

TECHNICAL MEMORANDUM FOR THE MOYNIHAN STATION DEVELOPMENT PROJECT

March 2010

Section 1:

Project Description

A. INTRODUCTION

On August 14, 2006, the New York State Urban Development Corporation, doing business as the Empire State Development Corporation (ESDC), adopted findings for the Farley Post Office/Moynihan Station Redevelopment Project (the Farley/Moynihan Project) pursuant to the State Environmental Quality Review Act (SEQRA) and based on a Final Environmental Impact Statement (FEIS) issued by ESDC in 2006 (the 2006 FEIS). ESDC also affirmed a General Project Plan (GPP) for the Farley/Moynihan Project. Since affirmation of the GPP, ESDC and the Moynihan Station Development Corporation (MSDC), a subsidiary of ESDC, have formulated and are considering modifications to the project (now referred to as the Moynihan Station Development Project, the “Project”) and ESDC/MSDC are considering modifications to the GPP. The proposed project modifications relate to the design and financing of the Daniel Patrick Moynihan Station (Moynihan Station). This Technical Memorandum describes the proposed modifications and examines whether they would result in any significant adverse environmental impacts not adequately addressed in the 2006 FEIS.

2006 FINAL ENVIRONMENTAL IMPACT STATEMENT

The Farley/Moynihan project assessed in the 2006 FEIS consisted of two phases. Originally estimated to be complete by 2010, Phase I was to include a new, approximately 300,000-square-foot Moynihan Station with 86,000 square feet of transit-related retail, up to 265,000 square feet of space for the United States Postal Service (USPS), together with certain common areas and common building systems serving the Farley Complex for continued USPS operations, and approximately 683,000 square feet of privately sponsored commercial development within the Farley Complex. New Jersey Transit (NJT) was assumed to be the primary rail occupant in Moynihan Station. The commercial development within the Farley Complex included retail, banquet facility, and hotel space. Phase II was to include either a new residential or mixed-use building constructed by 2010 on a site across Eighth Avenue (the Development Transfer Site) or a new office building constructed by 2015 over the Western Annex portion of the Farley Complex using approximately 1 million square feet of the Farley Complex’s unused development rights.

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SUMMARY OF PROJECT MODIFICATIONS

A summary of key Project modifications are presented in Table 1-1 and further described below.

Table 1-1
Summary of Key Moynihan Station Project Modifications from 2006 FEIS

2006 FEIS Moynihan Station	Proposed Moynihan Station
New Jersey Transit as primary occupant, open station orientation serving all railroads. No relocation of primary rail facilities from existing Penn Station.	Two options for rail occupancy. Amtrak as primary occupant in first option with relocation from current Penn Station. The Technical Memorandum also includes an Open Station Option with a station configuration that serves all railroad users.
Station and all improvements funded and implemented in one phase and expected to be completed by 2010 along with the Development Transfer Site building.	Station and all improvements expected to be completed by 2015. In addition, project funding and approvals have been broken into two phase in order to secure funding and implementation of Phase 1 improvements to the West End Concourse and 33rd Street Connector.
New vertical circulation elements.	Modified and expanded vertical circulation elements based on continued station planning.
West End Concourse widened and extended to Platform 3 (Track 5).	West End Concourse widened and extended further south to the retaining wall of the train shed.
No reuse of Diagonal Mail Platform (Platform 12).	Reactivation of Platform 12 for Amtrak Empire Line service and potential future use by Metro-North.
West 33rd Street Connector widened but not to full ADA compliance.	West 33rd Street Connector widened to full ADA compliance based on continued station planning.
New glass and metal roofs for both the proposed Train Hall and Intermodal Hall that would be visible from surrounding streets.	New glass and metal roofs for both the proposed Train Hall and Intermodal Hall with lower profiles that would not be visible from surrounding streets. The Intermodal Hall would also have a smaller footprint.
Source: MSDC	

- Two new options for rail occupancy in Moynihan Station. Overall, the size (300,000 square feet) and the program (major transportation hub with some transit-related retail) of Moynihan Station are the same as were assessed in the 2006 FEIS. However, NJT is no longer assumed to be the primary rail occupant and, in the first option, Amtrak would be the primary occupant and Moynihan Station would have a layout specific to Amtrak’s needs (which is somewhat different from the station layout assessed in the 2006 FEIS). New station features that are unique to this option include an expanded emergency access corridor on the lower concourse level that would also function as a baggage corridor, a different layout of waiting areas, Amtrak services, station retail spaces on the main concourse level, and only one pedestrian passageway between the Eighth Avenue USPS retail lobby and the Intermodal Hall at street level. Amtrak’s anchor space would total approximately 100,000 square feet, as contrasted with NJT’s 34,000 square feet in the 2006 plan. In the second option, there would not be a primary rail occupant; instead, Moynihan Station would accommodate, and be accessible to, both the commuter railroads—NJT and the Long Island Rail Road (LIRR)— and Amtrak with a shared train board, announcements, waiting areas, and ticket vending machines in a layout more similar to the plan assessed in the 2006 FEIS.
- Two different project phases and a new Build Year of 2015. Phase 1, which has independent utility, would consist primarily of below-grade infrastructure improvements, plus street level

entrances to the West End Concourse through the Farley Building at Eighth Avenue. Phase 1 would not include new vertical circulation elements to Moynihan Station, which would be built in Phase 2; it would include new vertical circulation elements to the West End Concourse. Phase 2 would include development of the concourse and street-level components of Moynihan Station, activation of Platform 12 (further detail below), the non-station commercial development of the Farley Complex, and the development of a mixed-use building on the site across Eighth Avenue (the Development Transfer Site)¹. The Build Year for the Project would be 2015. In addition, there is no longer an option for constructing an office building over the Western Annex.

- Modifications to vertical circulation elements. The number of vertical circulation elements within Moynihan Station has been increased and the layout of these elements has been somewhat modified.
- Modifications to the West End Concourse. The 2006 FEIS assessed a widening and extension of the West End Concourse on the lower concourse level to Platform 3. With the proposed modifications, the West End Concourse would be expanded further south to the train shed's southern retaining wall.
- Activation and renovation of the diagonal mail platform (Platform 12) and the two adjacent tracks beneath the Farley Complex, including new track connections to the Empire Tunnel. 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.
- Improvements to the previous plans for the West 33rd Street connecting passageway between the West End Concourse, the Eighth Avenue A, C, and E subway line, and Penn Station's connecting concourse under West 33rd Street. The design improvements would enhance access to the subway line and improve access to the Eighth Avenue subway entrance, with improved access for riders with disabilities. The connector would be widened to full Americans with Disability Act (ADA) standards for both the east and west ramps of the connector. Turnstile arrays for the subway entrances would be shifted to the north to provide maximum circulation for transit riders and pedestrians passing through the connector.
- Design modifications to the new roofs over the Train Hall and the Intermodal Hall. The new glass and metal Train Hall and Intermodal Hall roofs have been redesigned to have a lower profile. With these lower profiles, the roofs would not rise above the Farley Complex's roof parapet and would consequently not be visible from the surrounding streets.

B. PROJECT PURPOSE, GOALS, AND OBJECTIVES

Similar to the project assessed in the 2006 FEIS, the modified Project would address the following specific needs and purposes through a public-private partnership: to create a major transportation hub that improves circulation and capacity of the entire Penn Station Complex, to

¹ The Phase 1 transportation improvements do not assume development of the Development Transfer Site as part of Phase 1, but it is possible that the project sponsor or designated developer may seek to advance development of the Development Transfer Site prior to commencement of the Phase 2 transportation improvements. Since this Technical Memorandum assesses all Project components for a 2015 Build year, the environment impact conclusions presented in this Technical Memorandum do not change if the Development Transfer Site is developed as part of Phase 1 instead of Phase 2.

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restore, preserve, and reuse an important historic resource, and to create a financially viable and dynamic mixed-use development opportunity.

The goals, with associated objectives, for the Project are as follows:

- *GOAL 1:* Create a major transportation hub that improves circulation and relieves capacity constraints in the entire Penn Station Complex.
 - Create a new rail passenger facility in the Farley Building connected to and coordinated with passenger operations throughout the Penn Station Complex.
 - Ease congestion of rail traffic.
 - Redirect pedestrian flow in and around Penn Station to reduce crowding and conflicting movements among intercity and commuter rail users within the passenger terminal and connecting passageways.
 - Improve access to the platforms used by Amtrak, NJT, and LIRR.
 - Provide additional passenger amenities (e.g., commuter concourse, ticketing areas, waiting areas, taxi-drop-offs, shops, and restaurants).
 - Provide state-of-the-art security, emergency response, and egress measures.
- *GOAL 2:* Restore and preserve an important historic resource.
 - Restore and preserve the exterior of the Farley Complex. Limit exterior changes to those that would not substantially alter the original design concept of the Farley Complex. Retain the historic use of the USPS retail lobby.
 - Create a new train hall filled with light and activity reminiscent of the original Pennsylvania Station.
 - Ensure that the adaptive reuse of the Farley Complex references the original Pennsylvania Station/Farley Building role as transportation resource, civic gateway, and mail facility.
 - Utilize development rights associated with the Farley Complex off site, and ensure that any development and design would be appropriate to the historic resource.
- *GOAL 3:* Create a dynamic mixed-use development opportunity in the Hudson Yards area and support city and state planning and development policy for West Midtown Manhattan.
 - Permit reuse of available space in the Farley Complex with a mix of uses that are compatible with the transportation center and land use patterns and policies in the surrounding neighborhoods of Hudson Yards, Chelsea, Hell's Kitchen, and West Midtown.
 - Permit development on a nearby site on the east side of Eighth Avenue with a mix of uses that are compatible with Moynihan Station and land use patterns and policies in the surrounding neighborhood.
 - Support economic development through the creation of jobs and new tax revenues.

STATION CIRCULATION BENEFITS

The Project would have a number of passenger circulation-related benefits for rail passengers and for the railroad operators at Penn Station. For both rail occupancy options, these benefits include:

- Passenger access to the Penn Station boarding platforms would be increased by approximately 30 percent as a result of the construction of new escalators, stairways and

- elevators from the Farley Complex to the western portions of the existing station platforms, as well as Platform 12;
- Shorter walk distances and reduced travel times, particularly for passengers with origins and destinations in West Midtown Manhattan;
 - Shorter platform queues and faster platform clearance following the arrival of heavily-loaded trains during the weekday peak periods;
 - Improved passenger safety through new and more evenly distributed egress capacity from the platforms and through new platform ventilation;
 - Improved passenger orientation and wayfinding; and
 - Improved circulation to and from the Eighth Avenue Subway, including the provision of a direct ADA-compliant connection linking the subway, existing Penn Station concourses and the Farley Complex.

Amtrak Station

There would be additional benefits for Amtrak and its passengers under the Amtrak Station Option, which would deliver substantial benefits to the most heavily used and important station in the Amtrak system:

- World-class station improvements for Amtrak, with a strong street-level presence, natural light, and a high-quality station environment;
- More efficient boarding of Amtrak trains through greater physical separation of Amtrak passengers from the heavy volumes of rail commuters during the weekday peak periods;
- Expanded public spaces and passenger-handling facilities, enabling future ridership growth;
- Large quantity of public space on multiple levels surrounding the Train Hall, providing supplemental passenger waiting capacity to improve Amtrak's ability to handle holiday peaks and recover from extraordinary delay conditions and incidents;
- Modernized and upgraded support facilities for Amtrak operations;
- Operational efficiencies and cost savings associated with consolidated, state-of-the-art facilities; and
- Within the existing Penn Station, increased space and public circulation areas for commuter rail passengers, opportunities for LIRR and NJT to relocate some of their back-of-house operations and for new retail.

C. PROJECT DESCRIPTION

As noted above, modifications are being proposed to the project analyzed in the 2006 FEIS. This section describes in detail Phases I and II of the Project with the proposed modifications and the two options under Phase 2 for the design of Moynihan Station.

FARLEY COMPLEX—PHASE 1

Phase 1 of the Project is the critical first step in developing Moynihan Station and also has immediate transportation benefits to existing users of Penn Station. Phase 1 consists of significant improvements to below-grade infrastructure that have independent utility and would increase capacity for existing intercity and commuter rail services, enhance subway connections, reduce congestion, allow for easier access by persons with disabilities, improve westerly access

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to the station, and improve passenger safety and security. The specific elements of Phase 1 are shown on **Figures 1-1** and **1-2** and described below:

- Expand the existing West End Concourse by doubling its width and increasing its length to significantly enhance passenger circulation space. The West End Concourse would be extended to the train shed's southern retaining wall, providing access to seventeen tracks (as compared to the nine tracks served today—Platforms 3 through 11 would be served with the Project, as compared to 7 through 11 today). The expanded West End Concourse would benefit NJT and Amtrak 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 future access to Platforms 1 and 2 (for NJT) and to an activated Platform 12 (which is part of Phase 2 and described below). The improvements to the West End Concourse are more extensive than what were assessed in the 2006 FEIS.
- Provide 13 new West End Concourse vertical access points to and from the platforms, and 6 new vertical access points from the West End Concourse to street level. These new vertical access points would significantly reduce the time required for platform clearance. Vertical access is critical at Penn Station, because the tracks are located three levels below grade, and the speed with which passengers can get on and off the platforms has a direct bearing on train throughput. Vertical access is particularly important at the west end of Penn Station, because the existing tracks and platforms extend under the Farley Building, but today there is little or no vertical access from this end of the platforms. The West End Concourse expansion is critical to maximizing the use of the existing track-level infrastructure at Penn Station.
- Provide two new above-grade, Eighth Avenue entrances to the West End Concourse through the Farley Building, improving access and decreasing congestion at Penn Station. Passengers would be able to enter the station through the Farley Building at the corners of West 31st and West 33rd Streets. The entrances would flank the staircase leading up to the retail lobby of the Post Office. These entrances are the same as the Eighth Avenue entrances assessed in the 2006 FEIS.
- Expand and renovate the existing 33rd Street Connector between Penn Station's connecting concourse and the West End Concourse by doubling its width, thereby increasing capacity and making it ADA-compliant for the first time. This 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 Access to the Region's Core (ARC) station under 34th Street that will open when NJT completes the tunnel under the Hudson River now under construction.¹ These improvements are more extensive than the improvements assessed in the 2006 FEIS.
- Improve Penn Station safety and security by creating new platform ventilation beneath the Farley Building. Six new ventilation fan rooms would provide additional, much-needed emergency platform ventilation capacity and include critical design elements and features that would adhere, to the maximum extent practicable, to guidelines established by the

¹ Widening of the connector requires relocation or reconfiguration of Metropolitan Transportation Authority-New York City Transit (MTA-NYCT) turnstiles for the Eighth Avenue subway station. MSDC is coordinating relocation planning with MTA-NYCT.

National Fire Protection Association (NFPA) Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems. This ventilation system is the same as what was assessed in the FEIS.

FARLEY COMPLEX—PHASE 2

Phase 2 of the Project includes development of the Moynihan Station Train Hall and street-level portions of the station, activation of Platform 12 for passenger use, the non-station commercial development of the Farley Complex, and the development of a mixed-use building on the Development Transfer Site. Overall, the total Farley Complex program for the Project is the same as assessed in the 2006 FEIS: 1,408,350 square feet, consisting of a 300,000-square-foot station, 86,000 square feet of transit-related retail, up to 265,000 square feet of USPS space, 125,000 square feet of hotel space, 518,100 square feet of commercial retail, a 35,000-square-foot banqueting facility, approximately 50,000 square feet of common building areas, 24,000 square feet for loading docks and service areas, and a 5,000-square-foot hotel lobby.

For the Moynihan Station portion of Phase 2, there are two options: an Amtrak station and an open station without a primary rail occupant. Phase 2 of the Project is described in detail below.¹

AMTRAK STATION OPTION

Moynihan Station

The station design in the Amtrak Station Option is somewhat different from the station design examined in the 2006 FEIS, primarily because the primary occupant of Moynihan Station under this option would be Amtrak instead of NJT.² However, in terms of overall size and program elements, the Amtrak Station Option is similar to the 2006 plan. The Amtrak Station Option 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 Amtrak Station Option (as well as into the second option, the Open Station Option). The Amtrak Station Option 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 part of NJT's capital program but is a separate action. See **Figures 1-3** through **1-7** for plans and sections of Moynihan Station under the Amtrak Station Option.

¹ The descriptions of these options are intended to provide a thorough understanding of the various options under consideration. Some of that detail is not required in order to assess potential Project impacts. It should be noted that the design of the Project will be further refined prior to commencement of construction of Phase 2, and certain details are likely to change as a result of such design refinements.

² 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 tenants 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 Technical Memorandum.

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The new Moynihan Station, under the Amtrak Station Option, 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 1-4** and **1-5**). The main concourse 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 (see **Figure 1-6**). As shown on **Figure 1-4**, 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 skylight 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 **Figures 1-5** and **1-7**). The footprint and roof of the Intermodal Hall are smaller and lower, respectively, than what was 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 Section 13, “Station Circulation Analysis” of this Technical Memorandum. 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.
- Building systems and infrastructure improvements. The Amtrak Station Option 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 Amtrak Station Option 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.
- 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 **Figures 1-4** and **1-5**). 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 1-5**). The loading area would be accessible from West 31st Street. This loading configuration is different than what was assessed in the 2006 FEIS.

- Activation and renovation of Platform 12 and the two adjacent tracks beneath the Farley Building, which have never been used for passenger service and would accommodate additional Amtrak Empire Service trains, and potentially Metro-North Hudson Line service.¹ This includes new track connections from the Empire tunnel to the Platform 12 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.

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 a small area for postal facilities below the Western Annex. This program is the same as that assessed in the 2006 FEIS.

Non-Station Commercial Development

Within the Farley Complex, the non-station development portion of the Amtrak Station Option would include retail, banquet facility, and hotel space, the same as what was assessed in the 2006 FEIS. A mix of commercial uses would be developed in the Western Annex and could include large-scale retail anchors ranging from full-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. 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, as was assessed in the 2006 FEIS.

OPEN STATION OPTION

Like the Amtrak Station Option, the Open Station Option is similar in terms of overall size and program elements to the station examined in the 2006 FEIS. It is also similar in overall design to the Amtrak Station Option, and also includes the following elements described above: new facilities for rail passengers; new Intermodal Hall; 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;

¹ 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.

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dedicated drop-off lanes and curb cuts for taxi access; buildings systems and infrastructure improvements; a planned restoration program; a wide pedestrian corridor within the Farley Complex along West 32nd Street; approximately 86,000 square feet of transit-related retail and commercial space; mail truck access; and activation and renovation of Platform 12 and the two adjacent tracks.

The Open Station Option is described below in terms of differences with the Amtrak Station Option. **Figures 1-8** through **1-10** show the lower concourse, main concourse, and street level floor plans for the Open Station Option.

Moynihan Station

Constructed under Phase 1 of the Project, the West End Concourse would be the same under either the Amtrak Station or Open Station Options. The one difference between the two options would be that the Open Station Option would not include a baggage handling corridor west of the West End Concourse, but like the 2006 plan there would be an emergency access corridor. At the postal lobby level, this option, unlike the Amtrak Station Option, is assumed to have a southern pedestrian passageway between the USPS retail lobby on Eighth Avenue and the Intermodal Hall, which was contemplated in the 2006 FEIS. On the main concourse level, there are differences in floorplan and space allocations between the Open Station and Amtrak Station Options. Waiting areas, retail spaces, station services, and railroad back-of-house areas would be laid out differently under the Open Station Option.

USPS Facilities

The program for the USPS facilities would be similar under the Open Station Option to that under the Amtrak Station Option and to that assessed in the 2006 FEIS. There are two differences in the plan of the USPS facilities in the Open Station Option, as compared to the Amtrak Station Option. Under the Amtrak Station Option, the USPS museum, store, and P.O. boxes would be located at the south end of the USPS retail lobby. Under the Open Station Option, the store and P.O. Boxes would be located along the passageway on the north side of the train hall between the USPS retail lobby and the Intermodal Hall. The museum would be relocated to the south passageway. Under the Amtrak Station Option, the north passageway would be lined by retail space.

In addition, the Open Station Option includes, along with retail and station services, significantly more USPS space and a shared loading area on the main concourse level of the Western Annex in keeping with the design assessed in the 2006 FEIS. There would be a vehicular ramp from West 31st Street to the below-grade loading area, as assessed in the 2006 FEIS. In comparison, under the Amtrak Station Option the main concourse level of the Western Annex would include retail, station and building services, some USPS space, and the lower level of the West 32nd Street pedestrian corridor, while the loading area would be located at street level on West 31st Street in the location of the existing loading docks. The total program amounts of USPS space and non-station commercial space would be the same under the Open Station and Amtrak Station Options, although the location of more USPS space on the main concourse level in the Open Station Option would result in a different allocation of those program elements on the street level and upper floor levels of the Farley Complex.

Non-Station Commercial Development

The non-station commercial development portion of the Open Station Option would include retail, banquet facility, and hotel space, like the Amtrak Station Option. In total, it would also

include 518,100 square feet of retail use, 125,000 square feet of hotel use, or 125 rooms, and 35,000 square feet of banquet space. However, there would be some minor differences in the layout of retail spaces on the street and concourse levels, a slightly different configuration of the retail entrances on West 31st and West 33rd Streets, and a different configuration of escalators in the West 32nd Street corridor. In addition, under the Open Station Option, there would be only one level of the 32nd Street corridor between the Intermodal Hall and Ninth Avenue on the street level.

DEVELOPMENT TRANSFER SITE

The Project, under either the Amtrak Station or Open Station Options, assumes that the Development Transfer 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, would utilize approximately 1 million square feet of the Farley Complex's unused development rights, as was assessed in one of the 2006 FEIS scenarios. 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. 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. These options are the same as were assessed in the 2006 FEIS. 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 described 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 prior to commencement of the Phase 2 transportation improvements. Since this Technical Memorandum assesses all Project components for a 2015 Build year, the environment impact conclusions presented in this Technical Memorandum do not change if the Development Transfer Site is developed as part of Phase 1 instead of Phase 2.

D. PUBLIC SAFETY

This section identifies the safety and security considerations related to the design and operation of the Project and it describes in general terms the safety procedures and security systems that would be implemented to protect rail employees, passengers, and the general public. Moynihan Station would be designed, built, and operated to comply with all relevant federal, state, and local safety regulations, including: the New York State Uniform Fire Prevention and Building Code; New York City Fire Department (FDNY) regulations; Americans with Disabilities Act (ADA) regulations; and Occupational Safety and Health Administration (OSHA) regulations.

The Project would create a safe and efficient intermodal transportation facility at the Farley Complex. It has been designed to help ease congestion of rail traffic, redirect pedestrian movements in the vicinity of the Penn Station Complex, and reduce overcrowding and conflicting movements of intercity and commuter rail users within the passenger terminal and connecting passages. Specifically, the Project would widen and improve the existing underground connection between the Farley Complex, the Eighth Avenue subway, and Penn Station so as to be ADA compliant. The Project would provide state-of-the art emergency

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platform ventilation and security and emergency egress. Moynihan Station would include critical design elements and features that would adhere, to the extent practicable, to guidelines established by the National Fire Protection Association (NFPA) *Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems*. The proposed project would provide approximately 30 new vertical access points (stairs, escalators, and elevators) within Moynihan Station connecting its concourses to train platforms. These new vertical access points would provide access from the Farley Complex to and from platforms, resulting in additional passenger access/egress and circulation space that would relieve congestion at platform and concourse levels in the Penn Station Complex. In particular, with the Project, egress times from most platforms would be greatly improved.

Arrangements would be made among MSDC, PANYNJ, and the operating railroads for police services. Police forces in Moynihan Station would participate in the New York City Joint Terrorism Infrastructure Task Force, which also includes FDNY, the Federal Bureau of Investigation, and the U.S. Department of Homeland Security, as well as other federal, State, and City agencies and organizations. Through this task force, and by using outside security experts, the MTA police and the New York City Police Department (NYPD) are at the forefront of developing strategies to strengthen protections against terrorist threats at New York City's transportation facilities. A Terrorism and Risk Assessment would be updated in connection with the design work for Moynihan Station and the NYPD anti-terrorism task force would be consulted regarding the station design.

A safety and security management plan would be developed and integrated, to the extent appropriate, with existing security arrangements at Penn Station. Standard electronic security systems (e.g., security cameras to monitor security-sensitive areas) would be incorporated into the design of Moynihan Station as determined necessary by security planning protocols.

The Development Transfer Site building would comply with local code requirements, including fire and building codes, as applicable. It is expected that the Development Transfer Site building would implement its own site security plan, which would include measures such as the deployment of security staff and monitoring and screening procedures.

E. SUMMARY OF GENERAL PROJECT PLAN MODIFICATIONS

As stated above, ESDC affirmed a GPP for the Farley/Moynihan project in August 2006. Since that time, MSDC, after consultation with project constituents, has been considering proposed Project modifications as set forth above and such modifications would be reflected in an amended GPP. These GPP modifications would include, but not be limited to: (1) identifying Amtrak as a potential anchor rail occupant with approximately 100,000 square feet of station programming included in the approximately 300,000 square feet of new station area; (2) differentiating the station-related elements of the Project into Phase 1 (primarily below grade transportation elements) and Phase 2 (primarily train hall elements); (3) activating the diagonal mail platform (Platform 12); and (4) a revised funding structure required to accomplish the Project. The modified GPP may also allow ESDC to grant to the private developer the option to redevelop the Western Annex and the Development Transfer Site for the purposes described in the 2006 GPP. It is anticipated that requisite review and approval of this Technical Memorandum would occur in conjunction with the affirmation of an amended Project GPP. *