shaft Site would convert a currently vacant site to an active construction site. The construction work for the new shaft and its water main connections would result in limited disruptions to the surrounding Study Area, including significant adverse noise impacts on the upper floors of nearby buildings. These construction disruptions would not be expected to result in changes to overall development patterns or trends in the Study Area, since they would be relatively short term. However, the potential significant noise impacts that would occur to the Manhattan Center for Early Education and Manhattan

Center for Early Intervention, north of the alternative Shaft Site, for the duration of the construction period would result in a significant conflict with this noise-sensitive land use that could interfere with the proper functioning of the land use. Therefore, a potential significant adverse land use impact would occur to this facility throughout the construction period.

In addition to this disruption, construction-related disruption would also occur in connection with construction of the new water main connections. The effect of water main construction would be most noticeable and disruptive to land uses in the immediate vicinity, and would be of short duration in any one location. Overall, the disruption associated with construction of Shaft 33B and its water main connections would not be expected to result in changes to overall development patterns or trends in the Study Area, since they would be relatively short term. Construction activities on the alternative Shaft Site would be consistent with the site's zoning. No other potential significant land use, community facilities, zoning, or public policy impacts would be anticipated to occur during construction of Shaft 33B at the E. 61st Street Shaft Site or from construction of the water main connections.

Activation and Operation

Activation and operation procedures for Shaft 33B would be consistent at any site selected for the shaft and are described in Chapter 2. The use of the site temporarily for approximately one month for activation activities, which would include water treatment, would be short-term and temporary in nature. No permanent changes in land use would occur as a result of activation of Shaft 33B. There would be no potential significant adverse land use impacts as a result of the one-month activation period.

Once Shaft 33B is operational, the shaft would operate unmanned, 24 hours a day, but NYCDEP maintenance crews would visit the site several times a week for inspection and maintenance activities. In addition to the underground shaft and distribution chamber, there would be some features of the shaft that would be above ground, including two at-grade access hatchways, a 10-foot-high by 14-inch-diameter air vent located on the site or adjacent sidewalk, and up to two air release hydrants. The shaft would operate unmanned, 24 hours a day seven days a week. Neither air emissions nor above-ground noise would be generated by the shaft during normal operations. Although regular operations of the shaft would occur unmanned, maintenance crews would routinely visit the site several times a week for inspection and maintenance activities. A small maintenance crew of NYCDEP personnel would visit the site an average of 1 to 3 times a week for routine inspection and maintenance activities.

Use of the E. 61st Street Shaft Site would preclude the Archdiocese of New York's planned development of a residential building on the site. This would constitute a change in future land use on the alternative Shaft Site, but this change would not be considered a potential significant adverse land use impact.

The Shaft 33B operations at the alternative Shaft Site would also not adversely affect surrounding land uses or development trends in the Study Area. Other than limited activity for routine maintenance, the operation of the shaft would be completely underground and would not affect any surface use of the surrounding areas. There would be no conflict with nearby

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residential uses. Given the limited nature of these structures and the limited activity anticipated, no potential adverse effects to land use or community facilities, zoning, or public policy are anticipated.

