

CITY PLANNING COMMISSION

June 21, 1989 / Calendar No. 80

C 890440 PSK

IN THE MATTER OF an application submitted by the Department of Environmental Protection (DEP), Bureau of Heavy Construction, pursuant to Section 197-c of the New York City Charter for the selection and acquisition of private property located at 195 Fourth Avenue (Block 952, Lots 3, 4, 5, 6, 8 and 10), Borough of Brooklyn, Community District 6, to construct a water tunnel shaft (Shaft 22B) for City Water Tunnel No. 3.

This application was filed on November 30, 1988 by the Department of Environmental Protection (DEP) for the selection and acquisition of private property located at 195 Fourth Avenue (Blocks 952, Lots 3, 4, 5, 6, 8, and 10) to construct a water tunnel shaft (Shaft 22B) for City Water Tunnel No. 3.

RELATED ACTION

In addition to the application for the selection of property, the following application related to the construction of City Water Tunnel No. 3 is currently under review by the City Planning Commission, as an application, separate from and independent of the subject application:

C 890439 PSK Site Selection and acquisition of city-owned and private property (Block 1912, Lots 3-10, 14, 15, 17, 19, 26-29, 41, Block 1898, Lots 1, 71-73, 76-78), generally bound by Myrtle Avenue on the north, Willoughby Avenue on the south, Franklin Avenue on the east and Kent Avenue on the west, to construct a water tunnel shaft (Shaft 21B) for City Water Tunnel No. 3, and to serve as a staging area for the construction of a portion of the third city water tunnel.

BACKGROUND

The Department of Environmental Protection (DEP) proposes to select and acquire privately owned property (Block 952, Lots 3, 4, 5, 6, 8 and 10) in the Park Slope area of Brooklyn to be used for the construction of a water tunnel shaft (Shaft 22B) that will connect City Water Tunnel No. 3 with the existing water distribution grid.

The site proposed for Shaft 22B is located on Fourth Avenue between Union and Sackett streets.

The site contains a total of 18,066 square feet and is within an R6 zoning area that has a C2-3 commercial overlay along the Fourth Avenue frontage. Part of the site is currently occupied by an automotive repair shop. The remaining portion of the site is vacant. All structures on the site will be demolished prior to construction of the water tunnel shaft.

Fourth Avenue is a major north/south traffic artery through Brooklyn. Uses near the site include residential (R6) uses, light manufacturing (M1-2) uses, local commercial (overlay districts) uses and automotive related uses (service stations and repairs).

The construction of Shaft 22B is part of Stage 2 of a planned four-stage capital project to build a third water tunnel to accommodate New York City's future water needs. It is anticipated that it will take 40 years to complete this project.

Stage 1, now under construction, will be a 13.7-mile tunnel that will start at Hill View Reservoir in Yonkers and continue through the westerly portion of the Bronx and Manhattan's west side to Central Park. It will then continue in an easterly direction beneath 78th street and will cross under the East River and Roosevelt Island to a terminus in Astoria, Queens.

Stage 2 will consist of a two-section segment of the construction project. It will be built in Manhattan, Queens and Brooklyn. The Manhattan section will be built under Central Park, then continue in a southerly direction along the west side to the vicinity of the Battery, an approximate distance of six miles. The Queens/Brooklyn section, which is the subject of this application, will run from Astoria in an easterly direction and will then continue in a southerly direction to the Red Hook section of Brooklyn where it will connect with the Richmond Tunnel, a distance of 11 miles.

Stage 3 will begin at Kensico Reservoir and will extend southerly through Westchester County to Van Cortlandt Park

(approximately 16 miles), where it will connect with the control chamber and stub connection constructed during Stage 1.

Stage 4, which will be about 14 miles long, will begin at the control chamber constructed in Van Cortlandt Park during Stage 1. It will then extend southerly through the Bronx, under the East River to Queens, and then westerly to a control chamber in Jackson Heights.

The tunnel will vary in diameter up to a maximum of 24 feet. At its lowest point it will be 760 feet below grade.

Construction of the shafts that will connect with City Water Tunnel No. 3 requires large construction sites to accommodate for the heavy construction equipment that will be used.

During Phase 1 of the construction of Shaft 22B, a shaft will be constructed to a depth of 550 feet. Workers will go through soil (200 feet) and solid rock (350 feet), using a combination of digging, boring and blasting to excavate the material. This material will then be removed by truck. When the shaft is completed, the portion that is in soil will be 40 feet in diameter and will have a four-foot-thick reinforced concrete lining. Where the tunnel is placed in rock it will narrow to 17

feet in diameter and will have a 17-inch-thick reinforced concrete lining.

During Phase II, a subsurface distribution chamber will be constructed on top of the shaft (67'x 35'x 20'). The distribution chamber will contain four supply pipes 48" in diameter which will be connected to the existing surface water mains. The top of the roof of the distribution chamber will be three feet below the ground. The entrance to the distribution chamber will be through a small (5' x 3') hatchway, which will be used once a month for inspection. When construction of the distribution chamber is complete, the site will be restored to its original grade and grass will be planted. The site will be enclosed by a fence.

ENVIRONMENTAL REVIEW

This application (C 890440 PSK) was reviewed by the Department of Environmental Protection and the Department of City Planning pursuant to the New York State Environmental Quality Review Act (SEQRA), and the SEQRA regulations set forth in Volume 6 of the New York Code of Rules and Regulations, Section 617.00 et seq., and the New York City Environmental Quality Review (CEQR) procedures set forth in Executive Order No. 91 of 1977. The designated CEQR number is 89-120K.

The Department of Environmental Protection and the Department of City Planning submitted to the Commission for its consideration the results of their study of the potential impact of the proposed action. A conditional negative declaration, signed by the applicant, was issued on January 19, 1989 (89-120K). The required condition is:

- "1. The truck route accessing the site shall be Fourth Avenue to Ninth Street, which provides access to the Brooklyn-Queens Expressway."

UNIFORM LAND USE REVIEW

This application (C 890440 PSK) was certified as complete by the City Planning Commission on February 27, 1989, and was referred to Community Board 6, in accordance with Article 3 of the Uniform Land Use Review Procedure (ULURP) rules.

Community Board Public Hearing

Community Board 6 held a public hearing on this application on April 12, 1989 and adopted a resolution on that date recommending disapproval of the project by a vote of five in favor and 34 in opposition with two abstentions.

In voting to disapprove the application, Community Board 6 "strongly urged the Department of Environmental Protection to consider alternative, non-residential sites and strongly

recommended that an environmental impact statement be considered for any site considered within the district."

City Planning Commission Public Hearing

On April 26, 1989 (Calendar No. 5), the Commission scheduled May 17, 1989 for a public hearing. The hearing was duly held on May 17, 1989 (Calendar No. 46). There were eight speakers; all spoke in opposition to the proposal. They included the councilmember representing the 29th Councilmatic District, community residents, property owners and a representative of the owner of the property to be acquired.

The community residents were concerned with potential construction impacts from the project site on buildings and residences close to the site. Their specific concerns related to possible construction impacts on the structural integrity of adjacent buildings.

In addition, a number of concerns were raised concerning the site selection criteria for Shaft 22B and the extent of the alternate site analysis done in conjunction with the proposal. Community residents identified the following 14 alternate sites:

Alternative Suggested Sites

1. Address: 365 Fourth Avenue
Description: Between 5th and 6th streets
Block: 987 Lots: 11-78
Zoning: R6/C2-1
Area: 18,000 square feet
Use: Service station
DUs W/I 100': 0 DUs W/I 300': 200

- 2 Address: 270 Third Street
Description: 100 feet from SW corner of Fourth Avenue
Block: 980
Lot: 23
Zoning: M1-2
Area: 82,350 square feet
Use: U-haul parking.
DUs W/I 100': 0 DUs W/I 300': 0

3. Address: 255 Third Street
Description: 200 feet from NW corner of Fourth Avenue
Block: 968
Lot: All
Zoning: M1-2
Area: 294,750 square feet
Use: Con Ed Parking
DUs W/I 100: 0 DUs W/I 300": 0

4. Address: 291 Fourth Avenue
Description: Between 1st and 2nd Streets
Block: 969
Lot: 1-20
Zoning: R6/C2-1
Area: 50,100 square feet
Use: Warehouse
DUs W/I 100: 0 DUs W/I 300": 50

5. Address: 210 Fourth Avenue
Description: Between Union and Sackett streets
Block: 434
Lot: 35
Zoning: M1-2
Area: 24,000 square feet
Use: Gas station and vacant
DUs W/I 100: 24 DUs W/I 300": 204

6. Address: 600 Pacific Street
Description: Block bounded by Fourth Avenue, Atlantic and Flatbush avenues
Block: 927
Lot: All
Zoning: C6-1
Area: 59,670 square feet
Use: Parking
DU's W/I 100: 0 DU's W/I 300": 96
7. Address: 555 President Street
Description: 180 feet from NW corner of President Street and Fourth Avenue
Block: 441
Lots: 40-52, 17-20
Zoning: M1-2
Area: 28,975 square feet
Use: Vacant
DU's W/I 100: 0 DU's W/I 300": 90
8. Address: 47-57 Third Avenue
Description: Between Atlantic Avenue and Pacific Street
Block: 186
Lots: 1-11
Zoning: C6-1
Area: 18,000 square feet
Use: Vacant
DU's W/I 100: 0 DU's W/I 300: 50
9. Address: 340-352 Third Avenue
Description: Between Second and Third streets
Block: 972
Lot: 43
Zoning: M2-1
Area: 57,000 square feet
Use: Storage
DU's W/I 100: 0 DU's W/I 300: 0
10. Address: 312-320 Third Avenue
Description: NW corner of 1st Street
Block: 453
Lot: 54
Zoning: M2-1
Area: 33,000 square feet
Use: Truck parking
DU's W/I 100: 0 DU's W/I 300: 0

11. Address: Various
Description: Atlantic to Pacific streets, Fifth to
Vanderbilt avenues
Blocks: 1119 & 1121
Lots: All
Zoning: M2-1
Area: 280,000 square feet
Use: Long Island Rail Road Yards
DU's W/I 100: 0 DU's W/I 300: 0
12. Address: Various
Description: Atlantic Avenue to Hansen Place, Flatbush
Avenue to South Elliott Place
Blocks: 2001 & 2002
Lots: All
Zoning: C6-1 & M1-1
Area: 100,000 square feet
Use: Long Island Rail Road Yards
DU's W/I 100: 0 DU's W/I 300: 0
13. Address: 669-689 Atlantic Avenue
Description: Between South Portland and South Oxford
streets
Blocks: 2004
Lots: 1-17, 65-82
Zoning: R7-2
Area: 76,000 square feet
Use: Vacant
DU's W/I 100: 0 DU's W/I 300: 4
14. Address: 691-711 Atlantic Avenue
Description: Between South Oxford and Carlton streets
Blocks: 2005 & 2006
Lots: All
Zoning: R7-2/C2-1
Area: 200,000 square feet
Use: Vacant
DU's W/I 100: 0 DU's W/I 300: 4

In response to this testimony, the Commission requested that
DEP respond to these concerns in writing.

CONSIDERATION

The Department of Environmental Protection (DEP) proposes to select and acquire privately owned property (Block 952, Lots 3, 4, 5, 6, 8 and 10) in the Park Slope area of Brooklyn to be used for the construction of and location of a water tunnel shaft that will connect the new third water tunnel for the City of New York with the existing water grid.

The proposed construction of Shaft 22B is part of Stage 2 of a planned four-stage capital project to build a third city water tunnel. The building of a third water tunnel is a key project in insuring that the future water needs of the city are met.

The site proposed for the construction and location of Shaft 22B is centrally located in Brooklyn and is near the proposed water tunnel route. The site contains 18,600 square feet and is zoned R6 with a C2-3 overlay on the Fourth Avenue frontage. When the shaft is completed, the site will be restored to its original grade, seeded and planted, and enclosed by a fence. The size of the site will allow all construction equipment and vehicles to be accommodated on-site, insuring minimal disruption to land uses and activity in the surrounding area.

To ensure that traffic impacts in the surrounding community, from construction activity on the site are minimized, all truck traffic to and from the site will be required to use Fourth Avenue to Ninth Street, which provides access to the Brooklyn-Queens Expressway.

The Commission and community residents had a number of concerns regarding the possible effects of long-term heavy construction activity at the site on the structural integrity of buildings adjoining the site. In a June 1, 1989 letter to City Planning, DEP outlined the procedures it plans to take prior to and during construction of Shaft 22B to insure that the structural integrity of such buildings is not compromised:

"The Department is confident that based on the successful completion of 16 shaft sites for Stage I of City Tunnel No. 3, construction-related impacts of Shaft 22B can be kept to a minimum and the structural integrity of the nearby residential dwellings will be maintained.

The Department goes to great lengths to ensure that the structural integrity of all existing buildings are maintained throughout the construction period. The contract specifications for the shafts require that prior to the start of construction, an inspection of all structures is made by qualified specialists who walk each floor of any building within the 300 foot radius and diagram and photograph all walls, foundations, and ceilings showing existing cracks. In the event that the pre-construction inspection reveals a structure that is likely to be impacted by the contractor's operation, the Sackett Street contract will provide for underpinning and bracing of the structure to prevent settling or other damage.

The contractor must hire a qualified surveyor to take elevations of all buildings and structures within a 300 foot radius. these elevations will be periodically checked during construction to determine whether any subsidence or

settling of structure has occurred. Additional precautions are undertaken if the potential for damage is uncovered. Apart from precautions against physical damage, the contract also contains restrictions on permissible vibrations and noise levels. The contract specifications require that the contractor shall provide such equipment and sound-deadening construction as may be necessary to meet the provisions of the New York City Noise control Code (Sections 22-224, 22-225, 22-256). These measures include but are not limited to:

1. Shields or other physical barriers to restrict the transmission of noise;
2. Soundproof housing or enclosures for noise producing machinery, and other facilities;
3. Use of electrically operated hoists and compressor plants;
4. Silencers on air intakes and exhausts of equipment;
5. Maximum sized intake and exhaust mufflers on internal combustion engines;
6. Gears on machinery designed to reduce noise to a minimum;
7. Hoopers and storage bins lined with sound deadening material;
8. The prohibition of the use of air or gasoline driven saws and similar equipment, after 5 p.m.;
9. Delivering and removing materials, and the loading and unloading of materials into or from various conveyances in such manner as will keep noise to a minimum; and
10. Routing of construction equipment and vehicles over streets and roads that will cause the least traffic congestion and annoyance to residents in the vicinity of the work and the general public.

Additionally, DEP is required to obtain a tunnel permit from the Bureau of Air Resources. The permit conditions limit general construction noise levels to 75 dB, Monday through Friday from 7 a.m. to 6 p.m. and to 65 dB, Monday through Friday from 6 p.m. to 11 p.m. when measured at the property line of residential

structures with the exception of blasting. At other times, when the freezing plant is operating, but no other construction activities are occurring (i.e. weekends, holidays, and Monday through Friday other than 7 a.m. to 11 p.m.) the sound level is further restricted to 55 dB. Under the permit conditions, blasting is restricted to the hours of 8 a.m. to 3 p.m., a maximum of once per day. The noise produced from the detonation of explosives shall not exceed 95 dB when measured on the "A" scale of a general purpose sound level meter meeting ANSI Standard SI. 4-1971 and set at a slow response at any residential building. Other site specific noise reduction measures, such as restrictions on the hours and method of muck removal, limitations on the hours of concrete delivery and muck loading onto trucks, and the requirement to use electricity to power equipment to the greatest extent possible are also included as conditions of the permit.

With respect to blasting, it should be noted that no blasting will occur until the shaft has been sunk to rock, 200 feet below the ground surface. Blasting will occur over a one year period, once per day maximum, for approximately a 10 second duration. All blasting is carefully monitored by DEP inspectors and Fire Department inspectors.

Furthermore, the Fire Department limits the component peak particle velocity during blasting operations to two inches per second. This standard comes from experiments performed by the U.S. Bureau Mines and represents a particle velocity at which plaster will not crack. The Sackett Street contract will conservatively reduce the allowable level to 1/2 inch per second, which will provide an additional margin of safety. Seismographic instruments will record each blast to ensure that peak particle velocities do not exceed these levels."

DEP also identified the criteria used in selecting the site for Shaft 22B and in letters dated June 1, 1989 and June 6, 1989 analyzed the 14 sites identified by community residents as possible alternative locations for Shaft 22B:

"In response to questions raised about criteria for siting water supply shafts, in addition to land use considerations, the location of the shaft is dependent on geological conditions as well as the proximity of existing water supply trunk mains. The existing water supply trunk mains in this area, the Bay Ridge and Fort Hamilton conduits, are located east of Fourth Avenue. To cross Fourth Avenue with a minimum of two 48-inch diameter pipes would require very expensive and extraordinary construction procedures at the intersection of Sackett street and Fourth Avenue, and half the street would have to be closed at a time. Also, the existing utilities such as water, sewer, and gas would have to be rerouted, causing further disruption on the adjacent streets. Crossing Fourth Avenue would also pose a continuing threat of flooding to the Fourth Avenue subway, since the pipes could become weakened due to the heavy volumes of vehicular traffic on Fourth Avenue as well as the vibrations of the subway below. We believe it would be poor design practice to build in a weak point in a system which needs to last 100 years and will cost \$1.5 billion to construct."

"A number of criteria were established to determine the appropriateness of a site for the construction of a water supply shaft. These criteria were applied during our initial search for sites and are applied in this analysis for these new recommendations: the criteria are as follows:

- 1) The shaft should be located in close proximity to the existing surface conduits. In the area of proposed Shaft 22B, the existing Bay Ridge and Ft. Hamilton conduits are situated under 6th and 8th avenues, respectively.
- 2) The shaft should be constructed as close to the planned route of City Tunnel No. 3 as possible. Tunneling back from a shaft site to City Tunnel No. 3 would result in an additional cost ranging from approximately \$16,000 to \$25,000 per foot. Therefore, an attempt is made to minimize the additional length of tunneling necessary to connect the shaft to the main tunnel.
- 3) The size of the site should be sufficient to accommodate construction operations.
- 4) Geological conditions of the shaft site, including depth and characteristics of the overburden and rock to be penetrated, should allow for practicable engineeringly feasible construction practices.

- 5) The existing land uses on and adjacent to the proposed site, should be compatible to the extent practicable and relocation should be minimal.
- 6) The shaft site should be in close proximity to truck routes to facilitate efficient muck removal and delivery of construction materials."

The following is the DEP's analysis and response to alternate sites identified and suggested by community residents:

"Alternate Sites 2, 3, 5, 7, 9, and 10

The purpose of the proposed shaft is to convey water from City tunnel No. 3 up to some large conduits on the surface, so that the water can flow to and supply the more outlying portions of the borough. In this area, the existing Bay Ridge and Ft. Hamilton conduits, run along 6th Avenue and 8th Avenue, respectively.

If the proposed shaft were to be constructed on Alternate Sites 2, 3, 5, 7, 9, or 10, which are located west of Fourth Avenue, the 48-inch diameter pipes coming from the shaft distribution chamber would have to cross beneath Fourth Avenue to connect with the existing conduits. Both the existing conduits were constructed across Fourth Avenue in 1913 and 1923. At that time vibration was not considered a critical issue because most freight was hauled by horse and wagon, trucks were slower and lighter, few autos existed, and subway trains were shorter and slower. At the time these conduits were constructed, the magnitude of vibrations was much lower than exists today. We are fortunate that these conduits have been able to withstand the unanticipated stress.

Along Fourth Avenue, there is 10 feet between the top of the subway structure and the street surface. If new conduits were placed across Fourth Avenue, the area required for the support for the pipe, the outside diameter of the pipe, and the thickness of the pavement would leave only about one foot of earth between the street surface and the pipe. The absolute minimum cover for a water main should be two feet, although four feet is the standard accepted minimum. Four feet of cover will ensure a sufficient cushion from impact loads such as a heavy truck hitting a pothole. A cushion of one foot is too shallow to

adequately protect the pipe, as it would be subjected to additional stress due to vibrations from the heavy traffic volumes on Fourth Avenue and from the Fourth Avenue subway (see Attachment C).

Furthermore, crossing over to the west side of Fourth Avenue would necessitate the excavation of a Fourth Avenue intersection about 10 feet deep to the top of the subway structure, as well as the relocation of existing utilities. This could result in the disruption of traffic on Fourth Avenue for a considerable period of time.

We believe this constraint is severe enough to eliminate these sites from further consideration.

Alternate Site 1

Alternate Site 1 located at 365 Fourth Avenue between Fifth and Sixth streets is zoned R6/C2-1 and is presently occupied by a gas station. This commercial use would have to be relocated if the shaft were started here. This site is in close proximity to existing three- and four-story residential buildings which are situated on the east side of Fourth Avenue. The site is only 10,500 square feet, which is not large enough to accommodate the staging required for shaft construction.

We have investigated the possibility of acquiring two adjacent plots, which would provide an area of approximately 16,700 square feet. However, a parking area for a 35 unit, four-story apartment building under renovation on 6th Street next to the gas station, is planned for the adjacent properties.

Furthermore, Alternate Site 1 is not in close proximity to the existing conduits, and construction of the shaft on this site would require a 2,000 foot longer run than the proposed Sackett Street site to connect to the Ft. Hamilton conduit on 8th Avenue.

The size of the site was the critical factor in our decision to eliminate it from further consideration.

Alternate Site 4

Alternate Site 4, located at 291 Fourth Avenue between 1st and 2nd streets, is presently occupied by three businesses: a beer distributor, a woodworking shop, and an energy-related firm. All of the commercial tenants would have to be relocated if this site were to be used for Shaft 22B. Also, since an existing building on the site would have to

be demolished, additional costs would be incurred if the shaft were to be constructed on this site.

This site is not in close proximity to either the existing surface conduits or to the planned route of City Tunnel No. 3. Construction of the shaft on this site would require a 2,000 foot longer run than the proposed site to connect to the existing Ft. Hamilton conduit on 8th Avenue, and would also necessitate an extra 740 feet of tunneling to connect to City Tunnel No. 3. The additional tunneling and associated distribution lines would cost approximately \$12.5 million.

This site would be viable if it were not for the placement of tenants and extraordinary length of connection that would have to be undertaken.

Alternate Sites 6 and 8

Alternate Site 6, located at 600 Pacific Street, and Alternative Site 8, located at 47-57 3rd Avenue are both in the vicinity of Atlantic and Flatbush avenues. Both these sites are situated too close to the existing shafts for City Tunnel No. 1 at Flatbush and 3rd avenues, and City Tunnel No. 2 at Schermerhorn and Nevins streets.

An additional shaft is not appropriate at this location because there is presently adequate water service in the area. The proposed Shaft 22B should be situated in close proximity to the planned route of City Tunnel No. 3, so that the outlying portions of the borough would benefit from improved water service.

Alternate Sites 11 and 12

Alternate Sites 11 and 12 are occupied by the Long Island Rail Road (LIRR). The LIRR terminal building is located on Site 12. Both sites have subway tracks running beneath them for the BMT Fourth Avenue line, the IRT, and the Brighton IND line. All these lines converge in this area to serve Downtown Brooklyn and the LIRR. Therefore, Alternate Sites 11 and 12 are considered unacceptable for the construction of Shaft 22B due to the engineering constraints associated with siting the shaft over subway tracks.

Alternate Sites 13 and 14

Alternate Sites 13 and 14 are located on South Oxford Street and are part of the Atlantic Terminal Urban Renewal Area.

If Shaft 22B were to be constructed at either Alternate Site 13 or 14, both the Long Island Rail Road right-of-way on Atlantic Avenue, and Flatbush Avenue, a main traffic artery, would have to be crossed in order to connect to the existing Ft. Hamilton and Bay Ridge conduits. Since there are railroad tracks under both streets, constructing the shaft here would entail much the same engineering feasibility problems as crossing Fourth Avenue, both on a greater scale.

Therefore, due to engineering constraints associated with siting a shaft over railroad tracks, these sites are considered unacceptable for construction of Shaft 22B.

In conclusion, based on the siting criteria used to analyze potential shaft sites, it is this department's opinion that the proposed site at Sackett site and Fourth Avenue is the most suitable for the construction of Shaft 22B."

The Commission also notes that Alternate Sites 12, 13 and 14 identified by community residents on South Oxford Street are within the Atlantic Terminal Urban Renewal Area and are slated for residential and commercial development.

The Commission notes that the review of temporary construction impacts of a particular application are not normally part of its review of project's land use implications. In the case of this application, the fact that the site is under consideration for use as a construction site and the fact that the construction may last for a particularly lengthy period, warrants review of the concerns raised by the community regarding potential construction impacts.

The Department of Environmental Protection has provided the Commission with detailed information concerning the steps that will be taken before and during construction to protect existing uses. The Commission believes that these measures will protect such uses from noise, vibration, and other potential construction impacts.

The information provided by DEP concerning that agency's criteria for choosing this site for Shaft 22B and DEP's analysis of the suggested alternate sites indicate the infeasibility of those sites.

The Fourth Avenue site that is the subject of this application satisfies DEP's requirements. It is close to the proposed site of the third water tunnel and the existing water supply distribution network. The site is predominantly vacant and will cause the dislocation of only one use. Traffic to and from the site will use Fourth Avenue, a major north-south street and local residential streets will not be affected.

The Commission therefore believes the proposed use of this site to construct and locate a water tunnel shaft (Shaft 22B) to be appropriate, necessary and consistent with land use in the surrounding area to the greatest extent possible.

RESOLUTION

RESOLVED, that the City Planning Commission finds that the action described herein will have no significant effect on the environmental subject to the following condition:

"1. The truck route accessing this site shall be Fourth Avenue to Ninth Street, which provides access to the Brooklyn-Queens Expressway;"

and be it further

RESOLVED, by the City Planning Commission pursuant to Section 197-c of the New York City Charter, that the application (C 890440 PSK) by the Department of Environmental Protection (Bureau of Heavy Construction) for the selection and acquisition of privately owned property located at 195 Fourth Avenue (Block 952, Lots 3, 4, 5, 6, 8 and 10), Borough of Brooklyn, Community District 6, for the construction of a water tunnel shaft (Shaft 22B) is approved.

The above resolution, duly adopted by the City Planning Commission on June 21, 1989 (Calendar No. 80) is filed with the Secretary of the Board of Estimate, in accordance with the requirements of Section 197-c of the New York City Charter.

SYLVIA DEUTSCH, Chairperson
DENISE M. SCHEINBERG, Vice-Chairperson
SALVATORE C. GAGLIARDO, MARILYN M. MAMMANO,
Wm. GARRISON McNEIL, DANIEL T. SCANNELL, Commissioners