

### **3.1 INTRODUCTION**

As described in Chapter 2, “Purpose and Need,” planning for a new intermodal transportation facility began in 1991 and various alternatives for the rail transportation facilities and commercial center have since been developed and studied. In 2006, ESDC and MSDC issued an FEIS pursuant to SEQRA for the Farley/Moynihan Project. Since publication of the 2006 FEIS, the design for Moynihan Station has been further advanced and refined, which is reflected in the Preferred Alternative described below. The Preferred Alternative would be constructed and fully operational by the year 2015. Also evaluated is a “no build” scenario, referred to as the “No Action Alternative,” that incorporates the reuse of currently vacant and underutilized space in the Farley Complex and sets the future year context of the Preferred Alternative based on the development expected to occur in and around the project site.

### **3.2 BUILD ALTERNATIVES**

#### **CONSIDERATION OF ALTERNATIVES**

Build Alternatives for the Project were developed over many years of project analysis and refinement and with the involvement of many local, state, and federal agencies, PANYNJ, and transportation service providers. These project alternatives have been subject to public review and comment over the course of the multi-year planning process. The range of alternatives considered for the Build Alternative, over the years, present variations of either the train station or non-station development component of the Project, which are summarized below.

#### *MOYNIHAN STATION*

Although the overall design concept for a new intermodal transportation facility at the Farley Complex has been similar in each of the various alternatives historically proposed, there have been variations to some of the details of the station layout and facilities. The overall design concepts and the various alternatives are summarized below:

- Primary rail occupant: Changes to the primary rail occupant for the station has resulted in variations to the station layout, specifically associated with the passenger ticketing and waiting areas, station amenities, and back-of-house facilities. The 2006 FEIS considered a train station design alternative based on NJT as the primary rail occupant. The 1995 and 1999 EAs and the 2003 Draft SEA considered Amtrak as the primary occupant. Under either the NJT or Amtrak scenario, access to and through Moynihan Station would be available to passengers of all railroads. In addition, while the commuter passenger requirements for NJT would result in a slightly different station layout than for the inter-city Amtrak passenger, the 2006 FEIS found that Moynihan Station with NJT as the primary occupant, like Moynihan Station with Amtrak as the primary occupant, would not have resulted in substantially new or different adverse impacts that could not be mitigated.

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- **Intermodal Hall:** The addition of a midblock Intermodal Hall on the first floor was not originally included in the 1995 EA station design. It was added to the design analyzed in the 1999 EA and included in the 2003 Draft SEA as well as the 2006 FEIS (see Figure 3-1).
- **West 32nd Street Pedestrian Corridor:** The station design assessed in the 2006 FEIS included a corridor for pedestrian circulation along the former West 32nd Street from the Intermodal Hall to Ninth Avenue.
- **Concourse Levels:** Since 1995, all proposals have provided basically the same circulation plan and a station layout composed of a train concourse level and a lower concourse. In the 1999 and 2003 plans for the station, there was an additional intermediate mezzanine level between the concourse and lower concourse levels. This intermediate level was eliminated from the 2006 FEIS design.
- **West End Concourse:** The existing West End Concourse currently provides access to Platforms 7 through 11. All proposals have included a widening and extension of the West End Concourse to the south, so that it would provide access to more platforms.

### *NON-STATION DEVELOPMENT*

The 2006 FEIS also considered several scenarios for the non-station development component of the Project. The Project's non-station development included retail, banquet facility, and hotel space at the Farley Complex. It also included the option to purchase up to 1 million square feet of development rights associated with the Farley Complex. This floor area could be utilized at an off-site parcel on an adjacent block or could be used for additional development on the Farley Complex. The non-station development in the Farley Complex and the transfer of development rights is included in the Preferred Alternative described below. An overbuild development on the Farley Complex was analyzed in the 2006 FEIS as one option for the Project and is not part of the Preferred Alternative described below.

The 2006 FEIS also considered two alternatives that arose from the developer designation process. The first alternative involved the possibility that the Western Annex would be used as a sports arena, rather than developed as retail space. This alternative (the Arena Alternative) would also have included the redevelopment of the current Madison Square Garden (MSG) site and improvements to Penn Station. However, because the status of and plans for the Arena Alternative were unresolved at the time of the 2006 FEIS, a detailed examination of impacts was not undertaken. Instead, the 2006 FEIS noted that for this alternative to be pursued, an SEIS would be required.

The second alternative considered utilizing additional unused development rights from the Farley Complex, which would add approximately 1.5 million square feet of additional development potential at an undetermined location. However, since at the time of the 2006 FEIS no specific receiving site for the additional development rights had been determined, the alternative (the Full Development Alternative) was not studied in detail. Rather, the 2006 FEIS noted that for the Full Development Alternative to be pursued, an SEIS would be required.

### **PREFERRED ALTERNATIVE**

The Preferred Alternative examined in this EA for the redevelopment of the Farley Complex has train station, USPS, and commercial components, the combination of which will enable ESDC and MSDC to move forward with the development of a fully funded transportation facility, while fostering the redevelopment of far West Midtown (the area west of Seventh Avenue between West 59th and West 28th Streets).

As shown in Table 3-1, the train station and USPS components of the Preferred Alternative include approximately 300,000 square feet of space for use as Moynihan Station and up to 265,000 square feet of space for USPS, together with certain common areas and common building systems serving the Farley Complex. The commercial components of the Preferred Alternative include approximately 769,100 square feet of space available for commercial use (including approximately 86,000 square feet of transit-related retail).

**Table 3-1**

**Comparison of Farley Complex Land Use Components:  
Preferred and No Action Alternatives (in square feet)**

Land Use Component	Preferred Alternative*	No Action Alternative
Train Station	300,000	0
Transit Retail	86,000	0
USPS	265,000	265,000
Commercial Office	0	551,000
Hotel**	125,000	0
Commercial Retail	518,100	518,100
Banquet Facilities	35,000	0
Common Areas	50,250	50,250
Docks/Service	24,000	24,000
Hotel Lobby	5,000	0
<b>Total</b>	<b>1,408,350</b>	<b>1,408,350</b>
<b>Notes:</b>		
* This program is from the 2006 FEIS; the actual revised program may vary slightly.		
** Divide by 1,000 to estimate approximate number of hotel rooms.		

The Preferred Alternative also includes the option to purchase unused development rights of up to 1.0 million square feet of floor area that could be used for additional development on an off-site parcel near the Farley Complex.

While the Preferred Alternative is substantially the same as the Project described and analyzed in the 2006 FEIS, the design for Moynihan Station has been further advanced and refined with various modifications and improvements. In addition, the Preferred Alternative reflects a station design for Amtrak as the primary rail occupant while the design analyzed in the 2006 FEIS was developed for a portion of the Farley Complex to be dedicated to one occupant that was expected to be NJT, which had entered into a Memorandum of Understanding (MOU) with MSDC.

The program components and square footages for the Preferred Alternative, as described above and shown in Table 3-1, are the same as the program components and square footages presented in the 2006 FEIS. However, the current design of the Preferred Alternative, which is shown on Figures 3-2 through 3-7 and is still being refined, has a slightly different program mix that will likely result in a marginally smaller project; the Preferred Alternative is likely to total 1.39 million square feet compared with the 1.41 million square feet assessed in this EA and in the 2006 FEIS. The design shown in Figures 3-2 through 3-5 has slightly more area devoted to station uses and less area devoted to retail uses than is assessed in this EA. Therefore, the program set forth in this EA and as analyzed in the 2006 FEIS, which has more retail, is a more conservative program for conducting the environmental impact assessment of the Project.

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### *FARLEY COMPLEX*

#### *Moynihan Station*

The station design in the Preferred Alternative is somewhat different from the station design examined in the 2006 FEIS, primarily because the primary occupant of Moynihan Station under the Preferred Alternative would be Amtrak instead of NJT.<sup>1</sup> However, in terms of overall size and program elements, the Preferred Alternative is similar to the 2006 plan. The Preferred Alternative assumes that approximately 300,000 square feet of the Farley Complex would be used for an Amtrak station, although the station could also be utilized by LIRR and NJT customers. After completion of the 2006 FEIS, planning and design of the station continued, incorporating additional improvements into the Project that included the West End Concourse expansion, the 33rd Street Connector (which links the Farley Building with the Eighth Avenue subway lines and Penn Station), and the reactivation of the former mail platform (Platform 12) for passenger use. The improved design of these facilities has been incorporated into the current Preferred Alternative. The Preferred Alternative includes a full extension of the West End Concourse to the train shed's southern retaining wall beneath the Farley Complex, but does not provide connections to NJT Platforms 1 and 2, which had been assumed in the 2006 FEIS as a component of NJT's capital program but is a separate action.

The new Moynihan Station under the Preferred Alternative would include the following elements:

- New facilities for rail passengers. These include dedicated Amtrak ticketing, baggage, and waiting areas (including Club Acela), a Train Hall main concourse, and Intermodal Hall at street level (see Figures 3-2 through 3-7). The Train Hall would be a large public space created in the Farley Building to serve both as the main passenger waiting area and railroad station passenger concourse. As shown on Figure 3-3, there would be more than fifteen vertical circulation elements providing access from the main concourse directly to the platform level. The layout of many of these spaces is different than what was assessed in the 2006 FEIS.
- New Intermodal Hall. As currently contemplated, the hall would be characterized by a glass and metal roof and would create midblock entrances to the Farley Building from both West 33rd and West 31st Streets, with the primary entrance on West 33rd Street (see Figure 3-2). The footprint and roof of the Intermodal Hall are smaller and lower, respectively, than what was assessed in the 2006 FEIS.
- New entrances to the West End Concourse through the Farley Building from Eighth Avenue. These entrances are the same as the Eighth Avenue entrances assessed in the 2006 FEIS.
- Similar to the 2006 FEIS, an approximately 30 percent increase in the combined total of passenger stairs, escalators, and elevators; an approximately 50 percent increase in passenger circulation space; and direct access to the platforms for all railroads, except Platforms 1 and 2. Variations on the passenger circulation elements of the station are still being studied and further refined. These variations are described and analyzed in Chapter 4.4, "Station

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<sup>1</sup> As a result, Amtrak may vacate certain space at the Penn Station Complex. The specific use of the vacated space would be determined by Amtrak and other railroad occupants and is not known at this time. Since the use of this space would likely involve railroad operations, transit-related retail, or a combination of such uses, the programming of this space is not expected to affect the assessment of environmental impacts set forth in this Environmental Assessment.

Circulation Analysis” of this EA. The essential passenger circulation elements are similar to what were assessed in the 2006 FEIS.

- Dedicated drop-off lanes and curb cuts for taxi access located on the mid-block of West 33rd Street and/or West 31st Street. These features are the same as those that were assessed in the 2006 FEIS.
- Extension and widening of the West End Concourse on the lower concourse level to the train shed’s southern retaining wall and to Platform 12, providing access to seventeen tracks as compared to the nine tracks served today—Platforms 3 through 11 (but not Platforms 1 and 2) would be served with the Project, as compared to 7 through 11 today (see Figure 3-4). The expanded West End Concourse would benefit Amtrak and NJT passengers and would continue to serve all the LIRR tracks. The expanded West End Concourse would also be large enough to accommodate ticket vending machines for passengers who currently purchase their tickets elsewhere in the station. Also, the West End Concourse expansion would allow for access to an activated Platform 12 and future access to Platforms 1 and 2 (for NJT). The improvements to the West End Concourse are more extensive than what were assessed in the 2006 FEIS.
- Building systems and infrastructure improvements. The Preferred Alternative includes upgrades to the building’s mechanical systems to meet the needs of the new station and reconfigured facility. These improvements are similar to those assessed in the 2006 FEIS.
- Planned restoration program. The Preferred Alternative includes a comprehensive exterior building restoration, with stonework and mortar cleaned and refurbished, and windows restored and replaced as necessary. This program is the same as what was assessed in the 2006 FEIS.
- Enhanced access to the Eighth Avenue A, C, and E subway line and significant access improvements to the Eighth Avenue subway entrance, with improved access for riders with disabilities. This would include expanding and renovating the existing 33rd Street Connector between Penn Station’s connecting concourse and the West End Concourse by substantially widening its width, thereby increasing capacity and making it ADA-compliant for the first time. The connector would accommodate passenger flow between Penn Station, the West End Concourse, and Moynihan Station, as well as provide direct access to the Eighth Avenue A, C, and E subway lines, and to NJT’s new ARC station under West 34th Street that will open when NJT completes the tunnel under the Hudson River now under construction. These improvements are more extensive than the improvements assessed in the 2006 FEIS.
- A wide pedestrian corridor within the Farley Complex—along the alignment of West 32nd Street—that would provide pedestrian circulation on two levels between the Intermodal Hall and Ninth Avenue (see Figure 3-2). These corridor improvements are more extensive than the corridor improvements that were assessed in the 2006 FEIS.
- Approximately 86,000 square feet of transit-related retail and commercial space. This space is in addition to the approximately 300,000-square-foot train station and is the same as what was assessed in the 2006 FEIS.
- Mail truck access. The existing USPS loading docks on the exterior of the building would be removed and modern loading facilities for USPS and Amtrak would be constructed inside the Western Annex at the same street level location (see Figure 3-2). The loading area would be accessible from West 31st Street. This loading configuration is different than what was assessed in the 2006 FEIS.

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- Activation and renovation of the diagonal mail platform (Platform 12) and the two adjacent tracks beneath the Farley Building. These rail elements have never been used for passenger service and would accommodate additional Amtrak Empire Service trains, and potentially Metro-North Hudson Line service.<sup>1</sup> This Project component includes new track connections from the Empire Tunnel to the Diagonal Platform tracks and is a new feature of the Project that was not assessed in the 2006 FEIS.
- Potential new baggage handling corridor to be constructed at the far west end of the station, to facilitate Amtrak baggage handling and movements. This is a new feature of the Project that was not assessed in the 2006 FEIS.

In terms of construction financing and implementation of the elements described above, the Preferred Alternative would be sequenced as two phases. Phase 1 would have independent utility and would include underground improvements to existing facilities, including the 33rd Street Connector, the West End Concourse (with new street access to Eighth Avenue), and platform ventilation under the Farley Complex. Phase 2 would include development of the Station itself, including the Train Hall, concourse and street-level portions of the station, activation of Platform 12 for passenger use, and the non-station commercial development of the Farley Complex. The development of a mixed-use building on the Development Transfer Site may occur in Phase 1 or 2. Regardless of the sequencing, the overall Project is expected to be completed in 2015 and the technical analyses of this Environmental Assessment assess potential impacts from the overall Project. (Appendix 1 of this Environmental Assessment includes a more lengthy description of Phase 1 and a summary of the potential for the Phase 1 components to result in adverse environmental effects.)

### *USPS Facilities*

Up to 265,000 square feet of the Farley Complex has been leased to USPS for continued use, including the historic postal lobby and upper floor offices in the Farley Building, carrier space in the Western Annex, and an area for postal facilities below the Western Annex.

### *Non-Station Commercial Development*

Within the Farley Complex, the non-station development portion of the Preferred Alternative would include retail, banquet facility, and hotel space. A mix of commercial uses would be developed in the Western Annex and could include large-scale retail anchors ranging from full-

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<sup>1</sup> NJT has raised certain operational concerns with respect to the activation of Platform 12, since activation of that platform has the potential to interfere with the use of certain stub tracks, which are currently used for daytime storage of 3 to 4 NJT trains, and/or with access to station Tracks 1, 2, 3, and 4, which are used in daily NJT commuter operations. ESDC commits to the preparation of assessments, either as part of the ongoing Penn Station Operations Capacity Study being undertaken by MTA with oversight by a Technical Advisory Committee comprised of the MTA, Amtrak, NJT, LIRR and Metro-North Railroad, or as a separate study with the participation of all members of such Committee, to: (i) determine whether the activation of Platform 12 would interfere with usage of such stub tracks for storage and/or with access to station Tracks 1, 2, 3, or 4, and (ii) if it is determined that interference would occur, identify appropriate strategies to either provide other adequate means of storage for the affected NJT trains, and/or maintain access to station Tracks 1, 2, 3, and 4 as appropriate. No contract will be executed for the activation of Platform 12 until such time as the study referenced herein has been completed, and such strategies, as appropriate, have been identified. Therefore, no significant disruption of service is expected.

floor to two-floor users, as well as smaller category retail businesses, accessible from the ground and second floors of the 32nd Street corridor. In the Farley Building, it is expected that hotel and banquet facilities would occupy the upper floors. (See Figure 3-5 for illustrative upper level floor plans.) In total, the retail use would be 518,100 square feet, hotel use would be 125,000 square feet, or 125 rooms, and banquet facilities would be 35,000 square feet.

#### *DEVELOPMENT TRANSFER SITE BUILDING*

Based on the proposal by the Venture, the preferred developer conditionally designated by ESDC and MSDC in 2005 (see Chapter 2, “Purpose and Need”), the Preferred Alternative also assumes that a site on the western end of the One Penn Plaza block, fronting the east side of Eighth Avenue between West 33rd and West 34th Streets, could utilize approximately 1 million square feet of the Farley Complex’s unused development rights. This site is referred to as the Development Transfer Site, as it was in the 2006 FEIS. Under this development, a mixed-use building of up to 1.1 million gross square feet would be constructed. As currently contemplated, this building would be massed with several sections of varying heights, the tallest of which would be approximately 700 feet tall (see Figure 3-8). Two options are contemplated for the Development Transfer Site building—a primarily residential building that would have approximately 940 units (940,000 square feet) and 120,000 square feet of retail space and a mixed-use option that would contain a 310,000-square-foot hotel, 630 residential units (630,000 square feet), and 120,000 square feet of retail space. Either building is assumed to contain twenty percent of the residential rental units developed with affordable rental units provided under the 80/20 affordable housing program.

The Phase 1 transportation improvements mentioned above do not assume development of the Development Transfer Site as part of Phase 1. However, it is possible that the project sponsor or designated developer may seek to advance development of the Development Transfer Site as part of the Phase 1 effort. Since this Environmental Assessment assesses all Project components for a 2015 Build year, the environmental impact conclusions presented in this Environmental Assessment do not change if the Development Transfer Site is developed as part of Phase 1 instead of Phase 2. The probable effects of adding the Development Transfer Site to Phase 1 is part of the impact summary analysis set forth in Appendix 1.

### **3.3 NO ACTION ALTERNATIVE**

The No Action Alternative assumes the new intermodal transportation facility would not be constructed at the Farley Complex and that the USPS will continue to occupy up to 265,000 square feet for its operations (see Table 3-1). However, the No Action Alternative does include the reuse of currently vacant and underutilized space in the Farley Complex and assumes that approximately 1,069,000 square feet of the Farley Complex will be redeveloped with commercial uses, comprising 518,000 square feet of retail and 551,000 square feet of office uses.

In the No Action Alternative, there would be no transfer of development rights, and therefore no new development on the Development Transfer Site.

The No Action Alternative is also important in understanding the conditions that would exist in the future without the Preferred Alternative, for purposes of analyzing the Preferred Alternative. In an urban environment such as midtown Manhattan, the Preferred Alternative needs to be analyzed in light of broad development trends and extensive development (not related to the Preferred Alternative) that is currently expected to be complete in the surrounding area by 2015, the build year for the Preferred Alternative. This surrounding development (No Build development) includes

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projects currently under construction or development that can reasonably be expected to be constructed due to their current level of planning and public approvals. Future development projects that have been announced, are in an approval process, or are under construction and likely to be built by 2015, along with proposals for rezoning and public policy initiatives likely to be undertaken by 2015, are presented in Table 3-2 and shown on Figure 3-9. These No Build projects represent a total of approximately 17.6 million gross square feet (gsf) of new development, including: 4.9 million gsf of new office space, 823,636 gsf of new retail space, 198,726 gsf of new community facility space, 11,874 new residential units, and 2,823 new hotel rooms.

**Table 3-2  
Development Under Construction or Proposed  
Expected to Be Completed in the No Action Alternative by 2015**

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
1	Jacob K. Javits Convention Center Expansion								100,000 sf expansion: 40,000 sf exhibition space and 60,000 sf support
3	316 Eleventh Avenue (east side) between W. 29th and W. 30th Streets (Block 701, Lots 62, 68, and 70)				4,820	365			
5	Hudson Park and Boulevard: W. 33rd to W. 36th Streets								Open Space: 2.12 acres
6	Related Companies: midblock on south side W. 30th Street between Tenth and Eleventh Avenues (Block 701, Lots 52, 55, 56, 58, 16, partial 45)				25,000	368		40,250 sf	
7	Related Companies: southwest corner of Tenth Avenue and W. 30th Street (Block 701, Lots 30, 33, 36, 37, 42, 43, partial 45)				30,000	382		23,000 sf	
8	Avalon Bay Properties: Eleventh Avenue at W. 28th Street, northeast corner (Block 700, Lots 1, 9, 18)					600			
9	Taxi Garage Site: Tenth Avenue between W. 28th and W. 29th Streets (Block 700, Lots 27, 42, 44, 45, 32, 34, 38)		38,850	78		46			
10	Extell Development - Hudson Yards Potential Site 62: east side Tenth Avenue between W. 31st and W. 30th Streets		235,750	472		220			
11	Rockrose - Hudson Yards Site 11: west side of Tenth Avenue between W. 37th and W. 38th Streets				65,320	855			

**Table 3-2 (cont'd)**  
**Development Under Construction or Proposed**  
**Expected to Be Completed in the No Action Alternative by 2015**

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
15	Cambria Suites Madison Square Garden Hotel: 325 West 33rd Street - north side between Eighth and Ninth Avenues		200,760	239					
17	River Place II: Eleventh Avenue between W. 41st and W. 42nd Streets					1,349			
18	Moinian Group - Hudson Yards Site 18: south side of W. 43rd Street between Eleventh and Twelfth Avenues				37,950	1,000			2 buildings
19	Related Companies - Hudson Yards Site 19, Theater Row II: east side of Tenth Avenue between W. 41st and W. 42nd Streets		230,000	250	12,500	774		360 parking spaces	50,000 sf Equinox 70,000 sf theater
20	515 West 41st Street				28,580	333			
21	Port Authority Bus Terminal (PABT) office tower: west side of Eighth Avenue between W. 42nd and W. 41st Streets	1,300,000							Improvements to bus operations at PABT
22	11 Times Square, W 42nd Street and Eighth Avenue	938,950			49,420				
23	Rockrose - Hudson Yards Site 23: east side of Tenth Avenue between W. 37th and W. 38th Streets				20,900	388			
25	345 W. 35th Street between Eighth and Ninth Avenues		100,500	200					
26	Tower 37: LLC south side of W. 37th Street, near Ninth Avenue (Block 760, Lots 10, 67, 68)					208			
27	Wyndham Garden Inn, Metropolis Group: 339 W. 36th Street		188,160	224					Open Space: 3,660 sf
29	Glenwood Management - 310-328 W. 38th Street: midblock on W. 37th and W. 38th Streets between Eighth and Ninth Avenues				10,600	569			
30	307-311 W. 37th Street (north side W. 37th Street near Eighth Avenue)		93,319	187					
31	Sam Chang Hotels: 585 Eighth Avenue		82,906	169					
33	Bush Tower Annex: 140 W. 42nd Street	140,000							
34	Fairfield Inn and Four Points Hotel: 340-342 W. 40th Street		420,000	500					
35	Mehta Family, Staybridge Suites Times Square: 334 W. 40th Street		260,400	310					

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**Table 3-2 (cont'd)  
Development Under Construction or Proposed  
Expected to Be Completed in the No Action Alternative by 2015**

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
36	Sam Chang - Hudson Yards Potential Sites 68,70: mid-block bounded by W. 39th and W. 40th Streets, Eighth and Ninth Avenues (five budget hotel properties, total 1,061 rooms)		891,240	1,061					
37	Hudson Yards Site 37: midblock on W. 38th and W. 39th Streets between Eighth and Ninth Avenues (Block 762, lot 6)	381,990			8,520				
38	Majestic Hotel Corp, Strand Hotel: 33 W. 37th Street,		149,520	178					
39	Hotel Pennsylvania: 15 Penn Plaza, Seventh Avenue between W. 32nd and W. 33rd Streets	1,819,004	-1,213,320	-1,700	181,520				Trading Floor Use: 228,114 sf Mechanical Space: 312,623 sf Lobby, Amenity Space, Service, Loading Areas: 109,420 sf
40	885 Sixth Avenue and W. 32nd St	21,500			25,600	338			
41	855 Sixth Avenue, west side between W. 30th and W. 31st Streets				38,468	433			
42	835 Sixth Avenue, west side between W. 29th and W. 30th Streets		290,000	290	26,368	302			
43	REMY: 815 Sixth Avenue at W. 28th Street				59,000	269			
44	145 W. 27 Street, north side, midblock between Sixth and Seventh Avenues				1,029	11			
45	101 W. 24th Street (735 Sixth Avenue)				16,000	199			
46	124 W. 24th Street, south side, midblock between Sixth and Seventh Avenues				1,965	21			
47	133 W. 22nd Street, between Sixth and Seventh Avenues				2,211	89			
48	241-53 W. 28th Street	227,730			11,990				
49	261 W. 28th Street, north side, midblock between Seventh and Eighth Avenues				5,145	55			
50	Savanna REF: 415 Eighth Avenue at southwest corner of W. 31st Street (Block 754 Lot 44)				10,000	106			
51	Hudson River Park, portions of Segment 5								Parkland: 9.2 acres

**Table 3-2 (cont'd)**  
**Development Under Construction or Proposed**  
**Expected to Be Completed in the No Action Alternative by 2015**

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
52	West Chelsea Projected Site 4: 547-59 W. 27th Street (Block 699, Lot 5)				15,548	118			Conversion of existing building
53	West Chelsea Projected Site 5: 507-17 W. 27th Street (Block 699, Lots 9, 22-27, 44)				39,976	283			
54	West Chelsea Projected Site 6: 299-311 Tenth Avenue (Block 699, Lots 29, 31-33, 37)				28,637	159			
55	Otis Elevator Building: 550 - 558 W. 27th Street (Block 698, Lot 1)	57,500							
56	520 W. 27th Street, south side, midblock between Tenth and Eleventh Avenues	43,400							
57	Spindler Site: W. 26th Street and Tenth Avenue (Block 698, Lots 28, 32)		26,250	53		31			
58	West Chelsea Projected Site 9: 507 W. 25th Street (Block 697, Lots 27 and 31)				8,888	175			
59	420 W. 25th Street, south side, midblock between Ninth and Tenth Avenues				7,110	76			
60	West Chelsea Projected Site 10: 550 W. 25th Street (Block 696, Lot 58)						110,598		
61	245 Tenth Avenue					18			
62	High Line 519: 519 W. 23rd Street, north side, midblock between Tenth and Eleventh Avenues					11			
63	200 Eleventh Avenue					16			
64	552 W. 24th Street					15			
65	HL 23: W. 23rd Street					11			
66	10 Chelsea: 500 W. 23rd Street					68			
67	Time Warner Garage site: W. 21st Street/W. 22nd Street (Block 693, Lot 23)		155,925	312					
68	High Line Open Space								Open space: 4.41 acres
69	West Chelsea Projected Site 13: 550 W. 21st Street (Block 692, Lots 7, 61, 63)				7,331	133			
70	West Chelsea Projected Site 14: 540-542 W. 21st Street (Block 692, Lots 53, 57)						88,128		

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**Table 3-2 (cont'd)  
Development Under Construction or Proposed  
Expected to Be Completed in the No Action Alternative by 2015**

Map #	Site Description	Land Use Category in Gross Square Feet							
		Office	Hotel	Hotel Rooms	Retail	Residential Units	Community Facility	Parking	Other/ Comments
71	West Chelsea Projected Site 15: 521-527 W. 20th Street(Block 692, Lots 28, 30)				43,240	87			
72	Nouvel on W. 19th Street: W. 19th Street and Eleventh Avenue					72			
73	Metal Shutter Houses: W. 19th Street					9			
74	520 West Chelsea: 520 W. 19th Street					26			
75	High Line Bonus Site C: West Chelsea Subarea G, Tenth Avenue between W. 18th and W. 19th Streets					341			
76	High Line Bonus Site B: West Chelsea Subarea H (Block 689, Lot 17)					945			
S	No. 7 Subway Line Station at Eleventh Avenue and West 34th Street								New terminal subway station
	Total	4,930,074	2,150,260	2,823	823,636	11,874 [9,499,200 sf] <sup>1</sup>	198,726		

**Note:** See Figure 3-9.  
1. Based on an average residential unit size of 800 gsf.

The 2006 FEIS analyzed a No Action Alternative for future conditions in 2010 (when the Project at that time was expected to be complete); given the current economic climate, there is a relatively modest change in the amount of expected development in the 2015 analysis year considered in this EA compared with the prior estimate for 2010 in the 2006 FEIS. The 2010 future conditions included approximately twenty eight No Build projects including: 6.1 million gsf of new office space; 603,492 million gsf of new retail space; 330,260 gsf of new community facility space; 9,084 new residential units; and 1,600 new hotel rooms (see Table 3-3). Many of the developments listed in Table 3-2 above were also identified in the 2006 FEIS for future conditions in 2010. Since publication of the 2006 FEIS, several projects identified for future conditions in 2010 have been completed and are currently built and fully occupied. Other projects have changed in the amount and type of development expected and/or the expected year of completion. For example, the construction schedules for some projects have been delayed until after 2015 and are, therefore, no longer listed. Also listed in Table 3-2 are new projects that were not originally identified in the 2006 FEIS for future conditions in 2010. Overall, the total development for future conditions in 2015 (as analyzed in this EA) is similar to the total development for future conditions in 2010 (as analyzed in the 2006 FEIS) but with a smaller amount of office and community facility development and slightly more hotel, residential, and retail development (see Table 3-3).

**Table 3-3**

**2015 No Build Conditions in the Environmental Assessment Compared to 2010 No Build Conditions in the 2006 FEIS**

Future Conditions	Office Floor Area (gsf)	Hotel Rooms	Retail Floor Area (gsf)	Residential Units	Community Facility Floor Area (gsf)
<b>2006 FEIS 2010 No Build Conditions</b>	6,136,686	1,600	603,492	9,084	330,259
<b>2006 FEIS 2010 No Build Conditions: Built Projects</b>	-2,745,376	-100	-182,801	-2,879	-46,000
<b>2015 No Build Conditions: New Projects Since 2006 FEIS</b>	3,368,234	2,130	512,626	6,667	
<b>2006 FEIS 2010 No Build Conditions: Changes to Projects</b>	-1,829,470	-807	-109,681	-998	-85,533
<b>2015 No Build Conditions (Total)</b>	4,930,074	2,823	823,636	11,874	198,726
<b>Comparison 2015 No Build to 2010 No Build Conditions in 2006 FEIS</b>	<b>-1,206,612</b>	<b>1,223</b>	<b>220,144</b>	<b>2,790</b>	<b>-131,533</b>

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