

A. INTRODUCTION

The proposed Farley/Moynihan project is a comprehensive initiative to create a major transportation hub that improves circulation and capacity of the Penn Station complex, to create a dynamic mixed-use development opportunity, and to restore and preserve a historic resource. The ESDC has determined that due to its size and scope, the proposed project may generate significant environmental impacts and, as a result, has prepared this Environmental Impact Statement (EIS).

This chapter provides an overview of the analytical framework used to guide the EIS technical analyses presented in subsequent chapters of this document. The framework begins with a summary of the procedural framework utilized to comply with environmental review regulations, and it identifies the approvals and actions necessary to implement the proposed Farley/Moynihan project.

B. ENVIRONMENTAL REVIEW PROCESS

All agencies of government at the state, county, and local level within New York, with the exception of the State Legislature and the courts, must comply with the State Environmental Quality Review Act (SEQRA). The proposed project is primarily under the jurisdiction of ESDC and its operating subsidiary, the MSDC, which is why the proposed project is subject to SEQRA. Similarly, federal agencies must comply with the National Environmental Policy Act (NEPA), and the USPS, FRA, and FHWA are participating in the review and approval of the proposed project. Further, this EIS will serve as the foundation for a subsequent and separate NEPA review by the USPS, FRA, and FHWA.

To understand the environmental consequences of their decision-making, and to afford the public an opportunity to participate in identifying such consequences, all discretionary decisions of a state agency to approve, fund, or directly undertake an action are subject to review under SEQRA, unless explicitly excluded or exempted under the regulations. Discretionary decisions involve choices to be made by the decision-makers that determine whether and how an action is to be taken. As set forth below, the SEQRA process for this EIS follows a prescribed path to enable the agencies to make informed decisions.

LEGISLATIVE APPLICABILITY

This document has been prepared pursuant to SEQRA, Article 8 of the Environmental Conservation Law, and its implementing regulations (6 NYCRR Part 617). In general, this Final EIS (FEIS) has been prepared in conformance with the assessment methodologies and impact criteria developed as part of the *New York City Environmental Quality Review (CEQR) Technical Manual*, which are consistent with SEQRA.

PROCESS OVERVIEW

ESTABLISHING A LEAD AGENCY

Under SEQRA, the “lead agency” is the public entity responsible for conducting the environmental review of a proposed action. Often, the lead agency is also the entity primarily responsible for carrying out or approving the proposed action. Other agencies can also participate in the review process as involved or interested agencies. Involved agencies are those with discretionary decisions to make regarding some aspect of the proposed action. Interested agencies are those without jurisdiction to fund, approve, or undertake an action, but that wish to comment during the review process. ESDC issued its Notice of Intent to serve as lead agency on January 31, 2005.

DETERMINATION OF SIGNIFICANCE

The first step in the environmental review process is to determine whether the action is subject to environmental review. For SEQRA purposes, actions are broadly divided into three types, as defined by State law and regulations: Type II actions, Type I actions, and Unlisted actions. Type II actions are defined by SEQRA in 6 NYCRR Part 617.5 and are those actions or classes of actions that have been found not to have a significant impact on the environment, and therefore will not require preparation of an EIS. Type I actions are defined in the State regulations (617.4) as those actions that are more likely to have a significant effect on the environment and more likely to require the preparation of an EIS than Unlisted actions. Due to its size and scope, the proposed Farley/Moynihan project is defined as a Type I action in accordance with 6 NYCRR Part 617.4.

Therefore, pursuant to SEQRA, the lead agency’s first task is to determine whether a proposed action might result in a significant impact on the environment. To do so, it prepares an Environmental Assessment Form (EAF) pursuant to SEQRA, which includes information about the existing environmental setting of the proposed action, as well as a screening analysis to determine the potential of the proposed action to have significant adverse impacts. Upon review of the EAF completed for the proposed project, ESDC acting as lead agency issued a Positive Declaration on the proposed project on January 31, 2005.

SCOPING

Once the lead agency issues a Positive Declaration, the scope of the environmental studies to be undertaken as part of the EIS is established and shared with interested and involved agencies and the public. “Scoping” is the process of focusing the environmental impact analyses on the key issues that are to be studied and creating an opportunity for others to comment on the intended effort. The lead agency provides a draft scope to all involved agencies and makes it available to anyone who has written to express interest in the project. After considering such comments, the lead agency prepares and issues a final scope of work.

For this EIS, a Draft Scoping Document was issued by ESDC on January 31, 2005. The public review period for interested and involved agencies and the public to review and comment on the Draft Scoping Document was held open through February 28, 2005, including a public scoping meeting held in an afternoon session on February 16, 2005 at the Farley Post Office, Western Annex, Room 4500. A Final Scoping Document was issued on January 9, 2006

PREPARATION OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

A Draft EIS (DEIS) was prepared in accordance with the Final Scoping Document. It is a comprehensive document used to systematically consider the expected environmental effects of the proposed project, evaluate reasonable alternatives, and identify mitigation measures that, to the maximum extent practicable, can address any potentially significant adverse environmental impacts of the proposed project. The lead agency reviewed all aspects of the document to determine its adequacy and adherence to the work effort outlined in the Final Scoping Document. Once the lead agency was satisfied that the DEIS was complete for purposes of public review, it issued a Notice of Completion on April 27, 2006 and circulated the DEIS for public review.

The DEIS, along with the Notice of Completion, was circulated among involved and interested public agencies and the general public. As per SEQRA requirements, the DEIS was posted on ESDC's website. Circulation of the DEIS marked the beginning of a public review period, during which time a public hearing was held to solicit comments on the DEIS. The public hearing was held on May 31, 2006 at the Farley Post Office, Western Annex, Room 4500.

PUBLIC REVIEW

Issuance of the Notice of Completion commenced the public review period which remained open until June 30, 2006. During this time, which must extend for a minimum of 30 days, the public was able to review and comment on the DEIS, either in writing or at the public hearing convened for the purpose of receiving such comments. All substantive comments received during the public review process are summarized and responded to in Chapter 25, "Response to Comments on the DEIS," of this FEIS. Written submissions are included in Appendix D of this FEIS.

PREPARATION AND COMPLETION OF THE FEIS

After the close of the public comment period, the lead agency prepared this FEIS. As described above, the FEIS includes a summary of the substantive comments received and the lead agency's responses to the comments. The lead agency has reviewed the FEIS, determined that it is a complete and adequate document, and issued a Notice of Completion on the FEIS.

STATEMENT OF FINDINGS

The lead agency and each involved agency must adopt a formal set of written findings based on this FEIS and reflecting its conclusions about the significant environmental impacts of the proposed action, potential alternatives, and potential mitigation measures. The Statement of Findings may not be adopted until 10 days after the Notice of Completion has been issued for the FEIS.

In accordance with 6 NYCRR Part 617.11(d), a SEQRA Findings Statement issued in connection with a project approval must: (i) consider the relevant environmental impacts, facts, and conclusions disclosed in the FEIS; (ii) weigh and balance environmental impacts with relevant social, economic, and other considerations; (iii) provide the rationale for the agency's decision; (iv) certify that the requirements of 6 NYCRR Part 617.11(d) were met; and (v) certify that consistent with social, economic and other essential considerations, and considering the reasonable alternatives available, the action is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental

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impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures identified as practicable.

Once the findings are adopted, the SEQRA process is completed and the lead agency and involved agencies may begin to implement the proposed action.

GENERAL PROJECT PLAN PROCESS

Upon completion of SEQRA, the ESDC decision-making process will be completed with the affirmation of a General Project Plan (GPP) for the proposed Farley/Moynihan project. The approval process for the GPP is set forth in the New York State Urban Development Corporation Act, Chapter 54 of the Laws of 1968 (the UDC Act). The established GPP procedure is that the ESDC and MSDC Board of Directors initially adopts a GPP and makes it available for public review and comment, including a public hearing. After the hearing, the Board may affirm, reject, or modify the GPP. For the Farley/Moynihan project, the GPP public hearing and comment process have been combined with the SEQRA process.

COORDINATION WITH NEPA AND FEDERAL REVIEW PROCESS

Among the agencies that will participate in the proposed project are the USPS, FRA, and FHWA. Federal agencies are responsible for complying with NEPA, which has procedural requirements that are similar but jurisdictionally distinct from SEQRA. This SEQRA EIS will provide the basis for a subsequent NEPA Environmental Assessment by USPS, FRA, and FHWA. Accordingly, this SEQRA EIS has been conducted in a manner to ensure consistency with federal review requirements.

C. REQUIRED APPROVALS/LIST OF PRINCIPAL ACTIONS

The proposed project would require several actions by ESDC and MSDC in order for it to be implemented. These actions are subject to review under SEQRA, and are as follows:

ESDC ACTIONS

- Adopt and affirm a General Project Plan, including overrides of the New York City Zoning Resolution for the use of the Farley Building for rail service and for the possible construction of 1 million zoning square feet of additional development on the east side of Eighth Avenue between West 33rd and 34th Streets.
- Acquire the Farley Complex from the USPS. (As described above, USPS will conduct a subsequent review under NEPA for the sale of the Farley Complex to ESDC. The FRA and FHWA, as Federal agencies involved in funding the project, are participating in the NEPA process as a cooperating agency and as a consulting agency, respectively.)
- Enter into a series of real estate transactions that would involve, among other things, the creation of a condominium regime for the Farley Complex and the leasing and subleasing of portions of the premises, as summarized in Chapter 1, "Project Description."
- Approval, as required, of 1 million zoning square feet of additional development as overbuild to the Farley Complex, or as development on the east side of Eighth Avenue between West 33rd and 34th Streets.

MSDC ACTIONS

- Enter into various real estate transactions as summarized in Chapter 1, “Project Description.”

D. FRAMEWORK FOR ENVIRONMENTAL ANALYSES

SCOPE OF THE ENVIRONMENTAL ANALYSES

As set forth in the Positive Declaration, ESDC and MSDC have determined that the size and scope of the proposed project may result in one or more significant adverse environmental impacts and the project thus requires the preparation of an EIS. This document generally uses methodologies and follows the guidelines set forth in the *CEQR Technical Manual*, where applicable. These methodologies are generally considered to be the most appropriate technical analysis methods and guidelines for the environmental impact assessment of projects in New York City and are consistent with SEQRA.

DEFINITION OF THE FUTURE WITHOUT THE PROPOSED ACTION

If the proposed project does not go forward, USPS would not be expected to leave the Farley Complex in its current reduced state of occupancy or utilization. As noted elsewhere, with or without the proposed action, USPS has initiated the consolidation of mail processing to the Morgan Annex, and USPS would seek to maximize the value and utility of the Farley Complex. Based on the activities considered in the 2003 Draft SEA and with precedent set by other redevelopment opportunities realized on USPS property, it is anticipated that USPS would seek to increase both postal operations and commercial redevelopment opportunities in the Future Without the Proposed Action.

As set forth in Table 2-1, the USPS would continue to occupy about 650,100 square feet, or just under half the space in the Farley Complex. The uses would comprise roughly the same 265,000 square feet of the USPS retail and office facilities to be included in the proposed project’s Reasonable Worst-Case Development Scenario (RWCDS), along with an additional approximately 400,000 square feet of space for administrative and mail sorting uses. As shown in Table 2-1, this is basically equivalent to the space that would be devoted to the proposed Moynihan Station in the RWCDS. The USPS would use this space to consolidate administrative and mail sorting functions that currently are fragmented in smaller spaces and leased spaces elsewhere in Manhattan. It is anticipated that about 500 new workers would be based at the Farley Complex with the majority working during regular business hours along with some evening and overnight shift workers. The potential commercial component has been assumed to be the same as analyzed in the 2003 Draft SEA, namely, 436,000 square feet of office space and 248,000 square feet of retail space.

**Table 2-1
Comparison of Farley Complex Land Use
Components: No Action
and Reasonable Worst-Case Development
Scenarios (in square feet)**

| Land Use Component | No Action | Build* RWCDs |
|---|------------------|------------------|
| Train Station | 0 | 300,000 |
| Transit Retail | 0 | 86,000 |
| USPS | 650,100 | 265,000 |
| Commercial Office | 436,000 | 0 |
| Hotel** | 0 | 125,000 |
| Commercial Retail | 248,000 | 518,100 |
| Entertainment Retail | 0 | 0 |
| Merchandise Mart | 0 | 0 |
| Banquet Facilities | 0 | 35,000 |
| Common Areas | 50,250 | 50,250 |
| Docks/Service | 24,000 | 24,000 |
| Office Core/Lobby | 0 | 5,000 |
| Total | 1,408,350 | 1,408,350 |
| Notes: | | |
| * See Table 1-1 in Chapter 1, "Project Description." | | |
| ** Divide by 1,000 to estimate approximate number of hotel rooms. | | |

DEFINITION OF THE PROPOSED ACTION

Phase I and II Reasonable Worst-Case Development Scenarios

As set forth in Chapter 1, "Project Description," the proposed Farley/Moynihan project is expected to occur in up to two possible development phases and would include the redevelopment of the existing Farley Complex (Phase I) along with the potential development of an additional 1 million zoning square feet (Phase II) as either a new commercial overbuild on the Western Annex or as a primarily residential building or a mixed-use building constructed on the Development Transfer Site. Other options for Phase II, including the transfer of additional air rights and a potential arena built within the Western Annex, are analyzed as project alternatives (see below).¹

ESDC/MSDC conditionally designated a preferred developer in July 2005. Therefore, the EIS analysis framework has been structured to ensure that the various aspects of the Related Companies/Vornado Realty Trust development proposal are fully examined in the EIS. However, it is noted that to preserve the conservative assessment of a range of potentially significant adverse environmental impacts that could result from the proposed project, the EIS continues to utilize "reasonable worst-case development scenarios" that reflect the range of development programs established by the three initial development proposals. This methodology is also intended to maintain flexibility for ESDC/MSDC to work with the other developers

¹ The proposed project does not include relocation of the USPS operations from the Farley Complex to the USPS Morgan Facility as this process is well underway with or without the proposed project. The potential effects of the relocation were assessed in the 2003 DSEA and are summarized in Appendix A of this EIS.

should any change occur in the status of the conditional designation of the preferred developer. It is noted that the formal developer designation occurs after SEQRA is complete and the long-term lease with the selected developer is executed.

Analysis Years

The EIS provides a description of existing conditions (Year 2005), as well as an assessment of conditions in the Future Without the Proposed Action and the Future With the Proposed Action. As noted below, much of the baseline analysis of existing conditions reflects the original data gathering and surveys conducted for the Hudson Yards FGEIS, which is based on a 2003 existing conditions analysis year. To the extent that information has been obtained to update the baseline, it is incorporated in this EIS. For detailed quantitative analyses associated with traffic and transportation, air quality, and noise impact assessment, the 2003 data will continue to serve as the existing condition baseline unless otherwise noted. The proposed project is assumed to have two phases in its long term implementation (See Chapter 1, “Project Description”) with the first phase anticipated to be completed by 2010.

Although utilization of the Farley Complex’s unused development rights is less certain and the preferred designated developer has more leeway in determining if, and when, a second phase of the project would be undertaken, it is reasonable to assume that the completion date for a new building constructed over the Western Annex would be 2015. Construction, however, of a new building on the Eighth Avenue Development Transfer Site would be expected to occur concurrently with Phase I and be completed by 2010. Overall, the preferred designated developer is expected to exercise the option to develop up to 1 million zoning square feet in unused development rights within 10 years of the project start-up. As a result, the full development effects of the project could be realized as early as 2010 or at some point thereafter. For these reasons, this EIS examines existing conditions as well as two future Build Years, 2010 and 2015.

For purposes of analysis, the technical chapters of this EIS assess two reasonable worst-case development scenarios for the proposed project. Scenario 1 includes the development of Phase I by 2010 and the Phase II development of a 1 million-zoning-square-foot commercial overbuild by 2015. Scenario 2 includes the development of Phase I by 2010 and the Phase II development of a residential or mixed-use building of up to 1.1 million gross square feet on the Development Transfer Site, which would be constructed concurrently with Phase I and completed by 2010.

RELATIONSHIP WITH OTHER PROJECT AREA ACTIONS

No. 7 Subway Extension–Hudson Yards Rezoning and Redevelopment Plan

The Farley Complex is located within the Special Hudson Yards District, and the proposed project uses—continued USPS presence, new Moynihan Station, and mixed-use development—are consistent with the new zoning in place for Hudson Yards. In addition, the new mixed-use development is considered to be within the overall development envelope estimated by New York City for the Special Hudson Yards District and analyzed in the Hudson Yards FGEIS. As a result, this EIS examines site-specific potential environmental impacts by carefully integrating the comprehensive area-wide environmental studies that have been recently completed as part of the Hudson Yards project. Completed in November 2004, the Hudson Yards FGEIS incorporates several years of data gathering and environmental analyses and represents the most current assemblage of approved CEQR baseline descriptions of existing conditions and directly applicable impact assessment of future conditions. For these reasons, the specific study areas

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established for the Farley/Moynihan project EIS utilize the relevant information from the Hudson Yards FGEIS, with updated information as appropriate.

The EIS analyses frameworks for the proposed project and the Hudson Yards project align well in terms of future analysis years. Both projects have an initial operational start in 2010 that includes the Phase I development of the proposed project and the potential Phase II utilization of development rights to construct a residential or mixed-use building on the Development Transfer Site (see Chapter 1, “Project Description”) and the primary infrastructure and public use development of Hudson Yards, along with some of its initial development. The full build-out of the Hudson Yards-generated development is examined in a 2025 analysis year while the proposed project’s potential Phase II commercial overbuild development is anticipated to occur at some point at or after 2015. For the technical analyses in this EIS, applicable findings of the Hudson Yards FGEIS 2025 analyses are adjusted as necessary for the proposed project’s 2015 analysis year. For certain analyses—such as traffic and parking, transit and pedestrians, air quality, and noise—where the Hudson Yard project analyses for 2025 are more conservative, this EIS may use the full build-out as the impact assessment baseline.

A particular methodological assumption for the impact assessments of this EIS involves identifying and removing the proposed Phase I program from the Hudson Yards FGEIS Future Without the Proposed Action assessments. This task will isolate the Phase I program so that it can be examined for its unique contribution to future conditions as part of this EIS’s Future With the Proposed Action. In its place, this EIS examines an updated No Action scenario regarding future use of the Farley Complex in the absence of the proposed project (see “Alternatives” below).

To assess the potential utilization of up to 1 million zoning square feet of unused development rights from the Farley Complex, the unique contributions to future conditions with the proposed project will be examined by looking at the localized study area effects of the potential 1 million zoning square feet, primarily using the worst-case condition among the two illustrative scenarios described above (commercial overbuild or residential/mixed use Development Transfer Site building). However, given the Farley Complex’s location within the Special Hudson Yards District, the analysis will also consider that the 1 million-zoning-square-foot development associated with the proposed project has generally already been accounted for as part of the overall development of the approximately 43 million square feet anticipated to result from the Hudson Yards project.

Access to the Region’s Core (ARC)

The ambitious plans for greatly improving trans-Hudson rail service, currently being examined by NJT and the PANYNJ, include a focus on the area immediately around Penn Station and the Farley Complex. A variety of options are being considered as part of the planning process, with the most directly relevant option to the proposed project including improved platform access of certain tracks used by NJT. The proposed improvements would enable full utilization by riders using the proposed Moynihan Station and are the same as examined in the 2003 Draft SEA prepared for the earlier version of the proposed project. As such, they are assumed to be fully in place by the 2010 analysis year of this EIS when the Moynihan Station is expected to be complete.

RELATIONSHIP TO PRIOR PROJECT SITE ENVIRONMENTAL REVIEWS

The Pennsylvania Station Redevelopment Project

As described in Chapter 1, “Project Description,” different versions of the proposed project were previously reviewed in a 1999 EA and a 2003 Draft SEA prepared by the FRA and the USPS. Since the 2003 project was a modified version of the project analyzed in the 1999 EA, the Draft SEA only assessed impacts in certain environmental areas where the project modifications had the potential to result in new impacts. Those technical areas were neighborhood character, historic resources, traffic and parking, transit and pedestrians, air quality, noise, and construction impacts. Since the Moynihan Station configuration, transit-oriented retail, and USPS facility in Phase I of the proposed project are assumed to be similar to those project elements analyzed in 2003, this EIS will revise, update, and integrate the impact analyses conducted for the 2003 Draft SEA, as appropriate. Those analyses will be revised to reflect more current information on existing conditions, the Future Without the Proposed Action, and new program elements.

EXISTING CONDITIONS

For each technical area being assessed in the EIS, current conditions must first be described. The assessment of existing conditions establishes a baseline from which future conditions can be projected. The prediction of future conditions begins with the assessment of existing conditions because these can be measured and observed. Studies of existing conditions also help define and choose peak analysis periods and study area delineations to focus the EIS studies on the areas most potentially affected by the proposed project.

Given the extensive development of data that has been reviewed and approved by the City as part of the Hudson Yards FGEIS, some of the data collection efforts to establish baseline conditions for the proposed project were conducted in 2003. Several development projects were under construction at that time and have subsequently been completed. Those projects have been updated in the existing condition descriptions of various study areas in technical chapters of this EIS. For key quantitative technical analyses including traffic and transportation, noise, and air quality, the projects presented in Table 2-2 are not included in the existing conditions framework, but rather included in the 2010 future conditions analyses.

FUTURE WITHOUT THE PROPOSED ACTION

The Future Without the Proposed Action analysis provides a benchmark condition that is evaluated and compared to the incremental changes resulting from the proposed project. The Future Without the Proposed Action is assessed for the same analysis years (i.e., 2010 and 2015) as the proposed project.

The Future Without the Proposed Action uses existing conditions as a baseline and adds to it changes known or expected to be in place at various times in the future. For this EIS, there are two types of anticipated future development—those known projects that are expected to occur with or without the Hudson Yards project, and those projects anticipated to occur specifically as a result of the Hudson Yards project.

Projects that are expected to be complete in the future with or without the Farley/Moynihan project and with or without the Hudson Yards project are summarized in Table 2-3 and are shown on Figure 2-1. It is specifically noted that in the absence of the proposed project, USPS would be expected to re-occupy additional space in the Farley Complex and to pursue redevelopment of the Western Annex, as described above.

Table 2-2

Developments Completed in 2004 but not Included in the EIS Baseline Data Collection

| Development Name/Address | Building Program |
|--|---|
| Four Points Sheraton Chelsea Hotel: 160 West 25th Street, Sixth and Seventh Avenues | 100-room hotel |
| Crobar: 530 West 28th Street | 40,000 sf nightclub -1,500 person occupancy |
| Eighth Avenue and West 20th Street | 37 residential units; 7,000 sf ground-floor retail |
| Biltmore: 770-780 Eighth Avenue | 460 residential units; 38,906 sf office; 6,101sf retail; 650 theater seats. |
| The Magellan: 35 West 33rd Street between Fifth and Sixth Avenues | 168 residential units |
| One Times Square Tower: West 41st and 42nd Streets Broadway and Seventh Avenue | 965,370 sf office; 60,290 sf retail |
| Ivy Tower: 350 West 43rd Street | 320 residential units |
| 360 West 43rd Street | 256 residential units |
| Sources: No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS, November 2004; AKRF, Inc. Field Surveys, January 2005. | |

Future year projects that are generated by the Hudson Yards redevelopment effort (and that are expected to occur with or without the proposed Farley/Moynihan project) are presented in Tables 2-4 and 2-5 and shown in Figures 2-1 and 2-2. Table 2-4 summarizes the large scale infrastructure and public purpose elements of the Hudson Yards project including the construction and operation of an extension of the No. 7 Subway Line (as shown in Figure 2-3), the expansion, renovation, and modernization of the Javits Convention Center, and the relocation of the Department of Sanitation, City of New York (DSNY) and the New York City Police Department (NYPD) Tow Pound operations in Hudson River Park to a multi-agency facility in Hudson Yards.

Table 2-5 summarizes the new development anticipated within the Special Hudson Yards District based on the identification of Projected Development Sites by the New York City Department of City Planning (DCP). Overall, the new Special Hudson Yards District is envisioned to create opportunities for approximately 43 million square feet of new development based on the long-term growth projections associated with the build out of the Hudson Yards District. The Hudson Yards FGEIS identified those Projected Development Sites that were most likely to be developed over time, based on a set of criteria that focused on appropriate size of site, its current utilization and land use, and the opportunity for assemblages and use of development rights from adjacent properties. However, the Hudson Yards FGEIS analysis recognizes that predictions can never be certain and that there are any number of other sites that could potentially be developed (including the Farley Complex) under the rezoning and could be substituted for some of the projected sites in accommodating the more than 43 million square feet of anticipated development.

Table 2-3

Development Proposed or Under Construction Expected to be Completed in the Future Without the Proposed Action (Not Associated with Hudson Yards Project)

| Ref ¹ No. | Development Name/Address | Proposal | Build Year |
|--|--|--|---------------|
| Expected To Be Completed by 2010 | | | |
| A | Hudson River Park, Segment 6 and portions of Segments 5 and 7 | Bikeway/walkway, get-down, passive and active open spaces, Pier 72 decking removed and pilings retained to support wildlife, boathouses, and a major civic plaza with fountain near 42nd St. | 2005 |
| B | W. Midtown Intermodal Ferry Terminal (Piers 78 and 79) | 33,914 gsf terminal – 29,000 sf for passenger operations, 1,100 sf of office and 32,810 sf of café and concessions | 2005 |
| C | W. 37th Street Arts Baryshnikov Center for Dance 450 West 37th Street | 46,000 sf theater and performing arts | 2005 |
| D | Fashion Institute of Technology (FIT) dormitories | 1,104-bed dormitory | 2007 |
| E | New York Times Headquarters 8 Times Square | 1,400,000 sf office; 31,600 sf retail | 2006 |
| F | 11 Times Square W. 42nd St./Eighth Ave. | 725,000 sf office; 50,000 sf retail | 2005 |
| G | Bush Tower Annex 140 W. 42nd St. | 140,000 sf office | 2005 |
| H | 435 Seventh Ave. between W. 33rd and 34th Streets | 180,000 sf office | 2007 |
| I | Friars Tower, 125 W. 31st St. between Seventh and Sixth Avenues | 534 residential units | 2005 |
| J | 815 Sixth Avenue at 28th Street | 269 residential units; 59,000 sf retail | 2005 |
| K | Special W. Chelsea District Rezoning (south of W. 27th St.) | 3,368 residential units (460 low-moderate income, 2,908 market-rate), 154,495 sf retail, 198,726 sf community facility space | 2010 |
| L | High Line Open Space | Elevated 5.7 acres of open space located along rail right-of-way. Walkway, benches, landscaping, and kiosks. | 2010 |
| M | InterActiveCorp Headquarters – Eleventh Avenue between West 18th and West 19th Streets | 160,000 sf office and 5,000 sf retail | 2005 |
| | Farley Post Office (Without Moynihan Station) | 650,100 sf USPS retail, administrative, and sorting 248,000 sf retail 436,000 sf office | 2010 |
| Expected To Be Completed between 2010 and 2025 | | | |
| N | Special W. Chelsea District Rezoning (north of W. 27th St.) | 1,340 residential units (197 low-moderate income, 1,143 market-rate); 138,182 sf retail | After 2010 |
| Note: | | | |
| ¹ See Figures 2-1 and 2-2. | | | |
| Sources: | | | |
| <i>No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS</i> , November 2004; AKRF, Inc., January 2005. | | | |

Table 2-4

Development Proposed to be Completed in the Future Without the Proposed Project (Non Rezoning Elements of Hudson Yards Project)

| Ref ¹ No. | Development Name/Address | Proposal | Build Year |
|--|--|---|---------------|
| Expected To Be Completed by 2010 | | | |
| O | Convention Center Expansion | Expansion, renovation, and modernization of the Convention Center: 1 million sf of new exhibition space; additional space for meeting rooms, banquet halls, and other facilities; new hotel with up to 1,500 rooms; Mixed-use development: office/commercial, residential, public open space, parking on West 33rd to West 34th Streets, Eleventh and Twelfth Avenue | 2010 |
| P | Open Space/New Parkland | 0.85-acres: West 33rd and 34th Streets 7.5-acres: Eastern Caemmerer Yard 1.25-acres: West 33rd and West 34th Streets, Eleventh and Twelfth Avenues 3.6-acres: West 29th to West 30th Streets Eleventh and Twelfth Avenue 3.2-acres: Convention Center Total: 16.4 Acres | 2010 |
| Q | Department of Sanitation/New York Police Department Facility | Relocation of the DSNY operations from Gansevoort Peninsula and NYPD Tow Pound at Pier 76 to a multi-agency facility. | 2010 |
| Expected To Be Completed between 2010 and 2025 | | | |
| R | Open Space/New Parkland | 3.46-acres: West 34th and 42nd Streets Total: 3.46 Acres | 2025 |
| Note: | | | |
| 1. See Figures 2-1 and 2-2. | | | |
| Sources: No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS, November 2004; AKRF, Inc., January 2005. | | | |

DEFINITION OF STUDY AREAS

For each technical area examined in the EIS, a study area is appropriately defined for the specific analysis. This is the geographic area likely to be affected by the proposed project for a given technical area, or the area in which impacts of that type could occur. Appropriate study areas differ depending on the type of impact being analyzed. Generally, a primary study area is most likely to be more directly affected by the proposed project and those effects can be predicted with relative certainty, while a secondary study area may experience indirect effects, such as changes to trends. The methods and study areas for addressing impacts are discussed in the individual technical analysis sections.

Table 2-5

Projected Development Sites to be Completed in the Future Without the Proposed Project – Hudson Yards Rezoning

| Expected To Be Completed by 2010 | | | | | | | |
|--|-------------------|------------------|-------------------|---------------|--------------------|-------------------------------|--------------------------------|
| Site No. ¹ | Office Floor Area | Hotel Floor Area | Retail Floor Area | Res. Units | Theater Floor Area | Community Facility Floor Area | Trans. ² Floor Area |
| 14 | 20,163 | | 17,533 | 210 | | 17,533 | |
| 18 | | | 23,376 | 912 | | | |
| 19 | | | 68,000 | 816 | 68,000 | 68,000 | |
| 22 | | | 2,300 | 116 | | | |
| 33 | 2,173,983 | | 38,580 | 514 | | | |
| 37 | 332,164 | | 7,406 | | | | |
| Total | 2,526,310 | | 157,195 | 2,568 | 68,000 | 85,533 | |
| Expected To Be Completed between 2010 and 2025 | | | | | | | |
| 1 | 4,242,396 | 500,000 | 171,000 | 1,140 | | 200,000 | |
| 2 | 1,405,406 | | 12,450 | | | | |
| 3 | 2,269,986 | | 21,510 | | | | |
| 4 | 1,907,505 | | 14,550 | | | | |
| 5 | 2,150,213 | | 20,250 | | | | |
| 6 | 1,657,104 | | 18,240 | | | | |
| 7 | 1,298,649 | | 19,140 | 383 | | | |
| 8 | 1,657,104 | | 18,240 | | | | |
| 9 | 49,450 | | 43,000 | 516 | | 43,000 | |
| 10 | 1,365,821 | | 20,130 | 403 | | | |
| 11 | 65,320 | | 56,800 | 682 | | 56,800 | |
| 12 | 1,483,880 | | 21,870 | 437 | | | |
| 13 | 59,800 | | 52,000 | 624 | | 52,000 | |
| 15 | | | 22,100 | 265 | 22,100 | 22,100 | |
| 16 | | | 18,500 | 222 | 18,500 | 18,500 | |
| 17 | | | 12,053 | 470 | | | |
| 20 | | | 28,664 | 344 | 28,664 | 28,664 | |
| 21 | | | | | | | 450,000 |
| 23 | | | 18,170 | 330 | | | |
| 24 | | | 14,158 | 139 | | | |
| 25 | | | 14,715 | 190 | | | |
| 26 | | | 5,925 | 163 | | | |
| 27 | | | 18,301 | 224 | | | |
| 28 | | | 10,368 | 198 | | | |
| 29 | | | 11,053 | 135 | | | |
| 30 | | | 13,145 | 194 | | | |
| 31 | 377,708 | 477,000 | | 827 | | | |
| 32 | 1,364,724 | | 24,219 | 323 | | | |
| 35 | | | 46,713 | 610 | 58,634 | 58,634 | |
| 36 | 578,227 | | 5,991 | | | | |
| 38 | | | 4,937 | 54 | | | |
| 39 | | | 5,460 | 235 | | | |
| 40 | | | 4,938 | 54 | | | |
| 41 | | | 16,281 | 581 | | | |
| 42 | | | 5,760 | 63 | | | |
| 43 | | | 26,615 | 319 | | | |
| 44 | | | 8,666 | 69 | | | |
| 46 | 1,730,175 | | 25,500 | 510 | | | |
| Total | 26,189,778 | 977,000 | 1,008,607 | 13,272 | 195,898 | 565,231 | 450,000 |
| Notes: | | | | | | | |
| 1. Hudson Yards Projected Development Site number. See Figures 2-1 and 2-2. | | | | | | | |
| 2. Transportation uses. | | | | | | | |
| 3. The Projected Development Sites could include sites from which transfer of unused air rights is made from existing buildings to adjacent parcels, with existing buildings and uses to remain. The development above identifies only the new development that would be located on the Projected Development Sites. | | | | | | | |
| Sources: No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS, November 2004; City Council Approved Hudson Yards Special District, January 2005. | | | | | | | |

ALTERNATIVES

SEQRA requires an analysis of a range of reasonable alternatives to the proposed project, including a No Action alternative that evaluates environmental conditions that are likely to occur in the Future Without the Proposed Action. The alternatives selected for analysis in the EIS were derived from options suggested during the public scoping process and as identified through internal planning studies and initial feedback from potential site developers. The analysis of alternatives includes the No Action alternative and variations of the potential Phase II development.

The Phase II options analyzed in the Alternatives analysis include a combination of the Development Transfer Site residential development of approximately 1 million zoning square feet with the development of a sports arena within the Western Annex and the redevelopment of the Madison Square Garden site. As described in Chapter 1, "Project Description," the arena option being explored by Developer C is assessed as an alternative in this EIS, but the plans are preliminary and not sufficiently developed to allow a full, quantitative, analysis at this time. Further, the arena option is not being pursued by EDSC, MSDC, or the USPS at this time. In addition, the alternatives analysis assesses an alternative that examines the full utilization of the Farley Complex's unused development rights of up to 2 million zoning square feet.

The No Action alternative has been developed in coordination with the USPS as current and future owner if the proposed project were not to go forward. As presented in Chapter 20, "Alternatives," USPS would continue to operate the main post office retail facility and would re-occupy much of the space anticipated for the Moynihan Station with administrative and mail sorting functions. Major distribution activities would not be reintroduced to the Farley Complex in the No Action alternative. It is assumed that most of the Western Annex would be used for mixed-use commercial development in this alternative at the same level as contemplated in the 2003 Draft SEA. The No Action alternative is also considered in the 2010 Future Without the Proposed Action. *