

**APPENDIX E**  
**NYCDOT MEMO**



**New York City  
Department of Transportation**

Iris Weinshall, Commissioner

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To: Rachel Shatz, Director  
Planning and Environmental Review Division  
Empire State Development Corporation

From: Naim Rasheed, Director *S. Rasheed for Naim*

Re: Farley Post office/Moynihan Station Redevelopment Project  
Draft Environmental Impact Statement

Date: August 2, 2006

The Office of Project Analysis/CEQR has completed its review of the above referenced Draft Environmental Impact Statement (DEIS). The proposed project is the redevelopment of the James A. Farley Post Office Complex for use as a new train station and mixed-use development. The public component of the proposed project would consist of approximately 300,000 sq. ft. of space for use as the new Daniel Patrick Moynihan Station, and approximately 250,000 sq. ft. of space for US Postal Service operations; the private component would consist of an estimated 863,000 sq. ft. of commercial/retail use. The approximately 1.4-million-square-foot Farley Complex occupies a superblock over the Pennsylvania Station rail yard between Eighth and Ninth Avenues from West 31<sup>st</sup> to West 33<sup>rd</sup> Streets in Manhattan's CDs 4 and 5, and would be completed in two development phases- Phase I is 2010 and Phase II is 2015. The proposed project is the result of collaboration between New York State and New York City under the aegis of the Moynihan Station Development Corporation (MSDC), a subsidiary of the New York State Urban Development Corporation (UDC), doing business as the Empire State Development Corporation (ESDC).

The proposed project identifies significant traffic and pedestrian impacts at the following locations during Phase I (2010):

- Sixth Avenue and West 35<sup>th</sup> Street;
- Seventh Avenue and West 33<sup>rd</sup> Street;
- Seventh Avenue and West 34<sup>th</sup> Street;
- Eighth Avenue and West 30<sup>th</sup> Street;
- Eighth Avenue and West 31<sup>st</sup> Street;
- Eighth Avenue and West 33<sup>rd</sup> Street;
- Eighth Avenue and West 34<sup>th</sup> Street;
- Ninth Avenue and West 30<sup>th</sup> Street;
- Ninth Avenue and West 31<sup>st</sup> Street;
- Ninth Avenue and West 33<sup>rd</sup> Street;
- Ninth Avenue and West 34<sup>th</sup> Street;
- Dyer Avenue and West 31<sup>st</sup> Street; and
- Tenth Avenue and West 30<sup>th</sup> Street;

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The proposed project identifies significant traffic impacts at the following locations during Phase II (2015):

- Broadway/Sixth Avenue and West 34<sup>th</sup> Street;
- Sixth Avenue and West 31<sup>st</sup> Street;
- Sixth Avenue and West 35<sup>th</sup> Street;
- Seventh Avenue and West 30<sup>th</sup> Street;
- Seventh Avenue and West 33<sup>rd</sup> Street;
- Seventh Avenue and West 34<sup>th</sup> Street;
- Eighth Avenue and West 30<sup>th</sup> Street;
- Eighth Avenue and West 31<sup>st</sup> Street;
- Eighth Avenue and West 32<sup>nd</sup> Street;
- Eighth Avenue and West 33<sup>rd</sup> Street;
- Eighth Avenue and West 34<sup>th</sup> Street;
- Eighth Avenue and West 35<sup>th</sup> Street;
- Ninth Avenue and West 30<sup>th</sup> Street;
- Ninth Avenue and West 31<sup>st</sup> Street;
- Ninth Avenue and West 33<sup>rd</sup> Street;
- Ninth Avenue and West 34<sup>th</sup> Street;
- Dyer Avenue and West 31<sup>st</sup> Street;
- Tenth Avenue and West 30<sup>th</sup> Street;
- Tenth Avenue and West 31<sup>st</sup> Street
- Tenth Avenue and West 33<sup>rd</sup> Street; and
- Tenth Avenue and West 34<sup>th</sup> Street.

The proposed mitigation measures for Phases 2010 and 2015 include signal timing and parking regulation modifications, sidewalk and crosswalk widening which would mitigate significant traffic impacts at the above locations.

DOT will investigate the feasibility of implementing these mitigation measures when the project is built and occupied in 2010 and 2015. The applicant should advise DOT six months prior to the completion and occupancy of the proposed project.

The applicant should submit all of the required drawings/designs as per AASHTO and DOT specification for DOT review and approval. The applicant should be responsible for any costs associated with the design, construction and maintenance of all improvements, consistent with customary and standard DOT practices.

If you should have any questions or need additional information, please call me at (212) 676-1680 or Marjorie Bryant at (212) 442-7913.

c: D/C M. Primeggia, B/C M. Forgiione, R. Kulikowski (OEC), S. Ahmed, M. Bryant,  
File

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