Foreword

This document is the Final Environmental Impact Statement (FEIS) for the 15 Penn Plaza project (the proposed actions). Acting on behalf of the City Environmental Quality Review (CEQR) lead agency, the City Planning Commission (CPC), the New York City Department of City Planning (DCP) determined the Draft Environmental Impact Statement (DEIS) for the proposed project to be complete and issued a Notice of Completion for the DEIS on February 5, 2010. CPC held a public hearing on the DEIS in Spector Hall at 22 Reade Street in Manhattan, on May 26, 2010. Comments were accepted at that hearing and throughout the public comment period, which remained open until June 7, 2010.

This FEIS reflects all relevant substantive comments made on the DEIS during the public hearing and subsequent written comment period. The comments are summarized and responded to in Chapter 28, "Response to Comments on the Draft Scope of Work and DEIS." This FEIS also reflects changes to the proposed project that were made subsequent to the issuance of the DEIS and all substantive changes to technical analyses resulting from DEIS comments, agency reviews, and material changes in conditions since issuance of the DEIS.

Subsequent to the publication of the DEIS, the City released the 2010 *City Environmental Quality Review (CEQR) Technical Manual* (May 17, 2010), which updates the methodologies and criteria set forth in the 2001 *CEQR Technical Manual*. The analyses within this FEIS have been assessed in accordance with the 2001 *CEQR Technical Manual*, except for air quality, noise, and construction, technical areas where the 2010 CEQR methodologies could result in potentially greater project-related impacts.

The FEIS includes the following principal changes:

- Open Space Mitigation. Between publication of the DEIS and FEIS, DCP, in consultation with the New York City Department of Parks and Recreation (DPR), further explored potential mitigation measures to address the project's open space impact. Chapter 22, "Mitigation," describes the measures that would partially mitigate the project's open space impact.
- Chapter 8, "Historic and Cultural Resources," and Chapter 9, "Urban Design and Visual Resources," have been revised to provide additional information, including figures, relating to the proposed project's potential effects on the Empire State Building.
- Chapter 16, "Traffic and Parking," has been revised to incorporate changes in traffic circulation patterns and changes to intersection geometries related to the Green Light for Midtown project and the First Avenue/Second Avenue Select Bus Service (SBS) corridors. The chapter has also been revised to present an analysis of potential impacts from each development scenario, rather than those of a Reasonable Worst Case Development Scenario (RWCDS), to reflect the fact that the applicant would be allowed to construct either the Single-Tenant Office Scenario or the Multi-Tenant Office Scenario. In general, the incorporation of the Green Light for Midtown project simplified traffic circulation in the

Herald Square area, resulting in fewer traffic impacts along the Broadway and Sixth Avenue corridors.

- Chapter 17, "Transit and Pedestrians," has been revised to incorporate the Green Light for Midtown project, the First Avenue/Second Avenue SBS corridors, and pedestrian improvements on Seventh Avenue proposed by NYCDOT. With these changes, in particular the Broadway closure and the Seventh Avenue pedestrian improvements, the number of significant adverse impacts in the future with the proposed project would be reduced. Specifically, there would be 7 significant adverse impacts on crosswalks and/or corner locations within the pedestrian study area instead of 10 in the Single-Tenant Office Scenario, and 14 instead of 16 for the Multi-Tenant Office Scenario. Like in the DEIS, standard mitigation measures would eliminate identified impacts with the exception of two significant adverse crosswalk impacts that would occur in the Multi-Tenant Office Scenario for which there are no mitigation measures available to fully mitigate the impacts.
- The mobile source analysis in Chapter 18, "Air Quality and Greenhouse Gas Emissions," has been revised to incorporate new data from the revised traffic analysis for modifications to the study area roadway network, such as the Green Light for Midtown program; the analysis conclusions do not change. In accordance with the 2010 *CEQR Technical Manual*, an analysis of $PM_{2.5}$ emissions from mobile sources has been included.
- The mobile source analysis in Chapter 19, "Noise," has been revised to incorporate new data from the revised traffic analysis for modifications to the study area roadway network, such as the Green Light for Midtown program; the analysis conclusions do not change.
- Chapter 20, "Construction," has been revised to include detailed quantitative analyses of construction-period air quality and noise. The DEIS did not identify any construction-period air quality impacts; this conclusion remains unchanged. The DEIS identified potential construction-period noise impacts on the St. Francis Roman Catholic Church and The Epic (a residential building to the south of the project site). Based on the quantitative analysis undertaken for the FEIS, it was determined that construction of the project would result in elevated noise levels at various locations in the surrounding area. Based on the magnitude, time of occurrence, and duration of the potential exceedances of the CEQR impact criteria, and the fact that interior noise levels that would meet CEQR criteria would be maintained at all affected locations, no significant adverse noise impacts would result with the exception of the terraces at The Epic. At the terraces, noise levels already exceed the acceptable CEQR range for outdoor areas requiring serenity and quiet, and a significant adverse noise impact would occur. There are no feasible mitigation measures that could be implemented to eliminate the significant noise impacts at the terraces.
- Chapter 22, "Mitigation," of the FEIS has been revised to provide greater detail on certain mitigation measures identified in the DEIS and to reflect the analyses contained in the FEIS.
- The appendices have been updated and amended to reflect corresponding changes to the technical analyses in the FEIS and to include the public comments received on the Draft Scope of Work and DEIS.

Except where indicated, all text changes since publication of the DEIS are marked by double-underlining in this FEIS. No double-underlining is used for the Foreword or Chapter 28, "Response to Comments on the Draft Scope of Work and DEIS," both of which are entirely new. ✷