

**A. INTRODUCTION**

This section assesses whether changes in the Project and in background conditions since 2006 would result in any new or different significant adverse impacts to shadows that were not previously identified in the 2006 FEIS. The regulatory context and methodology for this analysis are the same as described in the 2006 FEIS.

**B. CHANGES IN BACKGROUND CONDITIONS**

It is assumed that the development now anticipated through 2015—compared to the development anticipated to have been completed by 2010 as analyzed in the 2006 FEIS—would cast somewhat different shadows on the public open spaces and historic resources with sun-sensitive features within the area surrounding the Project site. Cumulatively, these potential changes to background shadows would not be anticipated to alter the conclusions of the 2006 FEIS. In addition, no resources have been newly identified within the Project’s study area that would need to be considered in a shadows analysis. Therefore, changes in background conditions since 2006 and future conditions anticipated through 2015 would not substantially alter the conclusions presented in the 2006 FEIS for shadows.

**C. PROJECT DESIGN CHANGES****FARLEY COMPLEX—PHASE 1**

As described in Section 1, “Project Description,” Phase 1 of the Project would consist of improvements to below-grade infrastructure and would have no shadow impacts. All of the proposed changes in this phase would occur below-grade, and thus would not have the potential to alter the conclusions of the 2006 FEIS shadows analysis. Therefore, the Project with the proposed below-grade changes would not result in any new significant adverse environmental impacts with respect to shadows.

**FARLEY COMPLEX—PHASE 2***AMTRAK STATION OPTION*

Although some design elements would change in the Amtrak Station Option, these changes would not require any new structures or expansion of building floor area. The designs of the new Train Hall and Intermodal Hall roofs would change; however, as discussed in the 2006 FEIS, the new roofs would be transparent structures with steel framing that are not expected to cast appreciable shadows. Further, the two new roofs would be lower than planned in 2006; the Train Hall roof would rise above the roof line of the Farley Building but would not be visible from the street and the Intermodal Hall roof would not rise above the Farley Complex’s existing roof

parapet. Therefore, the Amtrak Station Option would not change the 2006 FEIS conclusion that the Project would not result in significant adverse impacts with respect to shadows.

*OPEN STATION OPTION*

The Open Station Option would have the same roof structures as the Amtrak Station Option. Therefore, the Open Station Option would also not change the 2006 FEIS conclusion that the Project would not result in significant adverse impacts with respect to shadows. \*