

Responses to Second Avenue Subway Questions Submitted at the Community Board 8 Task Force Meeting, March 2010

1. What are the Ancillary Heights with Cooling Towers for East 72nd Street and East 69th Street?

The Ancillary facilities at 72nd Street and 69th Street will be 75 feet high from street level to the roof. Mechanical equipment will be installed on top of the roof, the largest and tallest of which will be cooling towers that will be approximately 20 feet high.

2. How many Cooling Towers are in each Ancillary facility at East 69th and East 72nd Street?

There will be two cooling towers on the roof of the 69th Street ancillary facility and two cooling towers on the roof of the 72nd Street ancillary facility.

3. What type of ventilation units are on each building and how many units will there be?

Ventilation of the subway will be provided through openings on the façade, or on the roof, of the ancillary facilities. These openings will vary in number, size and position on each ancillary facility. The openings on the façade will be covered in louvers. See also response to question 23.

4. What about the Translucent Glass?

The Ancillary facility design includes at the corners of Second Avenue either corner Glass Stair-towers, Public Space or Retail Storefronts. Glass at accessory stairs (typical for all buildings) is used to break-up the building volume and provide visual interest in an otherwise opaque façade.

5. What about the retail store or space that is on the 72nd Street Ancillary?

In response to a request from community advocates, retail spaces have been added at the Ancillary facilities at 69th and 72nd Street. These were shown in the renderings presented to Community Board 8 on November 30th, 2009. At 69th Street, the retail space is at the corner of 69th Street/Second Avenue. At 72nd Street the retail space is on 72nd Street.

6. What about power generation for subway in these ancillary facilities (step up or step down)?

No power will be generated at the Ancillary facilities. Electrical power for the ancillary buildings will be supplied by Con Edison.

7. Most of the area fenced in the 90's seems to be for storage. Can this area be relocated? When are we going to get our sidewalk width back? When is the street life going to be restored?

The work zone for Contract 1 generally is on Second Avenue between 95th and 91st Street. The work zone for Contract 2 generally is on Second Avenue between 95th and 100th Streets. The designated storage areas are at yards at 93rd and 102nd Streets. Because of the unavailability of vacant land in the vicinity, there is no storage area other than the streets along Second Avenue between 91st to 95th Streets. At the end of construction of Contract 1, the contractor will turn over the decked launch box and associated work areas to the contractor for Contract 2. Restoration of sidewalk to the normal width will be performed under a future Second Avenue contract in 2014-15.

8. What is the date of the Final Environmental Impact Statement?

April 2004.

9. Does it address the cooling towers that are proposed to be placed on the roof of the garage at 124 East 63rd Street?

The FEIS identified the locations of potential ancillary facilities, including 124 E. 63rd Street, in Chapter 8: Displacement and Relocation. The FEIS provides a description of the project's requirements for ancillary facilities, including ventilation and cooling systems, in Chapter 2: Project Alternatives. The ancillary facilities were evaluated with respect to air quality and noise respectively in Chapter 11: Air Quality and Chapter 12: Noise and Vibration.

10. How can a copy of the Environmental Impact Statement be obtained?

The FEIS is available on the MTA's website at <http://www.mta.info/capconstr/sas/feis.htm>.

11. Questions regarding the cooling towers:

- *Precise location on garage roof*

The cooling towers will be located above the building roof at 124 East 63rd Street in the southeast corner of the property. There will be two cooling towers each having a footprint of approximately 16 feet by 12 feet.

- *What is their function? Air cooling?*

The cooling towers are heat removal devices that are part of the station's Air Tempering System.

- *How often are they working in the winter? In the summer only?*

The cooling towers will support the station's Air Tempering System that is expected to be in operation during the summer months (June through August).

- *What about noise level of the fans?*

The allowable noise levels of the Station Ancillary facilities (cooling towers) are covered in the Environmental Impact Statement. See chapter 12 noise and vibration. The FEIS is available on the MTA's website at <http://www.mta.info/capconstr/sas/feis.htm>.

- *What is health hazard of mist from towers?*

The cooling towers, similar to other cooling towers in the city, may generate some water vapor under certain weather conditions but will not create any health hazards and will conform to all applicable code requirements.

- *How high will towers reach over roof?*

For the 63rd Street ancillary facility only, the top of the cooling tower will be approximately 26 feet above the existing building roof.

12. Why isn't the ancillary at East 69th and Second important enough to have the MTA representatives here to answer all questions in person?

Comment noted.

13. In view of this week's TV and print reportage regarding evacuation of UES (90's) residents, what precautions and surveys are being done to safeguard residents from explosions/implosions at East 72nd Street?

We do not understand the reference to "explosions/implosions" and assume that the question refers to MTA's plans to stabilize, repair and/or protect 5 private buildings along Second Avenue in the 90's within Community Board 8. (There is no indication whatsoever that this work is necessitated by project-related blasting activities.) MTA work on those 5 buildings is being performed in consultation with the New York City Department of Buildings ("DOB") and the affected building owners. Also in consultation with the DOB and the affected building owners, MTA and its contractors are performing additional investigations of other buildings along the project alignment to ascertain whether those buildings may require additional support or reinforcement to protect them during construction of the Second Avenue Subway.

MTA is currently in the process of conducting a visual survey and structural evaluation of buildings near the future 72nd Street Station. The results of the surveys and evaluations will be shared with the DOB and appropriate steps will be taken to assure that the buildings are protected during the construction.

The 72nd Street Station is a mined cavern in rock which will be constructed mainly by utilizing the controlled blasting method. Controlled blasting is a well established excavation technique that has been used at many of our projects in Manhattan. Blasting Procedures will be available after the award of Contract C-26007 "72nd Street Station Cavern Mining, G3/G4 Tunnels and Heavy Civil Structural Work", which is anticipated in July 2010. The procedures will include, among other things, compliance with applicable regulations, monitoring by the New York City Fire Department, and monitoring to insure that noise and vibration levels do not exceed appropriate levels.

Prior to the commencement of Contract 4B "72nd Street Station Cavern Mining, G3/G4 Tunnels and Heavy Civil Structural Work", construction, MTA's contractors will request access from building owners to undertake a pre-condition survey of all the buildings within the influence of the blasting activities.

14. Why is the little publicity about this "Bridge to Nowhere" that will not service Grand Central, East 30's, East 20's but instead go to West Side? And will have no station between East 72nd Street and East 86th Street? Why the secrecy?

The design for the Second Avenue Subway, including its alignment and station locations, was reviewed in the FEIS prepared for the project in 2004 and was approved by the FTA in its Record of Decision and subsequent Full Funding Grant Agreement. A detailed description of the extensive public outreach associated with this project, dating back to 1995, can be found in Chapter 4: Public Outreach and Review in the FEIS.

Please note that station locations were chosen to provide a balance between speed of operation and passenger convenience, with typical stations located at or near major crosstown streets. Phase 1 of the SAS will provide direct service between the Upper East Side and West Midtown and Brooklyn via the Broadway Line. Phase 3 of the SAS will provide service to the East 20s and 30s, and includes a station planned at 42nd Street and Second Avenue, with a potential enclosed transfer to the **4** **5** **6** **7** and **S** lines under consideration.

15. How many employees are there at the MTA?

MTA and its constituent agencies currently employ approximately 70,000 employees.

16. What impact will the construction at 124 East 63rd Street have on the block of 63rd between Park and Lexington? Please provide a plan or sketch of the exhaust facility at 124 East 64th Street. What are the environmental impact of this facility regarding noise and output?

During the construction at 124 East 63rd Street traffic along East 63rd Street will be reduced to one lane. As a result of the construction at 124 East 63rd Street, the sidewalk along the south side of 63rd Street starting at the corner of Lexington Avenue and ending west of the entrance to 116 East 63rd Street will be replaced. A sketch of the cooling tower is available on the MTA's website posting of the January 26th Community Board meeting (sheet 62 of

65) at:

http://www.mta.info/capconstr/sas/documents/Jan%2026th,%202010_CB8_Final%20for%20distribution.pdf.

The environmental impacts of the station ancillary facilities are covered in FEIS. The FEIS is available on the MTA's website at <http://www.mta.info/capconstr/sas/feis.htm>.

17. What was done to ensure that the façade of 233 East 69th Street is stable and will not sustain damage during the blasting activities?

Two large residential buildings are located on this site. One building (on 69th Street) contains 12 stories and the other building (on Second Avenue) contains 16 stories. The building survey performed to date is only for Contract 1 related work. The contractor has installed seismographs at two locations to insure that the buildings remain stable during MTA's construction.

With respect to Contract 4B, MTA's consultants also will seek access from the owners to undertake pre-condition surveys and install monitoring equipment if deemed appropriate.

18. What is the purpose of the steel structure that is presently being assembled on the Southeast corner of East 93rd Street?

The steel structure at the southeast corner of 93rd Street is part of the conveyor system. The conveyor system will be used to remove excavated materials from the tunnel boring machine operations.

19. How are the plans for ancillary facility acceptable or not acceptable to architects for the buildings on 72nd and 69th? What can be done for them to be acceptable? How can engineers determine if buildings are safe for excavation? What determines their safety? Criteria for safety?

At this juncture, due to the pendency of a federal lawsuit brought by the owners of 233 E. 69th Street against MTA and the Federal Transit Administration regarding the 69th Street Ancillary Facility, MTA is not in a position to publicly comment on its views and the views of private parties about the architecture for these ancillary facilities. We can state, in short, that the designs satisfy the operating requirements of New York City Transit and reflect the principle features of the surrounding urban fabric. The designs for the Second Avenue Ancillary facilities have been undertaken by a team of internationally experienced consultants following precedents in other modern subway systems in major urban areas. Recommendations by CIVITAS and the local community to include retail facilities at street level have been adopted.

With regard to safety: See response to item 13.

20. Are the plans final on the design of the ancillary facility at 72nd Street and Second? Why were you not present at this meeting on March 24, 2010? How high in feet is the planned

ancillary facility on 72nd Street and Second? When the shaft is completed on Second and 72nd Street will it be closed for awhile? How long is it active?

Plans for the Ancillary facilities at 72nd and Second Avenue are 95% final. The building will be 75 feet high from street level to the roof. See our response to question 1, above.

The construction shafts at 72nd Street and 69th Street are partially excavated in Contract 1, currently underway. They will be closed by a temporary cover and handed over to the contractor for Contract 4B. The anticipated duration of Contract 4B is 37 months and the contract is anticipated to be awarded in July 2010.

21. When will construction start on ancillary vent on 93rd Street and Second? How deep will you dig? How will ancillary effect other buildings? When will ancillary be finished?

This work is scheduled to start during the second quarter of 2011. The ancillary facility at this location will extend to a depth of approximately 65 feet below street level. The design of the ancillary facility was performed to minimize impacts to adjacent buildings. Geotechnical instrumentation (prisms, tilt meters, crack gauges, vibration monitors) will be installed on surrounding buildings to monitor the effects of construction activity within the ancillary facility. The ancillary work is scheduled to be completed in the summer of 2012.

22. What efforts has the MTA made to insure that the noise coming from the ancillary facility on East 69th Street is within acceptable levels for nearby residents? What studies and efforts has the MTA specifically undertaken to determine this in light of the building and equipment being planned?

The potential for noise impacts from ancillary facilities was assessed in the FEIS in Chapter 12: Noise and Vibration. Noise levels associated with the operation of the Second Avenue Subway are subject to the noise criteria defined by the Federal Transit Administration and described in detail in Chapter 12.

23. Please provide building sketches, specs and plans for the ancillary facility. Please provide specific details re: the schedule and scope of construction planned for this ancillary facility. Provide detailed information regarding the environmental impact-exhaust, fumes, smell, appearance of exhaust, health impact for this facility specifically.

For security reasons, MTA does not publicly release building plans and specifications.

Construction of the ancillary facilities will be part of Contract 4C, which is scheduled to be awarded in December 2012 and has an anticipated duration of approximately 31 months. Demolition of the existing buildings on the ancillary sites is included in Contract 4B, which is scheduled to be awarded in July 2010 and has an anticipated duration of approximately 37 months.

The new structure at 72nd Street and Second Avenue will accommodate:

- a Station Entrance that will be operational 24 hours a day, 7 days a week

- a Station Emergency Egress that will be used in the event of an emergency station evacuation
- a street facing retail facility (hours of operation subject to leasing)
- an Ancillary Facility that also will function 24 hours a day, 7 days a week to maintain the operation and safety of the subway system with respect to the following functions:
 - Tunnel Ventilation: The ancillary facility will have fans inside to handle emergency smoke conditions and meet applicable fire-life safety codes and standards. The fans will be turned on in the event of an emergency and would alleviate smoke and heat conditions. The fans are designed to run at variable speeds depending on the ventilation requirements to minimize the power required and noise generated. The design meets the acoustic limits of the FEIS. Further measures to limit noise transmission include sound attenuators applied to the fans to control interior and exterior noise levels.
 - Station Ventilation: The ancillary facility has supply and exhaust fans inside to provide fresh air supply/exhaust during normal operations to meet all applicable code requirements. These fans, which are much smaller than the tunnel ventilation fans, are sized to minimize the power required and noise generated. The design meets the acoustic limits of the FEIS. Further measures to limit noise transmission include sound attenuators applied to the fans to control interior and exterior noise levels and variable speed controls to adjust to changing loads.
 - Station cooling: The ancillary facility will provide air tempering for public areas in the station and for temperature sensitive equipment in non-public areas. The refrigeration units providing this cooling will be connected to roof-mounted cooling towers and dry coolers similar to those commonly in use in other buildings throughout in the city.
 - Louvers: Exterior louvers, or openings, in the facades and on the roof of the ancillary facilities will provide air circulation for the station. The louvers will be located on the south and east façade of the ancillary facility. These are sized to limit the noise and power consumption of the fans using the openings. In addition there is a natural ventilation shaft (similar to the current street gratings common throughout the city) on the north-east side of the roof.
 - Equipment maintenance: Hatches are provided to bring equipment in/out of the station below as required on a periodic basis. The facility will include workshops for essential maintenance of station systems.
 - Power/Communications: The ancillary facility will accommodate Power and Communications facilities for the operation of the subway
 - Plumbing: The ancillary facility will house Plumbing facilities for the operation of the subway.

The ancillary facility at 69th Street and Second Avenue will accommodate all of the above functions, except that it will not include a public Station Entrance.

The environmental impacts of the Station Ancillary facilities are covered in the FEIS – please refer to our response to question 10 above.

During normal operations air exhausting from the louvers of the facilities will be the same air as found on the station platforms. There would be no visible appearance of exhaust from the louvers.

The station cooling towers, similar to other cooling towers in operation throughout the city, may generate some water vapor under certain weather conditions.