APPENDIX 1

SUMMARY OF PHASE 1 POTENTIAL IMPACTS

Appendix 1: Discussion of Phase 1 Potential Impacts

A. INTRODUCTION

As noted in Chapter 3, "Project Alternatives," the proposed Moynihan Station will be sequenced in two phases based on availability of project funding. This does not change the overall proposed completion year of 2015 or the environmental assessment of the total project as presented in the Environmental Assessment. However, since certain improvements are likely to be tied specifically to a Phase 1 effort, this appendix looks at the environmental consequences of the first phase effort. Phase 1 is primarily focused on transportation and circulation improvements for Moynihan Station but may also include the offsite development of the Development Transfer Site.

MOYNIHAN STATION

Phase 1 would consist 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 to the Penn Station Complex, and improve passenger safety and security. The specific elements of Phase 1 are 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 NJ TRANSIT (NJT) and Amtrak passengers and would continue to serve all the Long Island Rail Road (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).
- 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.
- 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 ARC station under 34th Street that will open when NJT completes the tunnel under the Hudson River now under construction.
- 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 National Fire Protection Association (NFPA) *Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems*.

Regardless of the sequencing, the overall Project is expected to be completed in 2015, and this Environmental Assessment assesses all Project components for that 2015 Build year. This Appendix provides a summary discussion of the potential for the Phase 1 components of the Project to result in adverse environmental effects.

DEVELOPMENT TRANSFER SITE

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

B. SUMMARY OF THE POTENTIAL FOR ADVERSE ENVIRONMENTAL EFFECTS

LAND USE AND SOCIOECONOMIC CONDITIONS

As described in Chapter 4.1, "Land Use and Socioeconomic Conditions," the Project would not have adverse effects on land use, parkland and open space, and socioeconomic conditions.

MOYNIHAN STATION

Land Use, Zoning and Public Policy

Under Phase 1 of the Project, the Farley Complex would continue to house USPS operations and the addition of rail uses to the building would be consistent with the surrounding land uses in the area. The proposed Phase 1 components of the Project would not require any new structures or

expansion of building floor area, nor would they involve any changes to zoning. They would be compatible with the goals of the 34th Street Partnership Business Improvement District and with the goals and initiatives of PlaNYC by improving and capitalizing on transit access. They would have no influence on the recommendations for zoning changes or projected development for Chelsea in the 197-a plan developed for the project area. Further, Phase 1 of the Project would be consistent with the public policy goal of federal, state, and city agencies to redevelop the Farley Complex as a safe, efficient, and contemporary intermodal transportation facility and commercial center to meet New York's future transportation needs.

Parkland and Open Space

Limited to the project site, and mostly to below-grade station infrastructure improvements, Phase 1 of the Project would not affect any of the parklands and open space in the study area. In addition, it would not generate new populations that could have an indirect effect on the study area's open spaces.

Socioeconomic Conditions

Phase 1 of the Project would not result in any direct displacement of jobs or economic activity or in any new station-related employment. Like the overall Project, Phase 1 would not result in any indirect residential displacement, indirect business and institutional displacement, or any adverse effects on specific industries.

DEVELOPMENT TRANSFER SITE

As noted in Chapter 4.1, "Land Use and Socioeconomic Conditions," the Development Transfer Site building would not generate significant adverse impacts on land use, zoning, public policy, open space or socioeconomic conditions. Therefore, there is no change if the Development Transfer Site is developed as part of Phase 1 or Phase 2.

HISTORIC PROPERTIES

MOYNIHAN STATION

There would be no adverse effects on the Farley Complex historic resource from the Project components that would be part of the Phase 1 development. Most of the Phase 1 components would affect below-grade infrastructure and would not affect any elements of the Farley Complex that contribute to its significance. However, Phase 1 would affect the historic resource with the creation of new at-grade entrances into the building from Eighth Avenue at the corners of West 33rd and West 31st Streets. As described in Chapter 4.2, "Historic Properties," the new entrances, including associated station signage, would be designed in consultation with SHPO, as will be stipulated in the amended Programmatic Agreement, and, therefore, no adverse effects are expected to result from the new entrances or signage. In addition, construction protection measures would be developed and implemented in consultation with SHPO to avoid adverse effects from Phase 1 construction on the Farley Complex exterior and the interior spaces to be preserved as part of the Project.

DEVELOPMENT TRANSFER SITE

As noted in Chapter 4.2, "Historic Properties," the Development Transfer Site building is based on the transfer of a portion of the historic Farley Complex's unused development rights (thereby

helping to preserve the Farley Complex's architectural integrity) to an adjacent development site that does not contain architectural resources. Therefore, irrespective of whether it is developed as part of Phase 1 or Phase 2, the Development Transfer Site building would not generate significant adverse impacts on historic resources.

VISUAL AND AESTHETIC CONSIDERATIONS

MOYNIHAN STATION

There would be no adverse effects on the visual character and visual resources of the study area from the Project components that would be part of the Phase 1 development. Most of those components would affect below-grade infrastructure and would not affect any elements of the Farley Complex that contribute to it being a visual resource or that would be visible from the surrounding streets. However, Phase 1 would affect the Farley Complex with the creation of new at-grade entrances into the building from Eighth Avenue at the corners of West 33rd and West 31st Streets. These new entrances would not be expected to result in adverse effects on the Farley Complex as a visual resource. In addition, while there would be new exterior signage on the Farley Complex for the new entrances, a signage program would be designed to avoid adverse effects on the Farley Complex, as described in Chapter 4.2, "Historic Properties."

DEVELOPMENT TRANSFER SITE

Development of the Development Transfer Site, if constructed as part of Phase 1 or Phase 2, would not alter the construction of a new, substantially taller structure that would replace the existing one-story buildings on the site. Its relationship to the Farley Complex and the surrounding community would be the same as analyzed in the Environmental Assessment, specifically that viewers would see another tall structure in an already densely developed area with many tall structures. No adverse impacts would result.

STATION CIRCULATION ANALYSIS

MOYNIHAN STATION

As described in Chapter 4.4, "Station Circulation Analysis," the Project would provide a significant increase in the number of stairs, escalators, and elevators serving the Penn Station platforms and a corresponding increase in the circulation capacity available to move passengers onto and off of the platforms. The Project would bring into balance the vertical circulation capacity at each of the station platforms, specifically addressing existing deficiencies on the western ends of Platforms 3 through 6 (serving Tracks 5 through 23). Phase 1 would substantially contribute to the achievement of these goals and is not expected to result in any adverse effects on station circulation. In addition, no locations were identified within the Penn Station Complex where significant adverse impacts would be generated or existing peak conditions significantly worsened by the full build-out of the Project. Overall, the Project would provide time savings and congestion relief benefits for all passengers using Penn Station, improve pedestrian circulation by providing a more balanced arrangement of facilities within the Penn Station Complex, and create a significantly more attractive and convenient station environment for passengers using the new facilities within the Farley Complex.

DEVELOPMENT TRANSFER SITE

The Development Transfer Site building would be a small contributor to overall flow of pedestrian circulation within the Penn Station Complex, compared to the overall existing and future pedestrian flows, as detailed in Chapter 4.4, "Station Circulation Analysis." As noted above, the overall project benefits resulting from the circulation improvements associated with Phase 1 already include the additional traffic generated by the Development Transfer Site building and conditions were expected to uniformly improve over existing circulation conditions.

TRANSPORTATION

MOYNIHAN STATION

Traffic

The Phase 1 components of the Project would not generate new vehicular traffic. Since the proposed Train Hall and new taxi stands would not yet be available with the completion of Phase 1, there would also be minimal diversion of existing traffic flow. Therefore, the Phase 1 components of the Project are not expected to result in adverse effects on area traffic circulation and operations.

Parking

The Phase 1 components of the Project would not generate new parking demand. There would not be any adverse effects on the area's parking resources or the potential for a parking shortfall attributable to Phase 1.

Transit and Pedestrians

As described above, new entrances to the West End Concourse through the Farley Building would be constructed as part of Phase 1 to improve access and decrease congestion at Penn Station. Since Phase 1 would also not generate new transit ridership, there would not be any adverse effects on transit access and operations.

Although Phase 1 of the Project would not generate any incremental pedestrian trips, some shifts in pedestrian flow could be expected from the two new entrances at the Farley Building's Eighth Avenue corners at West 31st and West 33rd Streets. These entrances, which would flank the staircase leading up to the retail lobby of the Post Office, would be constructed to also provide additional sidewalk space at the West 31st and West 33rd Street corners to ensure that there would also not be any adverse effects on at-grade pedestrian flow.

DEVELOPMENT TRANSFER SITE

As set forth in Chapter 4.5, "Transportation," the mixed-use Development Transfer Site building would generate new person trips that add to the pedestrian, transit, and vehicle trips bound to and from the project site. Overall, and as summarized from Tables 4.5-4 and 4.5-5, the Development Transfer Site building can be expected to account for between 35 to 50 percent of the vehicle trips generated by the project, and about 50 percent of the person trips during the Weekday Midday and PM, and Saturday peak periods. With a mix of residential, hotel, and local retail uses, the Development Transfer Site building would generate about 50 percent of the vehicle trips and 75 percent of the total project person trips in the Weekday AM peak hour.

However, as summarized in Table 4.5-25, the project as a whole would not result in any traffic impacts during the AM Peak period. Overall, the Development Transfer Site building would contribute to the demand for which certain impacts are identified for the other time periods, but on its own would not result in new or different impacts than those identified for the project as a whole, nor would it require alternative or additional mitigation beyond that identified in Chapter 4.5, which would continue to be based on standard measures such as signal timing.

AIR QUALITY

The Phase 1 components of the Project, with or without a new building on the Development Transfer Site, would not result in any mobile source emissions. In addition, as described in Chapter 4.6, "Air Quality," the maximum predicted carbon monoxide and respirable particulate matter (PM_{10}) concentrations from mobile sources with the Project would be below the corresponding ambient air quality standards. Further, carbon monoxide concentrations would not exceed the City's *de minimis* criteria and $PM_{2.5}$ concentrations would not exceed the interim guidance criteria regarding $PM_{2.5}$ impacts. Phase 1 would not result in any fossil fuel-fired combustion equipment at the project site and there would be no adverse stationary source air quality effects.

NOISE AND VIBRATION

MOYNIHAN STATION

The Phase 1 components of the Project would not generate new vehicular traffic and there would be no adverse mobile source noise effects. It is also not expected that Phase 1 would result in any significant vibration or ground-borne noise impacts. No new tracks are being created and there would only be a marginal increase in the number of trains using the Moynihan and Penn Station platforms with the Project. Sensitive land uses in the surrounding area are already subject to rail activity comparable to what would occur under Phase 1 of the Project. As a result, it can be expected that the vibration levels at these locations would be similar to what currently exists. Consequently, Phase 1 of the Project would not result in adverse effects.

In addition, the building mechanical systems associated with Phase 1 (i.e., heating, ventilation, and air conditioning systems, emergency ventilation equipment) should be designed to meet all applicable noise regulations (ex: Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Department of Buildings code) and to avoid producing levels that would result in any significant increase in ambient noise levels.

DEVELOPMENT TRANSFER SITE

The addition of the Development Transfer Site building to Phase 1 would add new vehicular traffic to the study area, which could increase noise levels at the 12 noise sensitive receptor locations (see Chapter 4.7, "Noise and Vibration"). If the Development Transfer Site were to be built as part of Phase 1, the reduced incremental change in vehicular traffic that would be expected to occur for Phase 1 with the Development Transfer Site building included would not result in any significant adverse noise impacts, because the total development project was determined to not result in any significant adverse impacts on noise levels.

INFRASTRUCTURE AND UTILITIES

The analysis presented in Chapter 4.8, "Infrastructure and Utilities" concluded that the total Project's water demand would not significantly affect local water pressures and would represent an insignificant increase in the average amount of water consumed in Manhattan; the Project would only be expected to generate a minimal amount of sewage, the additional sanitary volumes from the Project would still allow the North River Water Pollution Control Plant to operate well within its permitted limit, and the Project is not expected to overburden the local conveyance system; the impervious coverage on the Farley Complex site is not expected to change with the Project, and therefore stormwater volumes from the Farley Complex site would not increase and no significant adverse stormwater effects are expected. The Project is not expected to adversely affect solid waste streams or recycling in the City. Therefore, Phase 1 (with or without the Development Transfer Site building), which would generate an incrementally smaller demand for infrastructure, would likewise have no adverse effects on infrastructure and utilities.

ENERGY

MOYNIHAN STATION

Phase 1 of the Project would introduce certain underground improvements earlier than the entire Project but would not alter the basic energy demand forecast for the overall Project. As described in Chapter 4.9, "Energy," the Project's energy demand is not expected to overburden the City's energy generation, transmission, and distribution system and would not result in adverse energy effects.

In connection with the design of Phase 1, an energy consultant would be retained to undertake a detailed energy efficiency analysis for the Farley Complex to assess the feasibility and best design for seeking to achieve energy reduction goals, including, if applicable, Executive Order 111. Further, MSDC would need to incorporate into Phase 1 of the Project, as applicable, the requirements of the State Green Building Construction Act described Chapter 4.9, "Energy." Future project planning and design would need to stay abreast of new requirements and their potential applicability to Phase 1 of the Project.

DEVELOPMENT TRANSFER SITE

The Development Transfer Site building would be constructed in compliance with energy conservation requirements set forth in applicable building codes. As set forth in Chapter 4.8, "Energy," the overall project is not anticipated to generate enough energy demand to overburden energy generation, transmission, or distribution, and no significant adverse impacts would result. Therefore, the Development Transfer Site building, which would generate about half the total energy demand of the Project (see Table 4.9-1 based on a primarily residential development program), would not result in adverse impacts if it were built as part of Phase 1.

NATURAL RESOURCES

Like the Project as a whole, the Phase 1 components—which are below-grade infrastructure improvements and the creation of new entrances into an existing building—would not result in adverse effects on water quality and the coastal zone, wetlands, floodplains, terrestrial resources, or threatened, endangered, and special concern species. Similarly, if Phase 1 were to include the

Development Transfer Site building, there would be no additional adverse effects on natural resources.

CONTAMINATED MATERIALS

As stated Chapter 4.11, "Contaminated Materials," with the implementation of appropriate measures including pre-construction surveys, implementation of Health and Safety Plans during excavation or subsurface disturbance, demolition, and construction, and implementation of procedures to properly handle and manage any hazardous materials including lead based paint and asbestos, no adverse effects would be expected to occur as a result of Phase 1 of the Project, with or without development on the Development Transfer Site.

CONSTRUCTION IMPACTS

MOYNIHAN STATION

Construction activities for Phase 1 of the Project would primarily occur below grade, beneath the Farley Complex and under Eighth Avenue for reconstruction of the 33rd Street connector. In addition, there would be some above-grade construction activities associated with the new Eighth Avenue entrances into the Farley Complex. Construction of Phase 1, like construction of the Project as a whole, will require close coordination with MSDC and the operating railroads and other key stakeholders to safely and efficiently accommodate construction of Phase 1 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.

As described in Chapter 4.12, "Construction," 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 may 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.

With regard to construction truck traffic, the 2006 FEIS projected that up to 50 truck deliveries a day for the full build-out of the Project could occur during peak construction. The number of truck deliveries per day for construction of Phase 1 would be expected to be less. The deliveries would be distributed throughout the day with more occurring during the early morning hours. The deliveries would also be dispersed onto various travel routes and block-fronts surrounding the Farley Complex. 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 ARC FEIS, October 2008. The greatest overlap in truck deliveries for the two projects is expected to occur 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.

Throughout construction of Phase 1, it is assumed that 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, 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 Phase 1 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 outing 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 Environmental Assessment, 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 Environmental Assessment, 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.

DEVELOPMENT TRANSFER SITE

Construction of both the Development Transfer Site building and the ARC project—which will have connections between its West 34th Street station and Penn Station and new street entrances on West 34th Street—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 efforts would overlap with the ARC project construction efforts on the Development Transfer Site for a relatively short-term period. This coordination would be required whether the Development Transfer Site is developed in Phase 1 or Phase 2.

Construction of the Development Transfer Site building would follow the commitments set forth above for the Moynihan Station components of Phase 1.

PUBLIC SAFETY

MOYNIHAN STATION

Phase 1 of the Project 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 as whole would create a safe, and efficient intermodal transportation facility at the Farley Complex. To meet this goal, Phase 1 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, provide state-of-the art emergency platform ventilation and security and

emergency response and egress measures, include critical design elements and features that would adhere, to the maximum extent practicable, to guidelines established by the *National Fire Protection Association (NFPA) Standard 130: Standard for Fixed Guideway Transit and Passenger Rail Systems*, and would provide new vertical access points that would result in additional passenger access/egress and circulation space that will relieve congestion at platform and concourse levels in the Penn Station Complex.

As described in Chapter 4.13, "Public Safety," arrangements would be made among MSDC, PANYNJ, and the operating railroads for police services, and 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. In addition, 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 Phase 1 as determined necessary by security planning protocols.

With the implementation of the security systems and safety measures associated with the design of Phase 1 of the Project, no adverse impacts to safety or security would result from Phase 1.

DEVELOPMENT TRANSFER SITE

The public safety aspects described above would not be applicable to the private commercial development of the Development Transfer Site.

COMMITMENT OF RESOURCES

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Construction and operation of the Phase 1 (with or without the Development Transfer Site building) of the Project would require the irreversible and irretrievable commitment of construction materials, and energy in the form of fossil fuels and electricity consumed during construction and operation of Phase 1. These materials are available and their use would not have an adverse impact on their continued availability for other purposes. In addition to materials, funding and human labor would be required to design, build, and operate Phase 1.

RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The new Moynihan Station would result in a significant improvement to the passenger experience and facilitate a better utilization of Penn Station and, with or without the Development Transfer Site building, the Phase 1 would substantially contribute to that goal. Phase 1 would also be an important element in extending the transportation hub westward in anticipation of the large amount of new development projected west of Ninth Avenue. Overall, the localized short-term impacts that would result from construction of Phase 1 of the Project would not be significant, and would facilitate the maintenance and enhancement of long-term productivity in the region through the provision of improved intercity rail service.

ENVIRONMENTAL JUSTICE

Like the Project as a whole, the below-grade station infrastructure improvements and the new entrances into the Farley Building would not result in any disproportionately high and adverse impacts on minority and low-income populations. In addition, Phase 1 (with or without the Development Transfer Site building) would be in compliance with applicable NEPA requirements related to environmental justice protections. Like the Project as a whole, there are no environmental justice concerns expected with Phase 1. ✷