

**A. INTRODUCTION**

This section assesses whether changes in the Project and in background conditions since 2006 would result in any new or different significant adverse impacts associated with construction of the Project that were not identified in the 2006 FEIS. The regulatory context and methodology for this analysis are the same as described in the 2006 FEIS.

Construction activities for the proposed Project would primarily be confined to the Farley Complex and largely in the building interior or underground on the block between Eighth and Ninth Avenues and West 31st and West 33rd Streets. It would also include an area under Eighth Avenue for reconstruction of the 33rd Street Connector. As a result, the Project will require close construction coordination with MSDC and the operating railroads and other key stakeholders to safely and efficiently accommodate construction of the Project with railroad operations in and around Penn Station, including the potential to bring Metro-North Hudson Line Service to the Penn Station Complex (although that project is expected to be implemented after the proposed Project). MSDC will coordinate with the operating railroads to establish a comprehensive construction management plan, including the coordination of construction schedules, and overall access to, and circulation within, the Penn Station Complex.

The Development Transfer Site would involve construction activities on the western portion of the One Penn Plaza Block between West 33rd and West 34th Streets. This will require MSDC coordination with NJT's ARC project, which will have connections between its West 34th Street station and Penn Station and new street entrances on West 34th Street.

**B. CHANGES IN BACKGROUND CONDITIONS**

The changes in background conditions, as described in Section 2, "Analytical Framework," do not substantially affect the conclusions of the 2006 FEIS related to potential construction impacts. With the exception of concurrent construction activities that will be ongoing with the ARC project, the change in the build analysis year from 2010 to 2015 is not expected to significantly change the context and setting in which Project construction would take place. While the specific location and timing of background projects has changed since the 2006 FEIS, the construction of Moynihan Station and the non-station portions of the Project would still be required to be undertaken in a busy urban area concurrently with several other construction projects in the general Project area.

Construction activities for the Project would take place concurrently with the construction of the ARC project. However, potential impacts associated with lane closures and staging areas required for these two projects would have minimal overlap. Whereas the Farley Complex construction would involve partial or temporary closures along West 31st and West 33rd Streets between Eighth and Ninth Avenues, much of the construction work for the ARC project (as presented in the ARC FEIS) will occur in a tunnel and caverns under Manhattan and a majority

of the staging for the Manhattan construction efforts will be to the west of the Farley Complex at Twelfth Avenue and West 28th Street. More limited site-specific construction activities related to the ARC project will be conducted along West 34th Street (for an entrance and ventilation facility) and on West 33rd Street at Sixth Avenue to the east of the Farley Complex.

Construction of both the ARC project and the Development Transfer Site building would involve lane closures on West 33rd Street east of Eighth Avenue and potential temporary closures along Eighth Avenue. The ARC project will also have some construction activities at and below West 34th Street. The combined construction efforts would be coordinated between NJT and MSDC to the extent practicable, since there may be common or overlapping construction elements within or under the Development Transfer Site. As the expected construction schedule for the demolition, foundation, and core and shell work for the Development Transfer Site building would be about 2 to 3 years, construction activities would overlap with the ARC project on the Development Transfer Site for a relatively short-term period.

With regard to construction truck traffic, the 2006 FEIS projected up to 50 truck deliveries a day could occur during peak construction. These deliveries would be distributed throughout the day with more occurring during the early morning hours (approximately 15 deliveries taking place prior to the morning commuter peak hour and fewer deliveries per hour thereafter.) The deliveries would also be dispersed onto various travel routes and block-fronts surrounding the Farley Complex and the Development Transfer Site. Within the immediate area, construction of the ARC project would generate up to 5 to 7 truck deliveries during peak hours on West 33rd Street, according to the Access to the Region's Core FEIS, October 2008. The greatest overlap in truck deliveries for the two projects is expected to occur here during the early morning hours when background traffic would be light. Overall, construction truck activities for the two projects throughout the day would represent a very small percentage of background traffic levels, such that a perceptible increase in truck traffic or the potential for increased congestion due to construction truck traffic would be unlikely.

## **C. PROJECT DESIGN CHANGES**

The currently proposed Moynihan Station varies from that analyzed in the 2006 FEIS primarily based on changes to the proposed station, most notably the proposed Amtrak move to the Farley Building, the reactivation of the former mail platform as Platform 12, and the expansion, circulation refinement, and access improvements in the West End Concourse and the 33rd Street connector. The actual development program in terms of the allocation of space to retail, office, train station, and the mixed-use Development Transfer Site remain the same as with the 2006 FEIS.

### **FARLEY COMPLEX-PHASE 1**

The first phase of the construction effort is basically the same as with the Project assessed in the 2006 FEIS, namely, the underground construction efforts to improve and expand the West End Concourse and the 33rd Street connector. Revised construction sequencing and timing estimates provided by MSDC's consulting engineers expect the effort to be similar in type and duration to the effort analyzed in the 2006 FEIS. Based on the largely underground construction effort, the temporary nature of the disturbance, and the utilization of best management construction techniques as identified in the 2006 FEIS, the Phase 1 construction effort, like the overall

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construction effort set forth in the 2006 FEIS, would not result in significant adverse impacts from construction activities.

The Phase 1 construction effort would be coordinated with the operating railroads and would not result in any planned alterations to train schedules or train support services, such as bathrooms, red cap service, and ticket sales facilities.

### **FARLEY COMPLEX-PHASE 2**

The remainder of the construction effort, including completion of Moynihan Station, the mixed-use development in the Western Annex, and the Development Transfer Site, would be completed basically with the same phasing and sequencing as set forth in the 2006 FEIS. This basic construction plan is applicable to either the Amtrak or Open Station Options.

The Phase 2 construction effort would be similar in type and duration to the effort analyzed in the 2006 FEIS. The most notable differences between the current Project and the 2006 plan that could affect construction activities are reactivation of the mail platform as Platform 12 and the modifications to the station build-out and a reorganization of spaces in the Western Annex under the Amtrak Station Option. While both the Amtrak and the Open Station Options each have new emergency egress in the westernmost portion of the platform area, the Amtrak Station Option could expand this area to also be a functional baggage handling corridor. The engineering review of the revised plans indicates that the work necessary to make Platform 12 function and to build the new baggage corridor would be additional elements of the underground construction efforts but would occur in tandem with other below-grade construction efforts that would be necessary for the other station elements, and would not lengthen the timing of this construction phase.

The Phase 2 construction effort would be coordinated with the railroad operating railroads and would not result in any planned alterations to train schedules or train support services, such as bathrooms, red cap service, and ticket sales facilities, or to use of the station's Eighth Avenue entrances through the Farley Building that would be constructed under Phase 1.

### **CONCLUSIONS**

In summary, like the assessment of potential construction impacts in the 2006 FEIS, it is assumed that throughout construction, USPS retail uses and Penn Station operations would continue in the Farley Building. Some USPS administrative functions would also remain, but these functions would be relocated within the Farley Complex. NJT, LIRR, and Amtrak would continue their operations uninterrupted within Penn Station. In addition, the Eighth Avenue subway lines would remain in operation throughout the construction period. With the implementation of applicable controls and measures, as described in the 2006 FEIS, no significant adverse impacts in the area of historic resources, hazardous materials, transportation, air quality, and noise are expected during the construction period. In connection with the construction of the Project, MSDC and ESDC will:

- Prepare a plan, in consultation with MTA and its constituent agencies, Amtrak, and NJT that would include measures to minimize, to the extent practicable, temporary disruptions to transit and railroad operations;
- Coordinate construction activities with other large-scale transportation projects under construction in the vicinity of the Project, including the ARC project;
- Require the development of and adherence to measures designed to avoid impacts on the exterior and interior portions of the Farley Complex to be preserved as part of the Project;

- Require the development of and adherence to measures designed to avoid damage to historic resources that are located within 90 feet of proposed construction activities (namely, the former J.C. Penney Company building at 331-343 West 33rd Street and former William F. Sloan Memorial YMCA at 360 West 34th Street);
- Require that construction activities be performed in accordance with the substantive requirements of the New York City Air Pollution Control Code applicable to the control of fugitive dust emissions;
- Require that construction activities with the potential to generate dust be conducted using measures that will include wetting of exposed areas and the utilization of dust covers on trucks, as needed to minimize dust emissions;
- Require the implementation of measures to minimize vehicle and equipment-related emissions, including limiting unnecessary engine idling, both on-site and on-street, to three minutes; using electrical grid power to power electric engines in lieu of diesel engines where practicable; minimizing the use of generators to the extent practicable; using ultra low sulfur diesel fuel exclusively for all nonroad diesel powered engines; using exclusively nonroad engines certified by EPA as Tier 2 or higher; and using diesel engines equipped with diesel particle filters or equivalently effective controls for all nonroad diesel engine applications with a power output rating of 50 horsepower or greater;
- To the extent necessary, require that additional environmental investigations be conducted to determine the potential for contamination at locations where excavation or soil disturbance will take place;
- Where contamination has been or is identified, require that appropriate measures be taken to remove or otherwise address such conditions in accordance with the regulations, practices and protocols identified in this Technical Memorandum, including, as appropriate, preparation of and adherence to proper Health and Safety Plans, Soil Management Plans, Soil Gas Management Plans and Groundwater Management Plans;
- Require that ACM, lead based paint, PCB-containing equipment, and electrical switching devices containing mercury are properly removed, handled, disposed of and otherwise managed in accordance with the regulations, practices and protocols described in this Technical Memorandum, including, as appropriate, preparation and adherence to proper ACM Material Management Plans, Lead Based Paint Management Plans and PCB-Containing Equipment Management Plans;
- Require development of and adherence to a plan, prepared in coordination with the Mayor's Office of Construction, to minimize disruptions to traffic and pedestrian flows during the construction period;
- Require adherence to standard practices for the protection of pedestrians during construction, including but not limited to providing covered temporary pedestrian walkways, as appropriate; and
- Require compliance with the substantive provisions of the New York City Noise Control Code relating to construction-related noise and U.S. EPA noise emission standards for construction equipment, and the employment of best management practices, such as low-impact machines and ground improvement to limit vibration. \*