

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 urban design and visual resources 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

Changes in background conditions would not affect the conclusions of the FEIS related to urban design and visual resources. Development in the 400-foot study area would be similar to what was assessed in the 2006 FEIS and would increase the density of development around the Farley Complex.

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

There would be no new significant adverse impacts to urban design and visual resources from the Project components that would be part of the Phase 1 development. Most of those components would affect below-grade infrastructure and would not affect any elements of the Farley Complex that contribute to it being a visual resource or that would be visible from the surrounding streets. Most of the Phase 1 components would, therefore, not affect the urban design of the Project site or study area.

Phase 1 would affect the Farley Complex with the creation of new at-grade entrances into the building from Eighth Avenue at the corners of West 33rd and West 31st Streets. These new entrances are not a new project element and would be the same as the Eighth Avenue entrances assessed in the 2006 FEIS. Therefore, these entrances would not result in new significant adverse impacts to urban design that were not identified in the 2006 FEIS. Further, as was concluded in the 2006 FEIS, these new entrances would not be expected to result in adverse impacts to the Farley Complex as a visual resource.

FARLEY COMPLEX-PHASE 2

The majority of Project modifications that have been made since publication of the 2006 FEIS are interior design changes to the Farley Complex related to the layout of Moynihan Station, the USPS facilities, and the non-station portions of the development. Therefore, the majority of Project modifications would not affect the urban design of the study area or visual resources, including the Farley Complex itself.

The most notable exterior design modification, which would occur under either the Amtrak Station or Open Station Options, would be the reduction in height of the new roofs over the Train Hall and the Intermodal Hall. As assessed in the 2006 FEIS, new metal and glass roofs would be created over those spaces, but those roofs have been lowered under the current Project design so that they would not be visible from the surrounding streets. In particular, the roof over the Intermodal Hall would be a vault that would no longer rise above the existing Farley Complex roofline. In addition, while the roof over the Train Hall would rise above the roofline, it would be lower than analyzed in the 2006 FEIS and would no longer be visible from surrounding streets. Whereas the FEIS concluded that the appearance of the Farley Building and Western Annex would change with the construction of the tall Intermodal Hall glass and metal skylight rising out of the middle of the complex, this analysis concludes that the appearance of the Farley Complex would not change, because the new roofs would not be visible from within the study area.

Other exterior changes to the Farley Complex—new entrances, reconfigured loading docks, glass enclosures within the moats adjacent to the Farley Building, and a new rooftop mechanical plant—would be the same as, or similar to, those Project features that were assessed in the 2006 FEIS. Therefore, the additional elements of the Project that would affect the appearance of the Farley Complex would not result in any new significant adverse impacts to urban design or visual resources that were not identified in the 2006 FEIS. *