TECHNICAL MEMORANDUM 001
GREATER EAST MIDTOWN REZONING
CEQR No. 17DCP001M
ULURP Nos.: N 170186 ZRM, C 170187 ZMM[1], N 170186(A) ZRM
March 27, 2017

A. INTRODUCTION

The New York City Department of City Planning (DCP) proposes zoning text and zoning map amendments (collectively, the "Proposed Action") within the East Midtown neighborhood of Manhattan Community Districts 5 and 6. The rezoning area is generally bounded by East 57th Street to the north, East 39th Street to the south, a line generally between 150 and 200 feet easterly of Third Avenue and a line 250 feet westerly of Madison Avenue. Known as the Greater East Midtown Rezoning, the Proposed Action includes a zoning text amendment to establish the East Midtown Subdistrict (the "Subdistrict") within an approximately 78-block area. The Proposed Action is intended to reinforce the area's standing as a premier central business district, support the preservation of landmarked buildings, and provide for public realm improvements. The Draft Environmental Impact Statement (DEIS) for the Proposed Action was accepted as complete on December 30, 2016, by DCP, acting on behalf of the City Planning Commission (CPC) as lead agency. A public hearing on the DEIS will be held at a later date to be announced. Advance notice will be given of the time and place of the hearing.

DCP has prepared and filed amended zoning text (referred to hereafter as the "A-Text" or "Amended With-Action Condition") that addresses issues raised after issuance of the DEIS. The A-Text, as ULURP application N 170186(A) ZRM, consists of two modifications to the Proposed Action that require additional environmental analysis, the focus of this technical memorandum. These modifications address conditions in which landmarked buildings prevent development and circumstances whereby transit easement volumes are deemed necessary on a development site. The A-Text also includes minor clarifications and modifications to the Proposed Action that do not require additional environmental analysis. Specifically the amended zoning text modifies the ULURP application N 170186 ZRM, but not C 170187 ZMM.

This technical memorandum presents revised analyses to the Proposed Action based on the A-Text (See Appendix A for the full revised text amendment). This technical memorandum considers whether the proposed A-Text would result in any new or different significant adverse environmental impacts not already identified in the DEIS. As set forth below, this technical memorandum concludes that the Proposed Action with the addition of the A-Text would result in additional significant adverse impacts to historic resources and public transit not already identified in the DEIS. To provide a complete consideration of the proposed A-Text Amendment and the likely effects, each DEIS technical analysis area is considered.

In addition, this technical memorandum presents revised shadow analyses to the Proposed Action that were not fully analyzed in the DEIS due to an administrative oversight and refinements to the 3D shadows model. The findings in the revised analyses do not change the conclusions related to shadows as stated in the DEIS.

These revised analyses will also be reflected in the Final EIS.

[1] The amended text does not modify the application C 170187 ZMM.

B. DESCRIPTION OF THE AMENDED APPLICATION

Proposed Addition to Regulations Governing Qualifying Site Definition

The Proposed Action would permit additional density by varying degrees based on locational criteria such as proximity to transit and adjacency to wide streets. This would create a scenario whereby the public can be assured that the densest new developments will be appropriately located (i.e., near transit and along wide streets), and whereby the predictable as-of-right process and increased permitted densities will serve as incentives for developers to undergo the resource intensive effort associated with redevelopment projects in this area. Development of new high-quality office space requires appropriate sites. Consequently, sites that are eligible for the proposed Subdistrict's as-of-right framework must have cleared frontage along a wide street, dedicate no more than 20 percent of the zoning lot's floor area for residential use, and comply with environmental standards in order to be considered a Qualifying Site[2].

Dozens of landmarked buildings exist within the proposed Subdistrict, and this landmark designation protects these structures from demolition except through a rigorous approval process by the Landmark Preservation Commission. In some cases, one or more of these landmarked buildings occupy the full length of a block's wide street frontage. This effectively prohibits as-of-right development of neighboring mid-block lots since they have no means to satisfy the cleared frontage along a wide street provision of the Qualifying Site definition.

The proposed A-Text permits mid-block development sites with no access to a wide street due to one or more intervening landmarks to be recognized as a Qualifying Site as long as at least one of the intervening landmarks is on the development site's zoning lot (the "Qualifying Site Modification").

Proposed Amendment to Mass Transit Access

Article IX, Chapter 5 of the Zoning Resolution pertains to the Special Transit Land Use District (TA). The TA was established to: (1) minimize the conflict between normal pedestrian movements on public sidewalks and access to underground transit systems, (2) reduce congestion on city streets in the vicinity of transportation nodes, (3) require adequate access of light and air to the subway mezzanines or station areas, (4) encourage development that reinforces and preserves the character of the existing communities within the area, (5) coordinate the present and future relationship of land uses, and (6) promote the most desirable use of land in the area and thus to conserve the value of land and buildings. To achieve these goals, development sites within a TA are required to file an application with the Metropolitan Transportation Authority (MTA) and the City Planning Commission (CPC) requesting a certification as to whether or not a transit easement volume is required on the zoning lot. If deemed necessary for a future transit facility, the development site is required to set aside a transit easement volume in preparation for future construction of transit infrastructure by the MTA. Transit easement volumes include light wells, stairs, ramps, escalators, elevators, passageways. The Proposed Action created a similar provision for Qualifying Sites within the East Midtown Subdistrict's Transit Improvement Zones[3] that requires development sites to coordinate with the MTA to determine if an onsite transit easement volume is

[2] Qualifying Site is defined in Section 81-613 (Definitions) of the A-Text.

[3] Transit Improvement Zones included in the Proposed Action are in the vicinity of Grand Central Terminal, the Lexington Avenue-51st/53rd Streets station, and the Fifth Avenue-53rd Street station.

necessary. The Proposed Action also exempts these volumes from being included in the development site's floor area calculations.

The proposed A-Text expands upon the Proposed Action by granting floor area exemptions for ancillary facilities[4] on Qualifying Sites located where the TA overlaps the East Midtown Subdistrict. Overlap of these two districts occurs at East 42nd Street and Second Avenue, and East 53rd Street and Lexington Avenue. The proposed A-Text further requires that an existing easement volume for pedestrian access to a subway station or rail mass transit facility on a Qualifying Site anywhere within the Subdistrict be preserved, or reconfigured in accordance with standards and terms approved by the MTA, as part of any new development or enlargement. Any reconfiguration shall be constructed by the owner of the property.

Other Modifications in the Proposed A-Text

Since the issuance of the DEIS, DCP identified the need to make minor edits to the proposed text governing height and setback (Section 81-66, inclusive), which are included in the A-Text. For daylight compensation (Section 81-662), the A-Text specifies that no compensating recess shall be required for the encroachments below a height of 150 feet, as measured from curb level. For daylight evaluation (Section 81-663), it clarifies how the daylight evaluation score is computed, and specifies that the reflectivity provisions of Section 81-276 may be utilized to raise an overall and individual score.

In addition, DCP identified the need to modify the provisions of the proposed Authorization for Enlargements that allows enlargements of buildings located on Qualifying Sites. The Proposed Action permits these enlargements to use the proposed Qualifying Site FAR framework, provided they make significant renovations to the existing building that would bring it up to contemporary space standards. The A-Text clarifies that sites using this authorization would be required to pay the minimum contribution (currently established at $78.60) for each existing square foot of non-complying floor area.

DCP also recognized an opportunity to achieve above-grade, sidewalk improvements identified in the Public Realm Improvement Concept Plan in tandem with development. These improvements include bus bulbouts, corner extensions, and midblock neckdowns. The cost of this in-kind contribution for public realm improvements would be deducted from the site's contribution to the Public Realm Improvement Fund. These in-kind improvements would be constructed in accordance with standards and terms approved by the Department of Transportation and subject to approval by the Subdistrict's Public Realm Improvement Fund Governing Group. No temporary certificate of occupancy could be issued for floor area earned through the transfer of landmark development rights until the in-kind improvement is substantially complete and usable by the public.

C. A-TEXT REASONABLE WORST CASE DEVELOPMENT SCENARIO

The A-Text would result in some changes to the Reasonable Worst Case Development Scenario (RWCDS) and accordingly a modified Future with the Proposed Action Condition was created (referred to hereafter as the "Amended With-Action Condition").

[4] An ancillary facility usually refers to an emergency fan plant that vents smoke out of a station when there is a fire or smoke condition. These facilities can also include emergency egress stairs.

With the Qualifying Site Modification, there would be two new development sites RWCDS, one Projected Development Site (Projected Development Site 17) and one potential development site (Potential Site P), as shown on Figure 1. Additionally, Projected Site 12 became Potential Development Site O in the revised RWCDS.[5] The two new sites would be incorporated into the Amended RWCDS, and are composed of the following blocks and lots, as shown in Table A.1. As for the Proposed Action described in the DEIS, Projected Development Sites are considered to be more likely to be developed, while potential development sites could meet the development criteria but are considered less likely to be developed.

Additionally, it is assumed that transit easement volumes for the ancillary facility exemption would be established on Projected Development Site 13 and Projected Development Site 15 to facilitate future construction of the Second Avenue Subway. The ancillary buildings were projected to have a depth of 100 feet, a width of 50 feet, and a height of 62 feet. Since the ancillary facility's floor area volume is exempted, that floor area is relocated within the building. With the Proposed Action, Projected Development Site 13 would have a projected height of 818 feet, while with the A-Text, the projected building height would be 874 feet. Similarly, Projected Development Site 15 would have a projected height of 692 feet under the Proposed Action, and a height of 706 feet with the A-Text.

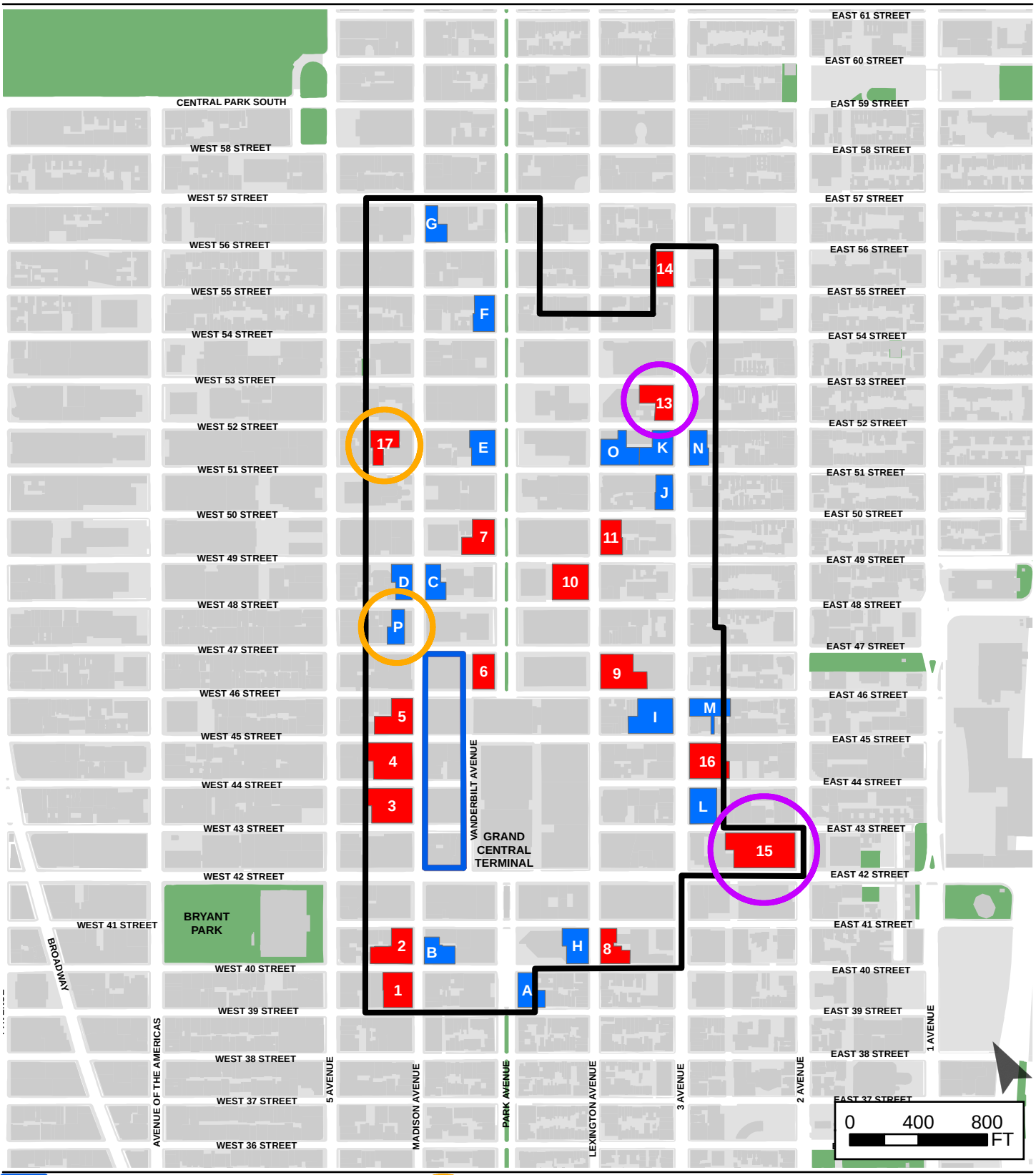
Table A.1: Added Projected and Potential Development Sites with the Amended With-Action Condition

Development Site	Block No.	Affected Lots
Projected Development Site 17	1287	8, 9, 10, 14,58, 61, 62, 63
Potential Development Site P	1283	12, 13, 14, 15, 17, 58

As shown in Tables A.2 through A.4 below, these changes flow from changes in the No-Action Condition through to the With-Action Increment.

Compared to the RWCDS presented in the DEIS, the Amended With-Action Condition would result in a 231,334-gsf increase in the office space increment, a 14,588-gsf decrease in the retail increment, a 236,508-gsf decrease in the residential increment, and a 34,874-gsf increase in the parking increment. There would be no change in the increments of hotel space or rooms. The Amended With-Action Condition incorporates the No-Action condition analyzed in the DEIS RWCDS with respect to the added Projected Development Site 17 (Block 1287, Lots 8, 9, 10, 14, 58, 61, 62, 63), which is now projected as a commercial building under the Amended With-Action condition. As noted in DEIS Chapter 2.0 "Land Use, Zoning and Public Policy" the John Peirce House is assumed to convert to residential uses in the DEIS as a known development site in the project area. However, with the amended application, the site became Projected Site 17 and its FAR would become part of the development site, changing the No-Action assumption on residential development. The resulting negative increment in residential uses of 236,508 sf on Projected Development Site 17 is the difference in the residential increment between the DEIS RWCDS and the Amended With-Action Condition, as shown in Table A.4. The shifts in the projected and potential development sites similarly affect the increments in retail, office, and parking, as shown in the following tables.

[5] As described in the DEIS, all development sites were assessed and ranked based on a set of criteria in order to determine the likelihood that a given property or assemblage would redevelop. With the addition of Projected Site 17 and given the fixed amount of landmark development rights available for transfer, Projected Site 12 was less likely to be considered a projected site, and therefore became a potential site. Due to this change, the numbering of the projected sites under the A-Text skip from Projected Site 11 to Projected Site 13, in order to keep the site numbers consistent with the DEIS.



Vanderbilt Corridor (Existing Regulations Apply)

Proposed Greater East Midtown Rezoning Boundary

1 Projected Development Site

A Potential Development Site

New Development Site

Ancillary Facilities Site

Greater East Midtown Rezoning
Manhattan, New York

Proposed Rezoning Area
Revised RWCDS Sites

Figure 1

Table A.2: DEIS RWCDS Development Scenario

Use	No-Action Condition	With-Action Condition	Increment
Office	6,812,920	13,394,777	6,581,857
Retail	462,874	601,899	139,025
Hotel	810,171	0	-810,171
Hotel Rooms	1,246	0	-1,246
Residential	316,120	237,841	-78,278
Residential Units	163	119	-44
Parking	158,441	0	-158,441

Table A.3: Amended With-Action Condition RWCDS

Use	No-Action Condition	With-Action Condition	Increment
Office	6,643,178	13,456,369	6,813,191
Retail	495,013	619,450	124,437
Hotel	810,171	0	-810,171
Hotel Rooms	1,246	0	-1,246
Residential	552,628	237,841	- 314,786
Residential Units	447	119	-328
Parking	123,567	0	-123,567

Table A.4: Difference in Proposed Action Increment vs A-Text Amendment Increment

Use	Proposed Action Increment	A-Text Amendment Increment	Difference
Office	6,581,857	6,813,191	231,334
Retail	139,025	124,437	-14,588
Hotel	-810,171	-810,171	0
Hotel Rooms	-1,246	-1,246	0
Residential	-78,278	- 314,786	- 236,508
Residential Units	-44	-328	-284
Parking	-158,441	-123,567	34,874

This technical memorandum presents revised analyses based on the A-Text Amendment to the Proposed Action and Amended With-Action Condition. This technical memorandum considers whether the proposed A-Text would result in any new or different significant adverse environmental impacts not already identified in the DEIS, and concludes that the A-Text would result in two additional significant, adverse impacts to historic resources and public transit that would not occur under the DEIS Proposed Action. Specifically, the A-Text Amendment/Amended With-Action Condition would result in the demolition of a New York City Landmark-eligible building, the Mercantile Library located at 17 East 47th Street (Block 1283, Lot 13), on Potential Development Site P. As discussed in this technical memorandum, significant, adverse impacts could be reduced but not avoided. Secondly, the proposed A-Text Amendment would result in a new significant, adverse impact to bus transit services. In Chapter 12 "Transportation", the DEIS reported that the

Proposed Action would result in significant adverse impacts with respect to traffic, subway stations, and pedestrians. The Amended With-Action Condition is not expected to result in any substantially new or different impacts than those disclosed in the DEIS for these analysis areas. However, the Amended With-Action Condition would result in a new significant, adverse impact to local bus services.

To provide a complete consideration of the proposed A-Text and the likely effects, described below, each relevant DEIS technical analysis area is considered. These revised analyses will also be reflected in the Final EIS.

D. REVISED ENVIRONMENTAL ANALYSES DUE TO THE AMENDED APPLICATION

The likely effects of the A-Text are generally summarized each in turn, below, and further analyzed under each CEQR impact category as appropriate.

Qualifying Site Modification

The Qualifying Site Modification, resulting in the addition of Projected Development Site 17, the removal of Projected Development Site 12 from the RWCDS and the addition of Potential Development Site P would result in effects that are in most cases, only negligibly different from those of the Proposed Action. This A-Text Amendment would allow for the identification of a Qualifying Site in an instance where wide street frontage is not available and where a mid-block site has been assembled. This technical memorandum evaluates the potential effects of Projected Development Site 17, located on an assembled mid-block site between East 51st and East 52nd Streets (Block 1287), and Potential Development Site P, an assembled site adjacent to a landmarked building between East 47th and East 48th Streets (Block 1283). The potential environmental impacts are evaluated for all analysis categories as compared to the Proposed Action.

Proposed Amendment to Select Special Transit Land Use Districts that Coincide with the East Midtown Subdistrict

The A-Text Amendment includes provision for ancillary transit easements, assumed for purposes of this RWCDS to be located within Projected Development Sites 13 and 15. As described in more detail below, this proposed modification would result in effects that are negligibly different from those of the Proposed Action. The establishment of a transit easement volume above and below-grade would result in slightly increased building heights to accommodate the easement, but the RWCDS program, bulk and development controls would be otherwise unchanged. Due to the increase in the building height, there could be an incremental change in shadowing over that projected with the Proposed Action, and this as well as potential effects to Urban Design and Visual Resources are considered, to identify potential changes resulting from building height additions, and visual context at the street level. The transit easement volume could lead to the development of a ventilation building that has the potential to affect noise conditions in the area due to ongoing ventilation operations from the subway, and is evaluated accordingly. Additionally, the changes resulting from the establishment of this ancillary easement in the TA Subdistrict were evaluated for the potential to change the HVAC analysis due to slightly increased building heights. Therefore, the analysis of the ancillary transit easement is described further in the Shadows, Urban Design, Noise, and Air Quality sections below.

Other Modifications in the Proposed A-Text

As described above in Section B, the amended application contains a few other edits clarify the proposed text governing height and setback (ZR Section 81-66, inclusive), specifically that no compensating recess shall be required for the encroachments below a height of 150 feet, as measured from curb level. For daylight evaluation (ZR Section 81-663), it clarifies how the daylight evaluation score is computed, and specifies that the reflectivity provisions of ZR Section 81-276 may be utilized to raise an overall and individual score. These revisions are clarifications only, and do not have the potential to affect the buildings as described and analyzed in the DEIS. Therefore, no further analysis is required.

In addition, the Proposed Action includes an Authorization for Enlargements, which allows enlargements to buildings located on Qualifying Sites. These enlargements may use the proposed Qualifying Site FAR framework, provided they make significant renovations to the existing building that will bring it, to the greatest extent feasible, up to contemporary space standards. The A-Text Amendment would clarify that sites using this authorization will be required to pay the minimum contribution (currently established at $78.60) for each existing square foot of non-complying floor area. These modifications would not have any implications on the environmental conditions of the study area and no further review specific to these modifications is required.

Probable Impacts of the A-Text

Based on the varied likely effects of the amended application, the Amended With-Action Condition is discussed separately below for each CEQR category, as appropriate.

1. Land Use, Zoning, and Public Policy

As reported in Chapter 2, "Land Use, Zoning and Public Policy" of the DEIS, the Proposed Action would not result in significant adverse impacts to land use, zoning or public policy. As discussed below, the Amendment With-Action Condition would also have no significant adverse impacts with respect to these analysis areas.

As shown in Table A.3 above, compared to the Proposed Action, the Amended With-Action Condition would result in a 231,334-gsf increase in the office space increment, a 14,588-gsf decrease in the retail increment, a 236,508-gsf decrease in the residential increment (284 fewer residential units), and a 34,874-gsf increase in the parking increment. There would be no change in the increments of hotel space or rooms. As detailed below, the addition of the A-Text to the Proposed Action would not result in any new or different significant adverse impacts to land use, zoning and public policy.

Qualifying Site Modification

The Qualifying Site Modification is projected to result in one added projected site, Projected Site 17. In addition, Projected Development Site 12 would be converted to a potential site (Potential Site O), and Potential Development Site P would be added. As discussed above under Section B, overall changes in gross square footage would be minor compared to the Proposed Action. The decrease in the residential increment is a direct result of the additional Projected Development Site 17, which would be developed as a residential use under the Amended No-Action condition, but as a commercial use under the Amended With-Action Condition. Overall however, the addition of the A-Text to the Proposed Action would not generate new land uses that would be incompatible with surrounding land uses nor would

it conflict with existing zoning or applicable public policies. The Projected Development Site 17 commercial use would conform to the land use pattern of the district and would be in keeping with the goals of the Proposed Action to preserve and strengthen Greater East Midtown as a premier business district. As such, the Qualifying Site Modification would not result in any new or different significant adverse impacts to land use, zoning and public policy.

TA Subdistrict Ancillary Building Easement

As noted under the A-Text Amendment modified RWCDS, it is expected that the TA Subdistrict ancillary transit easement could be applied to Projected Development Sites 13 and 15. To accommodate the ancillary easement volumes, the projected maximum allowable heights at Projected Development Sites 13 and 15 would increase. In all other respects, the bulk requirements for these sites would remain the same as with the Proposed Action. There would be no change in land use or achievable FARs.

The proposed zoning exemptions only serve to accommodate the proposed easement volumes and maintain commercial development on impacted sites. With only minor anticipated changes to maximum heights, the ancillary transit easement would not result in any new or different significant adverse impacts.

2. Socioeconomic Conditions

As described in DEIS Chapter 3 "Socioeconomic Conditions", the Proposed Action would not result in any significant adverse impacts to the five socioeconomic areas of concern, including direct residential displacement, direct business/institutional displacement, indirect residential displacement, indirect business/institutional displacement, and adverse effects on specific industries. Similarly, as discussed following, the Amended With-Action Condition would not result in any significant adverse impacts. As the ancillary transit easement would have no effect on any of the five areas of concern as enumerated above, it is not carried forward into this analysis.

Qualifying Site Modification

The Amended With-Action Condition modifies the RWCDS with the added Projected Development Site 17 and Potential Development Site P. Under this modified RWCDS which assesses the potential impacts from mid-block developments, the DEIS With-Action Projected Development Site 12 is redesignated as Potential Development Site O. To provide a comparison between this Amended Condition and the condition evaluated in the DEIS, socioeconomic conditions are assessed for the 16 Projected Development Sites with this modification. As development would occur on 16 RWCDS Projected Development Sites under the Amended With-Action Condition, neither the Proposed Action nor the Amended With-Action Condition would result in any significant direct residential displacement, or induce a trend that could potentially result in changing socioeconomic conditions for the residents within the East Midtown rezoning area. It is noted that the existing mixed use building at 5 East 51st Street, containing both retail/office space and residential units would become part of Projected Development Site 17 and redeveloped as commercial office space; the 15 residential units and estimated 24 residents would be displaced as a result of this change. The Amended With-Action Condition would add a net 113 retail employees and a net 2,504 commercial office employees, when Projected Development Site 17 is developed (removing the projected employment from DEIS With-

Action Projected Development Site 12). The overall modest amount of additional space developed (an additional 231,334 gsf) under the Amended With-Action Condition would not represent enough new economic activity to alter existing economic patterns in the area.

The Amended With-Action Condition would not result in any additional direct or indirect business/institutional displacement. In addition, like the Proposed Action, the A-Text Amendment would not result in any significant adverse impacts on specific industries.

3. Open Space

In Chapter 4 "Open Space," the DEIS reported that the Proposed Action would result in a significant adverse indirect impact with respect to open space due to a decrease in the non-residential passive open space ratio of 4.28 percent and a decrease of 3.83 percent in the combined passive open space ratio. For the Amended With-Action Condition, this would hold true and there would be a significant adverse indirect impact with respect to open space as a result of the Amended With-Action Condition.

Qualifying Site Modification Without Public Realm Improvements

As shown in Table A.4 above, the proposed A-Text Amendment would result in a 231,334 gsf increase in the office space increment, a 14,588 gsf decrease in the retail increment, a 236,508 gsf decrease in the residential increment (284 fewer residential units). With the A-Text Amendment, the residential population would be reduced by 463 residents, while the non-residential population would be increased by 873 workers when compared to that under the Proposed Action and as such, in the Amended With-Action Condition, the combined open space user population would increase somewhat, compared to that under the Proposed Action.

The resulting non-residential passive open space ratio in the Amended With-Action Condition would be 0.0636 acres per 1,000 non-residents, which is negligibly lower than under the Proposed Action (0.0637); the resulting combined non-residential and residential passive open space ratio in the Amended With-Action condition would be 0.0569 acres per 1,000 non-residents and residents, which the same that under the DEIS Proposed Action. The non-residential passive open space ratio in the Amended With-Action Condition would be 4.40 percent lower than that in the No-Action Condition (0.067), whereas the ratio in the With-Action Condition would be 4.28 percent lower than that in the No-Action Condition; the combined non-residential and residential passive open space ratio in the Amended With-Action Condition would be 3.87 percent lower than that in the No-Action Condition (0.059), whereas the ratio in the With-Action Condition would be 3.83 percent lower than that in the No-Action Condition.

As with the With-Action Condition, the Amended With-Action Condition under the A-Text Amendment would result in significant adverse open space impacts. While the acreage of passive open space resources in the study area is and would continue to be deficient in comparison to the CEQR benchmark (i.e., 0.15 for the non-residential population and 0.187 for the combined non-residential and residential population), the deficiency would be too small to affect the open space ratios with the A-Text Amendment.

Qualifying Site Modification with Public Realm Improvements

Substantial improvements to the open space network in the East Midtown Subdistrict are planned as part of the DEIS Proposed Action and the Amended With-Action Condition. Based on preliminary calculations, by assuming completion of a portion of the proposed range of above-grade public realm improvements—e.g., pedestrian plazas, shared streets, median widenings, and thoroughfare improvements—the percent decrease in the non-residential passive open space ratio from the No-Action Condition to the Amended With-Action Condition would be reduced from 4.41 percent to 2.21 percent and the percent decrease in the combined passive open space ratio from the No-Action Condition to the Amended With-Action Condition would be reduced from 3.89 percent to 2.77 percent.[6]

4. Shadows

The DEIS found that projected development would result in one significant shadows impact, to St. Bartholomew's Church and Community House, located on the block between East 51st and East 52nd Streets at Park Avenue, on sunlight sensitive stained glass windows. Specifically, on the May 6 / August 6 and June 21 analysis days, sunlight sensitive stained glass windows at this church would experience incremental shadow coverages of 2 hours, 47 minutes (from 1:54 PM to 4:41 PM) and 3 hours, 4 minutes (from 1:41 PM to 4:45 PM), respectively. The incremental shadows that would be cast on these two analysis days would result in a reduction in sunlight available for the enjoyment or appreciation of the building's stained glass windows, and thus the incremental shadows were considered significant adverse shadows impacts.

Overall, it was found that the redevelopment of the 16 Projected Development Sites and the less likely redevelopment of the 14 Potential Development Sites would cast new shadows at times throughout the year on several open spaces and sunlight-sensitive features of historic architectural resources. Except for the shadows cast on St. Bartholomew's Church and Community House, none of the incremental shadows resulting from that Proposed Action would be considered significant, as the East Midtown area is densely developed with many mid- and high-rise buildings that already cast shadows on the majority of the area's sunlight-sensitive resources under Existing Conditions, and the other incremental shadows were relatively short in duration and would not affect the public's enjoyment of these resources.

As previously discussed, under the revised Proposed Action, there would be two entirely new development sites (Projected Development Site 17 and Potential Development Site P) and increases in height at existing Projected Development Sites 13 and 15 to accommodate new ancillary facilities at the base of the buildings. All remaining Projected and Potential Development Sites would remain the same, with the exception of Projected Development Site 12, which would become Potential Development Site O.

Since both the Ancillary Facilities Exemption and the Qualifying Site Modification have the potential to affect the shadows analysis as compared to the DEIS, they are analyzed together and presented below. Based on the analysis presented herein, the addition of Projected Development Site 17 and Potential Development Site P as well as the revised height at Projected Development Sites 13 and 15

[6] Assuming 2.75 acres of public realm improvements.

would not cast new incremental shadows on sunlight sensitive resources or features that would create significant adverse impacts.

Methodology

According to the *CEQR Technical Manual*, the longest shadow a structure will cast in New York City, except for periods close to dawn or dusk, is 4.3 times its height. A preliminary screening assessment is conducted to ascertain whether new shadows resulting from a project or action could reach any sunlight-sensitive resource at any time of year. The *CEQR Technical Manual* defines sunlight-sensitive resources as those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity. The following are considered to be sunlight-sensitive resources:

- *Public open space* (e.g., parks, beaches, playgrounds, plazas, schoolyards, greenways, and landscaped medians with seating). Planted areas within unused portions of roadbeds that are part of the Greenstreets program are also considered sunlight-sensitive resources. The uses and vegetation in an open space establish its sensitivity to shadows. This sensitivity is assessed for both (1) warm-weather-dependent features like wading pools and sand boxes, or vegetation that could be affected by loss of sunlight during the growing season (i.e., March through October); and (2) features, such as benches, that could be affected by a loss of winter sunlight. Uses that rely on sunlight include: passive use, such as sitting or sunning; active use, such as playfields or paved courts; and such activities as gardening, or children's wading pools and sprinklers. Where lawns are actively used, the turf requires extensive sunlight. Vegetation requiring direct sunlight includes the tree canopy, flowering plants, and plots in community gardens. Generally, four to six hours a day of sunlight, particularly in the growing season, is a minimum requirement.

- *Features of historic architectural resources that depend on sunlight for their enjoyment by the public*. Only the sunlight-sensitive features are considered, as opposed to the entire architectural resource. Sunlight-sensitive features include the following: design elements that are part of a recognized architectural style that depends on the contrast between light and dark (e.g., deep recesses or voids such as open galleries, arcades, recessed balconies, deep window reveals, and prominent rustication); elaborate, highly carved ornamentation; stained-glass windows; exterior building materials and color that depend on direct sunlight for visual character (e.g., the polychromy (multicolored) features found on Victorian Gothic Revival or Art Deco façades); historic landscapes, such as scenic landmarks including vegetation recognized as an historic feature of the landscape; and structural features for which the effect of direct sunlight is described as playing a significant role in the structure's importance as an historic landmark.

- *Natural resources where the introduction of shadows could alter the resource's condition or microclimate*. Such resources could include surface water bodies, wetlands, or designated resources such as coastal fish and wildlife habitats.

The preliminary screening assessment consists of three tiers of analysis. The first tier determines a simple radius around the proposed buildings representing the longest shadow that could be cast. If there are sunlight-sensitive resources within this radius, the analysis proceeds to the second tier, which reduces the area that could be affected by new shadows by accounting for the fact that shadows can never be cast between a certain range of angles south of the proposed buildings due to the path of the

sun through the sky at the latitude of New York City. If the second tier of analysis does not eliminate that possibility of new shadows on sunlight-sensitive resources, a third tier of screening analysis further refines the area that could be reached by new shadows by looking at specific representative days of the year and determining the maximum extent of shadow over the course of each representative day. If the third tier of analysis does not eliminate the possibility of new shadows on sunlight-sensitive resources, a detailed shadow analysis is warranted to determine the extent and duration of the incremental shadow resulting from the project or action.

With respect to potential new shadow impacts, the proposed new and revised building heights would generate new maximum shadow screening radii (i.e., the individual new building heights multiplied by a factor of 4.3, pursuant to the *CEQR Technical Manual*) described as follows:

- Projected Development Site 17 – Development on this site is expected to have a height of 482 feet, resulting in a maximum shadow screening radius of 2,072.6 feet.
- Potential Development Site P – Development on this site is expected to have a height of 440 feet, resulting in a maximum shadow screening radius of 1,892 feet.
- Projected Development Site 13 - The anticipated building height would increase from 818 feet to 874 feet (56-foot increase), resulting in an increase in the maximum shadow screening radius for this site from 3517.4 feet to 3758.2 feet.
- Projected Development Site 15 - The anticipated building height would increase from 692 feet to 709 feet (14-foot increase), resulting in an increase in the maximum shadow screening radius for this site from 2975.6 feet to 3,035.8 feet.

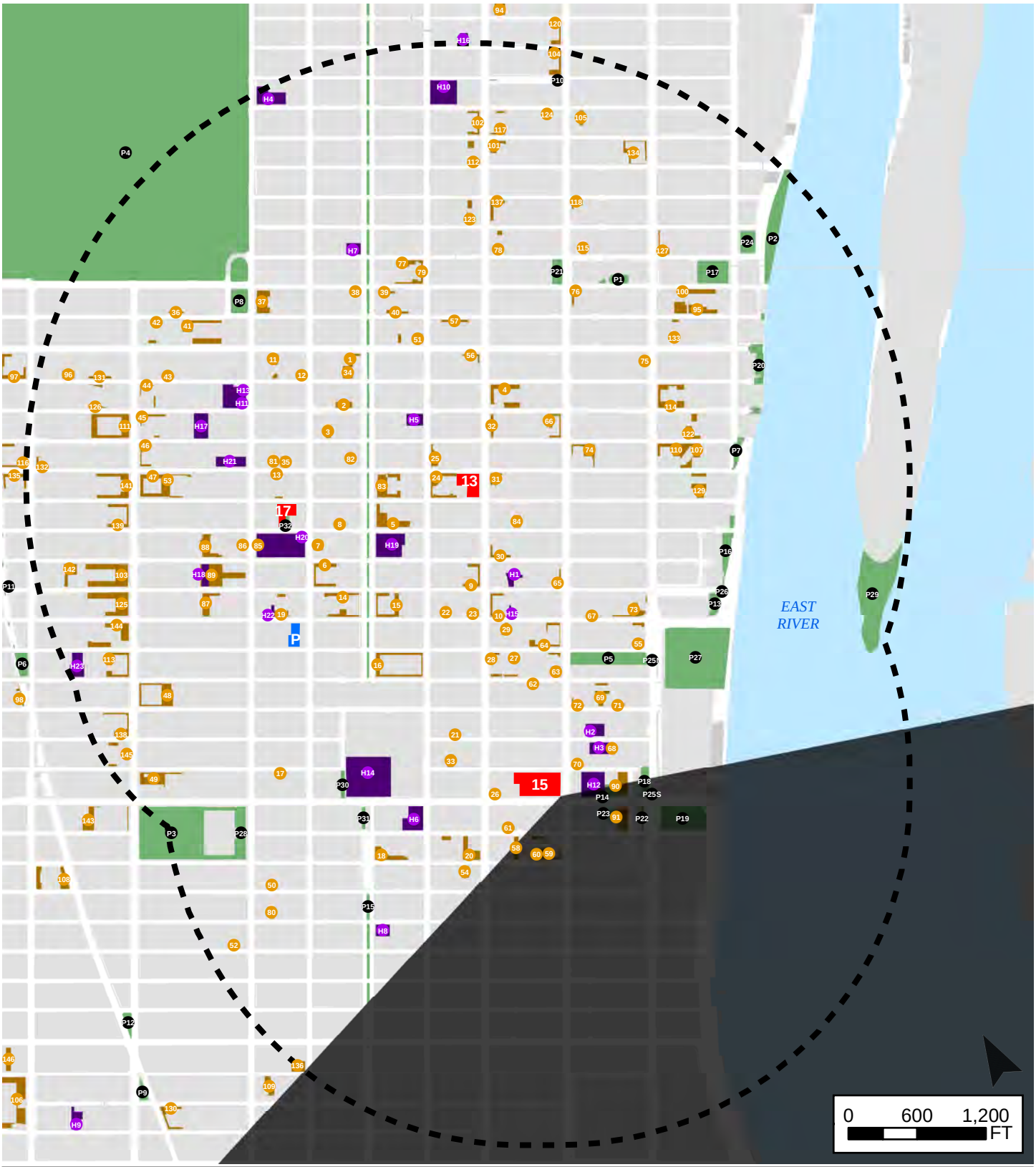
Based on the results of the combined Tier 1 and Tier 2 screening assessments conducted for the Projected and Potential Development Sites listed above (see Figure 4-1), a Tier 3 screening assessment is warranted to determine if, in the absence of intervening buildings, shadows resulting from a Proposed Action can reach a sunlight-sensitive resource, thereby warranting a detailed shadow analysis. However, given the presence and proximity of several sunlight-sensitive resources within the defined shadow radius (Figure 4-1), it is apparent that shadows from the Projected and Potential Development Sites would reach several resources on at least one of the representative analysis days. As such, a Tier 3 assessment is not presented, and the detailed analysis is presented in the "Assessment" section below.

It is noted that as part of the Proposed Action, several public realm improvements would be undertaken in the rezoning area, including plazas, shared streets, median widenings, and thoroughfare improvements. Project-generated open spaces (in this case, in the form of the public realm improvements) were not analyzed for shadows effects at this time, however will be included in the FEIS.

Resources of Concern

Open Space Resources

As illustrated on Figure 4-1 and listed in Table 4.1 of Appendix B-1, there are 19 open space resources of concern within the combined maximum shadow radius that would be affected by new incremental shadows associated with the new and increased building heights. As listed in Table 4.2 (also in Appendix B-1), many open space resources within these maximum shadow radii would not be affected



13 Projected Development Site
P Potential Development Site
A Text Combined Maximum Shadow Screening Radii
Area that Cannot be Shadowed by the Proposed Action
H1 Sunlight Sensitive Historic Resource (w/ I.D. Label)
P1 Open Space Resource (w/ I.D. Label)
10 Privately Owned Public Space (w/ I.D. Label)

Greater East Midtown Rezoning A Text Memo
Manhattan, New York

Tier 1 & 2 Shadows Screening Analysis:
A Text Memo New and Revised
Combined Maximum Shadow Screening Radii

Figure
4-1

vhb

by new incremental shadows, either because of their location relative to these Projected and Potential Development Sites or because they are indoors or otherwise covered from direct sunlight exposure.

Historic Resources

All sunlight-sensitive historic resources within the combined maximum shadow radius are illustrated on Figure 4-1. There are eight historic resources that would be reached by new incremental shadows; however, as shown in the analysis that follows, not all of the sunlight sensitive features on these historic resources would be affected by shadows. As part of the assessment, the location of the resource in relation the Projected and Potential Development Sites was also evaluated; for example, it was noted that only those façades of a resource that face a Projected or Potential Development Site could be covered by incremental shadows due to the Proposed Action. Those sunlight-sensitive historic resources that would be affected by incremental shadows are listed in Table 4.3, while those that would not be affected by incremental shadows are listed in Table 4.4 (see Appendix B-1).

Assessment

In order to limit the analysis only to those resources of concern where new incremental shadows would create significant adverse impacts, analysis thresholds were created to identify only those resources where an in-depth analysis was needed. Those thresholds include:

1. Those resources of concern that receive approximately 1 hour or more of additional new incremental shadow; and/or
2. Those resources of concern where the extent of new incremental shadow covers a majority of the resource area at some point during the new incremental shadow coverage; and/or
3. With regard to Privately-Owned Public Spaces (POPS), focused consideration of those POPS that have features and amenities that would be significantly impacted by a loss of additional sunlight associated with additional incremental shadow.

The tables and figures referenced below are contained in Appendix B, "Shadows." Please note that the full results of the shadows analysis for all identified resources are indicated in Tables 4-6 and 4-7.

Open Space Resources

The assessment following presents the open space resources, both parks and privately owned public spaces, which could be affected by new incremental shadows.

Parks

No public parks were identified as being significantly impacted by new incremental shadows. As such, no analysis is presented herein.

Privately-Owned Public Spaces

POPS No. 19: 12 East 49th Street

New incremental shadows of concern would fall on POPS No. 19 during the March 21 / September 21 and May 6 / August 6 analysis periods for durations of 1 hour, 23 minutes, and 1 hour, 54 minutes, respectively, generated from new Potential Development Site P (see Table 4.5). As indicated in Table 4.1, POPS No. 19 contains various seating amenities and tables, as well as some landscaping, but features a low utilization rate. During the March 21 / September 21 analysis period, these shadows would cover a significant portion of the POPS (see Figure 4-2), but would be relatively short overall, such that large portions of this POPS would remain sunlit for large segments of the analysis period. It should be noted that these new incremental shadows would be in addition to previously identified incremental shadow associated with the DEIS, which occur in the early morning of this analysis period. The combined duration of those previously identified incremental shadows (i.e., 1 hour, 37 minutes – see Table 4.5) is not considered significant.

During the May 6 / August 6 analysis period, new incremental shadows would combine with and extend those previously identified incremental shadows in the DEIS, from a duration of 3 hour, 25 minutes to 4 hours, 16 minutes (i.e., a 41-minute increase, see Table 4.5). At times, new incremental shadows would cover a large portion of POPS No. 19 (see Figure 4-2), such that many of the previously described amenities would be in a new shadow condition. However, this plaza receives less than four to six hours of direct sunlight exposure under Existing Conditions on this analysis day, and thus it is assumed that the trees and plantings are shade tolerant. The new incremental shadow is not expected to affect the usability of the plaza, as existing shadow conditions already cover much of this resource

Based on the foregoing, new incremental shadows, individually and in conjunction with previously identified incremental shadows associated with the DEIS, are not anticipated to create significant adverse impacts with regard to shadows. Therefore, no further analysis is necessary.

POPS No. 35: 520 Madison Avenue

New incremental shadows are projected to fall on POPS No. 35, located at 520 Madison Avenue, for 59 minutes, from 12:31 PM to 1:30 PM, during the March 21 / September 21 analysis period from new Projected Development Site 17 (see Table 4.5). Incremental shadows on this resource would be entirely new, as no incremental shadows were previously identified on this resource with respect to the DEIS. As illustrated in Figure 4-2, a large portion of this POPS would be covered in new incremental shadow near the middle of this identified duration. However, this duration is relatively short. Further, the POPS is situated alley-style in between two buildings, such that it is shaded by design most days, as well as indicating that vegetation at this resource is shade tolerant.

As such, new incremental shadows on POPS No. 35 are not expected to create adverse shadow impacts and no further analysis is warranted,

Historic Resources

H2: Beaux-Arts Apartments - North

As a result of proposed building height increases at Projected Development Sites 13 and 15, new, additional incremental shadows would fall on the Beaux-Arts Apartments North Building from 2:57 PM to 4:02 PM (for a total duration of 1 hour, 5 minutes – see Table 4.5). These new incremental

shadows would be in addition to incremental shadows identified in the DEIS, and would fall entirely within that original projected incremental shadow duration (i.e., 2:50 PM to 4:02 PM – see Table 4.5), and would increase shadow coverage on the building's southern façade, which is comprised of light and dark brick and articulated setbacks on upper stories and is considered a sunlight sensitive feature. These additional incremental shadows would be primarily relegated to the upper half of the southern façade where the sunlight sensitive architectural detail is less prominent than the pedestrian level view (see Figure 4-2). Further, the southern façade would remain partially or entirely sunlit for significant portions of the June 21 and other analysis periods. Based on the foregoing, projected new incremental shadows on this historic resources, in combination with projected incremental shadows identified in the DEIS are not expected to create significant adverse shadow impacts. Therefore, no further analysis is necessary.

H17: Rockefeller Apartments

During the December 21 analysis period, from 10:07 AM to 11:00 AM (i.e., 53-minute duration), new incremental shadows cast from new Projected Development Site 17 would fall on the Rockefeller Apartments, primarily on the southern façade of the southern building. This new duration would combine with the previously identified duration in the DEIS to create a larger area of coverage on the southern façade of the southern apartment building (see Figure 4-3 and Table 4.5). This southern façade features turreted windows, which are considered a sunlight sensitive resource. However, this duration is considered relatively short and new incremental shadows on sunlight sensitive features would be limited to portions on the upper façade where architectural detail is less prominent than the pedestrian level view (see Figure 4-3). Further, large portions of this façade would remain sunlit within and outside of this identified duration, such that the public's enjoyment of this resource would not be diminished.

As such, new incremental shadows on these sunlight sensitive architectural features are not expected to create significant adverse impacts and no further analysis is needed.

H18: Rockefeller Center

Two separate periods of incremental shadow from new Projected Development Site 17 would fall on Rockefeller Center / Rockefeller Plaza for a total combined duration of 1 hour, 20 minutes during the morning hours of the June 21 analysis period (see Table 4.5). These shadows would be relatively low in coverage on the plaza area relative to No-Action shadow conditions (see Figure 4-3) and would occur during morning hours (i.e., from 6:28 AM to 6:44 AM and from 7:17 AM to 8:21 AM) when utilization would be lowest. As such, no significant adverse impacts associated with shadows are expected on this resource.

H20: St. Patrick's Cathedral

New Projected Development Site 17 would cast new incremental shadows on sunlight sensitive stained glass windows at St. Patrick's Cathedral during the June 21 analysis period, from 7:30 AM to 7:52 AM (i.e., 22 minutes, see Table 4.5 and Figure 4-4). This new incremental shadow duration would occur entirely within the previously identified duration on this resource during the June 21 analysis period in the DEIS. As illustrated in Figure 4-4, to total area of stained glass windows covered would be minor.

In conjunction with the relatively short duration, these new incremental shadows are not anticipated to generate significant adverse impacts and no further analysis is warranted.

H21: St. Thomas Church and Parish House

New incremental shadows from Projected Development Site 17 would fall on sunlight sensitive stained glass windows of the St. Thomas Church and Parish House for 1 hour, 5 minutes, from 10:53 AM to 11:58 AM (i.e., 1 hour, 5 minutes – see Table 4.5 and Figure 4-4). These shadows would occur in conjunction with incremental shadows on this resource identified in the DEIS to create a total duration of coverage on sunlight sensitive features of 1 hour, 34 minutes (see Table 4.5). The new incremental shadows would move from the southern façade to the eastern façade of the resource, such that incremental shadows would move quickly across various stained glass windows on the building over the course of the identified duration, such that durations on individual stained glass windows would be brief.

Based on the foregoing, new incremental shadows, individually and in conjunction with prior incremental shadows identified in the DEIS, are not expected to create significant adverse impacts. As such, no additional analysis is required.

H22: Swedish Seaman's Church

From 11:28 AM to 12:02 PM (34 minutes) during the March 21 / September 21 analysis day, new incremental shadows from new Potential Development Site P would be cast on the sunlight sensitive stained glass windows at the second floor of the southern façade of the Swedish Seaman's Church (see Table 4.5 and Figure 4-4). As illustrated in the figure, these shadows would cover the entirety of the sunlight sensitive feature during the duration. However, this duration is projected to be relatively short, such that the public's enjoyment of this resource would not be significantly affected by these incremental shadows. As such, it is not anticipated that significant adverse impacts would result from these new incremental shadows and no further analysis is necessary.

Errata

Due to an administrative oversight and refinements to the 3D shadows model, an examination of three resources that receive new incremental shadows associated with the Proposed Action in the DEIS were not fully analyzed. Inclusion of and revision to selected incremental shadow durations is described below. Further, it is noted that the findings related to these additional incremental shadows do not change the conclusions related to shadows as stated in the DEIS.

Beaux-Arts Apartments – North

The shadows analysis of the DEIS incorrectly identified no incremental shadow duration on this resource during the June 21 analysis period. However, incremental shadows generated by the Proposed Action of the DEIS are projected to cast new incremental shadows on the southern façade of this resource for 1 hour, 12 minutes (from 2:50 PM to 4:02 PM). While the southern façade of this building is considered sunlight sensitive due to contrasting brick work, the incremental shadows are considered of relatively short duration and large portions of the contrasting brick work would remain sunlit during the duration, such that the public's enjoyment of this resource would not be comprised.

As such, no significant adverse shadow impacts are anticipated with regard to this incremental shadow duration.

Central Park

New incremental shadows would fall on Central Park during the December 21 analysis day from 9:31 AM to 11:13 AM, for a total duration of 1 hour, 42 minutes (no durations were identified on this resource during any of the four analysis days in the DEIS). However, these new incremental shadows would be relatively small in area, would be cast in the early morning hours when park utilization is expected to be lowest, and would occur during the December 21 analysis period, when vegetation would be dead or dormant. Further, the new incremental shadows would fall between large coverages of No-Action shadow condition on Central Park at that time, only slightly increasing the overall shadow footprint during the identified duration. Based on the foregoing, incremental shadows on Central Park are not expected to result in a significant adverse impact and no further action is warranted.

Rockefeller Apartments

In the DEIS, incremental shadows on the Rockefeller Apartments during the December 21 analysis period were projected from 9:37 AM to 10:13 AM (36-minute duration). However, revisions to the 3D model of the East Midtown neighborhood revealed that new incremental shadows on this resource during that analysis period would actually fall from 10:27 AM to 10:58 AM (31-minute duration). This revised incremental shadow duration is comparable to the originally stated duration (with regard to time of day, length of duration, and extent of coverage), which was found to not be significant with regard to adverse impacts associated with shadows. As such, no adverse shadow impacts are expected with respect to the revised incremental shadow duration for this resource during the December 21 analysis day.

5. Historic and Cultural Resources

As with the With-Action Condition, the Amended With-Action Condition assessed for the A-Text Amendment would not result in any significant adverse impacts to archaeological resources. The DEIS did not result in direct adverse impacts to NYCL-designated and S/NR-listed historic districts or individual landmark buildings and structures. The A-Text Amendment would result in one additional direct significant adverse impact compared to the Proposed Action evaluated in Chapter 6 "Historic Resources" of the DEIS, while indirect construction impacts would be similar to those of the With-Action condition (there were construction-related impacts to 12 eligible resources in the DEIS) and controlled by the same mitigation measures. As with the Proposed Action, development pursuant to the A-Text Amendment is not expected to alter the visual relationship of architectural resources to their setting within the East Midtown street grid.

Qualifying Site Modification

Under the Amended With-Action Condition, Projected Development 12 would be re-designated as Potential Site O, and Projected Development Site 17 and Potential Development Site P would be added. Under the With-Action condition, Projected Development Site 12 would not result in direct or indirect

impacts on listed or eligible historic resources, and thus its resignation as a potential development site under removal the Amended With-Action Condition would not avoid any projected significant adverse impacts to historic resources.

Under the Amended With-Action Condition, Projected Development Site 17 contains two NYCL-listed resources – the John Peirce House (#28) and the Look Building (#29). Both of these resources would be incorporated into the site and would remain with this scenario. On Potential Development Site P, there is one eligible resource and one listed resource; these are, respectively, the Mercantile Library at 17 East 47th Street (#101), and 400 Madison Avenue (#49). With the A-Text Amendment, the NYCL-eligible Mercantile Library would be demolished, and 400 Madison Avenue (NYCL and S/NR listed) would become part of the Potential Development Site P zoning lot, but would not be demolished.

Under the Amended With-Action RWCDS, the NYCL-eligible Mercantile Library at 17 East 47th Street is not expected to be demolished in the No-Action Condition. Therefore, its demolition under the Amended With-Action Condition A-Text Amendment would result in a direct significant adverse impact.

The available mitigation for this direct impact would be to perform a Historic American Buildings Survey (HABS) documentation protocol of the building in advance of demolition.

Absent this measure, a significant adverse impact would result to historic resources at Potential Development Site P under the Amended With-Action Condition.

For the two NYCL-and/or S/NR-listed resources at Projected Development Site 17 (488 Madison Avenue (#29) and 11 East 51st Street (#28) and one at Potential Development Site P (400 Madison Avenue (#49), a Construction Protection Plan (CPP) would be required through the Department of Buildings (DOB) and would provide protections should construction on any of these sites proceed.

As set forth in the CEQR Technical Manual, a CPP should be used to protect historic resources that may be affected by construction activities related to a proposed project. The plan should be developed in coordination with the appropriate consulting agency (LPC and/or SHPO) and developed in consultation with a foundation and structural engineer. The CPP would generally address, but not be limited to the following:

- Borings and soil reports of the water table establishing composition, stability, and condition;
- Existing foundation and structural condition information and documentation for the historic property;
- Formulation of maximum vibration tolerances based on impact, duration and other considerations using accepted engineering standards for old buildings;
- Dewatering procedures, including systematic monitoring and recharging systems;
- Protection from falling objects and party wall exposure; and
- Monitoring during construction using tell-tales, seismographic equipment, and horizontal and lateral movement scales.

With the DOB-required CPP in place for each of these sites, significant adverse impacts to the resources resulting from the Amended With-Action Condition would be minimized.

6. Urban Design and Visual Resources

Neither the DEIS With-Action Condition (refer to Chapter 7, "Urban Design and Visual Resources" nor the Amended With-Action Condition would result in significant adverse impacts to Urban Design and Visual Resources. The projected changes within the modified Amended With-Action Condition are not expected to significantly modify buildings or visual resources. Streets and open spaces would be positively impacted with the adoption of new open space and streetscape improvements. While the proposed amendments may facilitate marginally increased building heights in an area where very tall buildings already exist, the Midtown street grid provides only limited sightlines to the affected development sites and the marginal increase in buildings heights will not cause a significant impact in the area of urban design and visual resources. The assessment of the proposed text amendments is described in further detail below.

Qualifying Site Modification

As described above, the proposed Qualifying Site Modification would introduce two new development sites, Projected Development Site 17 and Potential Development Site P. Both of these sites are through-block development sites located at mid-block locations along the east-west streets of the East Midtown street grid, with LPC-designated landmarks along the avenue frontages; with the A-Text Amendment, these landmarked buildings located along the wide-street frontages of these two development sites could provide the transferable development rights when a mid-block development site has been assembled, pursuant to the proposed A-Text Amendment which would allow for this condition (See proposed Text Amendment definition for Qualifying Sites at Section 81-613).

The development sites' mid-block locations on narrow streets within the grid street system limit the availability of views to the sites; views to the sites are predominately from areas located along the street on which they would be located. The sites are not located in areas currently designated as open space, and therefore would not directly displace existing designated open space.

With limited visibility and frontage, these development sites have a marginal potential for change from the pedestrian perspective when compared to other portions of Greater East Midtown. Absent the proposed modified action, building heights and setbacks would continue to be consistent with the urban design character of East Midtown, and would be required to meet the applicable urban design provisions of the Zoning Resolution, including those contained in the Special Midtown District.

As shown on Figure 6-1, the Amended With-Action development that could be accommodated on Projected Development Site 17 may impede some views of the upper-most portions of the Look Building when viewed from the southeast corner of Fifth Avenue and East 51st Street. Similar views would be expected when viewed from the northeast corner of Fifth Avenue and East 52nd Street. Views from these two intersections at Fifth Avenue of the Look Building's façade along its East 51st Street and East 52nd Street streetwall would be preserved, as well as the more prominent views of the Look Building from Madison Avenue. The slightly impeded views are typical of a highly urbanized area such as East Midtown, and are not considered to cause a significant adverse impact, as more sweeping views to this resources are available from the wide street of Madison Avenue, where the building's frontage is much more prominent in the streetscape.



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of Chysler Building, along 42nd Street view corridor looking west from 2nd Avenue

Figure 6-1

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Without Open Space Improvements

Without improvements to open spaces around the project area, the DEIS With-Action conditions would persist, and there would be no further improvements to plazas, shared streets, street medians, or thoroughfares. The Proposed Action would increase the peak number of users within the project area, and these additional users would be expected to use existing open spaces in the vicinity.

With Open Space Improvements

With projected modifications to streetscape and open space (including to plazas, shared streets, median widenings, and thoroughfares), the proposed above-grade improvements would provide a visual addition to the streetscape and urban design of East Midtown. Further, the potential introduction of additional street trees and other supportive vegetation would improve variety and overall visual interest in the streetscape.

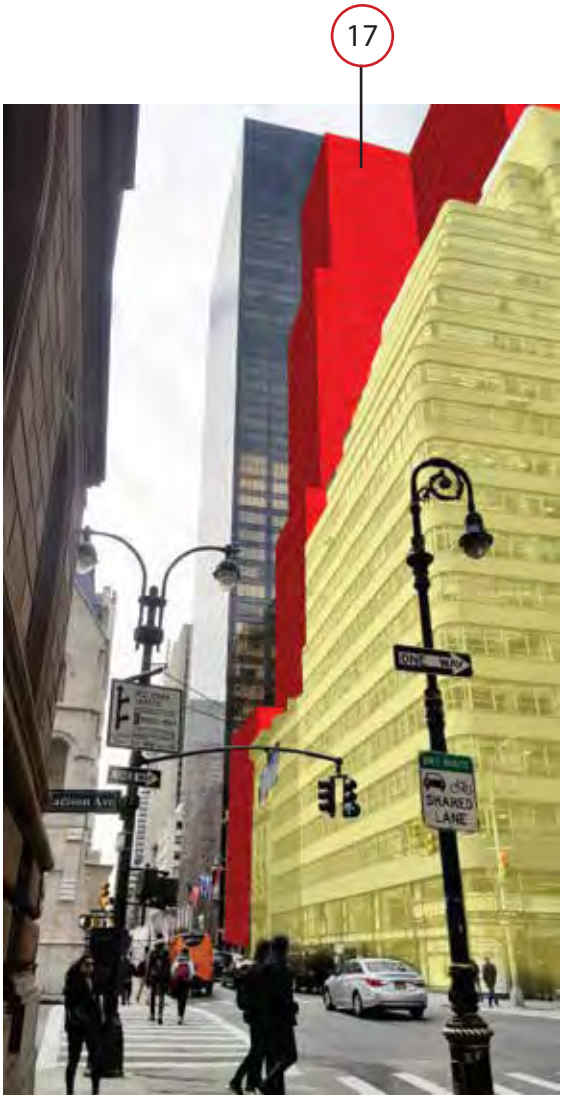
Transit Easement Volume Ancillary Facility Text Amendment

As noted above, the proposed Transit Easement Volume and the ancillary buildings that it would facilitate would be established to provide the necessary building volume and equipment to support operational ventilation requirements along the subway tunnel, and provide for life safety during emergency conditions. Under the Amended With-Action Condition, the proposed A-Text Amendment is assumed to be incorporated into Projected Development Sites 13 and 15, where it would slightly modify projected development in that these corner sites (with frontage to wide streets) would develop with additional height; there would be no modification between the DEIS With-Action RWCDS program or bulk requirements and the projected use program and the A-Text amendment With-Action condition to the overbuild development with regard to floor area, front or side yards, or initial setback. The proposed A-Text amendment would be expected to increase the height of Projected Development Site 13 an additional 56 feet beyond the DEIS With-Action condition, and an additional 14 feet above the DEIS With-Action condition for Projected Development Site 15.

While both Projected Development Sites 13 and 15 are located on corner lots within the East Midtown grid street system and therefore have a relatively high visibility, the proposed increase of 56 and 14 feet respectively on sites 13 and 15 would represent a marginal increase (6.8 percent and a 2.0 percent in height, respectively). Furthermore, while Site 15 is located in close proximity to two visual resources (Daily News Building and the Ford Foundation Building), the marginal additional building height that would result in the Amended With-Action scenario would have a negligible effect on the identified surrounding visual resources; existing sightlines from the street-level pedestrian perspective would be maintained as compared to the No-Action Scenario. While specific building plans have not yet been developed for these two sites, the proposed Transit Easement Volume Ancillary Facility text amendment would not preclude the development of active street frontage along their respective frontages along Third and Second Avenues, which would be consistent with the active ground-level frontage character of buildings with frontage along avenues within Greater East Midtown. As shown on Figure 6-2, the projected additional building height would not impede views of the Chrysler Building, as the proposed Transit Easement Volume Ancillary Facility would not be expected to alter the overall building footprint, yards, streetwalls, or base heights.



No-Action View



With-Action View

Greater East Midtown Rezoning
Manhattan, New York

View of Look Building, along 51st Street view corridor looking west from Madison Avenue

Figure
6-2

vhb

As such, there would be no significant adverse impact on urban design with respect to streets, buildings, open spaces, or visual resources resulting from the Amended With-Action Condition where the transit ancillary easement is established in a TA Subdistrict.

7. Hazardous Materials

The DEIS resulted in the placement of an (E) Designation for each of the Projected and Potential Sites associated with the RWCDS, and did not result in significant adverse hazardous materials impacts.

Qualifying Site Modification

A supplemental hazardous materials analysis was performed for the proposed Amended With-Action Condition on Projected Site 17 and Potential Site P that is consistent with the methodology set forth in Chapter 8, "Hazardous Materials" of the DEIS. As with the Proposed Action's RWCDS, the Amended With-Action Condition would result in the placement of an (E) Designation for each of the relevant parcels associated with Projected Site 17 and Potential Site P. As indicated in Table 7.1, a hazardous materials (E) Designation would be placed on the parcels respective parcels analyzed under the proposed A-Text.

Table 7.1: Summary of Environmental Issues for Projected and Potential Development Sites

Site #	Site Address	Block	Lot	Preliminary Screening	Hazardous Materials Conditions	Recommended for (E) Designation?
Projected Development Sites						
Projected Site 17	5 East 51st Street 7 East 51st Street 16 East 52nd Street 14 East 52nd Street 12 East 52nd Street 10 East 52nd Street	1287	8, 9, 58, 61, 62, 63	VOCs, SVOCs, PCBs, Metals	Former laboratory, dentist, physician, silversmith, photo developer, photo studio and jeweler. Current and former hazardous waste generators and leaking tanks. Adjacent and upgradient hazardous waste generators, petroleum spills and petroleum storage tanks.	Yes
Potential Development Sites						
Potential Site P	15 East 47th Street 17 East 47th Street 15 East 47th Street 21 East 47th Street 18 East 48th Street	1283	12, 13, 14, 15, 58	VOCs, SVOCs, PCBs, Metals	Former jeweler, physician, dentist, photo developer, silversmith, and porcelain laboratory. On-site petroleum spills and former hazardous waste generator. Adjacent hazardous waste generators, petroleum spills, leaking tanks and petroleum storage tanks. Upgradient drycleaners, petroleum spills and leaking tanks.	Yes

As compared with the RWCDS, there would be no new or different significant adverse impacts with respect to hazardous materials as a result of the Amended With-Action Condition.

8. Water and Sewer Infrastructure

As reported in Chapter 9 "Water and Sewer Infrastructure" of the DEIS, significant adverse impacts to water and sewer usage and supply would not occur with the Proposed Action, and as demonstrated below, no significant adverse impacts would result with the Amended With-Action Condition.

According to MTA environmental documentation for the Second Avenue Subway and for a proposed ventilation plant that is undergoing the SEQRA environmental review process, subways and related facilities such as those contemplated under the Amended With-Action Condition demand only negligible water and sewer service. Therefore, the following discussion focuses on the potential changes in demand and generation that would result in the Amended With-Action condition for the Qualifying Site Modification.

Qualifying Site Modification

Water Supply

The incremental increase in water consumption generated by the Amended With-Action Condition over the With-Action Condition would be approximately 11,323 gallons per day (gpd). This incremental volume represents an approximately 0.8 percent increase over the Amended With-Action RWCDS incremental increase of 1.39 million gallons per day (mgd) over the DEIS With-Action Condition. As the incremental increase in water demand in the RWCDS and the added Amended With-Action Condition would represent less than 0.0003 percent of the City's overall water supply, there would be adequate water service to meet the demand. Therefore, there would be no significant adverse impacts on the City's water supply.

Wastewater Treatment

The Amended With-Action Condition would result in an incremental decrease in sanitary flows of 25,524 gpd when compared with the With-Action Scenario, which would generate an increase in sanitary flows of 385,403 gpd over the No-Action Condition. Under the Amended With-Action Condition, wastewater from the study area would continue to be treated by the Newtown Creek WWTP, which has a State Pollution Discharge Elimination System (SPDES)-permitted capacity of 310 mgd. As described in Chapter 9 of the DEIS, the Newtown Creek WWTP would continue to have ample reserve capacity with the anticipated new demand generated by the With-Action scenario. Therefore, the Amended With-Action Condition would not result in any significantly new or different impacts than those disclosed in the DEIS.

Stormwater and Drainage Management

Under the Amended With-Action Condition, stormwater runoff and sanitary sewage would continue to discharge to the Newtown Creek WWTP via subcatchment areas NCM-017, NCM-036, and NCM-037. Although the Amended With-Action Condition includes the addition of Projected Development Site 17, which is located within subcatchment area NCM-036, it is not anticipated that the Amended With-Action Condition would result in any change to impervious surfaces and therefore would not result in an increase in stormwater runoff. With a reduction in sanitary flows and the implementation of best management practices (BMPs) on Projected Development Site 17 in accordance with NYCDEP's

new stormwater management requirements, it is anticipated that the Amended With-Action Condition would result in a reduction in total flows to the Newtown Creek WWTP, as compared to the With-Action Scenario. Therefore, it is concluded that the Amended With-Action Condition would not result in significant adverse impacts on stormwater conveyance and treatment infrastructure.

9. Solid Waste and Sanitation Services

As reported in Chapter 10 of the DEIS "Solid Waste and Sanitation Services," the Proposed Action would not result in significant adverse impacts to solid waste and sanitation services. As demonstrated in the following analysis, the Amended With-Action Condition would also not result in significant adverse impacts with respect to these services.

As for water and sewer service above, the ancillary transportation facilities that could be accommodated under the A-Text amendment would not include facilities that would accommodate MTA employees and therefore, no changes to solid waste demand or disposal would result from that element of the Amended With-Action Condition. Therefore, the following discussion focuses on the potential changes in demand and generation that would result in the Amended With-Action condition for the Qualifying Site Modification.

Qualifying Site Modification

The incremental solid waste generated under the A-Text Amendment would be slightly less than that of the Proposed Action. Under this Amended With-Action scenario, a net increment of 167.5 tons of solid waste would be generated per week over the With -Action Condition, compared to the Proposed Action increment of 169.1 tons per week. This incremental solid waste generation represents a 1 percent decrease over the additional solid waste generated by the Proposed Action. In addition, as the Amended With-Action Condition would result in a larger negative increment in residential floor area, the net decrease in solid waste handled by the New York City Department of Sanitation (DSNY) would be greater under the Amended With-Action Condition (an increment of -6.8 tons per week compared to the Proposed Action's increment of -0.9 tons per week). As with the Proposed Action, the incremental increase in total solid waste generation would be a minimal addition to the City's solid waste stream, representing 0.05 percent of current waste generation, and there would still be a net reduction in residential solid waste, beneficial to DSNY's waste management capacity. As such, the addition of the A-Text to the Proposed Action would not result in any new or different significant adverse impacts to solid waste and sanitation services.

10. Energy

As reported in Chapter 11 of the DEIS, "Energy," the Proposed Action would not result in a significant adverse impact on energy systems. As demonstrated in the following analysis, the Amended With-Action Condition would also not result in significant adverse impacts with respect to these services.

As described in detail above, the potential transit easement volumes under the A-Text would not impact building programming, and any ancillary transportation facilities are not anticipated to generate a significant energy demand. Therefore, the following discussion focuses on potential changes

in energy demand that would result in the Amended With-Action condition for the Qualifying Site Modification.

Qualifying Site Modification

Development under the Amended With-Action Condition would result in a minimal increase in incremental energy demand compared to the Proposed Action analyzed in the DEIS. This incremental increase in demand would not result in a significant adverse impact on energy systems.

The Amended With-Action Condition would result in an additional 1,284,490 million Btu annually, whereas the Proposed Action would result in an additional 1,267,573 million Btu annually (an increase of approximately 1.3 percent over the Proposed Action). Like the Proposed Action, the Amended With-Action Condition incremental annual energy demand would represent approximately 0.7 percent of the City's forecasted future annual energy demand. Therefore, the addition of the A-Text to the Proposed Action would not result in any new or difference significant adverse energy impacts.

11. Transportation

In Chapter 12 "Transportation", the DEIS reported that the Proposed Action would result in significant adverse impacts with respect to traffic, subway stations, and pedestrians. The Amended With-Action Condition is not expected to result in any significantly new or different impacts than those disclosed in the DEIS for these analysis areas. However, as demonstrated below, the Amended With-Action Condition would result in a new impact to local bus services.

Qualifying Site Modification

Compared with the total trip generation associated with the RWCDS, the Amended With-Action Condition would result in increases in the number of vehicles, transit trips, and pedestrian trips during the weekday AM, Midday, and PM peak hours. There would also be an increase in parking demand within the rezoning area during the weekday Midday peak period.

As shown in Table 11.1, the combined net increment associated with the Amended With-Action Condition as compared with the Proposed Action is a net decrease of 284 residential dwelling units, a net increase of 231,334 gsf of office uses, and a net decrease of 14,588 gsf of local retail uses. Travel demand forecasts were prepared for the Amended With-Action Condition based on the transportation planning factors summarized in Chapter 12 of the DEIS, "Transportation," and Table 11.1 presents a comparison of the total peak hour person trips that would be generated by the Amended With-Action Condition and the Proposed Action during the weekday AM, Midday, and PM peak hours. As shown in the table, the Amended With-Action Condition would result in 203, 81, and 101 additional person trips during the weekday AM, Midday and PM peak hours, respectively, which represent up to an approximate one percent increase compared to the Proposed Action. Table 11.2 presents a similar comparison of the total peak hour vehicle trips and shows that the Amended With-Action Condition would result in 33, 1, and 22 additional vehicle trips during the weekday AM, Midday, and PM peak hours, respectively.

Table 11.1: Net Difference in Person Trips between the Amended With-Action Condition and the Proposed Action

Development Scenario	Auto		Taxi		Bus		Subway		Railroad		Walk/ Other		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
AM Peak Hour															
Amended With-Action	1,051	-15	251	-92	2,094	66	6,746	107	2,718	107	1,086	-201	13,946	-28	13,918
Proposed Action	1,018	1	243	-84	2,028	80	6,527	156	2,627	109	1,093	-83	13,536	179	13,715
Difference	33	-16	8	-8	66	-14	219	-49	91	-2	-7	-118	410	-207	203
Midday Peak Hour															
Amended With-Action	141	160	162	202	561	604	497	547	-1	-1	7,467	8,121	8,827	9,633	18,460
Proposed Action	145	163	162	201	561	602	509	557	1	1	7,422	8,055	8,800	9,579	18,379
Difference	-4	-3	0	1	0	2	-12	-10	-2	-2	45	66	27	54	81
PM Peak Hour															
Amended With-Action	-11	1,217	-144	283	124	2,435	207	7,808	167	3,136	-69	1,448	274	16,327	16,601
Proposed Action	4	1,184	-134	277	141	2,366	252	7,570	167	3,032	107	1,534	537	15,963	16,500
Difference	-15	33	-10	6	-17	69	-45	238	0	104	-176	-86	-263	364	101

Table 11.2: Net Difference in Vehicle Trips between the Amended With-Action Condition and the Proposed Action

Development Scenario	Auto		Taxi		Truck		Total		
	In	Out	In	Out	In	Out	In	Out	Total
AM Peak Hour									
Amended With-Action	912	-11	189	189	102	102	1,203	280	1,483
Proposed Action	883	3	183	183	99	99	1,165	285	1,450
Difference	29	-14	6	6	3	3	38	-5	33
Midday Peak Hour									
Amended With-Action	123	137	188	188	114	114	425	439	864
Proposed Action	123	138	190	190	111	111	424	439	863
Difference	0	-1	-2	-2	3	3	1	0	1
PM Peak Hour									
Amended With-Action	-6	1,054	204	204	23	23	221	1,281	1,502
Proposed Action	6	1,024	202	202	23	23	231	1,249	1,480
Difference	-12	30	2	2	0	0	-10	32	22

Traffic

As the Amended With-Action Condition would generate additional vehicle trips compared to the Proposed Action, a level of service analysis was conducted at all study area intersections to determine if there would be additional intersections with significant impacts under the Amended With-Action Condition. Table 11.3 presents a comparison of the number of approach movements and intersections that would have significant adverse impacts for the Amended With-Action Condition and Proposed Action. The results of the analysis are summarized below:

- For the weekday AM peak hour, the same intersections that would be impacted under the Proposed Action would also be impacted under the Amended With-Action Condition. There would be a total of 193 impacted approach movements under the Amended With-Action Condition, compared to 189 under the Proposed Action. New impacted approach movements would occur at the intersections of Second Avenue at East 60th Street, Park Avenue at East 51st Street, Park Avenue at East 55th Street, and Madison Avenue at East 48th Street under the Amended With-Action Condition.

- For the weekday Midday peak hour, the same intersections that would be impacted under the Proposed Action would also be impacted under the Amended With-Action Condition. There would be a total of 175 impacted approach movements under the Amended With-Action Condition, compared to 179 under the Proposed Action. A new impacted approach movement would occur at the intersection of Park Avenue and East 57th Street under the Amended With-Action Condition. Additionally, there would be approach movements that would not be impacted under the Amended With-Action Condition at the intersections of Lexington Avenue at East 46th Street, Lexington Avenue at East 51st Street, Park Avenue at East 55th Street, and Madison Avenue at East 42nd Street.

- For the weekday PM peak hour, the same intersections that would be impacted under the Proposed Action would also be impacted under the Amended With-Action Condition. There would be a total of 201 impacted approach movements under the Amended With-Action Condition, compared to 200 under the Proposed Action. New impacted approach movements would occur at the intersections of First Avenue and East 42nd Street, Third Avenue and East 50th Street, Fifth Avenue and East 39th Street, and Fifth Avenue and East 54th Street. Additionally, there would be approach movements that would not be impacted under Amended With-Action Condition at the intersections of Lexington Avenue at East 42nd Street, Lexington Avenue at East 55th Street, and Park Avenue at East 47th Street.

Table 11.3: Number of Intersections and Approaches with Significant Adverse Traffic Impacts – Comparison of Amended With-Action Condition and Proposed Action

Peak Hour	Development Scenario	Movements / Intersections Analyzed	Movements / Intersections with No Significant Impacts	Movements / Intersections with Significant Impacts
AM	Amended With-Action	468/119	275/18	193/101
	Proposed Action	468/119	279/18	189/101
Midday	Amended With-Action	468/119	293/18	175/101
	Proposed Action	468/119	289/18	179/101
PM	Amended With-Action	468/119	267/13	201/106
	Proposed Action	468/119	268/13	200/106

Projected AM, Midday, and PM peak hour traffic volumes for the Amended With-Action Condition are provided in Appendix C-2. The results of the traffic analysis for the Amended With-Action Condition are summarized in Appendix C-3. Like the Proposed Action, it is expected that some of intersections impacted under the Amended With-Action Condition could be mitigated using the same types of mitigation measures identified for the Proposed Action (i.e., signal timing changes or modifications to curbside parking regulations).

Transit

Subway Stations

Both the Amended With-Action Condition and the Proposed Action would include the same prioritized list of transit improvements that have been identified by MTA to address current issues that impact the area's transit network and anticipate potential needs of the area based on future development. These improvements would be funded by the public realm improvement fund or requirements for sites in close proximity to the area's transit nodes to construct pre-identified improvements.

As shown in Table 11.1, the Amended With-Action Condition would generate approximately 170 additional trips by subway in the AM peak hour and approximately 193 additional trips by subway in the PM compared to the Proposed Action. Data provided by NYCT were used to assign these trips to individual subway stations and station elements (i.e., stairs, escalators, passageways, and fare control areas), also accounting for transfer trips to subways from other modes (e.g., bus trips at the Port Authority Bus Terminal and commuter rail trips at Penn Station). Table 11.4 provides a comparison of the total net incremental subway trips generated by the Amended With-Action Condition and the Proposed Action during the AM and PM peak hours at each of the subway stations and station complexes serving the rezoning area.

As shown in Table 11.4, there would be a net reduction in peak hour subway trips at the Lexington Avenue-51st/53rd Streets station complex, a net increase in peak hour subway trips at the Fifth Avenue-53rd Street station, and no changes in the amount of peak hour trips at the other subway stations. Analyzed station elements were therefore evaluated at the Lexington Avenue-51st/53rd Streets station complex and the Fifth Avenue-53rd Street station to determine if the Amended With-Action Condition would result in any new or different significant adverse impacts than those already disclosed in the DEIS.

Table 11.4: Net Incremental Peak Hour Subway Trips by Station or Station Complex

Subway Station	Route(s) Served	Amended With-Action		Proposed Action		Difference	
		AM	PM	AM	PM	AM	PM
Grand Central 42nd Street	4/5/6/7/S	3,578	4,247	3,578	4,247	0	0
42nd Street Bryant Park-Fifth Ave	B/D/F/M/7	596	693	596	693	0	0
47th-50th Sts-Rockefeller Center	B/D/F/M	426	487	426	487	0	0
Lexington Avenue-51st/53rd Sts	E/M/6	3,040	3,513	3,087	3,579	-47	-66
Fifth Avenue-53rd Street	E/M	285	384	90	107	195	277
57th Street	F	0	0	0	0	0	0
Lexington Avenue-59th Street	4/5/6/N/R/W	193	238	193	238	0	0
Fifth Avenue-59th Street	N/R/W	0	0	0	0	0	0
	TOTAL	8,118	9,562	7,970	9,351	148	211

The results of the analysis show that the same analyzed station elements that had significantly adverse impacts at the Lexington Avenue-53rd Street subway station under the Proposed Action would also be impacted under the Amended With-Action Condition. The Amended With-Action Condition would not result in any significant impacts to the Fifth Avenue-53rd Street station, as trips associated with Projected Development Site 17 would be expected to use the new street entrance on the west side of Madison Avenue at East 53rd Street that would be implemented as part of the Amended With-Action Condition and funded by the public realm improvement fund. Overall, the potential significant impacts to all subway stations in the Amended With-Action Condition would be the same as the impacts identified for the Proposed Action. The results of the subway station analysis for the Amended With-Action Condition are summarized in Appendix C-5.

Subway Line Haul

As in the With-Action Condition, the Amended With-Action Condition would not result in a significant adverse impact to subway line haul. Subway line haul is typically measured at the maximum load point on each route (the point where the trains carry the greatest number of passengers during the peak hour). Under both the Proposed Action and the Amended With-Action Condition, all subway routes that are projected to exceed guideline capacity in the future are expected to experience fewer than five incremental trips per car in each direction in each peak hour, therefore significant adverse impacts to subway line haul conditions are not anticipated based on *CEQR Technical Manual* criteria.

Bus

Under the Proposed Action, detailed analyses of local bus and express bus conditions were not required because no bus route was expected to experience 50 or more project-generated trips in any one peak hour. As shown in Table 11.1, the Amended With-Action Condition would generate a total of 52 additional trips by bus in both the weekday AM and PM peak hours compared to the Proposed Action. Of these, approximately 11 are expected to occur on local bus routes, 17 are expected to occur on express bus routes, and 24 are expected to occur at the Port Authority Bus Terminal.

Local bus trips generated by the Amended With-Action Condition were assigned to each route based on proximity to individual Projected Development Sites and current ridership patterns. Table 11.5 shows the anticipated numbers of new riders on each local bus route in the AM and PM peak hours. According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse transit impacts. As shown in Table 11.5, of the 16 NYCT local bus routes operating in proximity to the rezoning area, one bus route—the M1—is expected to experience 50 or more new trips on one direction in one or both peak hours and is therefore analyzed.

Table 11.5: Net Incremental Peak Hour Local Bus Trips by Route

Bus Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
M1	NB	7	2	8	7	50	57
	SB	51	5	57	4	10	14
M2	NB	12	3	15	2	21	23
	SB	25	1	26	4	10	14
M3	NB	7	2	10	2	23	25
	SB	15	1	15	4	11	15
M4	NB	9	2	11	6	43	48
	SB	39	4	42	4	11	16
M5	NB	7	3	10	1	11	12
	SB	15	1	16	2	5	7
M7	NB	4	2	6	2	16	18
	SB	8	1	9	3	8	11
M15	NB	4	2	6	2	12	14
	SB	9	1	10	4	6	10
M15 SBS	NB	16	7	23	3	20	23
	SB	34	3	37	7	9	16
M31	EB	2	1	3	1	6	7
	WB	6	0	6	1	2	4
M42	EB	14	8	22	3	32	35
	WB	35	3	38	9	13	22
M50	EB	3	1	3	1	7	8
	WB	6	0	7	2	3	5
M57	EB	1	0	1	0	5	5
	WB	2	0	2	1	2	3
M101	NB	13	4	17	6	47	53
	SB	27	2	29	13	22	36
M102	NB	8	2	10	4	31	35
	SB	17	1	18	9	15	23
M103	NB	7	2	10	3	25	29
	SB	15	1	16	7	12	19
Q32	EB	5	1	6	1	11	11
	WB	13	0	14	2	4	7

Note: Shading denotes greater than 50 incremental trips in one direction.

The numbers of new trips using express bus services are expected to be higher than those using local services—totaling approximately 698 and 812 in the weekday AM and PM peak hours, respectively—and these trips would be distributed among a total of 65 express routes operated by MTA-NYCT, MTA Bus, North Fork Express, Bee-Line Bus, and Monsey Trails. Table 11.6 shows the numbers of rezoning area express bus routes by borough/county served and the estimated distribution of new incremental demand based on 2006-2010 American Community Survey reverse journey-to-work data. Express bus trips would be widely distributed among the 65 express bus routes and it is, therefore, unlikely that any one express bus route would experience 50 or more new trips in one direction in any one peak hour. Consequently, the Amended With-Action Condition is not expected to result in any significant adverse impacts to express bus services based on *CEQR Technical Manual* criteria, and a detailed analysis of express bus conditions is not warranted.

Table 11.6: Number of Rezoning Area Express Bus Routes and Estimated Distribution of Net Incremental Peak Hour Express Bus Trips by Borough/County

Borough/County Served	Number of Express Bus Routes	Percentage Distribution	Estimated Project Increment Trips	
			AM Peak Hour	PM Peak Hour
Bronx	11	16.4	114	133
Brooklyn	9	14.9	104	121
Queens	26	33.3	233	271
Staten Island	16	28.1	197	229
Long Island	1	2.7	18	21
Westchester	1	4.6	32	37
Rockland[1]	1	-	-	-
TOTAL	65	100	698	812

Source: U.S. Census Bureau, American Community Survey 2006-2010 Five-Year Estimates. Special Tabulation: Census Transportation Planning

Notes:

[1] As most express bus trips from Rockland County use the Port Authority Bus Terminal, the percentage of trips stopping within the rezoning area is small and not included in this table.

Table 11.7 shows the existing number of buses and ridership at the maximum load point in each direction for the M1 bus route in the AM and PM peak hours. As shown in Table 11.7, the M1 bus route generally operates with available capacity at its maximum load point in the AM and PM peak hours except for the peak direction limited-stop service, which operates with a deficit of 12 and 21 spaces at the maximum load point in the AM and PM peak hours, respectively, and the northbound local-stop service, which operates with a deficit of 10 spaces at its maximum load point in the PM peak hour.

Table 11.7: Existing Local Bus Analysis

Peak Hour[1]	Route	Peak Direction	Maximum Load Point	Peak Hour Buses[2]	Peak Hour Passengers[2]	Average Passengers Per Bus	Available Capacity[3]
AM	M1	NB	Madison Ave & E 28 St	6	125	21	199
		SB	5 Ave & W 72 St	5	220	44	50
		SB LTD	5 Ave & W 72 St	7	390	56	-12
PM	M1	NB	Madison Ave & E 57 St	6	334	56	-10
		SB	5 Ave & W 72 St	9	339	38	147
		NB LTD	Madison Ave & E 57 St	5	291	58	-21

Notes:

[1] Peak hours: weekday 8:00-9:00 AM and 5:00-6:00 PM.

[2] Based on most currently available data from MTA NYCT from 2014.

[3] Available capacity based on MTA NYCT loading guidelines of 54 passengers per standard bus unless otherwise noted.

Demand on the local bus services operating in the vicinity of the rezoning area is expected to increase during the 2016 through 2036 period as a result of background growth as well as demand from new development, including development on projected development sites pursuant to existing zoning and the other No-Action development projects in East Midtown summarized in Table 12-18 of the DEIS. It should be noted that improvements to the dedicated bus lane along Fifth Avenue are planned by DOT, which will include an expansion of the number of bus lanes from one lane to dual bus lanes along the west side of Fifth Avenue between 60th Street and 28th Street. These bus lanes will be in effect during the AM, Midday, and PM peak hours. The analysis of No-Action local bus conditions also takes a

conservative approach with regards to the Second Avenue Subway (Phase 1) and does not account for any reductions in bus ridership due to a potential modal shift.

As shown in Table 11.8, existing levels of bus service will not be sufficient to provide adequate supply to meet the projected demand in the 2036 No-Action condition on the peak direction limited-stop service in the AM peak hour, the peak direction limited-stop service in the PM peak hour, and the northbound local-stop service in the PM peak hour. Based on a loading guideline of 54 passengers per standard bus, to accommodate projected No-Action demand an additional bus would be needed (for a total of 8) in the peak direction limited-stop service in the AM peak hour, an additional bus would be needed (for a total of 6) in the peak direction limited-stop service in the PM peak hour, and an additional bus would be needed (for a total of 7) in the northbound local-stop service in the PM peak hour.

Table 11.8: No-Action Local Bus Analysis

					No-Action Conditions with Current Service Levels			No-Action Conditions with Potential Service Adjustments		
Peak Hour[1]	Route	Peak Direction	Maximum Load Point	2036 Peak Hour Passengers[2]	Peak Hour Buses[3]	Average Passengers/ Bus	Available Capacity[4]	Peak Hour Buses[5]	Average Passengers / Bus	Available Capacity[4]
AM	M1	NB	Madison Ave & E 28 St	135	6	23	189	6	23	189
		SB	5 Ave & W 72 St	233	5	47	37	5	47	37
		SB LTD	5 Ave & W 72 St	418	7	60	-40	8	52	14
PM	M1	NB	Madison Ave & E 57 St	354	6	59	-30	7	51	24
		SB	5 Ave & W 72 St	362	9	40	124	9	40	124
		NB LTD	Madison Ave & E 57 St	312	5	62	-42	6	52	12

Notes:
1 Peak hours: weekday 8:00-9:00 AM and 5:00-6:00 PM.
2 Assumes 0.25% percent per year background growth for the first 5 years and 0.125% per year background growth for subsequent years for the 2016 through 2036 period plus demand from No-Action developments expected by 2036.
3 Based on most currently available MTA NYCT ridership summaries.
4 Available capacity based on MTA NYCT loading guidelines of 54 passengers per standard bus.
5 Assumes service levels adjusted to address capacity shortfalls during the 2016 through 2036 period.

As a general policy, the MTA provides additional bus service where demand warrants, taking into account financial and operational constraints. Based on ongoing passenger monitoring programs, comprehensive service plans would be generated to respond to specific, known needs with capital and/or operational improvements where fiscally and operationally practicable. The MTA's capital program is developed on a five-year cycle; through this program, expansion of bus services would be provided as needs are determined. It is therefore anticipated that in the No-Action condition, MTA NYCT would increase service frequency on the M1 route to address its capacity shortfall on this route.

As shown in Table 11.9, under the Amended With-Action Condition, demand on the M1 bus route is expected to increase by approximately 8 northbound trips, 13 southbound local-stop service trips, and 37 southbound limited-stop service trips at the maximum load points in the AM peak hour. (It should be noted that not all project-generated bus trips would pass through the maximum load point on a given route as some passengers may board after, or disembark prior to, a bus passing through its maximum load point.) Demand is expected to increase by approximately 22 northbound local-stop service trips, 30 northbound limited-stop service trips, and 13 southbound trips at the maximum load points in the PM peak hour.

Table 11.9: Amended With-Action Condition Local Bus Analysis

Peak Hour[1]	Route	Peak Direction	Maximum Load Point	Peak Hour Buses[2]	No-Action Available Capacity[3]	Project Increment	Available Capacity w/ Amended With-Action[3]
AM	M1	NB	Madison Ave & E 28 St	6	189	8	181
		SB	5 Ave & W 72 St	5	37	13	24
		SB LTD	5 Ave & W 72 St	8	14	37	-23*
PM	M1	NB	Madison Ave & E 57 St	7	24	22	2
		SB	5 Ave & W 72 St	9	124	13	111
		NB LTD	Madison Ave & E 57 St	6	12	30	-18*

Notes:
[1] Peak hours: weekday 8:00-9:00 AM and 5:00-6:00 PM.
[2] Assumes service levels adjusted to address capacity shortfalls in the No-Action condition.
[3] Available capacity based on MTA NYCT loading guidelines of 54 passengers per standard bus.
* Denotes a significant adverse impact based on current MTA NYCT guidelines.

As shown in Table 11.9, based on projected levels of bus service in the No-Action condition, the Amended With-Action Condition would result in a capacity shortfall of 23 spaces on the peak direction limited-stop service in the AM peak hour and a capacity shortfall of 18 spaces on the peak direction limited-stop service in the PM peak hour. Therefore, peak direction limited-stop service would be significantly impacted in the AM and PM peak hours based on *CEQR Technical Manual* criteria. The significant impact to M1 service could be mitigated by increasing the number of peak direction limited-stop service buses from eight to nine in the AM peak hour and from six to seven in the PM peak hour.

Pedestrians

Compared to the Proposed Action, the Amended With-Action Condition would generate approximately 203 additional pedestrian trips in the AM peak hour, 80 additional trips in the Midday, and 105 additional in the PM peak hour. (These would include additional walk-only trips as well as additional pedestrian trips en route to and from area transit services and parking garages.) For this reason, a level of service analysis was conducted at all analyzed pedestrian elements (sidewalks, crosswalks, and corner areas) to determine if there would be new or different impacts than those disclosed in the DEIS. As the Amended With-Action Condition would also have new project-generated pedestrian trips in the vicinity of the Projected Development Site 17, the pedestrian study area was expanded to three additional pedestrian elements where new pedestrian demand from Projected Development Site 17 is expected to be most concentrated. The three pedestrian elements added to the analysis for the Amended With-Action Condition include:

- South sidewalk of East 52nd Street between Fifth and Madison Avenues
- North sidewalk of East 51st Street between Fifth and Madison Avenues
- Northwest corner at the intersection of Madison Avenue and East 51st Street

Table 11.10 presents a comparison of the number of sidewalks, crosswalks, and corner areas that would have significant impacts for the Amended With-Action Condition and the Proposed Action. As shown in Table 11.10, the Amended With-Action Condition would have the same number of sidewalks and corner areas with significant impacts as the Proposed Action in each of the analyzed peak hours. During the AM peak hour, there would be a total of 21 impacted crosswalks under the Amended With-

Action Condition, compared to 23 under the Proposed Action; the two crosswalks that would not be impacted under the Amended With-Action Condition are the east crosswalk at the intersection of Lexington Avenue and East 47th Street and the east crosswalk at the intersection of Lexington Avenue and East 49th Street. During the Midday and PM peak hours, the Amended With-Action Condition would have the same number of crosswalks with significant impacts as the Proposed Action. The results of the pedestrian analyses for the Amended With-Action Condition are summarized in Appendix C-6. Like the Proposed Action, it is expected that some of the pedestrian elements impacted under the Amended With-Action Condition could be mitigated using the same types of mitigation measures identified for the Proposed Action (i.e., removal of street furniture, crosswalk widenings, and/or signal timing adjustments).

Table 11.10: Number of Locations with Significant Adverse Pedestrian Impacts – Comparison of Amended With-Action Condition and Proposed Action

Peak Hour	Elements Analyzed		Elements with Significant Impacts	
	Amended With-Action	Proposed Action	Amended With-Action	Proposed Action
Sidewalks				
AM	67	69	7	7
Midday	67	69	3	3
PM	67	69	9	9
Crosswalks				
AM	48	48	21	23
Midday	48	48	10	10
PM	48	48	22	22
Corner Areas				
AM	121	122	19	19
Midday	121	122	8	8
PM	121	122	18	18

Vehicular and Pedestrian Safety

The Amended With-Action Condition would not result in a significant increase in pedestrian traffic and/or turning vehicles conflicting with pedestrians at any additional high-crash locations beyond those intersections identified under the Proposed Action.

Parking

The hourly net increase in parking demand for the Amended With-Action Condition is summarized in Appendix C-7. With the change in land use in the Amended With-Action Condition, there would be a slightly higher demand for parking compared to the Proposed Action and one less public parking facility would be displaced compared to the Proposed Action. Table 11.11 provides a comparison of the off-street parking supply and demand under the Amended With-Action Condition and RWCDS for the Proposed Action for the weekday Midday period. As with the RWCDS for the Proposed Action, the Amended With-Action Condition would not result in a shortfall of off-street parking spaces within a quarter-mile radius of the rezoning area.

Table 11.11: Off-Street Parking Capacity, Demand, and Utilization – Comparison of Amended With-Action Condition and Proposed Action

Development Scenario	Total Capacity	Demand	Utilization Rate	Available Spaces
Amended With-Action	16,657	15,938	96%	719
Proposed Action	16,507	15,920	96%	587

12. Air Quality

As reported in Chapter 13 "Air Quality" in the DEIS, the Proposed Action would not result in any significant adverse air quality impacts from mobile sources with appropriate traffic mitigation measures applied at certain intersections, and no potential significant adverse impacts are predicted from stationary sources with an (E) designation (E-408) being mapped at 16 Projected and 14 Potential Development Sites as part of the Proposed Action.

The Amended With-Action Condition is not expected to result in any significantly new or different impacts than those disclosed in the DEIS for these analysis areas. However, as demonstrated below, the Amended With-Action Condition.

The findings of this analysis, detailed following, also conclude that the Amended With-Action Condition would not result in significant adverse impacts with respect to air quality. The Amended With-Action Condition would still result in the placement of (E) designations on Potential Development Site O (former Projected Development Site 12), Projected Development Site 17 and Potential Development Site P.

Mobile Sources

Vehicular traffic associated with the additional development pursuant to the A-Text Amendment is estimated to result in 33, 1, and 22 additional vehicle trips during the weekday AM, Midday, and PM peak hours, respectively, which represent up to two percent increase compared to the Proposed Action (see Table 11.2). These increases, which would be spread over the traffic study area, are not expected to cause a violation of National Ambient Air Quality Standards (NAAQS) or the City's *de minimis* criteria with the necessary traffic mitigations carrying on from the Proposed Action. However, due to the additional development pursuant to the A-Text, additional mobile source analyses may be required and could result in greater mobile source air emissions as compared to the Proposed Action. Additional traffic mitigations might be needed to preclude possible violation or exacerbation of the criteria thresholds due to the traffic changes. To provide a complete consideration of the proposed A-Text and the likely effects, a revised air quality mobile source analysis will be provided in the Final EIS.

Stationary Sources

HVAC Analysis

An air quality assessment was performed to examine the potential project-on-existing and project-on-project impacts related to HVAC emissions for Projected Development Site 17 and Potential Development Site P introduced by the A-Text Amendment. Like the Proposed Action, the Amended With-Action Condition would require (E) designations, and the Amended With-Action Condition

would require two additional (E) designations as reported below. The (E) designations established for Projected Development Site 12 would be modified to apply to Potential Development Site O under the Amended With-Action Condition.

- Projected Development Site 17 – This Projected Development Site would introduce 462,574 gsf of commercial space and feature a maximum height of 482 feet. There is an adjacent building (621 feet above grade) at 641 Fifth Avenue which is taller than the proposed Amended With-Action RWCDS building and which would be affected by the emissions from the HVAC systems of Projected Development Site 17. The HVAC screening methodologies from CEQR Technical Manual would not apply because the distance between the source and the receptor is less than 30 feet. Thus, an (E) designation for the use of Con Edison steam would be included to ensure that would be no significant adverse air quality impacts from HVAC emissions related to Amended-With Action Projected Development Site 17.
- Potential Development Site P – This Potential Development Site would introduce 348,294 gsf of commercial space and feature a maximum height of 440 feet. The nearest receptor building of similar or greater height is Potential Development Site D (524 feet above grade), which is approximately 55 feet away from the Potential Development Site P. A HVAC analysis was performed using the screening procedures from CEQR Technical Manual. This Potential Development Site failed the screening analysis assuming the use of natural gas for the HVAC systems. Therefore, an (E) designation for the use of Con Edison steam would be included to ensure that would be no significant adverse air quality impacts from HVAC emissions of for Potential Development Site P.

The HVAC Analyses results for other Proposed and Potential Development Sites under the Proposed Action would not be affected by Projected Development Site 17 and Potential Development Site P. The proposed (E) designations that would preclude impacts due to requirements for use of natural gas or of a stack height of a specific height above grade would remain the same for these development sites.

To ensure that would be no significant adverse air quality impacts from HVAC emissions of for Projected Development Site 17 and Potential Development Site P, the requirements of the (E) designations resulting from the air quality HVAC analyses would be as follows:

- **Projected Development Site 17** (Block 1275, Lots 8, 9, 58, 61, 62 and 63) – Any new residential and/or commercial development on Block 1275, Lots 8, 9, 58, 61, 62 and 63 must ensure that utility steam from Con Edison is used to meet building's heat and hot water demands, to avoid any potential significant impacts.
- **Potential Development Site P** (Block 1283, Lots 12, 13, 14, 15 and 58) – Any new residential and/or commercial development on Block 1283, Lots 12, 13, 14, 15 and 58 must ensure that utility steam from Con Edison is used to meet building's heat and hot water demands, to avoid any potential significant impacts.

Industrial Source Analysis

Additionally, a total of 11 industrial permits were identified within a 400-foot radius of Projected Development Site 17 and Potential Development Site P. Consistent with the DEIS, an air toxics analysis was conducted using the CEQR Technical Manual industrial screening methodology as a general approach, and a more refined AERSCREEN modeling approach for some the permits which indicated

relatively high emission rates and triggered the exceedance of thresholds. Based on the air toxics analyses, maximum concentration levels at Projected Development Site 17 and Potential Development Site P are below air toxic guideline levels established by below the New York State Department of Environmental Conservation (NYSDEC), including short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs). Furthermore, the overall carcinogenic and noncarcinogenic air pollutant concentrations associated with the Proposed Action are below the health risk criteria thresholds established by EPA.

Major Source Analysis

No "large" or "major" air emissions sources were identified within a 1,000-foot radius of Projected Development Site 17 or Potential Development Site P. Therefore, no significant adverse impacts would be expected and no further analysis is warranted.

TA Subdistrict Ancillary Building Easement

With the Ancillary Transit Easement included in the Amended With-Action Condition, this analysis assumes that such easements could be developed within the TA Subdistricts of the East Midtown Subdistrict on Projected Development Sites 13 and 15. The projected maximum allowable heights at these two sites would increase; compared to the Proposed Action, the maximum building height for Projected Development Sites 13 would increase from 818 feet to 874 feet, and the building height for Projected Development Site 15 would increase from 692 feet to 706 feet.

A review of existing and other proposed sensitive receptor sites of similar or greater height within a 400-foot radius of the Projected Development Sites 13 and 15 was performed to examine a) the potential of the HVAC emissions of Projected Development Sites 13 and 15 to significantly impact existing land uses (project-on-existing); and b) the potential of the HVAC emissions of Projected Development Sites 13 and 15, and other proposed development sites to significantly impact each other (project-on-project), due to the changes to the maximum building heights. It was determined that with such minor changes to maximum buildings heights, the Ancillary Transit Easement would not result in any new or different significant adverse impacts related to the emissions from the HVAC systems of the proposed development sites compared to the Proposed Action. Therefore, the proposed (E) designations for air quality regarding fuel type and stack parameters (i.e. stack height and location) that preclude impacts under the Proposed Action would remain the same, and no further analysis is warranted.

13. Greenhouse Gas Emissions

As reported in DEIS Chapter 14, "Greenhouse Gas Emissions," in the With-Action Condition, there would be no significant adverse greenhouse gas (GHG) emission impacts as a result of the A-Text Amendment.

Qualifying Site Modification

The analysis performed for the Amended With-Action Condition has determined that it would generate less operational GHG emissions compared to the DEIS Proposed Action due to the overall decrease residential/commercial spaces, and the Amended With-Action Condition would also generate slightly greater mobile source emissions resulting from up to a two percent increase in overall vehicle

trips compared to the Proposed Action. As with the Proposed Action, construction and operation of buildings developed pursuant to the Amended With-Action Condition would be consistent with the goals of OneNYC and PlaNYC.

14. Noise

DEIS Chapter 15 ("Noise") determined that the Proposed Action would not generate sufficient traffic to have the potential to cause a significant noise impact (i.e., it would not result in a doubling of the noise passenger car equivalents which would be necessary to cause a three dBA increase in noise levels). Therefore, the noise analysis concluded that the traffic generated by the Proposed Action would not have the potential to produce significant increases to noise levels at any sensitive receptors within the rezoning area. Ambient noise levels adjacent the Projected and Potential Development Sites were examined to determine if building noise attenuation requirements for maintaining interior noise level would be necessary. That assessment found noise levels would be in the "marginally unacceptable" or "clearly unacceptable" exterior noise exposure category, resulting in a minimum noise attenuation requirement of 31-38 dBA to ensure noise levels within the proposed development sites would comply with all applicable requirements. As a result, the Proposed Action includes (E) designations for all of the Projected and Potential Development Sites. The window/wall attenuation levels required under the (E) designation would avoid the potential for significant adverse noise impacts due to the Proposed Action.

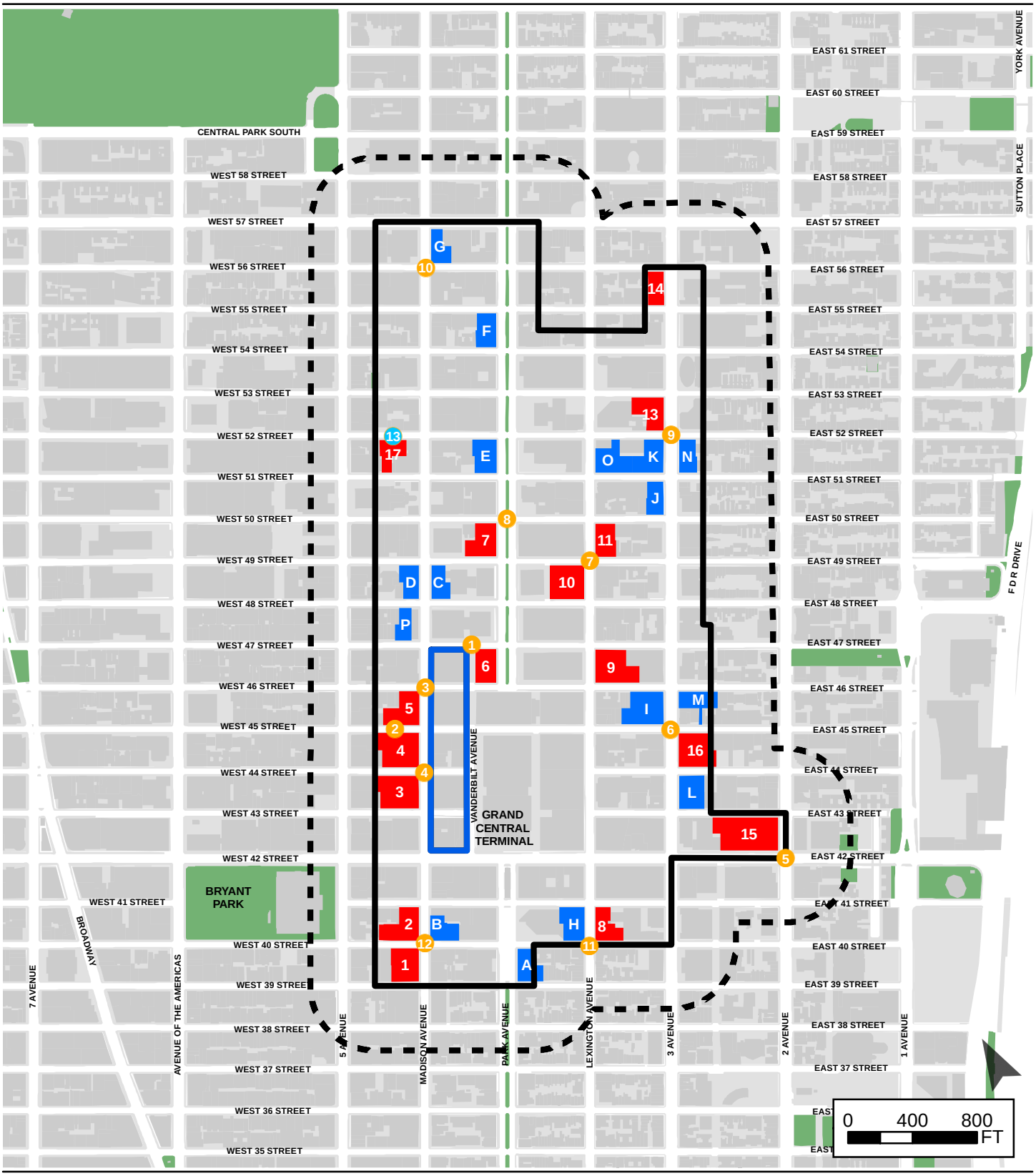
Analysis was performed for both the Ancillary Transit Easement and the Qualifying Site Modification of the Amended With-Action Condition. Based upon the analysis which is presented below, the Amended With-Action Condition, like the DEIS Proposed Action, would not result in significant adverse impacts. The Amended With-Action Condition would require (E) designations for Projected Development Site 17 and Potential Development Site P, and for former Projected Development Site 12 (Potential Development Site O in the Amended With-Action Condition), the (E) designations of the DEIS would be designated to apply to the potential development site.

Qualifying Site Modification

As with the With-Action Condition analyzed for the Proposed Action, there would be no significant adverse noise impacts as a result of the A-Text Amendment.

The mobile noise exposure from traffic movements under the A-Text Amendment would not be perceptibly higher than those projected under the Proposed Action. Therefore, no significant adverse noise impacts would likely occur at any of the 12 representative noise receptor locations evaluated within the study area. In the A-Text Amendment, noise levels at and adjacent to the project area would be generally comparable to those under the No-Action Condition. In the DEIS With-Action Condition, peak hour noise levels impacts were predicted and the greatest noise level increase throughout the study area was projected to be an imperceptible 0.3 dBA. This compares to the Amended With-Action Condition, which would add only a nominal level of development, and even if it were to double peak hour noise levels, would not result in a perceptible change to noise conditions and the exterior noise exposure would remain within the marginally unacceptable range.

Ambient sound monitoring was conducted at East 52nd Street between Madison Avenue and 5th Avenue at the proposed new development site 17 (noise measurement site S13 – refer to Figure 14-1).



Proposed Greater East Midtown Rezoning Boundary
Vanderbilt Corridor (Existing Regulations Apply)
400-Foot Study Area Radius

1 Projected Development Sites (w/ I.D. Label)
A Potential Development Sites (w/ I.D. Label)
1 DEIS Noise Receptor Locations (w/ I.D. Label)
13 New Noise Receptor Location (w/ I.D. Label)

Greater East Midtown Rezoning
Manhattan, New York

Noise Receptor Locations

Figure 14-1

vhb

Ambient L10 noise levels were 69.1 to 70.4 dBA during the morning, mid-day and afternoon peak hours. The PCE analysis results for all measurement locations in the study area show that Amended With-Action Condition would be up to 0.3 dBA greater than No-Action Conditions and up to 1.4 dBA greater than existing conditions. Therefore, the Amended With-Action noise condition at site S13 is estimated to be up to 71.8 dBA based on the PCE analyses throughout the study area. Similar to With-Action noise conditions at other sites, this would be considered Marginally Unacceptable and there would be a need to include an (E) designation with a minimum composite window/wall attenuation requirement. The minimum attenuation required at other sites (S1 to S12) range from OITC ratings of 31 to 36. Based on the CEQR attenuation values required to achieve acceptable interior noise levels, a minimum outdoor-to-indoor transmission classification (OITC) rating of 28 dBA would be needed at each projected and potential development site associated with this measurement location (S13) near the Projected Development Site 17.

Like the Proposed Action, with the added (E) designation, no significant adverse impacts to noise levels would be expected under the Amended With-Action Condition.

TA Subdistrict Ancillary Building Easement

The Amended With-Action Condition would establish ancillary building volume easements to provide for future provision of transit-supportive ancillary buildings, assumed for purposes of this analysis to be located on Projected Development Sites 13 and 15, both of which are located in TA Subdistricts of the East Midtown subdistrict. These ancillary facilities would extend above- and below-grade and could provide for the operational and emergency ventilation requirements of the future Second Avenue Subway extension.

Design criteria established by MTA for the Second Avenue Subway require that air-handling equipment within ventilation structures be designed so that the noise level generated by the equipment would not exceed 60 dBA at the façade of the nearest receptors. This would be achieved through locating the equipment away from sensitive receptors, as feasible, and incorporating sound attenuation features into the ventilation structure design, as needed, such as using a combination of in-duct splitter attenuators (which can provide 20 to 30 dBA attenuation), sound absorptive plenums (which can provide 10 to 15 dBA attenuation) and/or acoustic louvers. A portion of the fans on the future extension would likely be located below-ground. Noise from cooling towers, which may be located on building rooftops, would be controlled by building noise barriers around one or two sides of the towers. NYCT committed to meeting the 60 dBA ventilation equipment design specification as part of the existing Second Avenue Subway FEIS and indicated that this same design specification would apply for the future Second Avenue extension.

Noise generated by rail transit operations would generally be lower than the noise generated by the air-handling equipment due to the vertical distance between the trains and the ventilation structure opening and the aforementioned sound attenuation features. NYCT has committed to meet FTA standards for operational airborne noise.

With the design specification of 60 dBA, future sound levels from the ventilation structure would be substantially lower than the CEQR noise exposure guidelines which are 70 dBA (L10) at the receptor facades. Because noise generated by the ventilation equipment is relatively constant, the 60 dBA design specification generally relates to a maximum level and L10 noise exposure. The New York City Noise Code has general prohibitions which limit sound from any source to no more than 10 dBA (Leq) during

the day and 7 dBA (Leq) during the night as measured within a receiving property or on a public right of way. Existing ambient sound levels measured near the potential ventilation structure sites (monitoring Sites S5 and S9) are 70 to 81 dBA (Leq). Therefore, the NYCT design specification of 60 dBA for ventilation structures would result in noise emissions that are substantially lower than existing ambient conditions, within the New York City Noise Code limits and well below the CEQR noise exposure guidelines. As with the Proposed Action, inclusion of NYCT ancillary transit easement volumes pursuant to Section 95-00 of the Zoning Resolution would not result in significant adverse noise impact.

15. Public Health

The DEIS for the Proposed Action concluded that it would not result in unmitigated significant adverse impacts in the following technical areas: air quality, water quality, hazardous materials, or operational noise. Further, while there could be some periods of construction when the DEIS Proposed Action could potentially result in significant adverse impacts related to noise as defined by CEQR thresholds, the predicted overall changes to noise levels would not be large enough to significantly affect public health. Therefore, the proposed project would not result in significant adverse public health impacts.

Qualifying Site Modification

As with the DEIS Proposed Action, no significant adverse impacts are anticipated with respect to public health as a result of the Amended With-Action Condition. As discussed in other sections of this chapter, the Amended With-Action Condition is not expected to result in any unmitigated significant adverse impacts related to hazardous materials, air quality, or noise. The construction-related impacts resulting from the Amended With-Action Condition would be the same as those of the Proposed Action, as the peak period of construction activities, which would result in the same potential significant adverse impacts for the Amended With-Action Condition as for the Proposed Action. The mitigation measures that would be required for construction impacts under the Proposed Action would be the same for the Amended With-Action Condition.

16. Neighborhood Character

As discussed in DEIS Chapter 17, "Neighborhood Character," analysis concluded the DEIS RWCDS analyzed for the Proposed Action would not result in any significant adverse impacts on neighborhood character. The conclusion of this Amended With-Action Condition analysis is that it too would not result in any significant adverse impacts on neighborhood character.

Qualifying Site Modification

As discussed in Chapter 17, "Neighborhood Character," the East Midtown area has a varied neighborhood context and its defining features are the dominance of commercial land uses; the interspersing of older buildings with modern construction; high levels of pedestrian and vehicular activity and associated noise; a primarily high-density built context; and the presence of a number of iconic historic resources, including Grand Central Terminal, the Helmsley Building, the Chrysler Building, St. Bartholomew's Church and Community House, St. Patrick's Cathedral, the Seagram Building, and Lever House. With the Amended With-Action Condition, as with the Proposed Action,

the East Midtown area would continue to be defined by this combination of features. The increase in building height on Projected Development Site 17 would add incremental shadowing to the St. Patrick's Cathedral and St. Thomas Church and Parish House, although due to time of the entry and exit of the shadowing and its limited duration, this additional shadowing is not significant. Under the Amended With-Action Condition, as with the Proposed Action, it is expected that there would be an increase in the level of pedestrian and vehicular activity, as well as the noise that is generated from such activity. However, the resulting conditions with both the Amended With-Action Condition and the DEIS With- Action condition would not be out of character with the East Midtown area, and thus the incremental changes would not constitute significant impacts on neighborhood character.

As with the development under the DEIS With-Action Condition, six eligible historic resources could be demolished, either partially or entirely, due to their location on Projected or Potential Development Sites. These eligible resources are located on Projected Development Sites 2, 4, 6 and 10 and Potential Development Site J: the NYCL-eligible 22-24 East 41st Street Building (#94), the NYCL-eligible Title Guarantee and Trust Company Building at 6 East 45th Street (#99), the S/NR-eligible Barclay/Inter-Continental Hotel at 111 East 48th Street (#103), the NYCL- and S/NR-eligible Postum Building at 250 Park Avenue (#129), the NYCL-eligible Girl Scout Building at 830 Third Avenue (#133), and the 346 Madison Avenue Building (#141).

With the Amended With-Action Condition, Projected Development Site 17 includes the NYCL-listed John Peirce House (#28) and the NYCL-S/NR Look Building (#29) as part of its zoning lot. Potential Development Site P includes NYCL-listed 400 Madison Avenue (#49) and the NYCL-eligible Mercantile Library (#101). With the exception of the Mercantile Library at 17 East 47th Street, each building is planned to remain as part of its development site, added to the zoning lot. No demolition is contemplated for any of these three resources, so no direct impacts would accrue to Resources #28, #29, or #49. With the Amended With-Action Condition, if Potential Development Site P were to be developed, the NYCL-eligible Mercantile Library at 17 East 47th Street (#101) would be demolished, a significant adverse impact.

However, with the Amended With-Action Condition the overall character of East Midtown as an area characterized by a varied context of older buildings interspersed with modern buildings would not be altered. In addition, the individual iconic historic structures that are defining features of neighborhood character—Grand Central Terminal, the Chrysler Building the Helmsley Building, St. Patrick's Cathedral, St. Bartholomew's Church and Community House, the Seagram Building, and Lever House—would not be displaced.

17. Construction

Chapter 18 "Construction" of the DEIS concluded that there could be significant adverse impacts resulting during the construction period of the Proposed Action related to traffic and noise. There would be no significant adverse impacts to parking, transit, or pedestrian conditions anticipated. The DEIS Proposed Action would not result in significant adverse impacts to air quality from construction activities. The Proposed Action would result in development on both Projected and Potential Development Sites that are located within 90 feet of a designated or listed historic resource; however, these resources would not be adversely impacted by construction activities because they would be subject to protection from construction-related damage under the New York City Department of Buildings' (DOB) Technical Policy and Procedure Notice (TPPN) #10/88. However, there are also 12

NYCL-eligible and/or S/NR-eligible resources located within 90 feet of the Projected and Potential Development Sites for which TPPN #10/88 would not apply, and therefore the Proposed Action could potentially result in construction-related impacts to these eligible resources. Possible measures that may address these impacts are discussed in Chapter 19, "Mitigation."

Qualifying Site Modification

The proposed Amended With-Action Condition are expected to result in generally the same significant adverse construction-related impacts as the Proposed Action, with respect to historic resources, traffic, and noise. However, potential for some new impacts to historic resources would result as detailed below.

Historic Resources

With the A-Text Amendment, Projected Development Site 17 includes the NYCL-listed John Peirce House (#28) and the NYCL-S/NR Look Building (#29) as part of its zoning lot. Potential Development Site P includes NYCL-listed 400 Madison Avenue (#49) and the NYCL-eligible Mercantile Library (#101). With the exception of the Mercantile Library at 17 East 47th Street, each building is planned to remain as part of its development site, added to the zoning lot. No demolition is contemplated for any of these three resources, so no direct impacts would accrue to Resources #29, #28, or #49.

The A-Text Amendment would indirectly affect City, State and Federal historic resources located within 90 feet of a designated/listed historic resource—where new development has the potential to cause damage due to ground-borne construction vibrations. For Projected Development Site 17, in addition to the John Peirce Residence and the Look Building, there are three additional historic resources within 90 feet of Projected Development Site 17. All are New York City Landmarks; four are listed in the State/National Register and one is a National Historic Landmark. These resources include the NYCL and S/NR Cartier, Inc. Building (#26), the NYCL and S/NR George W. Vanderbilt Residence (#27), and the NYCL, S/NR and National Historic Landmark St. Patrick's Cathedral (#30). These additional resources would be protected under the procedures of the New York City Department of Buildings (DOB) Technical Policy and Procedure Notice (TPPN #10/88, which governs the protection of adjacent historic properties from accidental construction damage.

Eligible Resources

There are two potentially eligible historic resources on or in the vicinity of Potential Site P. As mentioned above, the NYCL-eligible Mercantile Library (#101) is located within the footprint of Potential Development Site P. With the A-Text Amendment, this resource would be demolished.

The S/NR eligible New York Bible Society, 5 East 48th Street (#48) is eligible for listing in the State and National Register, but is not a NYCL or National Register building, and would therefore not be subject to TPPN 10/88. For development within 90 feet of eligible historic resources, the protective measures under DOB TPPN #10/88 would apply only if they become designated/listed. Therefore, as with the Proposed Action, the A-Text amendment could result in construction-related impacts to this eligible resource, as described in Chapter 6, "Historic and Cultural Resources."

The A-Text amendment would result in potential construction impacts to historic resources, compared to the Proposed Action. For the two NYCL-and/or S/NR-listed resources at Projected Development Site 17 (11 East 51st Street (#28) and 488 Madison Avenue (# 29) and one at Potential Development Site P

(400 Madison Avenue (#49), LPC would require the development of a Construction Protection Plan (CPP), should construction on any of these sites proceed. As set forth in the CEQR Technical Manual, a CPP should be used to protect historic resources that may be affected by construction activities related to a proposed project. The plan should be developed in coordination with the appropriate consulting agency (LPC and/or SHPO) and developed in consultation with a foundation and structural engineer. The CPP would generally address, but not be limited to the following:

- Borings and soil reports of the water table establishing composition, stability, and condition;
- Existing foundation and structural condition information and documentation for the historic property;
- Formulation of maximum vibration tolerances based on impact, duration and other considerations using accepted engineering standards for old buildings;
- Dewatering procedures, including systematic monitoring and recharging systems;
- Protection from falling objects and party wall exposure; and
- Monitoring during construction using tell-tales, seismographic equipment, and horizontal and lateral movement scales.

With the CPP in place, significant adverse impacts to these resources during construction would be minimized.

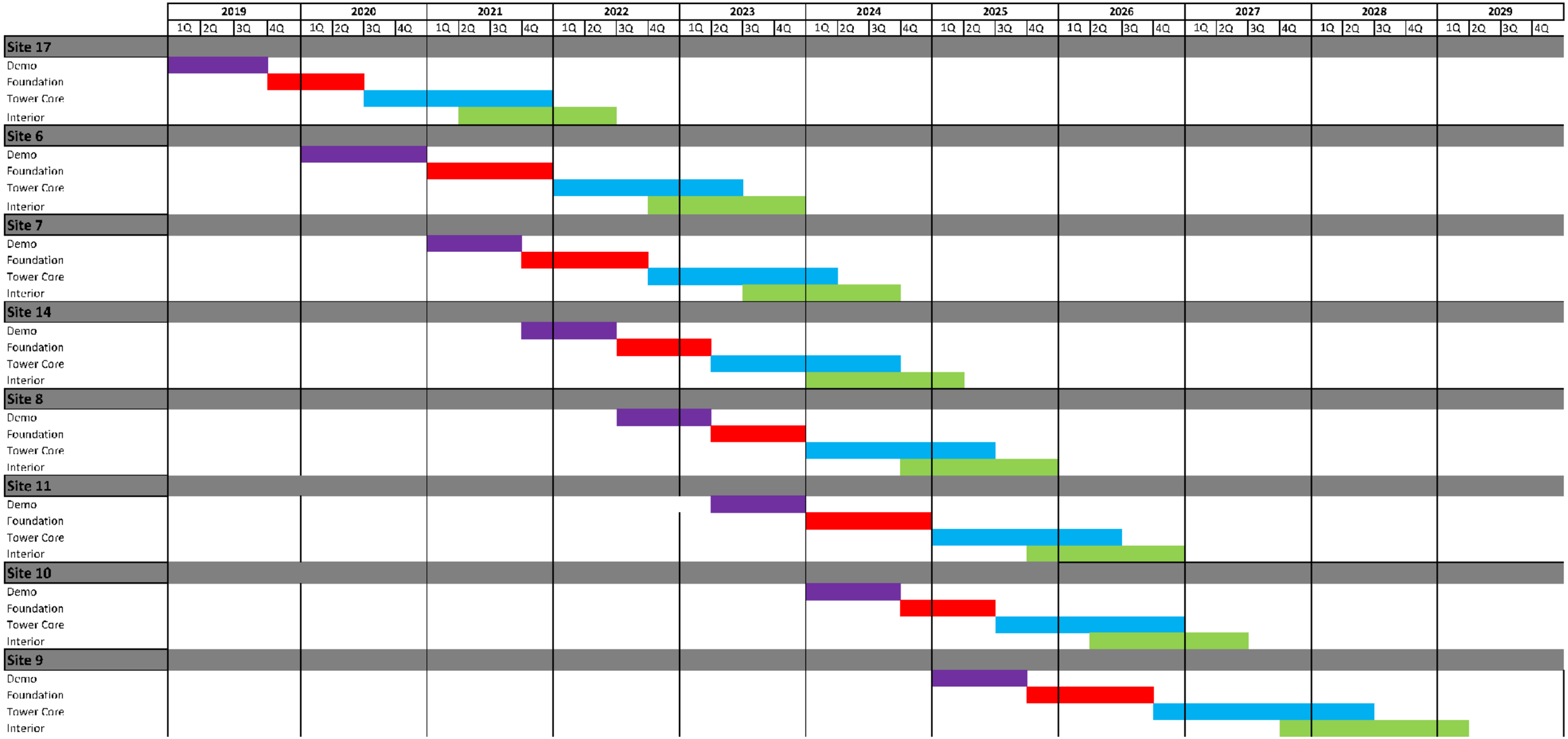
For Potential Development Site P, the demolition of the Mercantile Library would result in the loss of this NYCL-eligible resource and a direct impact of the A-Text Amendment. This direct impact is assessed under Historic Resources, above.

Construction Period Impacts

With the proposed A-Text amendments to modify the Qualifying Site definition, Projected Development Site 17 would replace Projected Development Site 12 in the RWCDS. Therefore, a modified conceptual development schedule was developed for the A-Text Projected Development Sites; refer to Figure 17-1a and 17-1b. This modified schedule was analyzed to determine whether the addition and subtraction of a Projected Development Site would result in a shift in the peak period of construction resulting in new or different construction impacts. The analysis determined that, while there could be shifts in the timing and location of development activities, the worst-case construction periods for traffic, air quality and noise would be the same as in the With-Action Condition.

Traffic

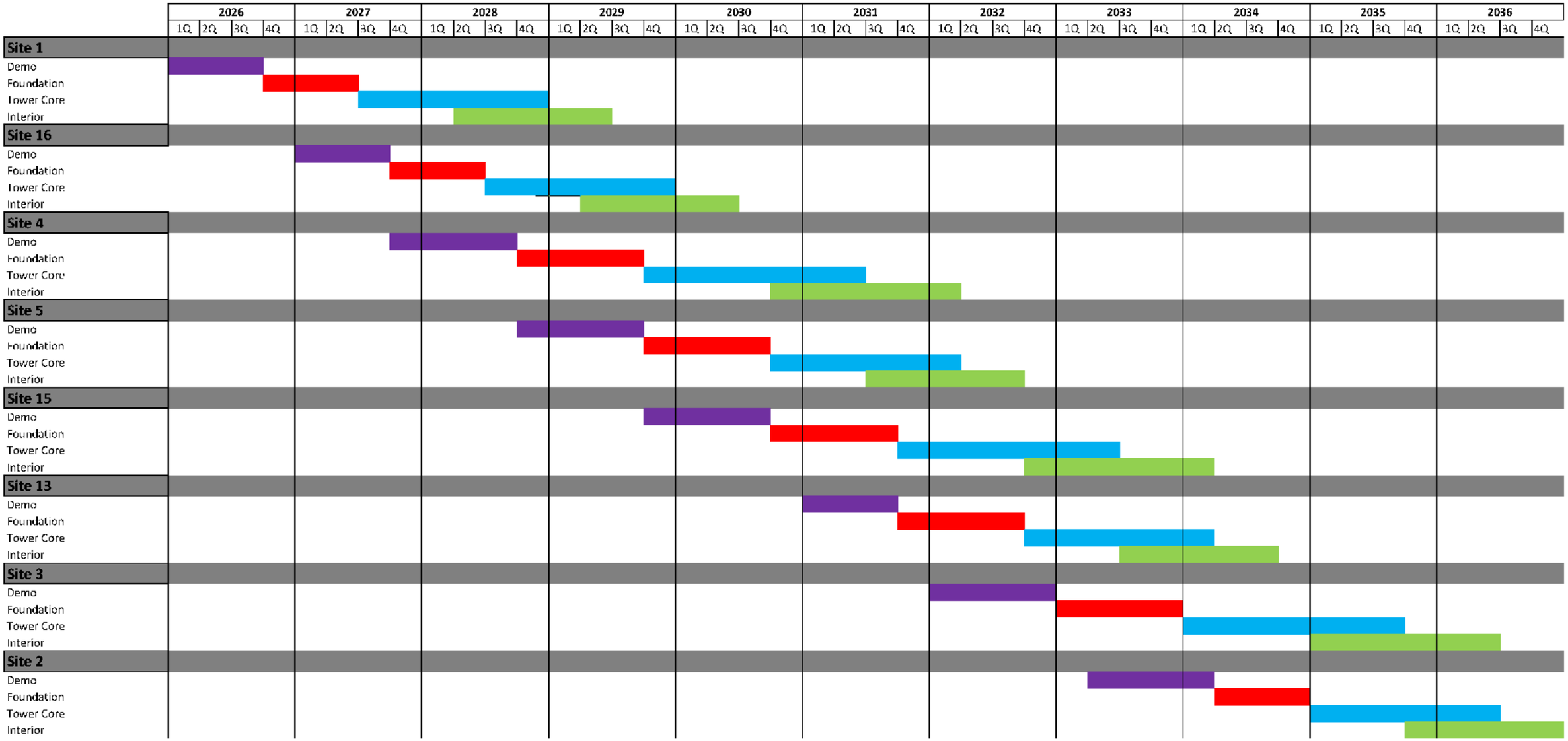
As described in DEIS Chapter 18, "Construction," the worst-case traffic period for construction was identified as the first quarter of 2032. During this period, the results of a detailed traffic analysis show that the Proposed Action would result in significant adverse impacts at four intersections during the construction AM peak hour (6:00–7:00 AM) and 14 intersections during the construction PM peak hour (3:00-4:00 PM). These construction-related traffic impacts would also be expected to occur with the A-Text amendments and related modifications to the RWCDS.



Greater East Midtown Rezoning A Text Memo
Manhattan, New York

Construction Schedule: 2019 - 2029

Figure 17-1a



Greater East Midtown Rezoning A Text Memo
Manhattan, New York

Construction Schedule: 2026 - 2036

Figure 17-1b

Air Quality

As with the Proposed Action, the Amended With-Action Condition would not alter the construction worst-case air quality condition and would not result in significant adverse impacts to air quality from construction activities. Construction activities are considered as they can affect local air quality because of engine emissions generated by on-site construction equipment and trucks entering/exiting each site during construction, and due to fugitive dust emissions resulting from construction activities. As detailed in Chapter 18, "Construction," the period with the highest cumulative short-term emissions and short-term and annual emissions of PM2.5 was the fourth quarter of 2029.

This quantitative air quality analysis indicated that the construction activities of the Proposed Action would not result in any concentrations of NO2, PM10, and CO that exceed the National Ambient Air Quality Standards (NAAQS). In addition, the maximum predicted incremental concentrations of CO or PM2.5 would not exceed the City's de minimis criteria. Because the A-Text Amendments were determined to have the same peak construction period as the Proposed Action, no significant adverse air quality impacts are expected from the construction-related sources with the A-Text Amendment.

Noise and Vibration

The Amended With-Action Condition would result in the same significant adverse construction noise impacts as Proposed Action. As discussed in Chapter 18, "Construction," the noise analysis findings indicate that noise levels above the CEQR impact threshold are expected at several existing adjacent buildings to Projected Development Sites 4 and 5, which are the same in the Proposed Action as in the A-Text Amendments. The highest noise levels are projected to be at ground level and at elevated receptor locations at existing commercial and residential buildings on East 44th, 45th and 46th Streets between Madison and Fifth Avenues. Although these locations are expected to experience exterior noise levels significantly above CEQR limits, for those buildings with double-paned glazed-glass windows and a closed ventilation system, interior noise levels for those buildings would be near or below the CEQR 50-dBA L_{10} impact threshold for commercial buildings and the CEQR 45-dBA L_{10} impact threshold for residential buildings. The interior noise levels of these adjacent buildings would likely approach or marginally exceed the CEQR L_{10} impact thresholds for short periods of time. The same potential for noise impacts also exist for similar noise-level increases at these and/or other receptor locations in the immediate vicinity of Project Development Sites 4 and 5 during other construction quarters bordering this peak construction period (i.e., second quarter of 2029). Therefore, if the peak construction scenario conservatively assumed for simultaneous construction on Projected Development Sites 4 and 5 for the purposes of this analysis is realized, the Proposed Action would result in a significant adverse construction noise impact. Mitigation measures that may address these impacts are discussed in Chapter 19, "Mitigation."

As with the Proposed Action, the buildings in the Amended With-Action Condition of most concern with regard to potential damage from vibration generated during construction are those buildings located immediately adjacent or across the street from a Projected Development Site. Between Madison and Fifth Avenues, commercial buildings adjacent to Projected Development Sites 5 and 6 could experience elevated vibration levels. The types of construction activities expected to occur during the peak construction period would utilize equipment—vibratory roller, hoe ram, bulldozer and loaded trucks—with the largest peak-particle velocity (PPV) of 0.20 inch per second, which is well below the 0.50 inch per second PPV vibration limit for structural damage. Vibration perception above the 65 VdB annoyance limit could extend outward for approximately 230 feet from the source, but this would be

during limited periods of time at a particular location and therefore would not result in any significant adverse impact due to vibration.

With the Amended With-Action Condition, the listed historic resources within or adjacent to Projected Development Site 17 and Potential Development Site P would be subject to vibration controls developed as part of the DOB-required Construction Projection Plan (CPP) described above. With these controls in place, the potential vibration effects to the listed resources would be minimized.

Appendix A

Proposed East Midtown Text Amendment

A Text

PROPOSED

EAST MIDTOWN

TEXT AMENDMENT

A Text

March 27, 2017

Matter in underline is new, to be added;
Matter in ~~strikeout~~ is to be deleted;
Matter with # # is defined in Section 12-10;
* * * indicates where unchanged text appears in the Zoning Resolution

Article VIII – Special Purpose Districts

Chapter 1
Special Midtown District

Table of Contents - Special Midtown District

GENERAL PURPOSES 81-00

* * *

~~SPECIAL REGULATIONS FOR THE GRAND CENTRAL SUBDISTRICT ……...81-60~~

~~General Provisions ..... 81-61~~
~~Special Bulk and Urban Design Requirements ..... 81-62~~
~~Transfer of Development Rights from Landmark Sites ……. 81-63~~

SPECIAL REGULATIONS FOR THE EAST MIDTOWN SUBDISTRICT ……...81-60

General Provisions 81-61
Special Use Provisions……...……..……..81-62
Special Floor Area Provisions for the Vanderbilt Corridor Subarea.……..……81-63
Special Floor Area Provisions for Qualifying Sites…….81-64
Special Floor Area Provisions for All Other Sites……..……..……81-65
Special Height and Setback Requirements……...81-66
Special Mandatory District Plan Element Requirements…….……81-67
Additional Provisions for Qualifying Sites……...……81-68

* * *

Appendix A - Midtown District Plan Maps ~~District Maps~~ (1 to ~~3~~ 4)

Appendix B - Daylight Evaluation Charts (1 to ~~3~~ 4)

Chapter 1
Special Midtown District

81-00
GENERAL PURPOSES

The "Special Midtown District" established in this Resolution is designed to promote and protect public health, safety and general welfare. These general goals include, among others, the following specific purposes:

(a) to strengthen the business core of Midtown Manhattan by improving the working and living environments;

(b) to stabilize development in Midtown Manhattan and provide direction and incentives for further growth where appropriate;

(c) to control the impact of buildings on the access of light and air to the streets and avenues of Midtown;

(d) to link future Midtown growth and development to improved pedestrian circulation, improved pedestrian access to rapid transit facilities, and avoidance of conflicts with vehicular traffic;

(e) to preserve the historic architectural character of development along certain streets and avenues and the pedestrian orientation of ground floor uses, and thus safeguard the quality that makes Midtown vital;

(f) to continue the historic pattern of relatively low building bulk in midblock locations compared to avenue frontages;

(g) to improve the quality of new development in Midtown by fostering the provision of specified public amenities in appropriate locations;

(h) to preserve, protect and enhance the character of the Theater Subdistrict as the location of the world's foremost concentration of legitimate theaters and an area of diverse uses of a primarily entertainment and entertainment-related nature;

(i) to strengthen and enhance the character of the Eighth Avenue Corridor and its relationship with the rest of the Theater Subdistrict and with the Special Clinton District;

(j) to create and provide a transition between the Theater Subdistrict and the lower-scale Clinton community to the west;

(k) to preserve, protect and enhance the scale and character of Times Square, the heart of New York City's entertainment district, and the Core of the Theater Subdistrict, which are characterized by a unique combination of building scale, large illuminated signs and entertainment and entertainment-related uses;

(l) to preserve, protect and enhance the character of Fifth Avenue as the showcase of New York and national retail shopping;

(m) to preserve the midblock area north of the Museum of Modern Art for its special contribution to the historic continuity, function and ambience of Midtown;

(n) to protect and strengthen the economic vitality and competitiveness of the East Midtown ~~Grand Central~~ Subdistrict by facilitating the development of its exceptional and sustainable buildings ~~within the Vanderbilt Corridor~~ and enabling improvements to the pedestrian and mass transit circulation network;

(o) to ensure that development within the ~~Vanderbilt Corridor~~ East Midtown Subdistrict occurs on sites that meet sound site planning criteria and therefore can accommodate additional density as appropriate;

(p) to protect and strengthen the role of landmark buildings as important features of the East Midtown Subdistrict;

(q) ~~(p)~~ to protect and enhance the role of Grand Central Terminal as a major transportation hub within the City, to expand and enhance the pedestrian and mass transit circulation network connecting Grand Central Terminal to surrounding development, to minimize pedestrian congestion and to protect the surrounding area's special character;

(r) ~~(q)~~ to expand the retail, entertainment and commercial character of the area around Pennsylvania Station and to enhance its role as a major transportation hub in the city;

(s) ~~(r)~~ to provide freedom of architectural design within limits established to assure adequate access of light and air to the street, and thus to encourage more attractive and economic building forms without the need for special development permissions or "negotiated zoning"; and

(t) ~~(s)~~ to promote the most desirable use of land and building development in accordance with the District Plan for Midtown and thus conserve the value of land and buildings and thereby protect the City's tax revenues.

81-01
Definitions

For purposes of this Chapter, matter in #italics# is defined in Sections 12-10, 81-261, ~~or~~ 81-271 or Section 81-613 (Definitions).

* * *

81-02
General Provisions

81-022
Applicability of Special Transit Land Use District regulations

Except as otherwise provided in paragraphs (a), ~~and~~ (b) or (c) of this Section, wherever the #Special Transit Land Use District# includes an area which also lies within the #Special Midtown District#, as ~~described in paragraph (c)~~ designated on the #zoning map# by the letters "MiD - TA", the requirements of the #Special Transit Land Use District#, as set forth in Article IX, Chapter 5, shall apply.

(a) However, the requirements of Article IX, Chapter 5, shall be waived where the City Planning Commission certifies, in the case of a specific #development# otherwise subject to those requirements, that:

(1) the developer has agreed in a writing recorded against the property to implement a plan approved by the City Planning Commission and New York City Transit for off-street relocation of a subway stair entrance, in accordance with the requirements of Section 81-46 (Off-Street Relocation or Renovation of a Subway Stair); or

(2) the developer has agreed in a writing recorded against the property to implement a plan approved by the Commission and New York City Transit for the provision of a subway station improvement in accordance with the provisions of Section 74-634 (Subway station improvements in Downtown Brooklyn and in Commercial Districts of 10 FAR and above in Manhattan).

(b) Where the requirements of Article IX, Chapter 5, are not waived, modifications of the underlying district #bulk# regulations as set forth in this Chapter shall prevail over any inconsistent #bulk# regulations in Article IX, Chapter 5.

(c) In the East Midtown Subdistrict, the provisions of paragraph (c) of Section 81-673 (Mass transit access) shall supersede the provisions of Section 95-031 (Selection of transit easement) and 95-052 (Special access facilities for persons with disabilities).

~~(c) Within the #Special Midtown District#, the #Special Transit Land Use District# includes the area bounded by a line 100 feet west of Third Avenue, a line midway between East 53rd Street and East 54th Street, a line 160 feet east of Third Avenue (the #Special Midtown District# boundary) and a line midway between East 52nd Street and East 53rd Street.~~

* * *

81-03
District Plan

The regulations of this Chapter are designed to implement the #Special Midtown District# Plan.

The District Plan includes the following four ~~three~~ maps:

Map 1	Special Midtown District and Subdistricts
Map 2	Retail and Street Wall Continuity
Map 3	Subway Station and Rail Mass Transit Facility Improvement Areas
Map 4	East Midtown Subdistrict and Subareas

The maps are located in Appendix A of this Chapter and are hereby incorporated and made a part of this Resolution. They are incorporated for the purpose of specifying locations where special regulations and requirements set forth in the text of this Chapter apply.

81-04
Subdistricts and Subareas

In order to carry out the purposes and provisions of this Chapter, five special Subdistricts are established within the #Special Midtown District#. In each of these Subdistricts certain special regulations apply which do not apply in the remainder of the #Special Midtown District#. The Subdistricts are outlined on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter.

The Subdistricts, together with the Sections of this Chapter specially applying to each, are as follows:

	Sections Having

Subdistricts	Special Application
Penn Center Subdistrict	81-50
East Midtown ~~Grand Central~~ Subdistrict	81-60
Theater Subdistrict	81-70
Fifth Avenue Subdistrict	81-80
Preservation Subdistrict	81-90

The Subdistricts are also subject to all other regulations of the #Special Midtown District# and, where applicable pursuant to Section 81-023, the #Special Clinton District# and the underlying districts, except as otherwise specifically provided in the Subdistrict regulations themselves.

Within the East Midtown Subdistrict, certain special regulations apply to Subareas, which do not apply within the remainder of the Subdistrict. Such Subareas are established, as follows:

Grand Central Transit Improvement Zone Subarea

Northern Subarea

Other Transit Improvement Zone Subarea

Park Avenue Subarea

Southern Subarea

Vanderbilt Corridor Subarea

The entirety of the Vanderbilt Corridor Subarea and the Grand Central Transit Improvement Zone Subarea as well as the portions of the Other Transit Improvement Zone Subarea south of East 48th Street, are hereinafter referred to as the Grand Central Core Area.

These Subareas, as well as the boundary of the Grand Central Core Area, are shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter.

* * *

81-067
Modification of provisions for minimum base height and street wall location in Historic Districts

Within the Special Midtown District, for any #zoning lot# located in a Historic District designated by the Landmarks Preservation Commission, any applicable provisions relating to minimum base height and #street wall# location requirements as modified in Sections 81-43 (Street Wall Continuity Along Designated Streets), ~~81-621~~ 81-671 (Special street wall requirements) pertaining to the East Midtown ~~Grand Central~~ Subdistrict, 81-75 (Special Street Wall and Setback Requirements) pertaining to the Theater Subdistrict, 81-83 (Special Street Wall Requirements) pertaining to the Fifth Avenue Subdistrict, and 81-90 (SPECIAL REGULATIONS FOR PRESERVATION SUBDISTRICT) pertaining to mandatory #street walls# may be modified pursuant to Sections 23-66 and 35-65 (Height and Setback Regulations for Quality Housing Buildings).

* * *

81-10
USE REGULATIONS

81-11
Modifications of Use Regulations in Subdistricts

The #use# regulations of the underlying districts are modified in:

(a) the East Midtown Subdistrict in accordance with the provisions of Section 81-62 (Special Use Provisions), inclusive;

(b) the Theater Subdistrict in accordance with the provisions of Sections 81-72 (Use Regulations Modified) and 81-73 (Special Sign and Frontage Regulations); and ~~are modified in~~

(c) the Fifth Avenue Subdistrict in accordance with the provisions of Section 81-82 (Special Regulations on Permitted and Required Uses).

* * *

81-20
BULK REGULATIONS

81-21
Floor Area Ratio Regulations

The #floor area ratio# regulations of the underlying districts are modified in accordance with the provisions of this Section or Section 81-241 (Maximum floor area ratios for a residential building or the residential portion of a mixed building). However, the provisions of this Section, inclusive, shall not apply to #non-residential buildings# or #mixed buildings# in the East Midtown Subdistrict, where the special #floor area# provisions of Sections 81-62, 81-63, or 81-64 shall apply.

81-211
Maximum floor area ratio for non-residential or mixed buildings

(a) For #non-residential buildings# or #mixed buildings#, the basic maximum #floor area ratios# of the underlying districts shall apply as set forth in this Section.

(b) In the #Special Midtown District#, the basic maximum #floor area ratio# on any #zoning lot# may be increased by bonuses or other #floor area# allowances only in accordance with the provisions of this Chapter, and the maximum #floor area ratio# with such additional #floor area# allowances shall in no event exceed the amount set forth for each underlying district in the following table:

MAXIMUM FLOOR AREA ALLOWANCES FOR SPECIFIED FEATURES
AND MAXIMUM FLOOR AREA RATIOS BY DISTRICTS

[REMOVE GRAND CENTRAL SUBDISTRICT FROM CHART. PROVISIONS REPLACED BY THOSE IN SECTION 81-60]

Means for Achieving Permit-ted FAR Levels on a #Zoning Lot#	Maximum #Floor Area Ratio# (FAR)						
	~~Outside the Grand Central Subdistrict~~					~~Grand Central Subdistrict~~	
	C5P	C6-4 C6-5 M1-6	C5-2.5 C6-4.5 C6-5.5 C6-6.5	C6-7T	C5-3 C6-6 C6-7	~~C5-2.5~~	~~C5-3 C6-6~~
A. Basic Maximum FAR							
	8.0	10.0	12.0	14.0	15.0	~~12.0~~	~~15.0~~
B. Maximum As-of-Right #Floor Area# Allowances:(District-wide Incentives), #Public plazas# (Section 81-23)							
	---	1.0[1,2]	1.0[1,3]	---	1.0[2]	~~—~~	~~—~~

C.	Maximum Total FAR with As-of-Right Incentives						
	8.0	11.0[1,2,7 ~~8~~]	13.0[1,3]	14.0	16.0	~~12.0~~	~~15.0~~
D.	Maximum Special Permit #Floor Area# Allowances:(District-wide Incentives), Subway station improvements (Section 74-634)						
	---	2.0[1,6 ~~7~~]	2.4[1]	---	3.0	~~2.4~~	~~3.0~~
E.	Maximum Total FAR with District-wide and As-of-Right Incentives						
	8.0	12.0	14.4	14.0	18.0	~~14.4~~	~~18.0~~
F.	Maximum Special Permit #Floor Area# Allowances in Penn Center Subdistrict: Mass Transit Facility Improvement (Section 74-634)						
	---	2.0	---	---	3.0	~~—~~	~~—~~
G.	Maximum Total FAR with As-of-Right, District-wide and Penn Center Subdistrict Incentives:						
	---	12.0	---	---	18.0	~~—~~	~~—~~
H.	Maximum As-of-Right #Floor Area# Allowances in Theater Subdistrict:						
	Development rights (FAR) of a "granting site" (Section 81-744)						
	---	10.0	12.0	14.0	15.0	~~—~~	~~—~~
	Maximum amount of transferable development rights (FAR) from "granting sites" that may be utilized on a "receiving site" (Section 81-744(a))						
	---	2.0	2.4	2.8	3.0	~~—~~	~~—~~
	Inclusionary Housing (Sections 23-90 and 81-22)						
	---	2.0[4]	---	---	---	~~—~~	~~—~~
I.	Maximum Total FAR with As-of-Right #Floor Area# Allowances in Theater Subdistrict						

	---	12.0	14.4	16.8	18.0	~~---~~	~~---~~
J. Maximum #Floor Area# Allowances by Authorization in Eighth Avenue Corridor (Section 81-744(b))							
	---	2.4	---	---	---	~~---~~	~~---~~
K. Maximum Total FAR with As-of-Right and Theater Subdistrict Authorizations							
	---	14.4	14.4	16.8	18.0	~~---~~	~~---~~
L. Maximum Special Permit #Floor Area# Allowances in Theater Subdistrict:							
Rehabilitation of "listed theaters" (Section 81-745)							
	---	4.4	2.4	2.8	3.0	~~---~~	~~---~~
M. Maximum Total FAR with Theater Subdistrict, District-wide and As-of-Right Incentives							
	8.0	14.4	14.4	16.8	18.0	~~---~~	~~---~~
N. Maximum FAR of Lots Involving Landmarks:							
Maximum FAR of a lot containing non-bonusable landmark (Section 74-711 or as-of-right)							
	8.0	10.0	12.0	14.0	15.0	~~12.0~~	~~15.0~~
Development rights (FAR) of a landmark lot for transfer purposes (Section 74-79)							
	8.0	10.0	13.0[5]	14.0	16.0	~~12.0~~	~~15.0~~
Maximum amount of transferable development rights (FAR) from a landmark #zoning lot# that may be utilized on~~:~~ an "adjacent lot" (Section 74-79)							
~~(a) an "adjacent lot" (Section 74-79)~~							
	1.6	2.0	2.4	No Limit	No Limit	~~2.4~~	~~No Limit~~
~~(b) a "receiving lot" (Section 81-634)~~							

	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~1.0~~	~~1.0~~
~~(c) a "receiving lot" (Section 81-635)~~							
	~~—~~	~~—~~	~~—~~	~~—~~		~~9.6~~	~~6.6~~
~~(d) a "receiving lot" located in the Vanderbilt Corridor (Section 81-635)~~							
	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~15.0~~
~~O. Maximum #Floor Area# Allowances by Special Permit for Grand Central Public Realm Improvement Bonus (Section 81-64)~~							
	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~—~~	~~15.0~~
O. ~~P.~~ Maximum Total FAR of a Lot with Transferred Development Rights from Landmark #Zoning Lot#, Theater Subdistrict Incentives, District-wide Incentives and As-of-Right Incentives							
	9.6	14.4	14.4	No Limit	No Limit	~~21.6~~	~~No[6] Limit~~

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1 Not available for #zoning lots# located wholly within Theater Subdistrict Core

2 Not available within the Eighth Avenue Corridor

3 Not available within 100 feet of a #wide street# in C5-2.5 Districts

4 Applicable only within that portion of the Theater Subdistrict also located within the #Special Clinton District#

5 12.0 in portion of C6-5.5 District within the Theater Subdistrict Core

~~6 Limited to 21.6 FAR on a "receiving lot" pursuant to Section 81-635 in the Grand Central Subdistrict, and limited to 30.0 FAR on a #zoning lot# located within the Vanderbilt Corridor, pursuant to Sections 81-635 or 81-64 in the Grand Central Subdistrict~~

6 ~~7~~ Not available on west side of Eighth Avenue within the Eighth Avenue Corridor

7 ~~8~~ 12.0 for #zoning lots# with full #block# frontage on Seventh Avenue and frontage on West 34th Street, pursuant to Section 81-542 (Retention of floor area bonus for plazas or other public ~~amenities~~ spaces)

81-212
Special provisions for transfer of development rights from landmark sites

The provisions of Section 74-79 (Transfer of Development Rights from Landmark Sites) shall apply in the #Special Midtown District#, subject to the modification set forth in this Section and Sections 81-254, 81-266 and 81-277 pertaining to special permits for height and setback modifications, Section 81-747 (Transfer of development rights from landmark theaters) and Section 81-85 (Transfer of Development Rights from Landmark Sites).

The provisions of Section 74-79 pertaining to the meaning of the term "adjacent lot" in the case of lots located in C5-3, C5-5, C6-6, C6-7 or C6-9 Districts are modified to apply in the #Special Midtown District# where the "adjacent lot" is in a C5-3, C6-6, C6-7, C6-5.5, C6-6.5 or C6-7T District.

The provisions of paragraph (c) of Section 74-792 as applied in the #Special Midtown District# shall be subject to the restrictions set forth in the table in Section 81-211 on the development rights (FAR) of a landmark "granting lot" for transfer purposes.

Wherever there is an inconsistency between any provision in Section 74-79 and the table in Section 81-211, the table in Section 81-211 shall apply.

[EXISTING PROVISION MOVED TO SECTION 81-63]

~~Within the Grand Central Subdistrict, any transfer of development rights from a landmark site may be made pursuant to either Section 74-79, or Section 81-63 (Transfer of Development Rights from Landmark Sites), but not both.~~

For #developments# or #enlargements# in C5-3, C6-6, C6-7 and C6-7T Districts, the City Planning Commission may also modify or waive the requirements of Section 23-86 (Minimum Distance Between Legally Required Windows and Walls or Lot Lines) and requirements governing the minimum dimensions of a #court#, where:

(a) the required minimum distance as set forth in Section 23-86 is provided between the #legally required windows# in the #development# or #enlargement# and a wall or #lot line# on an adjacent #zoning lot# occupied by the landmark; and

(b) such required minimum distance is provided by a light and air easement on the #zoning lot# occupied by the landmark <u>#building or other structure#</u>, and such easement is acceptable to the Department of City Planning and recorded in the County Clerk’s office of the county in which such tracts of land are located.

For #developments# or #enlargements#, on #zoning lots# located in C5-3, C6-6, C6-7 and C6-7T Districts and with frontage on #streets# on which curb cuts are restricted, pursuant to Section 81-44, the

Commission may also modify or waive the number of loading berths required pursuant to Section 36-62. In granting such special permit, the Commission shall find that:

(1) a loading berth permitted by Commission authorization, pursuant to Section 81-44, would have an adverse impact on the landmark #building or other structure# that is the subject of the special permit;

(2) because of existing #buildings# on the #zoning lot#, there is no other feasible location for the required loading berths; and

(3) the modification or waiver will not create or contribute to serious traffic congestion or unduly inhibit vehicular and pedestrian movement. For #developments# or #enlargements#, on #zoning lots# located in C5-3, C6-6, C6-7 and C6-7T Districts, the Commission may also modify the dimensions and minimum clear height required for pedestrian circulation space, pursuant to Sections 37-50 and 81-45. In granting such special permit, the Commission shall find that the modification will result in a distribution of #bulk# and arrangement of #uses# on the #zoning lot# that relate more harmoniously with the landmark #building or other structure# that is the subject of the special permit.

* * *

~~**81-214**~~
~~**Special provisions within the Vanderbilt Corridor in the Grand Central Subdistrict**~~

[EXISTING PROVISION MOVED TO SECTION 81-63]

~~For #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor, as shown on Map 1 (Special Midtown District and Subdistricts) of Appendix A of this Chapter, additional #floor area# may be permitted by the City Planning Commission pursuant to Section 81-635 (Transfer of development rights by special permit) or Section 81-64 (Special Permit for Grand Central Public Realm Improvement Bonus), or any combination thereof, up to the maximum permitted #floor area# set forth in the table in Section 81-211 (Maximum floor area ratio for non-residential or mixed buildings), respectively. In no event shall the total #floor area ratio# of the #zoning lot# resulting from such proposed #development# or #enlargement# exceed 30.0.~~

* * *

81-23
Floor Area Bonus for Public Plazas

Within the #Special Midtown District#, for each square foot of #public plaza# provided on a #zoning lot#, the basic maximum #floor area# permitted on that #zoning lot# under the provisions of Section 81-211 (Maximum floor area ratio for non-residential or mixed buildings) may be increased by six square feet, provided that in no case shall such bonus #floor area# exceed a #floor area ratio# of 1.0.

This Section shall be applicable in all underlying districts throughout the #Special Midtown District#, except that there shall be no #floor area# bonus for a #public plaza# that is:

(a) on #zoning lots# in the C5P District within the Preservation Subdistrict;

(b) within 50 feet of a #street line# of a designated #street# on which retail or #street wall# continuity is required, pursuant to Sections 81-42 (Retail Continuity Along Designated Streets) or 81-43 (Street Wall Continuity Along Designated Streets);

(c) on a #zoning lot#, any portion of which is within the Theater Subdistrict Core, as defined in Section 81-71 (General Provisions); and

(d) on #zoning lots#, any portion of which is in the Grand Central ~~Subdistrict~~ Core Area, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, or on #qualifying sites#, as defined in Section 81-613, in any other subarea of the East Midtown Subdistrict.

All #public plazas# provided within the #Special Midtown District# shall comply with the requirements for #public plazas# set forth in Section 37-70, inclusive.

A major portion of a #public plaza# may overlap with a sidewalk widening which may be provided to fulfill the minimum pedestrian circulation space requirements set forth in Section 81-45 (Pedestrian Circulation Space), provided that the overlapping portion of the #public plaza# also conforms to the design standards of Section 37-50 (REQUIREMENTS FOR PEDESTRIAN CIRCULATION SPACE) for a sidewalk widening. Such sidewalk widening may be included in the major portion of a #public plaza# for purposes of calculating the proportional restrictions set forth in Section 37-715.

* * *

81-24
Floor Area, Lot Coverage and Building Spacing Regulations for Residential Uses

81-241
Maximum floor area ratios for a residential building or the residential portion of a mixed building

* * *

81-25
General Provisions Relating to Height and Setback of Buildings

* * *

81-253
Special provisions for ~~Grand Central~~ the East Midtown, Theater, Fifth Avenue, Penn Center and Preservation Subdistricts

The provisions of Sections 81-26 (Height and Setback Regulations – Daylight Compensation) and 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation) are supplemented and modified by special provisions applying in the Fifth Avenue Subdistrict, as set forth in Sections 81-81 (General Provisions) and 81-83 (Special Street Wall Requirements) or in the Theater Subdistrict as set forth in Sections 81-71 (General Provisions) and 81-75 (Special Street Wall and Setback Requirements) or in the ~~Grand Central~~ East Midtown Subdistrict as set forth in Sections 81-61 (General Provisions), ~~81-621 (Special street wall requirements) and 81-622 (Special height and setback requirements)~~ 81-66 (Special Height and Setback Regulations), inclusive, or Section 81-671 (Special street wall requirements.

The provisions of Sections 81-26 and 81-27 are not applicable in the Preservation Subdistrict, where height and setback is regulated by the provisions of Section 81-90 (SPECIAL REGULATIONS FOR PRESERVATION SUBDISTRICT), or in the Penn Center Subdistrict as set forth in Section 81-532 (Special street wall requirements).

81-254
Special permit for height and setback modifications

In the #Special Midtown District#, the City Planning Commission may modify the special height and setback regulations set forth in this Chapter only in accordance with the following provisions:

Section 74-711	(Landmark preservation in all districts) as modified by the provisions of Sections 81-266 or 81-277 (Special permit for height and setback modifications)
Section 74-79	(Transfer of Development Rights from Landmark Sites) where development rights are transferred from a landmark site to an adjacent lot in a C5-3, C6-6 or C6-7 District, as modified by Section 81-212, and the total #floor area# on the adjacent lot resulting from such transfer exceeds the basic maximum #floor area ratio# by more than 20 percent. In such cases, the granting of a special permit by the Commission for height and setback modifications shall be in accordance with the provisions of Sections 81-266 or 81-277
Section 81-066	(Special permit modifications of Section 81-254, Section 81-40 and certain Sections of Article VII, Chapter 7)
Section 81-632	(Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor Subarea)

Section ~~81-64~~ 81-633 (Special ~~Permit~~ permit for Grand Central public realm improvements ~~Public Realm Improvement Bonus~~)

Section 81-685 (Special permit to modify qualifying site provisions)

~~Section 81-635~~ ~~(Transfer of development rights by special permit).~~

* * *

81-27
~~Alternative~~ Alternate Height and Setback Regulations - Daylight Evaluation

81-271
Definitions

* * *

Daylight Evaluation Chart (DEC)

A graphic tool which permits objective measurements of portions of sky blocked by a #building# when it is viewed from a #vantage point#. There are three #daylight evaluation charts# for use with #street# widths of 60 feet, 75 to 80 feet and 100 feet and over, respectively. All #buildings# are drawn on the appropriate #daylight evaluation chart# to evaluate their compliance with the regulations of Section 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation). The three #daylight evaluation charts# are ~~presented~~ located in Appendix ~~A~~ B of this Chapter. A fourth chart, also located in Appendix B, is available for use for #qualifying sites# in the East Midtown Subdistrict, as defined in Section 81-613, with frontage along Park Avenue.

* * *

81-40
MANDATORY DISTRICT PLAN ELEMENTS

81-41
General Provisions

The provisions of Section 81-40 (MANDATORY DISTRICT PLAN ELEMENTS) specify mandatory planning and urban design features. Requirements which apply generally or with minor specified exceptions throughout the #Special Midtown District# are fully set forth in the provisions of Section 81-40. For requirements which are not generally applicable but tied to specific locations within the District, the locations where these requirements apply are shown on Map 2 (Retail and Street Wall Continuity) or

Map 3 (Subway Station and Rail Mass Transit Facility Improvement Areas) in Appendix A of this Chapter.

The provisions of Section 81-40 are all primarily oriented toward the accommodation and well-being of pedestrians. The requirements pertain to a number of elements which are interrelated and complement one another but are set forth in different sections because they can be treated separately. Sections 81-42 (Retail Continuity along Designated Streets), 81-43 (Street Wall Continuity ~~along~~ Along Designated Streets) and 81-44 (Curb Cut Restrictions) are a group of sections with closely related purposes concerned with amenity and the well-being and safety of pedestrians. Sections 81-45 to 81-48, inclusive, are all concerned primarily with pedestrian traffic circulation. Major #building# entrances are focal points of heavy pedestrian traffic, so that controls on the locations of these entrances, as set forth in Section 81-48, are closely related to the pedestrian circulation space requirements.

Special district plan requirements for the Penn Center Subdistrict are set forth in Section 81-50 (SPECIAL REGULATIONS FOR THE PENN CENTER SUBDISTRICT), for the ~~Grand Central~~ East Midtown Subdistrict are set forth in Section 81-60 (SPECIAL REGULATIONS FOR THE ~~GRAND CENTRAL~~ EAST MIDTOWN SUBDISTRICT), for the Theater Subdistrict are set forth in Section 81-70 (SPECIAL REGULATIONS FOR THEATER SUBDISTRICT), for the Fifth Avenue Subdistrict are set forth in Section 81-80 (SPECIAL REGULATIONS FOR FIFTH AVENUE SUBDISTRICT) and for the Preservation Subdistrict are set forth in Section 81-90 (SPECIAL REGULATIONS FOR PRESERVATION SUBDISTRICT).

* * *

81-412
~~Directions~~ Directional signs

* * *

81-42
Retail Continuity ~~along~~ Along Designated Streets

For #buildings developed# or #enlarged# after May 13, 1982, where the ground floor level of such #development# or #enlarged# portion of the #building# fronts upon a designated retail #street# (see Appendix A, Map 2), #uses# within #stories# on the ground floor or with a floor level within five feet of #curb level# shall be limited to retail, personal service or amusement #uses# permitted by the underlying zoning district regulations but not including #uses# in Use Groups 6B, 6E, 7C, 7D, 8C, 8D, 9B, 10B, 11 and 12D or automobile showrooms or plumbing, heating or ventilating equipment showrooms. Museums and libraries shall be permitted. A #building's street# frontage shall be allocated exclusively to such #uses#, except for:

* * *

Special #use# regulations apply along designated retail #streets# located within the boundaries of the Penn Center Subdistrict, the East Midtown Subdistrict, the Theater Subdistrict or the Fifth Avenue Subdistrict and #uses# along such designated #streets# shall be subject to the respective subdistrict retail requirements in Sections 81-531, 81-674, 81-72 and 81-82.

Special ground level and entertainment-related #use# regulations apply to #zoning lots# located within the Theater Subdistrict Core, as defined in Section 81-71 (General Provisions), and such #zoning lots# shall meet the ground level and entertainment-related #use# requirements of Section 81-72 (Use Regulations Modified).

* * *

81-60
SPECIAL REGULATIONS FOR THE EAST MIDTOWN ~~GRAND CENTRAL~~ SUBDISTRICT

81-61
General Provisions

~~In order to preserve and protect the character of the Grand Central Subdistrict, as well as to expand and enhance the Subdistrict's extensive pedestrian and mass transit circulation network, and to facilitate the development of exceptional and sustainable buildings within the Vanderbilt Corridor, special regulations are set forth in Section 81-60 (SPECIAL REGULATIONS FOR THE GRAND CENTRAL SUBDISTRICT), inclusive, governing urban design and streetscape relationships, the transfer of development rights from landmarks, and the improvement of the pedestrian and mass transit circulation network.~~

Special regulations are set forth in this Section to protect and strengthen the economic vitality and competitiveness of East Midtown by facilitating the development of exceptional modern and sustainable office towers; enabling improvements to the above- and below-grade pedestrian circulation network; protecting and strengthening the role of landmark buildings as important features of East Midtown; protecting and enhancing the role of Grand Central Terminal as a major transportation hub within East Midtown and the city; expanding and enhancing the pedestrian circulation network connecting Grand Central Terminal to surrounding development and minimizing pedestrian congestion; and protecting the surrounding area's iconic character. Such regulations establish special provisions governing maximum floor area, sustainability, urban design and streetscape enhancements, the transfer of development rights from landmarks, and the improvement of the surface and subsurface pedestrian circulation network in the East Midtown Subdistrict.

The regulations of Section~~s~~ 81-60 (SPECIAL REGULATIONS FOR THE EAST MIDTOWN SUBDISTRICT), inclusive, are applicable only in the ~~Grand Central~~ East Midtown Subdistrict, the boundaries of which are shown on Map 1 (Special Midtown District and Subdistricts) and Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter. These regulations supplement or

modify the provisions of this Chapter applying generally to the #Special Midtown District#, of which this Subdistrict is a part.

~~As set forth in Section 81-212 (Special provisions for transfer of development rights from landmark sites), transfer of development rights from landmark sites may be allowed pursuant to Section 81-63.~~

~~The provisions of Section 81-23 (Floor Area Bonus for Public Plazas) are inapplicable to any #zoning lot#, any portion of which is located within the Grand Central Subdistrict.~~

Where the #lot line# of a #zoning lot# coincides with the boundary of the public place located at the southerly prolongation of Vanderbilt Avenue between East 42nd Street and East 43nd Street, such #lot line# shall be considered to be a #street line# for the purposes of applying the #use#, #bulk# and urban design regulations of this Chapter.

81-611
~~Special use provisions~~
Applicability of regulations

[EXISTING PROVISIONS REPLACED BY TEXT IN SECTION 81-621]

~~(a) Except as provided in paragraph (b) of this Section, within the Vanderbilt Corridor, as shown in on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter, the #development# of a #building# containing a #transient hotel#, as listed in Use Group 5, or the #conversion# or change of #use# within an existing #building# to a #transient hotel#, shall only be allowed by special permit of the City Planning Commission, pursuant to Section 81-65.~~

~~(b) In the event a casualty damages or destroys a #building# within the Vanderbilt Corridor, that was used as a #transient hotel# as of May 27, 2015, to an extent greater than the limits set forth in Section 52-53 (Buildings or Other Structures in All Districts), such #building# may be reconstructed and used as a #transient hotel# without obtaining a special permit, provided the #floor area# of such reconstructed #building# does not exceed the underlying district #floor area ratio# regulations.~~

The provisions of Section 81-60, inclusive, shall apply in the East Midtown Subdistrict as follows:

(a) Section 81-61, inclusive, sets forth general provisions, applicability and definitions for the East Midtown Subdistrict;

(b) Section 81-62, inclusive, sets forth special use provisions;

(c) Section 81-63, inclusive, sets forth special #floor area# provisions for the Vanderbilt Corridor Subarea;

(d) Section 81-64, inclusive, sets forth special #floor area# provisions for #qualifying sites#;

(e) Section 81-65, inclusive, sets forth special #floor area# provisions for all other #zoning lots#;

(f) Section 81-66, inclusive, sets forth certain height and setback modifications to the provisions of Sections 81-26 and 81-27;

(g) Section 81-67, inclusive, sets forth certain modifications to the mandatory district plan elements of Section 81-40, inclusive; and

(h) Section 81-68, inclusive, sets forth additional provisions pertaining to #qualifying sites#.

81-612
Applicability along district boundaries

For #zoning lots# divided by district boundaries, the underlying provisions shall apply, except as follows.

(a) For #qualifying sites# divided by district boundaries where both districts have the same maximum #floor area ratio# set forth in Rows E and H of the table in Section 81-64 (Special Floor Area Provisions for Qualifying Sites), the provisions of Section 33-16 (Special Provisions for Zoning Lots Divided by District Boundaries) shall not apply. In lieu thereof, the #floor area# resulting from the provisions of Section 81-64, inclusive, may be located anywhere on the #zoning lot#.

(b) For #zoning lots# divided by subarea boundaries, the provisions of Article VII, Chapter 7 shall apply.

(c) For #zoning lots# with #landmark buildings or other structures# where more than 50 percent of the #lot area# is located within the #Special Midtown District#, and which #abut# the East Midtown Subdistrict boundary, such #zoning lot# may be considered as part of the Subdistrict for the purposes of transferring development rights pursuant to the applicable provisions of Sections 81-642 (Transfer of development rights from landmarks to qualifying sites) or 81-653 (Special permit for transfer of development rights from landmarks to non-qualifying sites). However, the maximum amount of #floor area# that may be transferred from a #granting lot#, or portion thereof, located outside the Special Midtown District shall be the maximum #floor area ratio# permitted under the applicable underlying zoning district.

81-613
Definitions

Adjacent lot

For the purposes of Section 81-60, inclusive, an "adjacent lot" is:

(a) a #zoning lot# that is contiguous to the lot occupied by the designated #landmark building or other structure# or one that is across a #street# and opposite the lot occupied by such designated #landmark building or other structure#, or, in the case of a #corner lot#, one that fronts on the same #street# intersection as the lot occupied by such #landmark building or other structure#; and

(b) in C5-3 or C6-6 Districts, a #zoning lot# that is contiguous to, or across a #street# and opposite another lot or series of lots that, except for the intervention of #streets# or #street# intersections, extend to the lot occupied by such designated #landmark building or other structure#. All such lots shall be in the same ownership (fee ownership or ownership as defined under #zoning lot# in Section 12-10 (DEFINITIONS)).

Granting lot

For the purposes of Section 81-60, inclusive, a “granting lot” shall mean a #zoning lot# that contains a #landmark building or other structure#. Such #granting lot# may transfer development rights pursuant to Sections 81-632 (Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor Subarea), 81-642 (Transfer of development rights from landmarks to qualifying sites), or 81-653 (Special permit for transfer of development rights from landmarks to non-qualifying sites).

Landmark #building or other structure#

For the purposes of Section 81-60, inclusive, a “landmark #building or other structure” shall include any structure designated as a landmark by the Landmarks Preservation Commission pursuant to the New York City Charter and Administrative Code, but shall not include those portions of #zoning lots# used for cemetery purposes, statues, monuments or bridges. No transfer of development rights is permitted pursuant to this Section from those portions of #zoning lots# used for cemetery purposes, or any structures within historic districts, statues, monuments or bridges.

Non-qualifying site

For the purposes of Section 81-60, inclusive, a “non-qualifying site” shall refer to a #zoning lot# that does not meet the criteria for a #qualifying site# and is located in a subarea other than the Vanderbilt Corridor Subarea.

Public Realm Improvement Fund

For the purposes of Section 81-60, inclusive, the "Public Realm Improvement Fund" (the "Fund") shall be a separate account established for the deposit of contributions made when #developments# on #qualifying sites# in the East Midtown Subdistrict will exceed the basic maximum #floor area ratio# set forth in Section 81-64 (Special Floor Area Provisions for Qualifying Sites) through their utilization of the provisions of either Sections 81-642 (Transfer of development rights from landmarks to qualifying sites) or 81-643 (Special provisions for retaining non-complying floor area). The Fund shall be utilized, at the discretion of the #Public Realm Improvement Fund Governing Group#, to provide funding to implement improvements to the East Midtown Subdistrict, and its immediate vicinity.

Public Realm Improvement Fund Development Rights Valuation

For the purposes of Section 81-60, inclusive, the "Public Realm Improvement Fund Development Rights Valuation" ("Development Rights Valuation") shall be a value per square foot of transferable development rights in the East Midtown Subdistrict, which shall provide a basis for establishing a minimum contribution to the #Public Realm Improvement Fund#. As of [date of enactment] the Development Rights Valuation shall be set at $393.00 per square foot.

When proposing an adjustment to the Development Rights Valuation, the Department of City Planning shall undertake a transferrable development rights valuation study conducted by qualified professionals utilizing industry best practices. The City Planning Commission shall, by rule, review and adjust the Development Rights Valuation, pursuant to the City Administrative Procedures Act not more than once every three years and not less than once every five years.

An applicant, upon written request to the Commission, may request a transferable development rights valuation study to determine any recent changes in market conditions within the Subdistrict. The study must be paid for by the applicant and completed within a one-year timeframe. The Department of City Planning shall initiate the study, to be conducted by qualified professionals utilizing industry best practices and the Commission shall, by rule, review and adjust the Development Rights Valuation pursuant to the City Administrative Procedures Act.

Public Realm Improvement Fund Governing Group

For the purposes of Section 81-60, inclusive, the "Public Realm Improvement Fund Governing Group" (the "Governing Group") shall be established to administer the #Public Realm Improvement Fund#, and shall consist of nine members: five members shall be representatives of City agencies, appointed by and serving at the pleasure of the Mayor; one member shall be a representative of the Office of the Manhattan Borough President; one member shall be a representative of the New York City Council member representing the City Council district encompassing the largest portion of the East Midtown Subdistrict; one member shall be a representative of Manhattan Community Board 5; and one member shall be a representative of Manhattan Community Board 6.

The Governing Group's purpose shall be to bolster and enhance East Midtown's status as a premier central business district with a high-quality public realm, by allocating funds from the #Public Realm Improvement Fund# to implement above-grade or below-grade public realm improvement projects. The Governing Group shall establish and maintain a Public Realm Improvement Concept Plan ("Concept Plan"), for the purpose of creating a list of priority improvements, and shall have the authority to amend such Concept Plan, and associated list of improvements, as necessary. All priority improvements in the Concept Plan shall meet the criteria set forth in Section 81-683 (Criteria for improvements in the Public Realm Improvement Concept Plan).

The Governing Group shall adopt procedures for the conduct of its activities, which shall be consistent with the goals of the Subdistrict. All meetings of the Governing Group shall be open to the public with advance notice provided of all meetings and public hearings.

Qualifying site

For the purposes of Section 81-60, inclusive, a "qualifying site" shall refer to a #zoning lot#:

(a) that is not located in the Vanderbilt Corridor Subarea;

(b) that has frontage along a #wide street#;

(c) where, at the time of #development#, either a portion of such #zoning lot's wide street# frontage is clear of #buildings or other structures#, or, the entire #block# frontage along such #wide street# is occupied by #landmark building or other structures#;

(d) where a #building# is #developed# in accordance with the #floor area# provisions of Section 81-64 (Special Floor Area Provisions for Qualifying Sites);

(e) where a maximum of 20 percent of the #floor area# permitted on such #zoning lot# is allocated to #residential uses#; and

(f) where such #building# being #developed# complies with the performance requirements of Section 81-681 (Building energy design requirements for qualifying sites).

Receiving lot

For the purposes of Section 81-60, inclusive, a "receiving lot" shall mean a #zoning lot# to which development rights of a #granting lot# are transferred. Such #receiving lot# may receive a transfer of development rights pursuant to Sections 81-632 (Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor Subarea), 81-642 (Transfer of development rights from landmarks to qualifying sites), or 81-653 (Special permit for transfer of development rights from landmarks to non-qualifying sites).

81-62
Special ~~Bulk and Urban Design Requirements~~ Use Provisions

[EXISTING PROVISIONS REPLACED BY TEXT IN SECTION 81-611]

~~In addition to the requirements set forth in Sections 81-25 (General Provisions Relating to Height and Setback of Buildings) and 81-40 (MANDATORY DISTRICT PLAN ELEMENTS), the provisions of this Section shall apply to a #zoning lot# having 50 percent or more of its #lot area# within the Grand Central Subdistrict. For the purposes of this Section, all such #zoning lots# shall be deemed to be entirely within the Subdistrict. If any of the provisions of Sections 81-25, 81-40 and 81-62 are in conflict, the regulations of this Section shall govern.~~

81-621
Special provisions for transient hotels
~~Special street wall requirements~~

[EXISTING PROVISIONS REPLACED BY TEXT IN SECTION 81-671]

~~The requirements of Section 81-43 (Street Wall Continuity Along Designated Streets) shall be applicable within the Subdistrict, except as modified in this Section.~~

~~#Buildings# with frontage on Park, Lexington, Madison and Vanderbilt Avenues, or Depew Place, shall have a #street wall# within 10 feet of the #street line# of such #streets#.~~

~~On 42nd Street, the #street wall# shall be at the #street line#. The width of the required #street wall# shall be at least 80 percent of the length of the #front lot line#. The minimum height of such #street walls# without any setback shall be 120 feet above #curb level# or the height of the #building#, whichever is less, and the maximum height shall not exceed 150 feet above #curb level#. Where a #zoning lot# is bounded by the intersection of Park, Lexington, Madison and Vanderbilt Avenues, 42nd Street or Depew Place and any other #street#, these #street wall# height regulations shall apply along the full length of the #zoning lot# along the other #street# or to a distance of 125 feet from the intersection, whichever is less.~~

~~Beyond 125 feet from the intersection, the maximum height of the #street wall# above #curb level# shall not exceed 120 feet. For such #building#, the provisions of Section 81-262 (Maximum height of front wall at the street line) shall not be applicable.~~

~~However, the ten foot setback requirement of Section 81-263, paragraph (a), shall apply only to those portions of the #building# above this height.~~

Within the East Midtown Subdistrict, as shown on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter, the #development# of a #building# containing a #transient hotel#, as listed in

Use Group 5, or the #conversion# or change of #use# within an existing #building# to a #transient hotel#, shall only be allowed by special permit of the City Planning Commission.

However, in the event a casualty damages or destroys a #building# within the East Midtown Subdistrict that was used as a #transient hotel# as of May 27, 2015 in the Vanderbilt Corridor Subarea or on [date of enactment] in other Subareas, such #building# may be reconstructed and used as a #transient hotel# without obtaining a special permit, provided the #floor area# of such reconstructed #building# does not exceed the applicable basic maximum #floor area ratio# set forth in Section 81-60, inclusive.

To permit such a #transient hotel#, the Commission shall find that such #transient hotel# will:

(a) be appropriate to the needs of businesses in the vicinity of the East Midtown area; and

(b) provide on-site amenities and services that will support the area's role as an office district. Such business-oriented amenities and services shall be proportionate to the scale of the #transient hotel# being proposed, and shall include, but shall not be limited to, conference and meeting facilities, and telecommunication services.

The Commission may prescribe additional conditions and safeguards to minimize adverse effects on the character of the surrounding area.

81-622
Location of uses in mixed buildings
~~**Special height and setback requirements**~~

[EXISTING PROVISIONS REPLACED BY TEXT IN SECTION 81-661]

~~Within the Subdistrict, the provisions of Sections 81-26 (Height and Setback Regulations-Daylight Compensation) or 81-27 (Alternate Height and Setback Regulations-Daylight Evaluation) shall apply to all #buildings# on a #zoning lot#, except that:~~

~~(a) where such #buildings# are governed by Section 81-26, no #compensating recess# shall be required for the #encroachment# of that portion of the #building# below 150 feet above #curb level#; or~~

~~(b) where such #buildings# are governed by Section 81-27, the computation of daylight evaluation shall not include any daylight blockage, daylight credit, profile daylight blockage or available daylight for that portion of the #building# below 150 feet above #curb level#. However, the passing score required pursuant to paragraph (i) of Section 81-274 shall apply.~~

For #mixed buildings developed# on #qualifying sites#, the provisions of Section 32-422 (Location of floors occupied by commercial uses) are modified to permit the following #uses#, subject to the underlying zoning district regulations, on the same #story# as, or at any #story# above, #residential uses#, provided that no access exists between such #uses# at any level above the ground floor:

open or enclosed observation decks;

open or enclosed publicly-accessible spaces;

eating or drinking establishments, as listed in Use Groups 6A, 6C, 10A and 12A;

bowling alleys, as listed in Use Group 8A and 12A;

theaters, as listed in Use Group 8A;

commercial art galleries, as listed in Use Group 6C;

gymnasiums, used exclusively for basketball, handball, paddleball, racketball, squash and tennis, as listed in Use Group 9A;

wedding chapels and banquet halls, as listed in Use Group 9A;

enclosed skating rinks, as listed in Use Group 12A;

swimming pools and gymnasium #uses# which are #accessory# to any other #use# located within the #building#; and

#physical culture or health establishments# permitted pursuant to Section 73-36.

For such #uses#, the provisions of Section 32-41 (Enclosure within Buildings) shall not apply.

~~**81-623**~~
~~**Building lobby entrance requirements**~~

[EXISTING PROVISIONS REPLACED BY TEXT IN PARAGRAPH (b) OF SECTION 81-674]

~~For #buildings developed# or #enlarged# on the ground floor after August 26, 1992, #building# lobby entrances shall be required on each #street# frontage of the #zoning lot# where such #street# frontage is greater than 75 feet in length, except that if a #zoning lot# has frontage on more than two #streets#, #building# entrances shall be required only on two #street# frontages. Each required #building# entrance shall lead directly to the #building# lobby. #Buildings developed# from May 13, 1982, to August 25, 1992, shall be subject to the provisions of Section 81-47 (Major Building Entrances).~~

~~Required #building# entrances on opposite #street# frontages shall be connected directly to the #building# lobby by providing a through #block# connection in accordance with paragraph (h) of Section 37-53 (Design Standards for Pedestrian Circulation Spaces), except that such through #block# connection shall be located at least 50 feet from the nearest north/south #wide street#.~~

~~Each required #building# entrance shall include a #building# entrance recess area, as defined in paragraph (b) of Section 37-53, except that for #developments# or #enlargements# with frontage on Madison or Lexington Avenues or 42nd Street, the width of a #building# entrance recess area shall not be greater than 40 feet parallel to the #street line# and there may be only one #building# entrance recess area on each such #street# frontage.~~

~~81-624~~
~~Curb cut restrictions and loading berth requirements~~

[EXISTING PROVISIONS REPLACED BY TEXT IN SECTION 81-675]

~~In addition to the provisions of Section 81-44 (Curb Cut Restrictions), for a #through lot#, the required loading berth shall be arranged so as to permit head-in and head-out truck movements to and from the #zoning lot#.~~

~~The maximum width of any curb cut (including splays) shall be 15 feet for one-way traffic and 25 feet for two-way traffic. Curb cuts shall not be permitted on 47th Street between Park and Madison Avenues or on 45th Street between Depew Place and Madison Avenue.~~

~~81-625~~
~~Pedestrian circulation space requirements~~

[EXISTING PROVISIONS REPLACED BY TEXT IN SECTION 81-676]

~~Any #development# or #enlargement# within the Grand Central Subdistrict shall be subject to the provisions of Sections 81-45 (Pedestrian Circulation Space), 81-46 (Off-street Relocation or Renovation of a Subway Stair) and 81-48 (Off-street Improvement of Access to Rail Mass Transit Facility), except that:~~

~~(a) no arcade shall be allowed within the Subdistrict;~~

~~(b) within the Subdistrict, a sidewalk widening may be provided only for a #building# occupying an Avenue frontage, provided that such sidewalk widening extends for the length of the full #block# front; and~~

~~(c) for #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor, as shown on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter, up to a maximum of 3,000 square feet of on-site improvements to the public realm provided in accordance with a special permit pursuant to Section 81-635 (Transfer of development rights by special permit) or Section 81-64 (Special Permit for Grand Central Public Realm Improvement Bonus) may be applied toward the pedestrian circulation space requirement.~~

~~81-626~~
~~Retail continuity requirements~~

[EXISTING PROVISIONS REPLACED BY TEXT IN PARAGRPAH (a) OF SECTION 81-674]

~~For #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor, as shown on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter, where a #building# fronts upon a designated retail #street#, as shown on Map 2 (Retail and & Street Wall Continuity), any portion of such #building's# ground floor level frontage along such designated retail #street# allocated to above- or below-grade public realm improvements provided in accordance with a special permit pursuant to Section 81-635 (Transfer of development rights by special permit) or Section 81-64 (Special Permit for Grand Central Public Realm Improvement Bonus) shall be excluded from the retail continuity requirements of Section 81-42 (Retail Continuity along Designated Streets).~~

81-63
~~Transfer of Development Rights from Landmark Sites~~
Special Floor Area Provisions for the Vanderbilt Corridor Subarea

[EXISTING PROVISIONS REPLACED BY TEXT IN DEFINITIONS IN SECTION 81-613]

~~For the purposes of the Grand Central Subdistrict:~~

~~A "landmark #building or other structure#" shall include any structure designated as a landmark pursuant to the New York City Charter, but shall not include those portions of #zoning lots# used for cemetery purposes, statues, monuments or bridges. No transfer of development rights is permitted pursuant to this Section from those portions of #zoning lots# used for cemetery purposes, or any structures within historic districts, statues, monuments or bridges.~~

~~A "granting lot" shall mean a #zoning lot# which contains a landmark #building or other structure#. Such "granting lot" may transfer development rights pursuant to Sections 81-634 or 81-635 provided that 50 percent or more of the "granting lot" is within the boundaries of the Grand Central Subdistrict.~~

~~A "receiving lot" shall mean a #zoning lot# to which development rights of a "granting lot" are transferred. Such "receiving lot" may receive a transfer of development rights pursuant to Sections 81-634 or 81-635 provided that 50 percent or more of the "receiving lot" is within the boundaries of the Grand~~

~~Central Subdistrict and provided that the "receiving lot" occupies frontage on Madison or Lexington Avenues or 42nd Street, if such "receiving lot" is west of Madison Avenue or east of Lexington Avenue.~~

For #non-residential buildings# or #mixed buildings# in the Vanderbilt Corridor Subarea of the East Midtown Subdistrict, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, the basic maximum #floor area ratios# of the underlying districts shall apply as set forth in this Section. Such basic maximum #floor area ratio# on any #zoning lot# may be increased by bonuses or other #floor area# allowances only in accordance with the provisions of this Chapter, and the maximum #floor area ratio# with such additional #floor area# allowances shall in no event exceed the amount set forth for each underlying district in the following table:

	Means for Achieving Permitted FAR Levels on a #Zoning Lot# in the Vanderbilt Corridor Subarea	**Maximum #Floor Area Ratio# (FAR)**
A	Basic Maximum FAR	15
B	Maximum Special Permit #Floor Area# Allowances: (District-wide Incentives), Subway station improvements (Section 74-634)	3.0
C	Maximum FAR of Lots Involving Landmarks:	
	Maximum FAR of a lot containing non-bonusable landmark (Section 74-711 or as-of-right)	15.0
	Development rights (FAR) of a landmark lot for transfer purposes (Section 74-79)	15.0
	Maximum amount of transferable development rights (FAR) from a landmark #zoning lot# that may be utilized on:	
	(a) an #adjacent lot# (Section 74-79)	No Limit
	(b) a #receiving lot# (Section 81-632)	15.0
D	Maximum #Floor Area# Allowances by Special Permit for Grand Central public realm improvements (Section 81-633)	15.0
E	Maximum Total FAR of a Lot with Transferred Development Rights on #receiving lots# (Section 81-632) or District-wide Incentives (including Section 81-633)	30.0
F	Maximum Total FAR of a Lot with Transferred Development Rights on an #adjacent lot#(Section 74-79) or District-wide Incentives (other than Section 81-633)	No Limit

Any transfer of development rights from a landmark site may be made pursuant to either Section 74-79 or Section 81-632 (Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor Subarea), but not both.

81-631
~~Requirements for application~~
Special provisions for transfers of development rights

All applications for transfers of development rights pursuant to the special permit by the City Planning Commission in Section 81-632 (Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor Subarea) shall also comply with the regulations of this Section.

(a) Requirements for applications

In addition to the land use review application requirements, an application filed with the City Planning Commission for ~~certification pursuant to Section 81-634 (Transfer of development rights by certification) or~~ special permit pursuant to ~~Section 81-635 (Transfer of development rights by special permit)~~ Section 81-632 shall be made jointly by the owners of the ~~"granting lot" and "receiving lot"~~ #granting lot# and #receiving lot# and shall include:

~~(a)~~ (1) site plan and zoning calculations for the ~~"granting lot" and "receiving lot"~~ #granting lot# and #receiving lot#;

~~(b)~~ (2) a program for the continuing maintenance of the landmark;

~~(c)~~ (3) a report from the Landmarks Preservation Commission concerning the continuing maintenance program of the landmark and, for those "receiving" sites in the immediate vicinity of the landmark, a report concerning the harmonious relationship of the #development# or #enlargement# to the landmark;

~~(d)~~ (4) ~~for #developments# or #enlargements# pursuant to Section 81-635,~~ a plan of any required pedestrian network improvement; and

~~(e)~~ (5) any such other information as may be required by the Commission.

A separate application shall be filed for each transfer of development rights to an independent ~~"receiving lot"~~ #receiving lot# pursuant to Section ~~81-63 Transfer of Development Rights from Landmark Sites)~~ 81-632.

(b) Conditions and limitations

[INSERT THE FOLLOWING EXISTING TEXT FROM SECTION 81-632]

The transfer of development rights from a ~~"granting lot" to a "receiving lot,"~~ #granting lot# to a #receiving lot#, pursuant to ~~Section 81-63~~ Section 81-632, shall be subject to the following conditions and limitations:

~~(a)~~ (1) the maximum amount of #floor area# that may be transferred from a ~~"granting lot"~~ #granting lot# shall be the maximum #floor area# allowed by Section 33-12 for #commercial buildings# on such landmark #zoning lot#, as if it were undeveloped, less the total #floor area# of all existing #buildings# on the landmark #zoning lot#;

~~(b)~~ (2) for each ~~"receiving lot,"~~ #receiving lot#, the #floor area# allowed by the transfer of development rights under Section 81-632 shall be in addition to the maximum #floor area# allowed by the district regulations applicable to the ~~"receiving lot,"~~ #receiving lot#, as shown in ~~Section 81-211~~ the table in Section 81-63 (Special Floor Area Provisions for the Vanderbilt Corridor Subarea); and

~~(c)~~ (3) each transfer, once completed, shall irrevocably reduce the amount of #floor area# that may be #developed# or #enlarged# on the ~~"granting lot"~~ #granting lot# by the amount of #floor area# transferred. If the landmark designation is removed, the #landmark #building or other structure# is destroyed or #enlarged#, or the ~~"landmark lot"~~ #zoning lot# with the #landmark building or other structure# is redeveloped, the ~~"granting lot"~~ #granting lot# may only be #developed# or #enlarged# up to the amount of permitted #floor area# as reduced by each transfer.

(c) Transfer instruments and notice of restrictions

[INSERT THE FOLLOWING EXISTING TEXT FROM SECTION 81-633]

The owners of the ~~"granting lot"~~ #granting lot# and the ~~"receiving lot"~~ #receiving lot# shall submit to the ~~City Planning~~ Commission a copy of the transfer instrument legally sufficient in both form and content to effect such a transfer. Notice of the restrictions upon further #development# or #enlargement# of the ~~"granting lot"~~ #granting lot# and the ~~"receiving lot"~~ #receiving lot# shall be filed by the owners of the respective lots in the Office of the Register of the City of New York (County of New York), a certified copy of which shall be submitted to the ~~City Planning~~ Commission.

Both the instrument of transfer and the notice of restrictions shall specify the total amount of #floor area# transferred and shall specify, by lot and block numbers, the lots from which and the lots to which such transfer is made.

81-632

~~**Conditions and limitations**~~

Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor Subarea

[INSERT THE FOLLOWING EXISTING TEXT FROM 81-635]

Within the ~~Grand Central Subdistrict Core~~ Vanderbilt Corridor Subarea, as shown on ~~Map 1 (Special Midtown District and Subdistricts)~~ Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, the City Planning Commission may permit the transfer of development rights from a ~~"granting lot" to a "receiving lot"~~ #granting lot# in the Grand Central Core Area, as shown on Map 4, to a #receiving lot#, and, in conjunction with such transfer, the Commission may permit modifications to #bulk# regulations, mandatory plan elements, and provisions regarding #zoning lots# divided by district boundaries, as set forth in paragraph (a) of this Section, provided that the Commission determines that the #development# or #enlargement# complies with the conditions of paragraph (b), the findings of paragraph (c) and the additional requirements of paragraph (d) of this Section.

(a) The Commission may permit:

(1) a transfer of development rights from a ~~"granting lot" to a "receiving lot"~~ #granting lot# to a #receiving lot# provided that~~:~~

~~(i) for #zoning lots# located within the Vanderbilt Corridor, as shown on Map 1 in Appendix A of this Chapter,~~ the resultant #floor area ratio# on the #receiving lot# ~~"receiving lot"~~ does not exceed 30.0; ~~and~~

~~(ii) for #zoning lots# outside the Vanderbilt Corridor, the resultant #floor area ratio# on the "receiving lot" does not exceed 21.6;~~

(2) modifications of the provisions of Sections 77-02 (Zoning Lots not Existing Prior to Effective Date or Amendment of Resolution), 77-21 (General Provisions), 77-22 (Floor Area Ratio) and 77-25 (Density Requirements) for any #zoning lot#, whether or not it existed on December 15, 1961, or any applicable subsequent amendment thereto, #floor area# or #dwelling units# permitted by the district regulations which allow a greater #floor area ratio# may be located within a district that allows a lesser #floor area ratio#;

(3) in the case of an #enlargement# to an existing #building# utilizing the transfer of development rights from a designated landmark, modifications of the provisions of Sections 81-66 (Special Height and Setback Requirements), ~~81-621~~ 81-671 (Special street wall requirements), ~~81-622 (Special height and setback requirements),~~ 81-674 (Ground floor use provisions) ~~81-623 (Building lobby entrance requirements)~~, ~~81-624~~ 81-675 (Curb cut restrictions and loading berth requirements), ~~81-625~~ 81-676 (Pedestrian circulation space requirements), and Sections 81-25 (General Provisions Relating to

Height and Setback of Buildings), 81-26 (Height and Setback Regulations – Daylight Compensation) and 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation) in order to accommodate existing structures and conditions;

(4) for #zoning lots# of more than 40,000 square feet of #lot area# that occupy an entire #block#, modifications of #bulk# regulations, except #floor area ratio# regulations; and

(5) ~~for #zoning lots# located within the Vanderbilt Corridor,~~ modifications, whether singly or in any combination, to:

(i) the #street wall# regulations of Sections 81-43 (Street Wall Continuity Along Designated Streets), inclusive, or ~~81-621~~ 81-671 (Special street wall requirements), inclusive;

(ii) the height and setback regulations of Sections 81-26 (Height and Setback Regulations – Daylight Compensation), inclusive, 81-27 (Alternative Height and Setback Regulations-Daylight Evaluation), inclusive, or 81-622 (Special height and setback requirements); or

(iii) the mandatory district plan elements of Sections 81-42 (Retail Continuity ~~along~~ Along Designated Streets), 81-44 (Curb Cut Restrictions), 81-45 (Pedestrian Circulation Space), 81-46 (Off-street Relocation or Renovation of a Subway Stair), 81-47 (Major Building Entrances), 81-48 (Off-street Improvement of Access to Rail Mass Transit Facility), ~~81-623 (Building lobby entrance requirements)~~ 81-674 (Ground floor use provisions), ~~81-624~~ 81-675 (Curb cut restrictions and loading berth requirements), ~~81-625~~ 81-676 (Pedestrian circulation space requirements) or 37-50 (REQUIREMENTS FOR PEDESTRIAN CIRCULATION SPACE), inclusive, except that no modifications to the required amount of pedestrian circulation space set forth in Section 37-51 shall be permitted.

(b) Conditions

As a condition for granting a special permit pursuant to this Section, the design of the #development# or #enlargement# shall include a major improvement of the above- or below-grade, pedestrian or mass transit circulation network in the ~~Subdistrict~~ Grand Central Core Area. However, ~~in the case of #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor,~~ this condition may be waived by the Commission, where appropriate, or may be deemed to have been met by utilization of the provisions of Section 81-633 ~~81-64~~ (Special ~~Permit~~ permit for Grand Central ~~Public Realm Improvement Bonus~~ public realm improvements). The improvement shall increase the general accessibility and security of the network, reduce points of pedestrian congestion and improve the general network environment through connections into planned expansions of the network. The improvement may include, but is not limited to, widening, straightening or expansion of the existing pedestrian network,

reconfiguration of circulation routes to provide more direct pedestrian connections between the #development# or #enlargement# and Grand Central Terminal, and provision for direct daylight access, retail in new and existing passages, and improvements to air quality, lighting, finishes and signage.

The special permit application to the Commission shall include information and justification sufficient to provide the Commission with a basis for evaluating the benefits to the general public from the proposed improvement. As part of the special permit application, the applicant shall submit schematic or concept plans of the proposed improvement to the Department of City Planning, as well as evidence of such submission to the Metropolitan Transportation Authority (MTA) and any other entities that retain control and responsibility for the area of the proposed improvement. Prior to ULURP certification of the special permit application, the MTA and any other entities that retain control and responsibility for the area of the proposed improvement shall each provide a letter to the Commission containing a conceptual approval of the improvement including a statement of any considerations regarding the construction and operation of the improvement.

(c) Findings

In order to grant a special permit for the transfer of development rights to a #receiving lot#, ~~"receiving lot,"~~ the Commission shall find that:

(1) a program for the continuing maintenance of the landmark has been established;

(2) for any proposed improvement required pursuant to this Section:

(i) the improvement to the above- or below-grade pedestrian or mass transit circulation network provided by the #development# or #enlargement# increases public accessibility to and from Grand Central Terminal;

(ii) the streetscape, the site design and the location of #building# entrances contribute to the overall improvement of pedestrian circulation within the surrounding area ~~Subdistrict~~ and minimize congestion on surrounding #streets#; and

(iii) a program is established to identify solutions to problems relating to vehicular and pedestrian circulation problems and the pedestrian environment within the surrounding area ~~Subdistrict~~;

(3) where appropriate, ~~for #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor,~~ the design of the #development# or #enlargement# includes provisions for public amenities including, but not limited to, publicly accessible open spaces, and subsurface pedestrian passageways leading to subway or rail mass transit facilities;

(4) for #developments# or #enlargements# with a proposed #floor area ratio# in excess of 21.6 ~~on #zoning lots# located within the Vanderbilt Corridor~~, the #building# has met the ground floor level, building design, sustainable design measures and, for #zoning lots# not located on two #wide streets#, the site characteristic considerations set forth in the applicable conditions and findings of Section 81-633 (Special permit for Grand Central public realm improvements) ~~Section 81-641 (Additional floor area for the provision of public realm improvements)~~;

(5) where the modification of #bulk# regulations is proposed:

(i) any proposed modification of regulations governing #zoning lots# divided by district boundaries or the permitted transfer of #floor area# will not unduly increase the #bulk# of any #development# or #enlargement# on the ~~"receiving lot,"~~ #receiving lot#, density of population or intensity of #use# on any #block# to the detriment of the occupants of #buildings# on the #block# or the surrounding area;

(ii) for #enlargements# to existing #buildings#, any proposed modifications of height and setback requirements and the requirements of Section 81-66 ~~81-62~~ are necessary because of the inherent constraints or conditions of the existing #building#, that the modifications are limited to the minimum needed, and that the proposal for modifications of height and setback requirements demonstrates to the satisfaction of the Commission that an integrated design is not feasible for the proposed #enlargement# which accommodates the transfer of development rights due to the conditions imposed by the existing #building# or configuration of the site; and

(iii) for #developments# or #enlargements# on #zoning lots# of more than 40,000 square feet of #lot area# that occupy an entire #block#, any proposed modifications of #bulk# regulations are necessary because of inherent site constraints and that the modifications are limited to the minimum needed; or

(6) ~~for #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor,~~ any proposed modifications to #street walls#, height and setback regulations and mandatory plan elements meet the applicable application requirements and findings set forth in Section 81-634 ~~81-642~~ (Permitted modifications in conjunction with additional floor area).

(d) Additional requirements

Prior to the grant of a special permit, the applicant shall obtain approvals of plans from the MTA and any other entities that retain control and responsibility for the area of the proposed improvement, and, if appropriate, the applicant shall sign a legally enforceable instrument running with the land, setting forth the obligations of the owner and developer, their successors

and assigns, to construct and maintain the improvement and shall establish a construction schedule, a program for maintenance and a schedule of hours of public operation and shall provide a performance bond for completion of the improvement.

The written declaration of restrictions and any instrument creating an easement on privately owned property shall be recorded against such private property in the Office of the Register of the City of New York (County of New York) and a certified copy of the instrument shall be submitted to the City Planning Commission.

No temporary ~~certification~~ certificate of occupancy for any #floor area# of the #development# or #enlargement# on a #receiving lot# ~~"receiving lot"~~ shall be granted by the Department of Buildings until all required improvements have been substantially completed as determined by the Chairperson of the City Planning Commission and the area is usable by the public. Prior to the issuance of a permanent certificate of occupancy for the #development# or #enlargement#, all improvements shall be 100 percent complete in accordance with the approved plans and such completion shall have been certified by letter from the ~~Metropolitan Transportation Authority~~ MTA.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

[MOVE EXISTING TEXT TO SECTION 81-631 (b)]

81-633
~~Transfer instruments and notice of restrictions~~
Special permit for Grand Central public realm improvements

[INSERT THE FOLLOWING EXISTING TEXT FROM 81-641]

For #developments# and #enlargements# on #zoning lots# located within the Vanderbilt Corridor Subarea, as shown on ~~Map 1 (Special Midtown District and Subdistricts)~~ Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, the City Planning Commission may allow, by special permit, #floor area# in excess of the basic maximum #floor area ratio# established in the table in ~~Section 81-211 (Maximum floor area ratio for non-residential or mixed buildings)~~ Section 81-63 (Special Floor Area Provisions for the Vanderbilt Corridor Subarea), up to the maximum #floor area# set forth in the table, in accordance with the provisions of this Section.

All applications for a special permit for additional #floor area# pursuant to this Section shall include on-site or off-site, above- or below-grade improvements to the pedestrian or mass transit circulation network, or a combination thereof, in the ~~Grand Central Subdistrict~~ Grand Central Core Area, as shown on Map 4. In addition, requirements pertaining to the ground floor level, building design and sustainable design measures are set forth in this Section in order to ensure that any #development# or #enlargement# receiving additional #floor area# constitutes an exceptional addition to the #Special Midtown District#.

~~In order for the City Planning Commission to~~ To approve a special permit application for additional #floor area#, the Commission shall determine that such #development# or #enlargement# complies with the conditions and application requirements of paragraph (a), the findings of paragraph (b) and the additional requirements of paragraph (c) of this Section.

(a) Conditions and application requirements

All applications for a special permit for additional #floor area# pursuant to this Section shall include the following:

(1) Above- or below-grade improvements to the pedestrian or mass transit circulation network.

In order to ensure that the proposed #development# or #enlargement# contributes to the improvement of pedestrian and mass transit circulation in the ~~Grand Central~~ ~~Subdistrict~~ Grand Central Core Area, especially in the vicinity of Grand Central Terminal, any #development# or #enlargement# proposed under the provisions of this Section shall include above- or below-grade public realm improvements.

(i) Where a #development# or #enlargement# proposes the inclusion of above-grade public realm improvements, such improvements may consist of on-site or off-site improvements to the pedestrian circulation network, or a combination thereof.

On-site, above-grade public realm improvements shall consist of open or enclosed publicly accessible spaces, of ample size, provided for public use and enjoyment. Such publicly accessible spaces shall include amenities characteristic of #public plazas# or public atriums, as applicable, and include amenities for the comfort and convenience of the public.

Off-site, above-grade public realm improvements shall consist of major improvements to the public right-of-way that support pedestrian circulation in the areas surrounding Grand Central Terminal. Where the area of such improvements is to be established as a pedestrian plaza, such improvements shall be characteristic of best practices in plaza design, as set forth by the Department of Transportation. Where the area of such improvements is along a #street# accommodating both vehicular and pedestrian access, such improvements shall be characteristic of current best practices in #street# design, as set forth by the Department of Transportation, and include improvements to the right-of-way such as pedestrian amenities, or streetscape, sidewalk, crosswalk and median enhancements.

(ii) Where a #development# or #enlargement# proposes the inclusion of below-grade public realm improvements, such improvements shall consist of on-site or off-

site enhancements to the below-grade pedestrian and mass transit circulation network. Such improvements shall be characteristic of current best practice in mass-transit network design, and shall include improvements such as on-site or off-site widening, straightening, expanding or otherwise enhancing the existing below-grade pedestrian circulation network, additional vertical circulation, reconfiguring circulation routes to provide more direct pedestrian connections to subway or rail mass transit facilities, or providing daylight access, retail #uses#, or enhancements to noise abatement, air quality, lighting, finishes or rider orientation in new or existing passageways.

Applications shall include information and justification sufficient to provide the Commission with the basis for evaluating the benefits to the general public; determining the appropriate amount of bonus #floor area# to grant; and determining whether the applicable findings set forth in paragraph (b) of this Section have been met. Such application materials shall also include initial plans for the maintenance of the proposed improvements.

Where the Metropolitan Transportation Authority or any other City or State agency has control and responsibility for the area of a proposed improvement, the applicant shall submit concept plans for the proposed improvement to such agency and the Commission. At the time of certification of the application, any such agency with control and responsibility for the area of the proposed improvement shall each provide a letter to the Commission containing a conceptual approval of the improvement, including a statement of any considerations regarding the construction and operation of the improvement.

(2) Ground floor level

In order to ensure that the proposed #development# or #enlargement# contributes to the improvement of the pedestrian circulation network in the surrounding area ~~Grand Central Subdistrict, especially in the vicinity of Grand Central Terminal,~~ any #development# or #enlargement# proposed under the provisions of this Section shall provide enhancements to the ground floor level of the #building#, including, but not limited to, sidewalk widenings, streetscape amenities or enhancements to required pedestrian circulation spaces.

Where a #development# or #enlargement# includes #street# frontage along Madison Avenue or a #narrow street# between East 43rd Street and East 47th Street, sidewalk widenings shall be provided as follows:

(i) where a #development# or #enlargement# is on a #zoning lot# which occupies the entire #block# frontage along Madison Avenue, a sidewalk widening shall be provided along Madison Avenue, to the extent necessary, so that a minimum sidewalk width of 20 feet is achieved, including portions within and beyond the

#zoning lot#. However, no sidewalk widening need exceed 10 feet, as measured perpendicular to the #street line#;

(ii) where a #development# or #enlargement# is on a #zoning lot# that does not occupy the entire #block# frontage along Madison Avenue, a sidewalk widening shall be provided along Madison Avenue where all existing #buildings# on the #block# frontage have provided such a widening. Such required widening shall match the amount of widened sidewalk provided on adjacent #zoning lots#, provided that no sidewalk widening need exceed 10 feet, as measured perpendicular to the #street line#; or

(iii) where a #development# or #enlargement# with frontage on a #narrow street# between East 43rd Street and East 47th Street is on a #zoning lot# with a #lot width# of 100 feet or more, as measured along the #narrow street line#, a sidewalk widening shall be provided along such #narrow street#, to the extent necessary, so that a minimum sidewalk width of 15 feet is achieved, including portions within and beyond the #zoning lot#. However, no sidewalk widening need exceed 10 feet, as measured perpendicular to the #street line#.

Applications shall contain a ground floor level site plan, and other supporting documents of sufficient scope and detail to enable the Commission to determine the type of proposed #uses# on the ground floor level, the location of proposed #building# entrances, the size and location of proposed circulation spaces, the manner in which such spaces will connect to the overall pedestrian circulation network and the above- or below-grade public realm improvements required pursuant to this Section and any other details necessary for the Commission to determine whether the applicable findings set forth in paragraph (b) of this Section have been met.

(3) Building design

In order to ensure that the proposed #development# or #enlargement# contributes to its immediate surroundings, with particular emphasis on Grand Central Terminal, any #development# or #enlargement# proposed under the provisions of this Section shall demonstrate particular attention to the building design, including, but not limited to, the proposed #uses#, massing, articulation and relationship to #buildings# in close proximity and within the Midtown Manhattan skyline.

Applications shall contain materials of sufficient scope and detail to enable the Commission to determine the proposed #uses# within the #building#, as well as the proposed #building bulk# and architectural design of the #building#, and to evaluate the proposed #building# in the context of adjacent #buildings# and the Midtown Manhattan skyline. Such materials shall include a description of the proposed #uses# within the #building#; measured elevation drawings, axonometric views, and perspective views showing such proposed #building# within the Midtown Manhattan skyline; and any other

materials necessary for the Commission to determine whether the applicable findings set forth in paragraph (b) of this Section have been met.

For those ~~"receiving lots"~~ #receiving lots# that are contiguous to a lot occupied by Grand Central Terminal or a lot that is across a #street# and opposite the lot occupied by Grand Central Terminal, or, in the case of a #corner lot#, one that fronts on the same #street# intersection as the lot occupied by Grand Central Terminal, applications shall contain a report from the Landmarks Preservation Commission concerning the harmonious relationship of the #development# or #enlargement# to Grand Central Terminal.

(4) Sustainable design measures

In order to foster the development of sustainable #buildings# in the ~~Grand Central Subdistrict~~ Vanderbilt Corridor Subarea, any #development# or #enlargement# proposed under the provisions of this Section shall include sustainable design measures, including, but not limited to, enhancements to the energy performance, enhanced water efficiency, utilization of sustainable or locally sourced materials and attention to indoor environmental air quality of the #building#.

Applications shall contain materials of sufficient scope and detail to enable the Commission to determine whether the applicable findings in paragraph (b) of this Section have been met. In addition, any application shall include materials demonstrating the sustainable design measures of the #building#, including its anticipated energy performance, and the degree to which such performance exceeds either the New York City Energy Conservation Code (NYCECC) or the Building Performance Rating method of the applicable version and edition of American Society of Heating, Refrigerating and Air Conditioning Engineers, Inc., Standard 90.1 (ASHRAE 90.1), as referenced within the NYCECC.

(b) Findings

The Commission shall find that:

(1) for a #development# or #enlargement# not located on two #wide streets#, the amount of additional #floor area# being granted is appropriate based on the extent to which any or all of the following physical factors are present in the #development# or #enlargement#:

(i) direct access to subway stations and other rail mass transit facilities;

(ii) the size of the #zoning lot#;

(iii) the amount of wide #street# frontage; and

(iv) adjacency to the open area above Grand Central Terminal;

(2) for above-grade improvements to the pedestrian circulation network that are located:

(i) on-site, the proposed improvements will, to the extent practicable, consist of a prominent space of generous proportions and quality design that is inviting to the public; improve pedestrian circulation and provide suitable amenities for the occupants; front upon a #street# or a pedestrian circulation space in close proximity to and within view of and accessible from an adjoining sidewalk; provide or be surrounded by active #uses#; be surrounded by transparent materials; provide connections to pedestrian circulation spaces in the immediate vicinity; and be designed in a manner that combines the separate elements within such space into a cohesive and harmonious site plan, resulting in a high-quality public space; or

(ii) off-site, the proposed improvements to the public right-of-way, to the extent practicable, will consist of significant street and sidewalk designs that improve pedestrian circulation in the surrounding area; provide comfortable places for walking and resting, opportunities for planting and improvements to pedestrian safety; and create a better overall user experience of the above-grade pedestrian circulation network that supports the ~~Grand Central Subdistrict~~ surrounding area as a high-density business district. Where the area of such improvement is to be established into a pedestrian plaza that will undergo a public design and review process through the Department of Transportation subsequent to the approval of this special permit, the Commission may waive this finding;

(3) for below-grade improvements to the pedestrian or mass transit circulation network, the proposed improvements will provide:

(i) significant and generous connections from the above-grade pedestrian circulation network and surrounding #streets# to the below-grade pedestrian circulation network;

(ii) major improvements to public accessibility in the below-grade pedestrian circulation network between and within subway stations and other rail mass transit facilities in and around Grand Central Terminal through the provision of new connections, or the addition to or reconfiguration of existing connections; or

(iii) significant enhancements to the environment of subway stations and other rail mass transit facilities including daylight access, noise abatement, air quality improvement, lighting, finishes, way-finding or rider orientation, where practicable;

(4) the public benefit derived from the proposed above- or below-grade improvements to the pedestrian or mass transit circulation network merits the amount of additional #floor

area# being granted to the proposed #development# or #enlargement# pursuant to this special permit;

(5) the design of the ground floor level of the #building#:

(i) contributes to a lively streetscape through a combination of retail #uses# that enliven the pedestrian experience, ample amounts of transparency and pedestrian connections that facilitate fluid movement between the #building# and adjoining public spaces; and demonstrates consideration for the location of pedestrian circulation space, #building# entrances, and the types of #uses# fronting upon the #street# or adjoining public spaces;

(ii) will substantially improve the accessibility of the overall pedestrian circulation network, reduce points of pedestrian congestion and, where applicable, establish more direct and generous pedestrian connections to Grand Central Terminal; and

(iii) will be well-integrated with on-site, above or below-grade improvements required by this Section, where applicable and practicable;

(6) the design of the proposed #building#:

(i) ensures light and air to the surrounding #streets# and public spaces through the use of setbacks, recesses and other forms of articulation, and the tower top produces a distinctive addition to the Midtown Manhattan skyline which is well-integrated with the remainder of the #building#;

(ii) demonstrates an integrated and well-designed facade, taking into account factors such as #street wall# articulation and fenestration, that creates a prominent and distinctive #building# which complements the character of the surrounding area, especially Grand Central Terminal; and

(iii) involves a program that includes an intensity and mix of #uses# that are harmonious with the type of #uses# in the surrounding area;

(7) the proposed #development# or #enlargement# comprehensively integrates sustainable measures into the #building# and site design that:

(i) meet or exceed best practices in sustainable design; and

(ii) will substantially reduce energy usage for the #building#, as compared to comparable #buildings#; and

(8) in addition:

(i) the increase in #floor area# being proposed in the #development# or #enlargement# will not unduly increase the #bulk#, density of population or intensity of #uses# to the detriment of the surrounding area; and

(ii) all of the separate elements within the proposed #development# or #enlargement#, including above- or below-grade improvements, the ground floor level, #building# design, and sustainable design measures, are well–integrated and will advance the applicable goals of the #Special Midtown District# described in Section 81-00 (GENERAL PURPOSES).

(c) Additional requirements

Prior to the grant of a special permit pursuant to this Section, and to the extent required by the Metropolitan Transportation Authority (MTA) or any other City or State agencies with control and responsibility for the area in which a proposed improvement is to be located, the applicant shall execute an agreement, setting forth the obligations of the owner, its successors and assigns, to establish a process for design development and a preliminary construction schedule for the proposed improvement; construct the proposed improvement; where applicable, establish a program for maintenance; and, where applicable, establish a schedule of hours of public access for the proposed improvement. Where the MTA, or any other City or State agencies with control and responsibility for the area of a proposed improvement, deems necessary, such executed agreement shall set forth obligations of the applicant to provide a performance bond or other security for completion of the improvement in a form acceptable to the MTA or any other such agencies.

Where the proposed #development# or #enlargement# proposes an off-site improvement located in an area to be acquired by a City or State agency, the applicant may propose a phasing plan to sequence the construction of such off-site improvement. To determine if such phasing plan is reasonable, the Commission may consult with the City or State agency that intends to acquire the area of the proposed improvement.

Prior to obtaining a foundation permit or building permit from the Department of Buildings, a written declaration of restrictions, in a form acceptable to the Chairperson of the City Planning Commission, setting forth the obligations of the owner to construct, and, where applicable, maintain and provide public access to public improvements provided pursuant to this Section, shall be recorded against such property in the Office of the Register of the City of New York (County of New York). Proof of recordation of the declaration of restrictions shall be submitted in a form acceptable to the Department of City Planning.

Except where a phasing plan is approved by the City Planning Commission, no temporary certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# utilizing bonus #floor area# granted pursuant to the provisions of ~~Section 81-64 (Special Permit for Grand Central Public Realm Improvement Bonus)~~ Section 81-633 (Special permit for Grand Central public realm improvements) until the required improvements have been

substantially completed, as determined by the Chairperson of the City Planning Commission, acting in consultation with the MTA, or any other City or State agencies with control and responsibility for the area where a proposed improvement is to be located, where applicable, and such improvements are usable by the public. Such portion of the #building# utilizing bonus #floor area# shall be designated by the Commission in drawings included in the declaration of restrictions filed pursuant to this paragraph.

No permanent certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# utilizing bonus #floor area# until all improvements have been completed in accordance with the approved plans, as determined by the Chairperson, acting in consultation with the MTA, or any other City or State agencies with control and responsibility for the area where a proposed improvement is to be located, where applicable.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

[MOVE EXISTING TEXT TO SECTION 81-631 (c)]

81-634
~~**Transfer of development rights by certification**~~
Permitted modifications in conjunction with additional floor area

[EXISTING TEXT DELETED]

~~Within the Grand Central Subdistrict, the City Planning Commission may allow by certification:~~

~~(a) a transfer of development rights from a "granting lot" to a "receiving lot" in an amount not to exceed a #floor area ratio# of 1.0 above the basic maximum #floor area ratio# allowed by the applicable district regulations on the "receiving lot," provided that a program for the continuing maintenance of the landmark approved by the Landmarks Preservation Commission has been established; and~~

~~(b) in conjunction with such transfer of development rights, modification of the provisions of Sections 77-02 (Zoning Lots not Existing Prior to Effective Date or Amendment of Resolution), 77-21 (General Provisions), 77-22 (Floor Area Ratio) and 77-25 (Density Requirements), as follows:~~

~~For any "receiving lot," whether or not it existed on December 15, 1961, or any applicable subsequent amendment thereto, #floor area# or #dwelling units# permitted by the applicable district regulations which allow a greater #floor area ratio# may be located on a portion of such "receiving lot" within a district which allows a lesser #floor area ratio#, provided that the amount of such #floor area# or #dwelling units# to be located on the side of the district boundary permitting the lesser #floor area ratio# shall not exceed~~

~~20 percent of the basic maximum #floor area ratio# or number of #dwelling units# of the district in which such #bulk# is to be located.~~

[INSERT THE FOLLOWING EXISTING TEXT FROM 81-642]

In conjunction with the grant of a special permit pursuant to ~~Section 81-641 (Additional floor area for the provision of public realm improvements)~~ Section 81-633 (Special permit for Grand Central public realm improvements), the City Planning Commission may permit modifications to #street walls#, height and setback regulations and mandatory plan elements, as set forth in paragraph (a) of this Section, provided that the Commission determines that the application requirements set forth in paragraph (b) and the findings set forth in paragraph (c) of this Section are met.

(a) The Commission may modify the following, whether singly or in any combination:

(1) the #street wall# regulations of Sections 81-43 (Street Wall Continuity Along Designated Streets) or ~~81-621~~ 81-671 (Special street wall requirements), inclusive;

(2) the height and setback regulations of Sections 81-26 (Height and Setback Regulations – Daylight Compensation), inclusive, 81-27 (~~Alternative~~ Alternate Height and Setback Regulations – Daylight Evaluation), inclusive, or ~~81-622~~ 81-66 (Special ~~height and setback requirements~~ Height and Setback Requirements); or

(3) the mandatory district plan elements of Sections 81-42 (Retail Continuity ~~along~~ Along Designated Streets), 81-44 (Curb Cut Restrictions), 81-45 (Pedestrian Circulation Space), 81-46 (Off-street Relocation or Renovation of a Subway Stair), 81-47 (Major Building Entrances), 81-48 (Off-street Improvement of Access to Rail Mass Transit Facility), ~~81-623 (Building lobby entrance requirements)~~ 81-674 (Ground floor use provisions), ~~81-624~~ 81-675 (Curb cut restrictions and loading berth requirements), ~~81-625~~ 81-676 (Pedestrian circulation space requirements) or 37-50 (REQUIREMENTS FOR PEDESTRIAN CIRCULATION SPACE), inclusive, except that no modifications to the required amount of pedestrian circulation space set forth in Section 37-51 shall be permitted.

(b) Application requirements

Applications for a special permit for modifications pursuant to this Section shall contain materials, of sufficient scope and detail, to enable the Commission to determine the extent of the proposed modifications. In addition, where modifications to #street wall# or height and setback regulations are proposed, any application shall contain the following materials, at a minimum:

(1) drawings, including but not limited to, plan views and axonometric views, that illustrate how the proposed #building# will not comply with the #street wall# regulations of Section 81-43 ~~(Street Wall Continuity Along Designated Streets)~~, or as such provisions

are modified pursuant to Section ~~81-621~~ 81-671 (Special street wall requirements), as applicable, and that illustrate how the proposed #building# will not comply with the height and setback regulations of Sections 81-26 (Height and Setback Regulations – Daylight Compensation) or 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation), or as such provisions are modified pursuant to Section ~~81-622~~ 81-66 (Special height and setback requirements), as applicable;

(2) where applicable, formulas showing the degree to which such proposed #building# will not comply with the length and height rules of Section 81-26, or as such provisions are modified pursuant to Section ~~81-622~~ 81-66; and

(3) where applicable, #daylight evaluation charts# and the resulting daylight evaluation score showing the degree to which such proposed #building# will not comply with the provisions of Section 81-27 or as such provisions are modified pursuant to Section ~~81-~~ 622 81-66.

(c) Findings

The Commission shall find that such proposed modifications:

(1) to the mandatory district plan elements will result in a better site plan for the proposed #development# or #enlargement# that is harmonious with the mandatory district plan element strategy of the #Special Midtown District#, as set forth in Section 81-41 (General Provisions); and

(2) to the #street wall# or height and setback regulations will result in an improved distribution of #bulk# on the #zoning lot# that is harmonious with the height and setback goals of the #Special Midtown District# set forth in Section 81-251 (Purpose of height and setback regulations).

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

~~**81-635**~~
~~**Transfer of development rights by special permit**~~

[EXISTING TEXT MOVED TO SECTION 81-632]

81-64
~~**Special Permit for Grand Central Public Realm Improvement Bonus**~~
Special Floor Area Provisions for Qualifying Sites

[EXISTING TEXT DELETED]

~~In order to facilitate the development of exceptional and sustainable #buildings# within the Vanderbilt Corridor as well as improvements to the pedestrian and mass transit circulation network in the vicinity of Grand Central Terminal, for #developments# and #enlargements# on #zoning lots# located within the Vanderbilt Corridor, as shown in on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter, the City Planning Commission may permit:~~

~~(a) additional #floor area# for the provision of on-site or offsite, above- or below-grade improvements to the pedestrian or mass transit circulation network in the Grand Central Subdistrict, in accordance with the provisions of Section 81-641 (Additional floor area for the provision of public realm improvements); and~~

~~(b) in conjunction with additional #floor area# granted pursuant to Section 81-641, modifications to #street wall# regulations, height and setback regulations and mandatory district plan elements, provided such modifications are in accordance with the provisions of Section 81-642 (Permitted modifications in conjunction with additional floor area).~~

For #non-residential buildings# or #mixed buildings# on #qualifying sites# in the East Midtown Subdistrict, the basic maximum #floor area ratios# of the underlying districts shall apply as set forth in this Section. Such basic maximum #floor area ratio# on any #zoning lot# may be increased by bonuses or other #floor area# allowances only in accordance with the provisions of this Chapter, and the maximum #floor area ratio# with such additional #floor area# allowances shall in no event exceed the amount set forth for each underlying district in the following table:

MAXIMUM FLOOR AREA RATIOS AND ALLOWANCES FOR QUALIFYING SITES

	Means for Achieving Permitted FAR Levels on a #Zoning Lot# for #qualifying sites#	**Grand Central Transit Improvement Zone Subarea**		**Park Avenue Subarea**		**Other Transit Improvement Zone Subarea**		**Southern Subarea**		**Northern Subarea**	
		C5-2.5	**C5-3**	**C5-2.5**	**C5-3**	**C5-2.5 C6-4.5**	**C5-3 C6-6**	**C5-2.5 C6-4.5**	**C5-3 C6-6**	**C5-2.5 C6-4.5**	**C5-3 C6-6**
A	Basic Maximum FAR										
		12	15	12	15	12	15	12	15	12	15
B	Minimum #Floor Area# Allowances through identified transit improvements (Section 81-641) if exceeding base maximum FAR										
		2.7	2.7	-	-	2.3	2.3	-	-	-	-
C	Maximum #Floor Area# Allowances through identified transit improvements (Section 81-641)										

		5.4	5.4	-	-	4.6	4.6	-	-	-	-
D	Maximum amount of transferable development rights (FAR) from landmark #zoning lots# that may be utilized on a #qualifying site# (Section 81-642)										
		12.3	9.3	13	10	8.7	5.7	9.6	6.6	6	3
E	Maximum as-of-right #Floor Area Ratio# on #qualifying sites#										
		27	27	25	25	23	23	21.6	21.6	18	18
F	Maximum FAR for transit improvement special permit (Section 81-644)										
		3	3	-	-	3	3	-	-	-	-
G	Maximum FAR for public concourse special permit (Section 81-645)										
		3	3	3	3	3	3	3	3	3	3
H	Maximum Total FAR on a #qualifying site#										
		30	30	28	28	26	26	24.6	24.6	21	21

81-641

~~Additional floor area for the provision of public realm improvements~~

Additional floor area for Transit Improvements on Qualifying Sites

[EXISTING TEXT MOVED TO 81-633]

All #developments# on #qualifying sites# located within the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, that exceed the basic maximum #floor area ratio# set forth in Row A of the table in Section 81-64 (Special Floor Area Provisions for Qualifying Sites) shall comply with the provisions of this Section.

The Chairperson of the City Planning Commission shall allow, by certification, #floor area# on a #qualifying site# to be increased above the applicable basic maximum #floor area ratio# provided that such resulting increase in #floor area ratio# is not less than the minimum specified in Row B of the table in Section 81-64, nor more than the maximum specified in Row C of such table, as applicable, and further provided that a public realm improvement, or a combination of public realm improvements, will be constructed in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, in accordance with the provisions of this Section.

(a) The following requirements shall be completed prior to application for certification by the Chairperson:

(1) the applicant shall select a public realm transit improvement project that has been identified on the Priority Improvement List in Section 81-682 (Priority Improvement List for qualifying sites) and is commensurate with the minimum #floor area# required, and results in a #floor area ratio# increase not exceeding the maximum #floor area ratio# permitted to be achieved through the provisions of this Section. The process for such selection is also set forth in Section 81-682;

(2) the applicant shall submit concept plans for the proposed transit improvement to the Chairperson and any applicable City or State agencies with jurisdiction over and control of the proposed improvement;

(3) the applicant shall obtain and provide to the Chairperson a conceptual approval of the improvement from any applicable City or State agencies with jurisdiction over and control of the proposed improvement in letter form, wherein such agencies state that such improvements meet the technical requirements set forth in Section 81-682; and

(4) the applicant shall execute agreements and legally enforceable instruments running with the land, setting forth the obligations of the owner and developer, their successors and assigns, to design and construct the improvement in accordance with the requirements of the applicable City or State agencies with jurisdiction over and control of the proposed improvement. A certified copy of such legal instruments shall be sent to the Chairperson.

(b) The following items shall be submitted to the Chairperson as part of an application for certification:

(1) zoning calculations for the proposed #development# on the #qualifying site# showing the additional #floor area# associated with the completion of such transit improvement; and

(2) drawings, including but not limited to plans, sections, elevations, three-dimensional projections or other drawings deemed necessary or relevant by the Chairperson for the transit improvement.

The Chairperson shall allow, by certification, a reduction in, or waiver of, the minimum #floor area ratio# required pursuant to Row B of the table in Section 81-64, where there are an insufficient number of available projects on the Priority Improvement List in Section 81-682. The Chairperson shall also allow, by certification, the maximum #floor area ratio# for a #qualifying site# to be increased beyond the limit set forth in Row C of the table in Section 81-64, where the Metropolitan Transportation Authority requires improvements to the Fifth Avenue and East 53rd Street Station to be combined in order to adequately phase improvements and avoid practical difficulties in operating the station.

When an applicant has submitted materials to the Chairperson that satisfy the requirements of paragraphs (a) and (b) of this Section, the Chairperson shall certify to the Department of Buildings that a #development# on a #qualifying site# is in compliance with the provisions of this Section. Such certification shall be a precondition to the issuance of any foundation permit or new building permit by the Department of Buildings allowing a #development# on a #qualifying site# in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea,.

No temporary certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# identified as utilizing the additional #floor area# granted pursuant to the provisions of this Section until the Chairperson, acting in consultation with the applicable City or State agencies having jurisdiction over and control of the proposed improvement, has certified that the improvements are substantially complete and usable by the public. Such portion of the #building# shall be designated by the applicant in drawings included in the instruments filed pursuant to paragraph (b) of this Section.

No permanent certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# utilizing such additional #floor area# until the improvements have finally been completed in accordance with the approved plans and such final completion has been approved by the Chairperson, acting in consultation with the applicable City or State agencies having jurisdiction over and control of the proposed improvement.

81-642
~~**Permitted modifications in conjunction with additional floor area**~~
Transfer of development rights from landmarks to qualifying sites

[EXISTING TEXT MOVED TO SECTION 81-634]

The Chairperson of the City Planning Commission shall allow, by certification, a transfer of development rights from #zoning lots# occupied by #landmark buildings or other structures# within the East Midtown Subdistrict to a #qualifying site#, provided that the provisions of this Section are met.

(a) The transfer of development rights shall be subject to the following conditions:

(1) For #qualifying sites# in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, as shown on Map 4 (East Midtown Subdistrict and Subareas), the applicant shall comply with the provisions of Section 81-641 (Additional floor area for transit improvements) prior to, or in conjunction with, meeting the requirements of this Section.

(2) The maximum amount of #floor area# that may be transferred from a #granting lot# shall be the applicable basic maximum #floor area# set forth in Section 81-64 (Special Floor Area Provisions for Qualifying Sites), less the total #floor area# of all existing #buildings# on the landmark #zoning lot#, and any previously transferred #floor area#. In no event shall a #granting lot# transfer any previously granted bonus #floor area#

received for subway station improvements, #publicly accessible open areas# or the provision of district improvements pursuant to the provisions of this Chapter, or any preceding regulations.

(3) For each #receiving lot#, the increased #floor area# allowed by the transfer of development rights pursuant to this Section shall not exceed the amount resulting in the maximum #floor area ratio# set forth in Row D of the table in Section 81-64.

(4) Each transfer, once completed, shall irrevocably reduce the amount of #floor area# that may be #developed# or #enlarged# on the #granting lot# by the amount of #floor area# transferred. If the landmark designation is removed from the #landmark building or other structure#, the #landmark building or other structure# is destroyed or #enlarged#, or the #zoning lot# with the #landmark building or structure# is redeveloped, the #granting lot# may only be #developed# or #enlarged# up to the amount of permitted #floor area# as reduced by each transfer.

(5) The owners of the #granting lot# and the #receiving lot# shall submit to the Chairperson a copy of the transfer instrument legally sufficient in both form and content to effect such a transfer. Notice of the restrictions upon further #development# or #enlargement# of the #granting lot# and the #receiving lot# shall be filed by the owners of the respective lots in the Office of the Register of the City of New York (County of New York), a certified copy of which shall be submitted to the Chairperson.

Both the transfer instrument and the notices of restrictions shall specify the total amount of #floor area# transferred and shall specify, by lot and block numbers, the #granting lot# and the #receiving lot# that are a party to such transfer.

(6) A contribution shall be deposited by the applicant into the #Public Realm Improvement Fund#. Such contribution shall be equal to the greater of:

(i) 20 percent of the sales price of the transferred #floor area#; or

(ii) an amount equal to 20 percent of the #Public Realm Improvement Fund Development Rights Valuation# multiplied by the amount of transferred #floor area#.

(b) An application filed with the Chairperson for certification pursuant to this Section shall be made jointly by the owners of the #granting lot# and the #receiving lot#. The following items shall be submitted to the Chairperson as part of an application for certification:

(1) for #qualifying sites# in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, materials that are sufficient to demonstrate compliance with the provisions of Section 81-641 (Additional floor area for transit improvements on qualifying sites);

(2) site plans and zoning calculations for the #granting lot# and #receiving lot#;

(3) materials to demonstrate the establishment of a program for the continuing maintenance of the #landmark building or other structure#;

(4) a report from the Landmarks Preservation Commission concerning the continuing maintenance program of the #landmark building or other structure#; and

(5) for those #receiving lots# that are contiguous to a lot occupied by Grand Central Terminal or a lot that is across a #street# and opposite the lot occupied by Grand Central Terminal, or, in the case of a #corner lot#, one that fronts on the same #street# intersection as the lot occupied by Grand Central Terminal, a report from the Landmarks Preservation Commission concerning the harmonious relationship of the #development# to Grand Central Terminal.

When an applicant has submitted materials to the Chairperson that satisfy the requirements of paragraphs (a) and (b) of this Section, the Chairperson shall certify to the Department of Buildings that a #development# on a #qualifying site# is in compliance with the provisions of this Section.

The execution and recording of such instruments and the payment of such non-refundable contribution shall be a precondition to the filing for or issuing of any building permit allowing more than the basic maximum #floor area ratio# for such #development# on a #qualifying site#. Additional provisions are set forth in Section 81-686 for applicants undertaking a sidewalk improvement immediately adjacent to their #qualifying site#.

A separate application shall be filed for each transfer of development rights to an independent #receiving lot# pursuant to this Section.

81-643
Special provisions for retaining non-complying floor area

For #non-complying commercial buildings# existing on December 15, 1961 with #non-complying floor area#, the provisions of Section 54-41 (Permitted Reconstruction) may be modified to allow such #non-complying building# to be demolished or altered, to the extent of 75 percent or more of its total #floor area#, and reconstructed on a #qualifying site# to retain the amount of pre-existing #non-complying floor area# in accordance with the applicable district #bulk# regulations of this Chapter, upon certification by the Chairperson of the City Planning Commission to the Department of Buildings first, that prior to demolition or alteration, the applicant meets the provisions of paragraph (a) of this Section, as applicable, and, subsequently, prior to reconstruction, the proposed #development# will comply with the applicable provisions of paragraph (b) of this Section.

(a) Certification to demolish or alter a #non-complying building#

The Chairperson shall certify the amount of #non-complying floor area# existing within a #non-complying building# that may be reconstructed pursuant to the provisions of paragraph (b) of this Section, based on calculations submitted to the Chairperson. Such calculations shall be based on either the #building's# construction documents previously submitted for approval to the Department of Buildings at the time of such #building's# construction, #enlargement#, or subsequent alterations, as applicable; or on an as-built drawing set completed by a licensed architect.

For the purpose of calculating the amount of #non-complying floor area# to be retained on #zoning lots# with multiple existing #buildings# at the time of application, the maximum amount of #non-complying floor area# that may be reconstructed shall be equivalent to the #floor area# of the #zoning lot# at the time of application, less the total #floor area# of all existing #buildings# to remain.

Certification pursuant to the provisions of paragraph (a) of this Section shall be a precondition to the issuance of any demolition or alteration permit by the Department of Buildings for a #zoning lot# reconstructing #non-complying floor area#.

(b) Certification to reconstruct #non-complying floor area#

The amount of #non-complying floor area# established pursuant to paragraph (a) of this Section may be reconstructed, provided that the Chairperson certifies that:

(1) all requirements for #qualifying sites# set forth in the definition in Section 81-613 (Definitions), inclusive are met; and

(2) a contribution shall be deposited by the applicant into the #Public Realm Improvement Fund#. Such contribution shall be an amount equal to 20 percent of the #Public Realm Improvement Fund Development Rights Valuation# multiplied by the amount of such pre-existing #non-complying floor area#.

For the purposes of this Chapter, the reconstruction of such #non-complying floor area# shall be considered a #development#.

The payment of the non-refundable contribution to the #Public Realm Improvement Fund# pursuant to the provisions of paragraph (b) of this Section, shall be a precondition to the issuance of any foundation permit or new building or alteration permit by the Department of Buildings allowing a #development# on a #qualifying site#.

Any proposed #floor area# in the reconstructed #building# beyond the amount contained in the pre-existing #non-complying building# may be obtained by utilizing the applicable provisions of Section 81-64 (Special Floor Area Provisions for Qualifying Sites). For the purposes of applying the provisions of such Section, the reconstructed #floor area ratio# shall be considered the basic

maximum #floor area ratio#. However, the maximum #floor area ratios# of Row E and Row H shall continue to apply.

81-644
Special permit for transit improvements

For #qualifying sites# located in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, the City Planning Commission may permit an increase in the amount of #floor area ratio# permitted on such #zoning lots#, up to the amount specified in Row F of the table in Section 81-64 (Special Floor Area Provisions for Qualifying Sites), as applicable, where subway station improvements are made in accordance with the provisions of Sections 81-292 (Subway station improvements) and Section 74-634 (Subway station improvements in Downtown Brooklyn and in Commercial Districts of 10 FAR and above in Manhattan).

As a pre-condition to applying for such special permit, an applicant shall demonstrate that the maximum as-of-right #floor area ratio# for #qualifying sites# set forth in Row E of the table in Section 81-64 has been achieved prior to, or in conjunction with, the special permit application.

81-645
Special permit for a Public Concourse

For #qualifying sites#, the City Planning Commission may permit an increase in the amount of #floor area ratio# permitted on such #zoning lots#, up to the amount specified in Row G of the table in Section 81-64 (Special Floor Area Provisions for Qualifying Sites), as applicable, where an above-grade public concourse, in the form of an open or enclosed, publicly accessible space for public use and enjoyment, is provided on the #qualifying site#. Such publicly accessible spaces shall include amenities that are characteristic of #public plazas# or public atriums, as applicable, for the comfort and convenience of the public.

As a pre-condition to applying for such special permit, an applicant shall demonstrate that the maximum as-of-right #floor area ratio# for #qualifying sites# set forth in Row E of the table in Section 81-64 has been achieved prior to, or in conjunction with, the special permit application.

In order for the City Planning Commission to approve a special permit application for additional #floor area#, the Commission shall determine that such #development# complies with the conditions and application requirements of paragraph (a), the findings of paragraph (b) and the additional requirements of paragraph (c) of this Section.

(a) Applications shall include information and justification sufficient to provide the Commission with the basis for:

(1) evaluating the benefits to the general public;

(2) determining the appropriate amount of increased #floor area# to grant; and

(3) determining whether the applicable findings set forth in paragraph (b) of this Section have been met. Such application materials shall also include initial plans for the maintenance of the proposed improvements.

(b) The Commission shall find that:

(1) to the extent practicable, the open or enclosed public concourse will:

(i) consist of a prominent space of generous proportions and quality design that is inviting to the public;

(ii) improve pedestrian circulation and provide suitable amenities for the occupants;

(iii) front upon a #street# or a pedestrian circulation space in close proximity to and within view of, and accessible from, an adjoining sidewalk;

(iv) provide or be surrounded by active #uses#;

(v) be surrounded by transparent materials;

(vi) provide connections to pedestrian circulation spaces in the immediate vicinity; and

(vii) be designed in a manner that combines the separate elements within such space into a cohesive and harmonious site plan, resulting in a high-quality public space; and

(2) the public benefit derived from the proposed public concourse merits the amount of additional #floor area# being granted to the proposed #development# pursuant to this special permit;

(c) Prior to obtaining a foundation permit or building permit from the Department of Buildings, a written declaration of restrictions, in a form acceptable to the Chairperson of the City Planning Commission, setting forth the obligations of the owner to construct, and, where applicable, maintain and provide public access to public improvements provided pursuant to this Section, shall be recorded against such property in the Office of the Register of the City of New York (County of New York). Proof of recordation of the declaration of restrictions shall be submitted in a form acceptable to the Department of City Planning.

No temporary certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# utilizing increased #floor area# granted pursuant to the provisions of this Section until the required improvements have been substantially completed, as determined by the Chairperson, and such improvements are usable by the public. Such portion of the #building# utilizing increased #floor area# shall be designated by the Commission in drawings included in the declaration of restrictions filed pursuant to this paragraph.

No permanent certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# utilizing increased #floor area# until all improvements have been completed in accordance with the approved plans, as determined by the Chairperson.

81-65
~~Special Permit for Transient Hotels~~
Special Floor Area Provisions for All Other Sites

[EXISTING TEXT REPLACED BY TEXT IN SECTION 81-621

~~Within the Vanderbilt Corridor, as shown on Map 1 (Special Midtown District and Subdistricts) in Appendix A of this Chapter, the City Planning Commission may permit the #development# of a #building# containing a #transient hotel#, as listed in Use Group 5, or may permit the #conversion# or change of #use# within an existing #building# to a #transient hotel#, provided the Commission finds that the proposed #transient hotel# will:~~

(a) ~~be appropriate to the needs of businesses in the vicinity of Grand Central Terminal; and~~

(b) ~~provide on-site amenities and services that will support the area's role as an office district. Such business-oriented amenities and services shall be proportionate to the scale of the #transient hotel# being proposed, and shall include, but shall not be limited to, conference and meeting facilities, and telecommunication services.~~

~~The Commission may prescribe additional conditions and safeguards to minimize adverse effects on the character of the surrounding area.~~

For #non-residential buildings# or #mixed buildings# on #non-qualifying sites# in the East Midtown Subdistrict, the basic maximum #floor area ratios# of the underlying districts shall apply as set forth in this Section. Such basic maximum #floor area ratio# on any #zoning lot# may be increased by bonuses or other #floor area# allowances only in accordance with the provisions of this Chapter, and the maximum #floor area ratio# with such additional #floor area# allowances shall in no event exceed the amount set forth for each underlying district in the following table:

Row		**Grand Central Core Area**	**Any other Areas**

	Means for achieving permitted FAR on a #zoning lot# for all other sites				
		C5-3 C6-6	**C5-2.5 C6-4.5**	**C5-3 C6-6**	**C5-2.5 C6-4.5**
A	Basic Maximum FAR	15	12	15	12
B	Additional FAR for provision of a #public plaza# (Section 81-651)	-	-	1	1
C	Total as-of-right FAR	15	12	16	13
D	Additional FAR for subway station improvements through special permit (Section 81-652)	3	2.4	3	2.4
E	Maximum FAR of a #landmark or other structure# for transfer purposes (Section 74-79)	15	12	16	13
F	Maximum amount of transferable development rights from a landmark #zoning lot# that may be utilized on an #adjacent lot# (Sections 74-79)	No limit	2.4	No limit	2.4
G	Maximum FAR permitted on an #adjacent lot#	No limit	14.4	No limit	14.4

81-651
Floor area bonus for public plazas

For #non-qualifying sites# in subareas outside the Grand Central Core Area, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, the basic maximum #floor area ratio# permitted on such #zoning lots# shall be increased, up to the amount specified in Row B of the table in Section 81-65 (Special Floor Area Provisions for All Other Sites), where a #public plaza# is provided in accordance with the provisions of Section 81-23 (Floor Area Bonus for Public Plazas).

81-652
Floor area bonus for subway station improvements

For #non-qualifying sites#, the City Planning Commission may permit an increase in the amount of #floor area ratio# permitted on such #zoning lots#, up to the amount specified in Row D of the table in Section 81-65 (Special Floor Area Provisions for All Other Sites), as applicable, where subway station improvements are made in accordance with the provisions of Sections 81-292 (Subway station

improvements) and Section 74-634 (Subway station improvements in Downtown Brooklyn and in Commercial Districts of 10 FAR and above in Manhattan).

81-653
Special permit for transfer of development rights from landmarks to non-qualifying sites

For #non-qualifying sites#, the City Planning Commission may permit the transfer of development rights from a #granting lot# to a #receiving lot#, pursuant to the provisions of Section 74-79 (Transfer of Development Rights from Landmark Sites), provided that:

(a) the maximum amount of #floor area# that may be transferred from a #granting lot# shall be the applicable basic maximum #floor area# set forth in Section 81-65 (Special Floor Area Provisions for All Other Sites), less the total #floor area# of all existing #buildings# on the landmark #zoning lot#, and any previously transferred #floor area#. In no event shall a #granting lot# transfer any previously granted bonus #floor area# received for subway station improvements, #publicly accessible open areas# or the provision of district improvements pursuant to the provisions of this Chapter, or any preceding regulations;

(b) for each #receiving lot#, the increased #floor area# allowed by the transfer of development rights pursuant to this Section shall not exceed the amount resulting in the maximum #floor area ratio# set forth in Row F of the table in Section 81-65; and

(c) each transfer, once completed, shall irrevocably reduce the amount of #floor area# that may be #developed# or #enlarged# on the #granting lot# by the amount of #floor area# transferred.

81-66
Special Height and Setback Requirements

For #buildings# which are #developed# or #enlarged# within the East Midtown Subdistrict, the applicable height and setback regulations of Sections 81-26 (Height and Setback Regulations – Daylight Compensation), inclusive, and 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation), inclusive, are modified by the provisions of this Section, inclusive.

81-661
Height and setback modifications for buildings in the Grand Central Core Area

[RELOCATED TEXT FROM SECTION 81-622]

For #buildings# on #non-qualifying sites# within the Grand Central Core Area, as shown on Map 4 (East Midtown Subdistricts and Subareas) in Appendix A of this Chapter, the provisions of Sections 81-26

(Height and Setback Regulations – Daylight Compensation), inclusive, or 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation), inclusive, are modified as follows:

(a) where such #buildings# are governed by Section 81-26, no #compensating recess# shall be required for the #encroachment# of that portion of the #building# below a height of 150 feet, as measured from #curb level#; or

(b) where such #buildings# are governed by Section 81-27, the computation of daylight evaluation shall not include any daylight blockage, daylight credit, profile daylight blockage or available daylight for that portion of the #building# below 150 feet above #curb level#. However, the passing score required pursuant to paragraph (i) of Section 81-274 shall apply.

81-662
Daylight compensation modifications for qualifying sites

For #buildings# on #qualifying sites# in the East Midtown Subdistrict using the daylight compensation method of height and setback regulations, the provisions of Section 81-26 (Height and Setback Regulations – Daylight Compensation) are modified as follows:

(a) for the purposes of determining permitted #encroachments# and #compensating recesses# pursuant to Section 81-264 (Encroachments and compensating recesses):

(1) no #compensating recess# shall be required for the #encroachment# of that portion of the #building# below a height of 150 feet, as measured from #curb level#;

(2) #compensating recesses# provided for #encroachments#, or portions thereof, above a height of 400 feet, as measured from #curb level#, need not comply with the provisions of paragraph (c)(1) of Section 81-264. In lieu thereof, for any portion of the #building# located above a height of 400 feet, the amount of #compensating recess# required for any particular level of the #building# shall be equal to the amount of #encroachment# provided at such level. The remaining provisions of paragraph (c) of Section 81-264 shall continue to apply to such #compensating recess#; and

(3) for #buildings# on #qualifying sites# with frontage along Vanderbilt Avenue, a portion of Vanderbilt Avenue may be considered part of the #zoning lot# for the purposes of determining permitted #encroachments# and #compensating recesses#. Such modified #zoning lot# shall be constructed by shifting the westerly boundary of the #zoning lot# to the westerly #street line# of Vanderbilt Avenue, and by prolonging the #narrow street lines# to such new westerly boundary. The Vanderbilt Avenue portion of such modified #zoning lot# may be considered a #compensating recess# for encroachments along such #building's narrow street frontage zone#, provided that any portion of the #building# fronting along Vanderbilt Avenue above a height of 100 feet, as measured from #curb level#, is setback a minimum 15 feet from the Vanderbilt Avenue #street line#, and

further provided that the #street frontage zone# calculation along Park Avenue shall not include Vanderbilt Avenue;

(b) for the purposes of determining the permitted length of #encroachments# pursuant to Section 81-265 (Encroachment limitations by length and height rules) the minimum length of recess required by Formula 2 in paragraph (c) shall be modified to 20 percent of the length of the #front lot line#; and

(c) for #buildings# on #qualifying sites# with frontage along Park Avenue, as an alternative to the setback requirements of Table A, B, or C in paragraph (b) of Section 81-263 (Standard setback requirements), the Park Avenue wall of such #building# shall be set back behind the applicable #setback line# to the depth of the #setback line# required at that particular height, in accordance with the applicable requirements of Table D of this Section.

Table D
SETBACK REQUIREMENTS ON #STREETS# AT LEAST 140 FEET WIDE

Depth of #Setback Line# from #Street Line# at Stated Heights above #Curb Level#.

Height	**Depth of #Setback Line#**	**Height**	**Depth of #Setback Line#**
210	0.00	470	29.75
220	1.00	480	30.50
230	2.50	490	31.50
240	4.25	500	32.00
250	5.50	510	33.00
260	7.00	520	33.50
270	8.75	530	34.50
280	10.00	540	35.00
290	11.25	550	35.50
300	12.75	560	36.00
310	14.25	570	37.00
320	15.25	580	37.50
330	16.25	590	38.00
340	17.50	600	38.50
350	18.75	610	39.00
360	19.75	620	39.75
370	21.00	630	40.25
380	21.75	640	41.00
390	23.00	650	41.50
400	23.75	660	41.75
410	25.00	670	42.25
420	25.75	680	43.00

430	26.75	690	43.50
440	27.50	700	43.75
450	28.50	710	44.25
460	29.25	Above 710	*

*For every ten feet of height above 710 feet, the depth shall increase by one foot.

81-663
Daylight evaluation modifications for qualifying sites

For #buildings# on #qualifying sites# in the East Midtown Subdistrict using the daylight evaluation method of height and setback regulations, the provisions of Section 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation) are modified as follows:

(a) for the purposes of calculating the daylight evaluation score pursuant to Section 81-274 (Rules for determining the daylight evaluation score):

(1) the computation of daylight evaluation shall not include any daylight blockage for that portion of the #building# above the curved line representing 70 degrees in the applicable Daylight Evaluation Charts, and below a height of 150 feet, as measured from #curb level#. However, such computation shall include the daylight blockage created by extending the lines representing the outermost edges of the portion of the #building# above a height of 150 feet downwards to such 70 degree line

(2) the computation of unblocked daylight squares which are below the curved line representing an elevation of 70 degrees, pursuant to paragraph (c) of Section 81-274, may apply along designated #streets# where #street wall# continuity is required;

(3) the profile penalty for #profile encroachment#, set forth in paragraph (a) of Section 81-274, shall not apply; and

(4) the provisions of paragraph (i) of Section 81-274 shall be modified to require an overall passing score of 66 percent. However for #qualifying sites# with existing #buildings# with #non-complying floor area# to be reconstructed pursuant to the provisions of Section 81-643 (Special provisions for retaining non-complying floor area), the overall score of the #zoning lot#, as existing on [date of enactment], may be utilized as the passing score for the proposed #development# on the #qualifying site#;

(b) the reflectivity provisions of Section 81-276 may be utilized to raise both an individual score and the overall score by up to six percentage points;

(c) for #buildings# on #qualifying sites# with frontage along Vanderbilt Avenue, a portion of Vanderbilt Avenue may be considered part of the #zoning lot# for the purposes of constructing

the #daylight evaluation chart# pursuant to Section 81-272 (Features of the Daylight Evaluation Chart). Such modified #zoning lot# shall be constructed by shifting the westerly boundary of the #zoning lot# to the westerly #street line# of Vanderbilt Avenue, and by prolonging the #narrow street lines# to such new westerly boundary. Such modified #zoning lot# may be utilized to create a modified pedestrian view along Vanderbilt Avenue and intersecting #narrow streets# provided that:

(1) any portion of the #building# fronting along Vanderbilt Avenue above a height of 100 feet, as measured from #curb level#, is setback a minimum of 15 feet from the Vanderbilt Avenue #street line#;

(2) #vantage points# along Vanderbilt Avenue are taken 30 feet west of the westerly #street line# instead of the #center line of the street#; and

(3) #vantage points# along #narrow streets# are taken from the corner of the modified #zoning lot#; and

(d) for #buildings# with frontage along Park Avenue:

(1) for the purposes of establishing #vantage points# along Park Avenue to construct a #daylight evaluation chart# pursuant to the provisions of Section 81-272, the definition of #centerline of the street#, as set forth in Section 81-271 (Definitions), shall be modified along Park Avenue to be a line 70 feet from, and parallel to, the Park Avenue #street line# of the #zoning lot#; and

(2) for the purpose of plotting #buildings# on the #daylight evaluation chart# pursuant to Section 81-273 (Rules for plotting buildings on the daylight evaluation chart), Chart 4 (Daylight Evaluation Diagram – Park Avenue) in Appendix B of this Chapter, shall be utilized in lieu of the chart for #streets# 100 feet or more in width.

81-67
Special Mandatory District Plan Element Requirements

For #buildings# which are #developed# or #enlarged# within the East Midtown Subdistrict, the applicable provisions of Section 81-40 (MANDATORY DISTRICT PLAN ELEMENTS) shall be modified in accordance with the provisions of this Section, inclusive.

81-671
Special street wall requirements

[RELOCATED TEXT FROM SECTION 81-621]

The requirements of Section 81-43 (Street Wall Continuity Along Designated Streets) shall be applicable within the Subdistrict, except as modified in this Section.

#Buildings# with frontage on Park, Lexington, Madison and Vanderbilt Avenues, or Depew Place in the Grand Central Core Area, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, shall have a #street wall# within 10 feet of the #street line# of such #streets#.

On 42nd Street, the #street wall# shall be at the #street line#. The width of the required #street wall# shall be at least 80 percent of the length of the #front lot line#. The minimum height of such #street walls# without any setback shall be 120 feet above #curb level# or the height of the #building#, whichever is less, and the maximum height shall not exceed 150 feet above #curb level#. Where a #zoning lot# is bounded by the intersection of Park Avenue, Lexington Avenue, Madison Avenue, Vanderbilt Avenue, 42nd Street or Depew Place and any other #street#, these #street wall# height regulations shall apply along the full length of the #zoning lot# along the other #street# or to a distance of 125 feet from the intersection, whichever is less.

Beyond 125 feet of the intersection, the maximum height of the #street wall# above #curb level# shall not exceed 120 feet. For such #buildings#, the provisions of Section 81-262 (Maximum height of front wall at the street line) shall not be applicable.

However, the ten-foot setback requirement of paragraph (a) of Section 81-263 shall apply only to those portions of the #building# above 120 feet.

81-672
Sidewalk widenings

All sidewalk widenings provided pursuant to the provisions of this Section shall be improved as sidewalks to Department of Transportation standards, shall be at the same level as the adjoining public sidewalks, and shall be accessible to the public at all times. The design provisions set forth in paragraph (f) of Section 37-53 (Design Standards for Pedestrian Circulation Spaces) shall apply, except as modified in this Section. All sidewalk widenings provided in accordance with the provisions of this Section shall constitute pedestrian circulation space, as required pursuant to Section 81-45 (Pedestrian Circulation Space).

(a) Mandatory sidewalk widenings along Madison and Lexington Avenues

#Developments# or #enlargements# on #qualifying sites# with frontage along Madison and Lexington Avenues, shall provide mandatory sidewalk widenings as follows:

(1) where such #zoning lot# occupies the entire #block# frontage, a sidewalk widening shall be provided to the extent necessary so that a minimum sidewalk width of 20 feet is

achieved, including portions within and beyond the #zoning lot#. However, no sidewalk widening need exceed ten feet, as measured perpendicular to the #street line#;

(2) where such #zoning lot# does not occupy the entire #block# frontage, a sidewalk widening shall be provided where all existing #buildings# on the #block# frontage have provided such a widening. Such required widening shall match the amount of widened sidewalk provided on adjacent #zoning lots#, provided that no sidewalk widening need exceed ten feet, as measured perpendicular to the #street line#.

(b) Permitted sidewalk widenings

Sidewalk widenings may be provided, in accordance with the applicable size and design standards established in Section 37-50 (REQUIREMENTS FOR PEDESTRIAN CIRCULATION SPACE), inclusive:

(1) along #narrow streets# in the Grand Central Subarea, as shown on Map 4 (East Midtown Subdistricts and Subareas) in Appendix A of this Chapter, for #developments# or #enlargements# on #zoning lots# with a #lot width# of 100 feet or more, as measured along such #narrow street line#; and

(2) where a #street wall#, or portions thereof, is permitted to be located beyond the #street line# pursuant to the applicable provisions of Section 81-671 (Special street wall requirements).

(c) Permitted obstructions

In the Grand Central Subarea, as shown on Map 4, awnings and canopies shall be permitted obstructions within a sidewalk widening provided that no structural posts or supports are located within any portion of the sidewalk or such widening.

81-673
Mass transit access

(a) On #qualifying sites#

Where a #zoning lot# contains an easement volume for pedestrian access to a subway station or rail mass transit facility and such #zoning lot# is proposed to be #developed# or #enlarged# in accordance with the provisions for #qualifying sites#, such existing easement volume shall be preserved, or reconfigured in accordance with standards and terms approved by the MTA, as part of such #development# or #enlargement#. Any reconfiguration shall be constructed by the owner of the #development# or #enlargement#.

For such #developments# or #enlargements#, the owner shall submit a site plan showing a proposed location and size of the transit easement volume that would provide access between the #street# and the below-grade subway station or rail mass transit facility and be compatible with the proposed #development# or #enlargement# on the #zoning lot# for joint approval and final certification by the MTA and the Chairperson. The MTA and the Chairperson shall comment on such site plan within 45 days of its receipt and may, within such 45-day period or following its expiration, permit the granting of an excavation permit while the location and size of the transit easement volume is being finalized. Upon joint approval of a site plan by the MTA and the Chairperson, copies of such certification shall be forwarded by the Chairperson to the Department of Buildings.

Legal instruments creating a transit easement volume shall be executed and recorded in a form acceptable to the City. The execution and recording of such instruments shall be a precondition to the issuance of any foundation permit, new building permit, or alteration permit by the Department of Buildings allowing such #development# or #enlargement#.

(b) On #qualifying sites# in the Grand Central Transit Improvement Zone Subarea or the Other Transit Improvement Zone Subarea

For #developments# or #enlargements# involving ground floor level construction on #qualifying sites# in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, as shown on Map 4 (East Midtown Subdistricts and Subareas) in Appendix A of this Chapter, in addition to the provisions of paragraph (a) of this Section, as applicable, a transit easement volume may be required on such #zoning lot# for public access between the #street# and a below-grade subway station or rail mass transit facility.

Prior to filing any applications with the Department of Buildings for an excavation permit, foundation permit, new building permit or alteration permit for a #development# or #enlargement#, the owner of the #zoning lot# shall file an application with the Metropolitan Transportation Authority (MTA) and the Chairperson of the City Planning Commission requesting a certification as to whether or not a transit easement volume is required on the #zoning lot#.

Within 60 days of receipt of such application, the MTA and the Chairperson shall jointly certify whether or not a transit easement volume is required on the #zoning lot#. Failure to certify within the 60-day period will release the owner from any obligation to provide a transit easement volume on such #zoning lot#.

When the MTA and the Chairperson indicate that a transit easement volume is required, the owner shall submit a site plan showing a proposed location and size of the transit easement volume that would provide access between the #street# and the below-grade subway station or rail mass transit facility and be compatible with the proposed #development# or #enlargement# on the #zoning lot# for joint approval and final certification by the MTA and the Chairperson. The MTA and the Chairperson shall comment on such site plan within 45 days of its receipt and

may, within such 45 day period or following its expiration, permit the granting of an excavation permit while the location and size of the transit easement volume is being finalized. Upon joint approval of a site plan by the MTA and the Chairperson, copies of such certification shall be forwarded by the Chairperson to the Department of Buildings.

Legal instruments creating a transit easement volume shall be executed and recorded in a form acceptable to the City. The execution and recording of such instruments shall be a precondition to the issuance of any foundation permit, new building permit, or alteration permit by the Department of Buildings allowing such #development# or #enlargement#.

If a transit easement volume is required on the #zoning lot#, pursuant to the provisions of this Section, an off-street subway or rail mass transit access improvement may be constructed and maintained by either the owner of the #development# or #enlargement#, or the MTA, as follows:

(1) where such mass transit access improvement is constructed and maintained by the owner of the #development# or #enlargement#:

(i) Such mass transit access shall be improved to the standards set forth in Section 81-48 and shall be approved by the MTA, and shall comply with the following:

a. where the #building's# lobby abuts such mass transit access, in addition to mass transit access to the #street#, such mass transit access shall provide a direct connection to the #building's# lobby which is open during normal business hours; and

b. such mass transit access shall provide directional #signs# in accordance with the provisions of Section 81-412 (Directional signs). Such #signs# shall be exempt from the maximum #surface area# of non-illuminated signs permitted by Section 32-642 (Non-illuminated signs); and

(ii) No temporary certificate of occupancy shall be granted by the Department of Buildings for the #building# until the Chairperson of the City Planning Commission, acting in consultation with the MTA, has certified that the improvements are substantially complete and usable by the public.

(2) where such mass transit access improvement is constructed and maintained by the MTA:

(i) where construction of the transit easement volume by the MTA is not contemporaneous with the construction of the #development#:

a. any underground walls constructed along the #front lot line# of a #zoning lot# shall contain a knockout panel, not less than 12 feet wide, below #curb level# down to the bottom of the easement. The actual

location and size of such knockout panel shall be determined through consultation with the MTA; and

b. temporary construction access shall be granted to the MTA on portions of the #zoning lot# outside of the transit easement volume, as necessary, to enable construction within and connection to the transit easement volume; and

(ii) in the event that the MTA has approved of obstructions associated with the #development# or #enlargement# within the transit easement volume, such as building columns or footings, such construction and maintenance shall exclude any such obstructions within the transit easement volume.

(c) In other locations

For portions of the #Special Midtown District# within the #Special Transit Land Use District#, where, as part of a #development# or #enlargement# involving ground floor level construction, a transit easement volume is required by the MTA to accommodate, whether singly or in any combination, light wells, stairs, ramps, escalators, elevators, passageways, or ancillary facilities required to support the functioning of subway station or rail mass transit facilities, including, but not limited to, emergency egress or ventilation structures, the MTA shall, in consultation with the owner of the #zoning lot# and the City Planning Commission, determine the appropriate type of transit easement and reasonable dimensions for such transit easement volume.

The floor space occupied by any transit easement volume required pursuant to this Section shall not count as #floor area#. Where access improvements are constructed by the owner of the #zoning lot#, each square foot of mass transit access may constitute three square feet of pedestrian circulation space required pursuant to Section 81-45 (Pedestrian Circulation Space), not to exceed 3,000 square feet.

81-674
Ground floor use provisions

(a) Within the Vanderbilt Corridor Subarea

[RELOCATED TEXT FROM SECTION 81-626]

For #buildings developed# or #enlarged# on the ground floor on #zoning lots# located within the Vanderbilt Corridor Subarea, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, where a #building# fronts upon a designated retail #street#, as shown on Map 2 (Retail and Street Wall Continuity), any portion of such #building's# ground floor level frontage along such designated retail #street# allocated to above- or below-grade public realm improvements provided in accordance with a special permit pursuant to Section 81-632 (Special permit for transfer of development rights from landmarks to the Vanderbilt Corridor

Subarea) or Section 81-633 (Special permit for Grand Central public realm improvements) shall be excluded from the retail continuity requirements of Section 81-42 (Retail Continuity Along Designated Streets).

(b) Within the Grand Central Core Area

[RELOCATED TEXT FROM SECTION 81-623]

For #buildings developed# or #enlarged# on the ground floor after August 26, 1992 in the Grand Central Core Area, as shown on Map 4, #building# lobby entrances shall be required on each #street# frontage of the #zoning lot# where such #street# frontage is greater than 75 feet in length, except that if a #zoning lot# has frontage on more than two #streets#, #building# entrances shall be required only on two #street# frontages. Each required #building# entrance shall lead directly to the #building# lobby. #Buildings developed# from May 13, 1982, to August 25, 1992, shall be subject to the provisions of Section 81-47 (Major Building Entrances).

Required #building# entrances on opposite #street# frontages shall be connected directly to the #building# lobby by providing a through #block# connection in accordance with paragraph (h) of Section 37-53 (Design Standards for Pedestrian Circulation Spaces), except that such through #block# connection shall be located at least 50 feet from the nearest north/south #wide street#.

Each required #building# entrance shall include a #building# entrance recess area, as defined in paragraph (b) of Section 37-53, except that for #developments# or #enlargements# with frontage on Madison Avenue, Lexington Avenue or 42nd Street, the width of a #building# entrance recess area shall not be greater than 40 feet parallel to the #street line# and there may be only one #building# entrance recess area on each such #street# frontage.

(c) Along #narrow streets# of #qualifying sites# in the Grand Central Core Area

For #buildings developed# or #enlarged# on the ground floor on #qualifying sites# in the Grand Central Core Area, as shown on Map 4, a minimum of 50 percent of a #building's# ground floor level #street wall# frontage along a #narrow street# shall be limited to retail, personal service or amusement #uses# permitted by the underlying zoning district regulations, but not including #uses# in Use Groups 6B, 6E, 7C, 7D, 8C, 8D, 9B, 10B, 11 and 12D or automobile showrooms or plumbing, heating or ventilating equipment showrooms. Such ground floor level retail, personal services or amusement #uses# shall comply with the transparency provisions of Section 81-42.

81-675
Curb cut restrictions and loading berth requirements

[RELOCATED AND MODIFIED TEXT FROM SECTION 81-624]

For #developments# or #enlargements# within the Grand Central Core Area, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, in addition to the provisions of Sections 81-30 (OFF-STREET PARKING AND OFF-STREET LOADING REGULATIONS), inclusive, and 81-44 (Curb Cut Restrictions), the following shall apply:

(a) Loading berth provisions

For #through lots#, the required loading berth shall be arranged so as to permit head-in and head-out truck movements to and from the #zoning lot#.

However, the Commissioner of Buildings may waive such head-in and head-out requirements, provided that:

(1) the #zoning lot# has frontage along a #street# where curb cuts accessing a loading berth are permitted, but there is no access to such #zoning lot# from the #street# due to the presence of:

(i) a #building# existing on (date of adoption) containing #residences#;

(ii) a #non-residential building# existing on (date of adoption) that is three or more #stories# in height; or

(iii) a #building# designated as a landmark or considered a contributing #building# in an Historic District designated by the Landmarks Preservation Commission; or

(2) there are subsurface conditions, ventilation requirements from below-grade infrastructure or other site planning constraints that would make accommodating such loading berths infeasible.

(b) Curb cut provisions

The maximum width of any curb cut (including splays) shall be 15 feet for one-way traffic and 25 feet for two-way traffic. Curb cuts shall not be permitted on 47th Street between Park and Madison Avenues or on 45th Street between Depew Place and Madison Avenue.

81-676
Pedestrian circulation space requirements

[EXISTING TEXT FROM SECTION 81-625]

Any #development# or #enlargement# within the Grand Central Core Area, as shown on Map 4 (East Midtown Subdistrict and Subareas) in Appendix A of this Chapter, ~~Grand Central Subdistrict~~ shall be subject to the provisions of Sections 81-45 (Pedestrian Circulation Space), 81-46 (Off-street Relocation or

Renovation of a Subway Stair) and 81-48 (Off-street Improvement of Access to Rail Mass Transit Facility), except that:

(a) no arcade shall be allowed ~~within the Subdistrict~~;

(b) ~~within the Subdistrict,~~ a sidewalk widening may be provided only for a #building# occupying an Avenue frontage, provided that such sidewalk widening extends for the length of the full #block# front; and

(c) for #developments# or #enlargements# on #zoning lots# located within the Vanderbilt Corridor Subarea, as shown on Map ~~1~~ 4 ~~(Special Midtown District and Subdistricts) in Appendix A of this Chapter~~, up to a maximum of 3,000 square feet of on-site improvements to the public realm provided in accordance with a special permit pursuant to Section 81-635 (Transfer of development rights by special permit) or Section 81-64 (Special ~~Permit~~ permit for Grand Central Public Realm Improvement Bonus) may be applied toward the pedestrian circulation space requirement.

81-68
Additional Provisions for Qualifying Sites

81-681
Building energy design requirements for qualifying sites

To ensure advancement of goals for the reduction of greenhouse gas emissions, #buildings# on #qualifying sites# shall either:

(a) utilize a district steam system for the #building's# heating and hot water systems; or

(b) the core and shell of such #building# shall exceed the standards of the chosen commercial building energy-efficiency compliance path within the 2016 New York City Energy Conservation Code (NYCECC), by three percent.

Compliance with the provisions of this Section shall be demonstrated to the Department of Buildings at the time of issuance of a new building permit for a #development# or #enlargement# on a #qualifying site#.

The City Planning Commission may, by rule, modify the standards of this Section, as necessary, to ensure that the environmental standards established herein, meet or exceed the current best practices in reducing greenhouse gas emissions.

81-682
Priority Improvement List for qualifying sites

In accordance with the provisions of Section 81-641 (Additional floor area for transit improvements), any applicant for a #development# or #enlargement# on a #qualifying site# in the Grand Central Transit Improvement Zone Subarea, or the Other Transit Improvement Zone Subarea, shall select a transit improvement, or combination thereof, to be completed in accordance with the provisions of this Section.

(a) Selecting an Improvement

An applicant shall select a transit improvement from the Priority Improvement List in paragraph (b) of this Section based on the #floor area# such improvement generates relative to the minimum #floor area# required and maximum #floor area# permitted for completion of such improvement pursuant to Section 81-641, and based on the following geographical and technical considerations:

(1) First, the applicant shall select a transit improvement in the same Subarea of the East Midtown Subdistrict as the proposed #development# or #enlargement# on a #qualifying site#;

(2) If none of the transit improvements on the Priority Improvement List meet the criteria of paragraph (a)(1) of this Section, the applicant shall select a transit improvement on a transit route that passes through, and has stations or other facilities in the same Subarea of the East Midtown Subdistrict as the proposed #development# or #enlargement# on a #qualifying site#;

(3) If none of the transit improvements on the Priority Improvement List meet the criteria of paragraphs (a)(1) or (a)(2) of this Section, the applicant shall select from any remaining improvement on the list.

In addition, applicants shall consult with the applicable City or State agencies with jurisdiction over and control of the proposed improvement to ensure that the selected improvement will meet the operational and long-term planning needs of the station or transit route, including any phasing requirements, and compliance with the Americans with Disabilities Act (ADA).

(b) The Priority Improvement List

The Priority Improvement List (the "Improvement List"), set forth in the tables below, details physical improvements to subway stations and other rail mass transit facilities in, or adjacent to, the East Midtown Subdistrict, that an applicant on a #qualifying site# may complete to obtain additional #floor area#.

Three levels of improvements are available for completion, which, accordingly, generate three different amount of additional #floor area#:

(1) Type 1 Improvements generate 40,000 square feet of #floor area#, and include new or expanded on-street station entrances, new or expanded on-street station entrances, new or expanded accessible routes for persons with physical disabilities between two levels of a station, and four or fewer new or reconfigured station stairs.

(2) Type 2 Improvements generate 80,000 square feet of #floor area#, and include new or expanded station escalators, new or expanded accessible routes for persons with physical disabilities between three or more station levels, new or expanded paid areas of a station, including widened platforms or mezzanine levels, and more than four new or reconfigured station stairs.

(3) Type 3 Improvements generate 120,000 square feet of #floor area#, and include large-scale renovations that significantly improve the environment of stations, and new connections between two or more stations.

In consultation with the Metropolitan Transportation Authority (MTA), the City Planning Commission may, by rule, modify such Improvements List to reflect new improvements needed in the transit network.

TABLE 1
PRIORITY IMPROVEMENT LIST

TYPE 1 IMPROVEMENTS

Location	**Type of Improvement**	**Transit Line**
Lexington Avenue / 53rd Street station	Replace escalator and stair connecting downtown Lexington platform to station with widened stair	Lexington Avenue Line / 53rd Street Line
Lexington Avenue / 53rd Street station	Provide new street entrance to uptown Lexington platform from 50th Street	Lexington Avenue Line / 53rd Street Line
Bryant Park station	Provide ADA access between Flushing platform and mezzanine level	Flushing Line / 6th Avenue Line
Bryant Park station	Provide new street entrance from north side of West 42nd street	Flushing Line / 6th Avenue Line
Bryant Park station	Provide ADA access between Sixth Avenue northbound platform and mezzanine level	Flushing Line / 6th Avenue Line

Bryant Park station	Provide ADA access between Sixth Avenue southbound platform and mezzanine level	Flushing Line / 6th Avenue Line
59th Street station	Provide new street entrance from north side of 60th Street	Lexington Avenue Line / Broadway-60th Street Line
59th Street station	Provide ADA access between local southbound platform and street level	Lexington Avenue Line / Broadway-60th Street Line
59th Street station	Provide ADA access between 60th Street line platform and mezzanine level	Lexington Avenue Line / Broadway-60th Street Line
59th Street station	Provide new platform stair and widen existing stairs between 60th Street line platform and mezzanine level	Lexington Avenue Line / Broadway-60th Street Line
Fifth Avenue and 53rd Street station	Provide new street entrance on west side of Madison Avenue	53rd Street Line
Grand Central / 42nd Street station	Widen platform stairs at east end of Flushing platform	Flushing Line
Grand Central / 42nd Street station	Widen stairs between Flushing and Lexington platforms	Flushing Line

TYPE 2 IMPROVEMENTS

Location	**Type of Improvement**	**Transit Line**
Lexington Avenue / 53rd Street station	Provide widened escalator between 53rd street platform and mezzanine	Lexington Avenue Line / 53rd Street Line
59th Street station	Provide ADA access between northbound platforms and 60th Street line mezzanine	Lexington Avenue Line / Broadway-60th Street Line
59th Street station	Provide ADA access between southbound platforms and 60th Street line mezzanine	Lexington Avenue Line / Broadway-60th Street Line
47th / 50th Street station	Provide two platform stairs and widen remaining platform stairs	6th Avenue Line
Fifth and 53rd Street station	Provide new stairs to multiple levels of station	53rd Street Line

Fifth and 53rd Street station	Provide ADA access to multiple levels of station	53rd Street Line
Fifth and 53rd Street station	Provide escalators to multiple levels of station	53rd Street Line
Fifth and 53rd Street station	Provide new mezzanine area	53rd Street Line
Fifth and 53rd Street station	Provide new access core between platforms and street level	53rd Street Line
Grand Central / 42nd Street station	Expand paid area and add new platform stair between Flushing platform and upper mezzanine	Flushing Line

TYPE 3 IMPROVEMENTS

Location	**Type of Improvement**	**Transit Line**
Grand Central / 42nd Street station	Renovation of remaining portions of Lexington mezzanine	Flushing Line / Lexington Avenue Line

81-683
Criteria for improvements in the Public Realm Improvement Concept Plan

The #Public Realm Improvement Fund Governing Group# shall select priority improvements for the Public Realm Improvement Concept Plan (the "Concept Plan") in accordance with the provisions of this Section.

All improvements in the Concept Plan, which may be funded through contributions to the #East Midtown Public Realm Improvement Fund#, shall:

(a) be within the East Midtown Subdistrict, a location immediately adjacent thereto, or in a subway or rail mass transit facility with significant ridership into and out of the Subdistrict;

(b) have a sponsoring City or State agency as a project sponsor;

(c) meet the definition of a capital project under Section 210 of the New York City Charter; and

(d) consist of either:

(1) below-grade public realm improvements, including, but not limited to widening, straightening, expanding or otherwise enhancing the existing below-grade pedestrian circulation network, additional vertical circulation, reconfiguring circulation routes to provide more direct pedestrian connections to subway or rail mass transit facilities,

improved or new disabled access, or providing daylight access, or enhancements to noise abatement, air quality, lighting, finishes or rider orientation in new or existing passageways; or

(2) above-grade public realm improvements, including, but not limited to, pedestrian plazas that provide opportunities for passive recreation, or improvements along a street accommodating both vehicular and pedestrian access that may include pedestrian amenities, or streetscape, sidewalk, crosswalk and median enhancements.

81-684
Authorization to allow enlargements on qualifying sites

In conjunction with any application that would allow additional #floor area# permitted beyond the basic maximum #floor area# for a #qualifying site# set forth in Section 81-64 (Special Floor Area Provisions for Qualifying Sites), the City Planning Commission may authorize modifications to the requirement in the definition of #qualifying site# in Section 81-613 that the additional #floor area# permitted through the provisions of Section 81-64 be achieved exclusively through a #development, and may allow #enlargements# on #qualifying sites#, provided that the Commission finds that such #enlargement# includes significant renovations to the existing #building# that will bring it up to contemporary space standards.

Where the existing #building# includes #non-complying floor area#, a contribution shall be deposited by the applicant into the #Public Realm Improvement Fund#. Such contribution shall be an amount equal to 20 percent of the #Public Realm Improvement Fund Development Rights Valuation# multiplied by the amount of such pre-existing #non-complying floor area#. For the purposes of such calculation, the amount of existing #non-complying floor area# shall not include any bonus #floor area# associated with a #publicly accessible open area# to remain on the #zoning lot#. The payment of the non-refundable contribution to the #Public Realm Improvement Fund#, shall be a precondition to the issuance of any foundation permit or new building permit by the Department of Buildings allowing the #enlargement# on a #qualifying site#.

For such #enlargements# to #buildings# with #non-complying floor area#, the proposed #floor area# beyond the amount contained in the pre-existing #non-complying building# shall be obtained by utilizing the applicable provisions of Section 81-64 (Special Floor Area Provisions for Qualifying Sites). For the purposes of applying the provisions of such Section, the reconstructed #floor area ratio# shall be considered the basic maximum #floor area ratio#. However, the maximum #floor area ratios# of Row E and Row H shall continue to apply.

81-685
Special permit to modify qualifying site provisions

In conjunction with any application that would allow additional #floor area# permitted beyond the basic maximum #floor area# for a #qualifying site# set forth in Section 81-64 (Special Floor Area Provisions for Qualifying Sites), the City Planning Commission may permit modifications to the certain criteria necessary to be considered a #qualifying site#, as well as height and setback regulations and mandatory plan elements, as set forth in paragraph (a) of this Section, provided that the Commission determines that the application requirements set forth in paragraph (b) and the findings set forth in paragraph (c) of this Section are met.

(a) The Commission may modify the following, whether singly or in any combination:

(1) the following #qualifying site# criteria:

(i) the requirement for #wide street# frontage, including the requirement that no existing #buildings# will remain on such #wide street# frontage, set forth in paragraphs (b) and (c) of the definition of a #qualifying site# in Section 81-613;

(ii) the #building# performance requirements in the paragraph (f) of the definition of a #qualifying site# and Section 81-681 (Building energy design requirements for qualifying sites); or

(iii) the requirement that the additional #floor area# permitted through the provisions of Section 81-64 be achieved exclusively through a #development#;

(2) the provisions for #zoning lots# divided by district boundaries set forth in Sections 77-02 (Zoning Lots no Existing Prior to Effective Date or Amendment of Resolution), 77-21 (General Provisions) or 77-22 (Floor Area Ratio), and the provisions of Section 81-612 (Applicability along district boundaries) requiring that #zoning lots# divided by Subarea boundaries utilize the provisions of Article VII, Chapter 7;

(3) the #street wall# regulations of Sections 81-43 (Street Wall Continuity Along Designated Streets) or 81-671 (Special street wall requirements), inclusive;

(4) the height and setback regulations of Sections 81-26 (Height and Setback Regulations – Daylight Compensation), inclusive, 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation), inclusive, or 81-66 (Special Height and Setback Requirements); or

(5) the mandatory district plan elements of Sections 81-42 (Retail Continuity Along Designated Streets), 81-44 (Curb Cut Restrictions), 81-45 (Pedestrian Circulation Space), 81-46 (Off-street Relocation or Renovation of a Subway Stair), 81-47 (Major Building Entrances), 81-48 (Off-street Improvement of Access to Rail Mass Transit Facility), 81-674 (Ground floor use provisions), 81-675 (Curb cut restrictions and loading berth requirements), 81-676 (Pedestrian circulation space requirements) or 37-50 (REQUIREMENTS FOR PEDESTRIAN CIRCULATION SPACE), inclusive, except

that no modifications to the required amount of pedestrian circulation space set forth in Section 37-51 shall be permitted.

(b) Application requirements

Applications for a special permit for modifications pursuant to this Section shall contain materials, of sufficient scope and detail, to enable the Commission to determine the extent of the proposed modifications. In addition, where modifications to #street wall# or height and setback regulations are proposed, any application shall contain the following materials, at a minimum:

(1) drawings, including but not limited to, plan views and axonometric views, that illustrate how the proposed #building# will not comply with the #street wall# regulations of Section 81-43 (Street Wall Continuity Along Designated Streets), or as such provisions are modified pursuant to Section 81-671 (Special street wall requirements), as applicable, and that illustrate how the proposed #building# will not comply with the height and setback regulations of Sections 81-26 (Height and Setback Regulations – Daylight Compensation) or 81-27 (Alternate Height and Setback Regulations – Daylight Evaluation), or as such provisions are modified pursuant to Section 81-66 (Special Height and Setback Requirements), as applicable;

(2) where applicable, formulas showing the degree to which such proposed #building# will not comply with the length and height rules of Section 81-26, or as such provisions are modified pursuant to Section 81-66; and

(3) where applicable, #daylight evaluation charts# and the resulting daylight evaluation score showing the degree to which such proposed #building# will not comply with the provisions of Section 81-27 or as such provisions are modified pursuant to Section 81-66.

(c) Findings

The Commission shall find that such proposed modifications:

(1) to the definition of #qualifying site# are the minimum extent necessary, and are harmonious with the Subdistrict objective to protect and strengthen the economic vitality and competitiveness of East Midtown by facilitating the development of exceptional modern and sustainable office towers;

(2) to the requirement for #wide street# frontage in the definition of #qualifying ground floor# will not unduly concentrate #bulk# towards the middle of the #block# to the detriment of the surrounding area;

(3) to the #building# performance requirements in the definition of #qualifying ground floor# and Section 81-681:

(i) are necessary due to the presence of existing #buildings# on the site; and

(ii) will not detract from the incorporation of innovative sustainable design measures;

(4) to regulations pertaining to #zoning lots# divided by district boundaries will result in better site planning;

(5) to the mandatory district plan elements:

(i) will result in a better site plan for the proposed #development# or #enlargement# that is harmonious with the mandatory district plan element strategy of the #Special Midtown District#, as set forth in Section 81-41 (General Provisions); and

(ii) any adverse impact on retail continuity is minimized by a site plan that requires pedestrian-oriented #uses# along the boundaries of any open or enclosed public areas within the #zoning lot#;

(6) to the #street wall# or height and setback regulations:

(i) are necessary due to constraints or conditions of the #development# or #enlargement# and conditions imposed by the configuration of the site;

(ii) will not unduly obstruct the access of light and air to surrounding properties; and

(iii) will result in an improved distribution of #bulk# on the #zoning lot# that is harmonious with the height and setback goals of the #Special Midtown District# set forth in Section 81-251 (Purpose of height and setback regulations); and

(iv) the overall design of the #building# demonstrates an integrated and well-considered facade, taking into account factors such as #street wall# articulation, and fenestration, that creates a prominent and distinctive #building# which complements the character of the surrounding area; and constitutes a distinctive addition to the Midtown Manhattan skyline.

The Commission may prescribe appropriate conditions and safeguards to minimize adverse effects on the character of the surrounding area.

81-686
Contribution in-kind for certain public realm improvements

The Chairperson of the City Planning Commission shall allow, by certification, the applicant for a #development# or #enlargement# on a #qualifying site# that is immediately adjacent to a sidewalk

improvement identified in the Public Realm Improvement Concept Plan to undertake such improvement, and be deducted the cost of such improvement from their contribution to the #Public Realm Improvement Fund#, provided that the provisions of this Section are met.

(a) The following requirements shall be completed prior to application for certification by the Chairperson:

(1) The applicant shall submit concept plans for the proposed improvement to the Chairperson, the Department of Transportation (DOT), and the #Public Realm Improvement Fund Governing Group# (the "Governing Group");

(2) DOT shall provide a letter to the Chairperson and the Governing Group containing a conceptual approval of the improvement including a statement of any considerations regarding the construction and operation of the improvement;

(3) Construction documents and cost estimates shall be prepared for such improvements by a professional engineer, and submitted to the Chairperson, the DOT and the Governing Group;

(4) Upon review, the DOT and the Governing Group shall either approve such construction documents and costs estimates or detail discrepancies to be resolved by the applicant; and

(5) Upon approval of the construction documents and cost estimates by the DOT and Governing Group, the applicant shall execute agreements and legally enforceable instruments running with the land, setting forth the obligations of the owner and developer, their successors and assigns, to design and construct the improvement in accordance with the requirements of the DOT. A certified copy of such legal instruments shall be sent to the Chairperson.

(b) Upon submittal of all the items in paragraph (a) of this Section, along with drawings indicating the portion of the #building# utilizing transferred #floor area# pursuant to the provisions of Section 81-642 (Transfer of development rights from landmarks to qualifying sites), the Chairperson shall certify that a #development# or #enlargement# on a #qualifying site# may undertake an improvement to an adjoining sidewalk.

The execution and recording of legal instruments in accordance with paragraph (a) of this Section shall be a precondition to the issuance of any foundation permit or new building permit by the Department of Buildings allowing a #development# or #enlargement# on a #qualifying site# undertaking a contribution in-kind pursuant to this Section.

(c) Upon certification by the Chairperson, monies equal to such agreed upon cost estimate between the applicant, DOT and the Governing Group shall be deposited into an escrow account or similar fund established by the Governing Group from the #Public Realm Improvement Fund# ("the Improvement Fund").

(d) No temporary certificate of occupancy shall be granted by the Department of Buildings for the portion of the #building# utilizing transferred #floor area# pursuant to Section 81-642 until the Chairperson of the City Planning Commission, acting in consultation with the DOT and the Governing Group, has certified that the improvements are substantially complete and usable by the public. No permanent certificate of occupancy shall be granted by the Department of Buildings until the improvements have finally been completed in accordance with the approved plans and such final completion has been approved by the Chairperson, the DOT and the Governing Group.

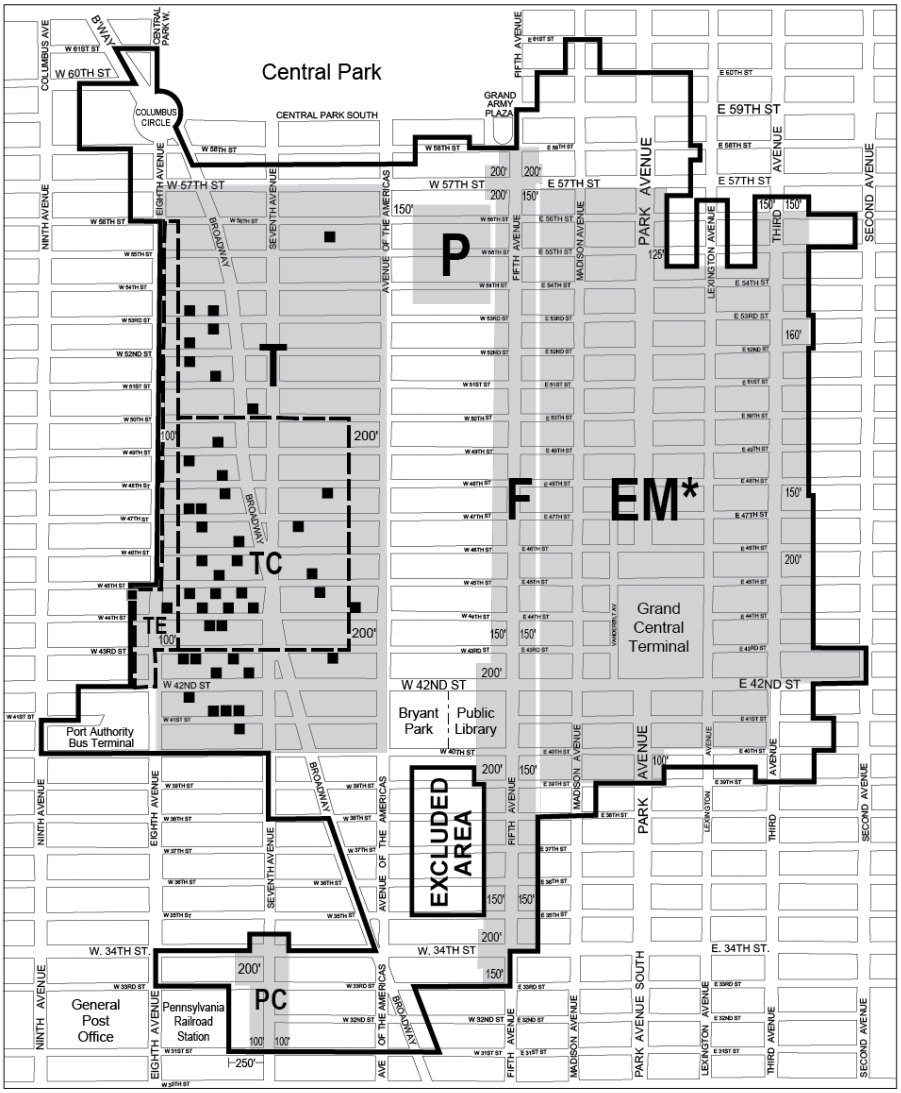
(e) Upon completion of the sidewalk improvement, the monies secured in the escrow account or other similar fund established by the Governing Group shall be released to the applicant.

(f) In the event that an applicant utilizing the provisions of this Section has not completed the sidewalk improvements within five years of obtaining a new building permit from the Department of Buildings, the Governing Group shall release the monies in the escrow account or other similar fund back to the Improvement Fund.

Appendix A
Midtown District Plan Maps

Map 1: Special Midtown District and Subdistricts

[REPLACE EXISTING MAP WITH THIS]



MIDTOWN DISTRICT PLAN

MAP 1 - Special Midtown District and Subdistricts

F Fifth Avenue Subdistrict	TC Theater Subdistrict Core
EM East Midtown Subdistrict	TE Theater Subdistrict Eighth Avenue Corridor
PC Penn Center Subdistrict	Listed Theaters
P Preservation Subdistrict	Special Midtown District
T Theater Subdistrict	

* East Midtown Subareas are shown on Map 4

N

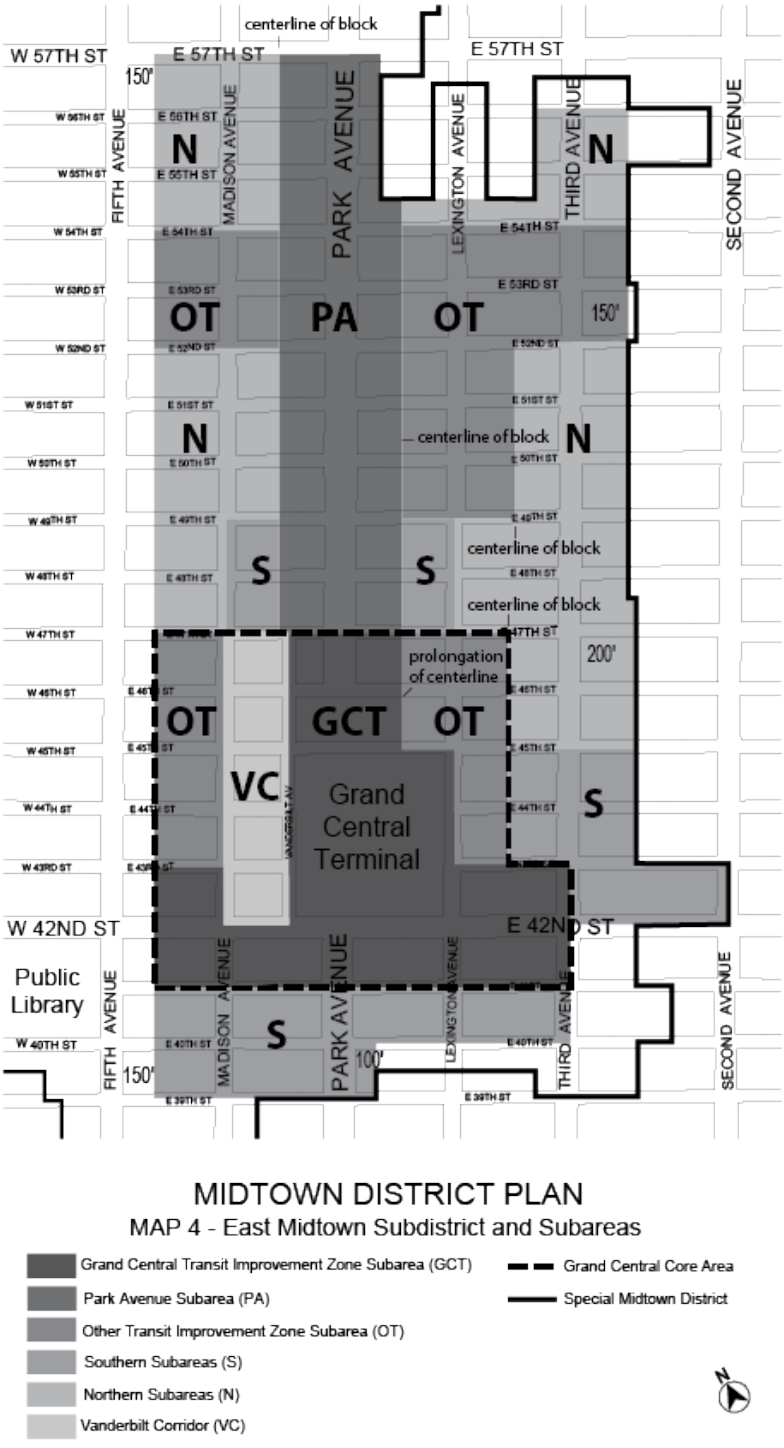
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Map 4: East Midtown Subdistrict and Subareas

[NEW MAP TO BE ADDED]



* * *

Appendix B
Daylight Evaluation Charts

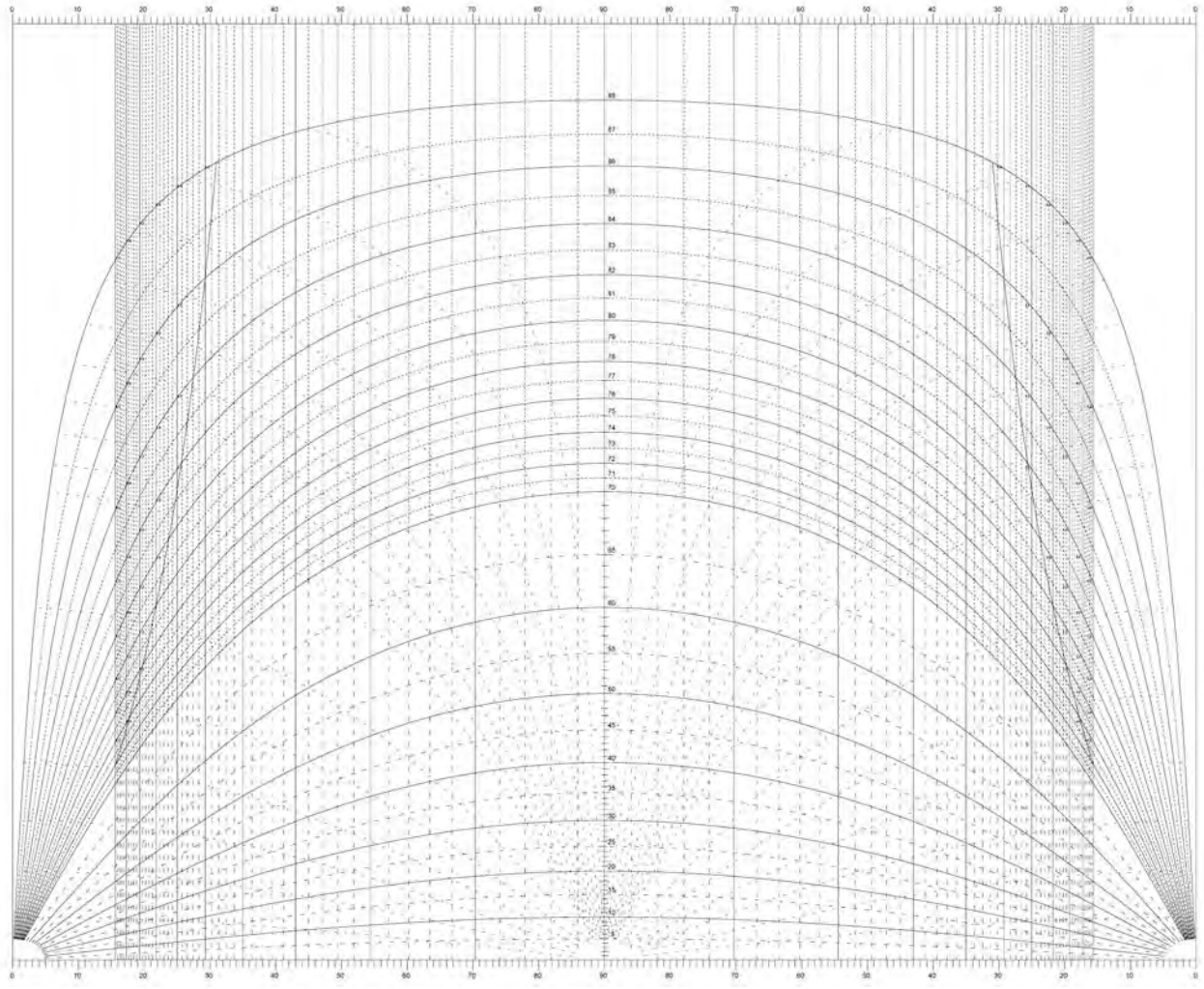
[MOVE EXISTING DAYLIGHT EVALUATION CHARTS INTO APPENDIX B]

* * *

Chart 4. Daylight Evaluation Diagram – Park Avenue

[NEW CHART]

(A full size, 30" by 36", copy of this chart is available for purchase and inspection at the Department of City Planning's Bookstore.)



Daylight Evaluation Diagram, Park Avenue

Appendix B
Shadows

Appendix B-1
Shadows Tables

Appendix B-2
Shadows Figures

Appendix B-1
Shadows Tables

Table 4-1: Resources of Concern within Defined Shadow Radius – Open Spaces Affected by New Incremental Shadows

Map ID #	Name/Location	Description	Hours of Access	Condition	Utilization
P13	MacArthur Park, East 48th Street to East 49th Street, FDR Drive	Playground facilities, chairs, benches, tables, landscaping	TBD	TBD	TBD
P15	Park Avenue Malls	Landscaped Median	24 hours/day	Excellent	N/A
P20	Sutton Place Park	Benches, landscaping, lighting, waterfront views	TBD	TBD	TBD
P27	United Nations Sculpture Garden	Sculptures, landscaping	Limited to Official United Nations Building Tours and Visitors	Excellent	Low
5	345 Park Avenue	Plaza, trees, planters with seating ledges, benches, seat wall / ledges, sculpture	24 hours/day	Good	Low
6	Wells Fargo Building, 437 Madison Avenue	Plaza/arcade, seat wall / ledges, seating steps, lighting	24 hours/day	Fair	Low
13	HarperCollins Publishers, 10 East 53rd Street	Plaza/arcade with planters; through-block connection to 52nd Street with retail, seat wall / ledges	24 hours/day	Excellent	Low
14	280 Park Avenue	Plaza, trees, planters with seating ledges, tables and movable chairs, lighting	24 hours/day	Good	Low
15	299 Park Avenue	Plaza/arcade, trees, planters, benches, garbage cans	24 hours/day	Good	Low
19	Tower 49, 12 East 49th Street	Plaza/arcade, trees, planters, marble benches, seat wall / ledges, seating, tables	24 hours/day	Excellent	Low
20	Grand Central Plaza, 622 Third Avenue	Outdoor plaza with trees, planters with seating ledges, benches, seat wall / ledges, garbage cans; indoor arcade with benches, seat wall / ledges, lighting, heating; landscaped terrace with trees, planters with seating ledges, benches, tables and movable chairs, lattice, garbage cans	24 hours/day (outdoor plaza); weekdays 7am-8pm / weekends 9am-6pm (indoor arcade); varies by season (landscaped terrace)	Excellent / partially under construction	Moderate
32	909 Third Avenue	Expanded sidewalk, arcade, sculptures, plantings	24 hours/day	Excellent	Low
35	520 Madison Avenue	Plaza, trees, tables and movable chairs	24 hours/day	Good	Low
66	245 East 54th Street	Plaza, trees, planters with seating ledges, benches, seat wall / ledges, lighting, sculpture, bicycle racks	24 hours/day	Good	Moderate

Table 4-1: Resources of Concern within Defined Shadow Radius – Open Spaces Affected by New Incremental Shadows

Map ID #	Name/Location	Description	Hours of Access	Condition	Utilization
82	Lever House, 390 Park Avenue	Plaza, trees, planters, benches, lighting, sculpture	24 hours/day	Excellent	Moderate
85	St. Patrick's Cathedral, 460 Madison Avenue	Plaza, steps	24 hours/day	Good / construction above	Moderate
86[1]	Rockefeller Center / Rockefeller Plaza	Seating areas; vegetation	24 hours/day	Excellent	High
87[1]	Rockefeller Center / Rockefeller Plaza	Seating areas; vegetation	24 hours/day	Excellent	High
88[1]	Rockefeller Center / Rockefeller Plaza	Seating areas; vegetation	24 hours/day	Excellent	High
89[1]	Rockefeller Center / Rockefeller Plaza	Seating areas; vegetation	24 hours/day	Excellent	High
100	418 East 59th Street	Plaza, planters, benches, lighting	24 hours/day	TBD	TBD
114	400 East 56th Street	Plaza, arcade, planters, fountain, ledge seating	24 hours/day	TBD	TBD
122	415 East 54th Street	Plaza, planters, trees, benches, water feature	24 hours/day	TBD	TBD

Note: [1] The Rockefeller Center / Rockefeller Plaza POPS are also represented by historic resource H18.

Table 4-2: Resources of Concern within Defined Shadow Radius –
Open Spaces Not Affected by New Incremental Shadows

Map ID#	Name/Address
PUBLIC PARKS	
P1	14 Honey Locusts Park
P2	Andrew Haswell Green Park
P3	Bryant Park
P4	Central Park
P5	Dag Hammarskjold Plaza
P7	Five Parks (FDR Drive)
P8	Grand Army Plaza
P10	Greenstreets – East 66th Street
P14	Mary O'Connor Playground
P15	Park Avenue Malls
P16	Peter Detmold Park
P17	Queensboro Oval
P18	Ralph Bunche Park
P21	Tramway Plaza
P24	Twenty-Four Sycamores Park
P25N	Greenstreets - 1st Avenue (North)
P26	Greenstreets - East 49th Street
P28	NYC Public Library Plaza / Terrace
P29	Four Freedoms Park
P32	7-11 East 51st Street (No-Action)
PRIVATELY OWNED PUBLIC SPACES (POPS)	
1	450 Park Avenue
2	65 East 55th Street
3	535 Madison Avenue
4	919 Third Avenue
7	457 Madison Avenue
8	40 East 52nd Street
9	800 Third Avenue
10	777 Third Avenue
11	725 Fifth Avenue
12	590 Madison Avenue
16	245 Park Avenue
17	6 East 43rd Street
18	101 Park Avenue
21	140 East 45th Street
22	141 East 48th Street
23	780 Third Avenue

Table 4-2: Resources of Concern within Defined Shadow Radius –
Open Spaces Not Affected by New Incremental Shadows

Map ID#	Name/Address
PRIVATELY OWNED PUBLIC SPACES (POPS)	
24	599 Lexington Avenue
25	153 East 53rd Street
26	201 East 42nd Street
27	212 East 47th Street
28	747 Third Avenue
29	767 Third Avenue
30	825 Third Avenue
31	875 Third Avenue
33	425 Lexington Avenue
34	432 Park Avenue
36	36 Central Park South
37	767 Fifth Avenue
38	500 Park Avenue
39	499 Park Avenue
40	110 East 59th Street
41	9 West 57th Street
42	58 West 58th Street
43	40 West 57th Street
44	1370 Sixth Avenue
45	1350 Sixth Avenue
46	1330 Sixth Avenue
47	51 West 52nd Street
48	1166 Sixth Avenue
49	1114 Sixth Avenue
50	445 Fifth Avenue
51	135 East 57th Street
52	420 Fifth Avenue
53	31 West 52nd Street
54	600 Third Avenue
55	845 First Avenue
56	950 Third Avenue
57	150 East 58th Street
58	633 Third Avenue
61	212 East 42nd Street
62	234 East 46th Street
63	240 East 47th Street
64	885 Second Avenue
65	255 East 49th Street

Table 4-2: Resources of Concern within Defined Shadow Radius –
Open Spaces Not Affected by New Incremental Shadows

Map ID#	Name/Address
PRIVATELY OWNED PUBLIC SPACES (POPS)	
67	309 East 48th Street
68	3 United Nations Plaza
69	320 East 46th Street
70	303 East 43rd Street
71	333 East 45th Street
72	301 East 45th Street
73	100 United Nations Plaza
74	300 East 54th Street
75	360 East 57th Street
76	300 East 59th Street
77	118 East 60th Street
78	200 East 61st Street
79	750 Lexington Avenue
80	425 Fifth Avenue
81	3 East 53rd Street
83	375 Park Avenue
84	217 East 51st Street
90	Tudor City - North
95	425 East 58th Street
96	146 West 57th Street
101	200 East 64th Street
102	160 East 65th Street
103	1251 Sixth Avenue
104	265 East 66th Street
105	304 East 65th Street
107	420 East 54th Street
110	400 East 54th Street
111	Alliance Capital - 1345 Sixth Avenue
112	188 East 64th Street
113	Stevens Tower - 1185 Sixth Avenue
115	303 East 60th Street
116	1700 Broadway
117	200 East 65th Street
118	300 East 62nd Street
123	167 East 61st Street
124	220 East 65th Street
125	McGraw-Hill - 1221 Sixth Avenue
126	125 West 55th Street

Table 4-2: Resources of Concern within Defined Shadow Radius –
Open Spaces Not Affected by New Incremental Shadows

Map ID#	Name/Address
PRIVATELY OWNED PUBLIC SPACES (POPS)	
127	401 East 60th Street
129	429 East 52nd Street
131	Le Parker Meridien Hotel - 118 West 57th Street
132	Tower 53 - 825 Seventh Avenue
133	410 East 58th Street
134	340 East 64th Street
135	810 Seventh Avenue
136	172 Madison Avenue
137	200 East 62nd Street
138	1155 Sixth Avenue
139	PaineWebber - 1285 Sixth Avenue
141	1301 Sixth Avenue
142	745 Seventh Avenue
144	1211 Avenue of the Americas - 1211 Sixth Avenue
145	1133 Sixth Avenue

Table 4-3: Resources of Concern within Defined Shadow Radius –
Sunlight-Sensitive Historic Resources Affected by New Incremental Shadows

Map ID#	Resource Name	Address/Location	Sunlight-Sensitive Features
H2	Beaux-Arts Apartments - North	307 East 44th Street	Composition in light and dark brick
H6	Chanin Building	374 Lexington Avenue, 122 East 42nd Street	Terra cotta art; massive band of bas relief designs
H11	Fifth Avenue Presbyterian Church	7 West 55th Street	Stained-glass windows
H17	Rockefeller Apartments	17 West 54th Street	Turreted windows
H18	Rockefeller Center / Rockefeller Plaza	48th Street to 51st Street, between Fifth and Sixth Avenues	Seating areas; vegetation
H20	St. Patrick's Cathedral	631 Fifth Avenue	Stained-glass windows
H21	St. Thomas Church and Parish House	678 Fifth Avenue	Stained-glass windows
H22	Swedish Seamen's Church	5 East 48th Street	Leaded-glass windows on the second floor

Table 4-4: Resources of Concern within Defined Shadow Radius –
Sunlight-Sensitive Historic Resources Not Affected by New Incremental Shadows

Map ID#	Resource Name	Address/Location	Sunlight-Sensitive Features
H1	Amster Yard	211-13 East 49th Street	Vegetation in the landscaped garden
H3	Beaux-Arts Apartments - South	310 East 44th Street	Composition in light and dark brick
H4	Bernard Museum Temple Emanu-El	6 East 56th Street	Stained-glass windows
H5	Central Synagogue	652 Lexington Avenue	Stained-glass windows
H7	Christ Church United Methodist	520 Park Avenue	Stained-glass windows
H8	Church of Our Savior	59 Park Avenue	Stained-glass windows
H10	Church of St. Vincent Ferrer	869 Lexington Avenue	Stained-glass windows
H11	Fifth Avenue Presbyterian Church	7 West 55th Street	Stained-glass windows
H12	Ford Foundation Building	303 East 42nd Street	Glass-walled and sky-lit atrium
H13	Former Coty Building	712 Fifth Avenue	Decorative glass windows
H14	Grand Central Terminal	77 East 42nd Street	Windows of the Main Concourse
H15	Lescaze House	211 East 48th Street	Glass block, glass bricks, and ribbon windows
H16	Park Avenue Synagogue	50 East 87th Street	Stained-glass windows
H19	St. Bartholomew's Church and Community House	321 Park Avenue	Stained-glass windows
H23	The Free Church of Saint Mary The Virgin	143 West 46th Street	Stained-glass windows

Table 4-5: Projected Additional Incremental Shadow Coverage and Durations on Significant Sunlight Sensitive Resources, DEIS vs. A-Text Memo[1]

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
OPEN SPACE RESOURCES – PRIVATELY OWNED PUBLIC SPACES (POPS)					
POPS 19: East 49th Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	- [2]	(1) 8:13 AM – 8:23 AM; (2) 8:37 AM – 8:41 AM	8:25 AM – 11:50 AM	8:52 AM – 11:57 AM
	Incremental Shadow Duration		(1) 10 minutes; (2) 4 minutes	3 hours, 25 minutes	3 hours, 5 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Potential Development Site P				
	New Shadow Enter-Exit Time	- [2]	11:35 AM – 12:58 PM	10:47 AM – 12:41 PM	11:40 AM – 12:20 PM
	Incremental Shadow Duration		1 hour, 23 minutes	1 hour, 54 minutes	40 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	1 hour, 37 minutes	4 hours, 25 minutes	3 hours, 28 minutes
POP 35: 520 Madison Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	- [2]	No Incremental Shadows	- [2]	- [2]
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Projected Development Site 17				
	Shadow Enter-Exit Time	- [2]	12:31 PM – 1:30 PM	- [2]	- [2]
	Incremental Shadow Duration		59 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	59 minutes	No Change from DEIS	No Change from DEIS
SUNLIGHT SENSITIVE HISTORIC RESOURCES					
H2: Beaux-Arts Apartments - North	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	- [2]	- [2]	- [2]	2:50 PM – 4:02 PM
	Incremental Shadow Duration				1 hour, 12 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, Projected Development Site 15 Vent Building				
	Shadow Enter-Exit Time	- [2]	- [2]	- [2]	2:57 PM - 4:02 PM
	Incremental Shadow Duration				1 hour, 5 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	1 hour, 12 minutes

Note:

[1] Includes cumulative effect of new incremental shadows associated with Projected Site 17, Potential Site P, and Projected Development Site 15 Vent Building. New incremental shadows associated with the Projected Development Site 13 Vent Building did not result in substantial additional incremental shadows on sunlight sensitive resources.

[2] If no additional incremental shadows were identified as part of the A-Text Proposed Action, incremental shadow duration data is not provided.

Table 4-5: Projected Additional Incremental Shadow Coverage and Durations on Significant Sunlight Sensitive Resources, DEIS vs. A-Text Memo[1]

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
H17: Rockefeller Apartments	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	10:27 AM – 10:58 AM	-[2]	-[2]	-[2]
	Incremental Shadow Duration	31 minutes			
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Projected Development Site 17				
	Shadow Enter-Exit Time	10:07 AM – 11:04 AM	-[2]	-[2]	-[2]
	Incremental Shadow Duration	57 minutes			
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		1 hour, 23 minutes	No Change from DEIS	No Change from DEIS	No Change from DEIS
H18: Rockefeller Center / Rockefeller Plaza	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	-[2]	-[2]	7:06 AM – 7:56 AM	No Incremental Shadows
	Incremental Shadow Duration			50 minutes	
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Projected Development Site 17				
	Shadow Enter-Exit Time	-[2]	-[2]	7:49 AM – 8:09 AM	(1) 6:28 AM – 6:44 AM; (2) 7:17 AM – 8:21 AM
	Incremental Shadow Duration			20 minutes	(1) 16 minutes; (2) 1 hour, 4 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	1 hour, 3 minutes	1 hour, 20 minutes

Note:

[1] Includes cumulative effect of new incremental shadows associated with Projected Site 17, Potential Site P, and Projected Development Site 15 Vent Building. New incremental shadows associated with the Projected Development Site 13 Vent Building did not result in substantial additional incremental shadows on sunlight sensitive resources.

[2] If no additional incremental shadows were identified as part of the A-Text Proposed Action, incremental shadow duration data is not provided.

Table 4-5: Projected Additional Incremental Shadow Coverage and Durations on Significant Sunlight Sensitive Resources, DEIS vs. A-Text Memo[1]

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
H20: ***St. Patrick's*** *Cathedral*	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	-[2]	-[2]	-[2]	6:49 AM – 9:27 AM
	Incremental Shadow Duration				2 hours, 38 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Projected Development Site 17				
	Shadow Enter-Exit Time	-[2]	-[2]	-[2]	7:30 AM – 7:52 AM
	Incremental Shadow Duration				22 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	2 hours, 38 minutes
H21: St. Thomas Church and Parish House	*St. Thomas Church and Parish House - DEIS*				
	Shadow Enter-Exit Time	10:24 AM – 11:08 AM	-[2]	-[2]	-[2]
	Incremental Shadow Duration	44 minutes			
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Projected Development Site 17				
	Shadow Enter-Exit Time	10:53 AM – 11:58 AM	-[2]	-[2]	-[2]
	Incremental Shadow Duration	1 hour, 5 minutes			
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		1 hour, 34 minutes	No Change from DEIS	No Change from DEIS	No Change from DEIS
H22: Swedish ***Seamen's*** *Church*	***Swedish Seamen's Church*** *- DEIS*				
	Shadow Enter-Exit Time	12:50 PM – 1:21 PM	No Incremental Shadows	9:23 AM – 9:42 AM	8:58 AM – 10:14 AM
	Incremental Shadow Duration	31 minutes		19 minutes	1 hour, 16 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage, New Potential Development Site P				
	Shadow Enter-Exit Time	11:42 AM – 11:59 AM	11:28 AM – 12:02 PM	10:56 AM – 11:14 AM	No Additional Incremental Shadows
	Incremental Shadow Duration	17 minutes	34 minutes	18 minutes	
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		17 minutes	34 minutes	32 minutes	No Change from DEIS

Note:

[1] Includes cumulative effect of new incremental shadows associated with Projected Site 17, Potential Site P, and Projected Development Site 15 Vent Building. New incremental shadows associated with the Projected Development Site 13 Vent Building did not result in substantial additional incremental shadows on sunlight sensitive resources.

[2] If no additional incremental shadows were identified as part of the A-Text Proposed Action, incremental shadow duration data is not provided.

Table 4-6: Projected Development Sites 13 and 15 Vent Buildings - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
OPEN SPACE RESOURCES – PUBLIC PARKS					
P13: MacArthur Park	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	4:22 PM - 4:29 PM	No Incremental Shadows	5:32 PM – 5:36 PM
	Incremental Shadow Duration		7 minutes		4 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	New Shadow Enter-Exit Time	No Additional Incremental Shadows	4:23 PM – 4:29 PM	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration		6 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	No Change from DEIS
P20: Sutton Place Park	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	New Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	5:13 PM – 5:18 PM	No Additional Incremental Shadows
	Incremental Shadow Duration			5 minutes	
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	5 minutes	No Change from DEIS
P27: United Nations Gardens	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	3:56 PM – 4:29 PM	4:45 PM – 5:18 PM	5:15 PM – 6:01 PM
	Incremental Shadow Duration		33 minutes	33 minutes	46 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	4:00 PM – 4:09 PM	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration		9 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	No Change from DEIS

Table 4-6: Projected Development Sites 13 and 15 Vent Buildings - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
OPEN SPACE RESOURCES – PRIVATELY-OWNED PUBLIC SPACES (POPS)					
POPS 5: 345 Park Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	(1) 8:15 AM – 9:00 AM; (2) 9:11 AM – 10:15 AM; (3) 2:11 PM – 3:09 PM; (4) 3:14 PM – 4:09 PM	(1) 8:50 AM – 9:37 AM; (2) 1:36 PM – 3:56 PM	(1) 9:09 AM – 10:11 AM; (2) 1:39 PM – 3:25 PM
	Incremental Shadow Duration		(1) 45 minutes; (2) 1 hour, 4 minutes; (3) 58 minutes; (4) 55 minutes	(1) 47 minutes; (2) 2 hours, 20 minutes	(1) 1 hour, 2 minutes; (2) 1 hour, 46 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	8:59 AM – 9:04 AM	No Additional Incremental Shadows
	Incremental Shadow Duration			5 Minutes	
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	No Change from DEIS
POPS 20: 622 Third Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	4:54 PM – 5:31 PM
	Incremental Shadow Duration				37 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	7:59 AM – 8:03 PM
	Incremental Shadow Duration				4 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	41 minutes

Table 4-6: Projected Development Sites 13 and 15 Vent Buildings - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
POPS 25: 153 East 53rd Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	(1) 10:50 AM - 11:07 AM; (2) 1:42 PM - 2:03 PM	(1) 9:40 AM - 10:12 AM (2) 10:46 AM - 11:32 AM	10:20 AM – 11:26 AM	10:53 AM – 11:26 AM
	Incremental Shadow Duration	(1) 17 minutes (2) 21 minutes	(1) 32 minutes; (2) 46 minutes	1 hour, 6 minutes	33 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	10:51 AM - 11:10 AM
	Incremental Shadow Duration				19 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	35 minuites
POPS 32: 909 Third Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	1:59 PM – 3:04 PM	1:25 PM – 2:29 PM	No Incremental Shadows
	Incremental Shadow Duration		1 hour, 5 minutes	1 hour, 4 minutes	
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	1:24 PM - 1:44 PM	1:23 PM - 1:43 PM
	Incremental Shadow Duration			20 minutes	20 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	1 hour, 5 minutes	20 minutes
POPS 66: 245 East 54th Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	3:15 PM – 3:38 PM	3:09 PM – 3:55 PM	No Incremental Shadows
	Incremental Shadow Duration		23 minutes	46 minutes	
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	3:06 PM - 3:28 PM
	Incremental Shadow Duration				22 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	22 minutes

Table 4-6: Projected Development Sites 13 and 15 Vent Buildings - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
POPS 82: 390 Park Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	(1) 9:21 AM - 9:37 AM; (2) 12:55 PM - 1:55 PM	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration		(1) 16 minutes (2) 1 hour		
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	9:26 AM - 9:47 AM	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration		21 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	1 hour, 26 minutes	No Change from DEIS	No Change from DEIS
POPS 100: 418 East 59th Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	4:25 PM - 4:29 PM	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration		4 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	4 minutes	No Change from DEIS	No Change from DEIS
POPS 114: 400 East 56th Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	4:34 PM - 4:53 PM	No Additional Incremental Shadows
	Incremental Shadow Duration			19 minutes	
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	19 minutes	No Change from DEIS

Table 4-6: Projected Development Sites 13 and 15 Vent Buildings - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
POPS 122: 415 East 54th Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	5:12 PM - 5:21 PM
	Incremental Shadow Duration				9 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	9 minutes
SUNLIGHT SENSITIVE HISTORIC RESOURCES					
H2: Beaux-Arts Apartments - North	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	3:02 PM - 4:29 PM	2:18 PM-4:36 PM	2:50 PM – 4:02 PM
	Incremental Shadow Duration		1 hour, 27 minutes	2 hours, 18 minutes	2 hours, 12 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	2:57 PM - 4:02 PM
	Incremental Shadow Duration				1 hour, 5 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	1 hour, 12 minutes
H6: Chanin Building	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	9:40 AM – 2:53 PM	(1) 7:36 AM – 8:13 AM; (2) 10:02 AM – 3:59 PM	(1) 6:27 AM-6:56 AM; (2) 10:26 AM-3:07 PM; (3) 4:29 PM-5:18 PM	(1) 5:57 AM – 6:48 AM (2) 11:02 AM – 2:37 PM
	Incremental Shadow Duration	5 hours, 13 minutes	(1) 37 minutes (2) 5 hours, 57 minutes	(1) 29 minutes (2) 5 hours, 31 minutes (3) 49 minutes	(1) 51 minutes (2) 3 hours, 35 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (Vent Building Development Sites 13 and 15)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	7:36 AM - 8:03 AM	7:43 AM - 7:46 AM	No Additional Incremental Shadows
	Incremental Shadow Duration		27 minutes	3 minutes	
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	6 hours, 52 minutes	No Change from DEIS

Table 4-7: New Projected Development Sites 17 and Potential Development Site P - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
OPEN SPACE RESOURCES – PUBLIC PARKS					
P15: Park Avenue Malls	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	2:04 PM – 2:25 PM	(1) 9:32 AM - 10:44 AM; (2) 1:49 PM - 2:45 PM; (3) 2:03 PM - 2:39 PM	(1) 7:28 AM – 9:32 AM; (2) 10:24 AM – 10:44; (3) 1:17 PM-2:59 PM	(1) 6:36 AM – 9:20 AM; (2) 1:11 PM-2:59 PM
	Incremental Shadow Duration	21 minutes	(1) 1 hour, 12 minutes; (2) 56 minutes; (3) 36 minutes;	(1) 2 hours, 4 minutes; (2) 20 minutes; (2) 1 hour, 48 minutes	(1) 2 hours, 44 minutes (2) 1 hour, 48 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	4:26 PM – 5:11 PM
	Incremental Shadow Duration				45 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	5 hours, 17 minutes
OPEN SPACE RESOURCES – PRIVATELY-OWNED PUBLIC SPACES (POPS)					
POPS 6: 437 Madison Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	1:52 PM – 2:35 PM	12:50 PM – 3:01 PM	(1) 8:52 AM – 11:31 AM; (2) 11:48 AM – 3:41 PM	9:25 AM – 3:41 PM
	Incremental Shadow Duration	43 minutes	2 hours, 11 minutes	(1) 2 hours, 39 minutes; (2) 3 hours, 53 minutes	6 hours, 16 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	2:06 PM – 2:59 PM	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration		53 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	No Change from DEIS

Table 4-7: New Projected Development Sites 17 and Potential Development Site P - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
POPS 13: 10 East 53rd Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	9:21 AM – 10:12 AM	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration		52 minutes		
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	12:21 PM – 1:22 PM	12:03 PM – 1:05 PM	11:28 PM – 12:57 PM
	Incremental Shadow Duration		1 hour, 1 minute	1 hour, 2 minutes	1 hour, 29 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	1 hour, 53 minutes	1 hour, 2 minutes	1 hour, 29 minutes
POPS 14: 280 Park Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	8:25 AM – 8:35 AM
	Incremental Shadow Duration				10 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	2:48 PM – 4:23 PM
	Incremental Shadow Duration				1 hour, 35 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	1 hour, 45 minutes
POPS 15: 299 Park Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	2:10 PM – 2:55 PM	(1) 8:10 AM – 9:24 AM; (2) 1:39 PM – 3:07 PM	(1) 8:45 AM – 12:20 PM; (2) 1:40 PM – 2:45 PM
	Incremental Shadow Duration		45 minutes	(1) 1 hour, 14 minutes; (2) 1 hour, 28 minutes	(1) 3 hours, 35 minutes; (2) 1 hour, 5 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	4:31 PM – 5:45 PM
	Incremental Shadow Duration				1 hour, 14 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	5 hours, 54 minutes

Table 4-7: New Projected Development Sites 17 and Potential Development Site P - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
POPS 19: 12 East 49th Street	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	(1) 8:13 AM – 8:23 AM; (2) 8:37 AM – 8:41 AM	8:25 AM – 11:50 AM	8:52 AM – 11:57 AM
	Incremental Shadow Duration		(1) 10 minutes; (2) 4 minutes	3 hours, 25 minutes	3 hours, 5 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	11:35 AM – 12:58 PM	10:47 AM – 12:41 PM	11:40 AM – 12:20 PM
	Incremental Shadow Duration		1 hour, 23 minutes	1 hour, 54 minutes	40 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	1 hour, 37 minutes	4 hours, 25 minutes	4 hours, 28 minutes
POP 35: 520 Madison Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	12:31 PM – 1:30 PM	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration		59 minutes		
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	59 minutes	No Change from DEIS	No Change from DEIS
POPS 85: 460 Madison Avenue	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	(1) 9:15 AM - 9:38 AM; (2) 10:03 PM - 10:37 AM	(1) 7:36 AM – 8:11 AM; (2) 8:15 AM – 8:59 AM	(1) 7:57 AM – 8:30 AM;
	Incremental Shadow Duration		(1) 23 minutes; (2) 34 minutes	(1) 35 minutes; (2) 44 minutes;	(1) 33 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	7:58 AM – 8:39 AM
	Incremental Shadow Duration				41 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	42 minutes

Table 4-7: New Projected Development Sites 17 and Potential Development Site P - All Additional Incremental Shadows, DEIS vs. A-Text Memo

Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
SUNLIGHT SENSITIVE HISTORIC RESOURCES					
H11: Fifth Avenue Presbyterian Church	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration				
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	12:28 PM – 12:41 PM	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration	13 minutes			
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		13 minutes	No Change from DEIS	No Change from DEIS	No Change from DEIS
H17: Rockefeller Apartments	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	10:27 AM – 10:58 AM	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration	31 minutes			
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	10:07 AM – 11:02 AM	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration	55 minutes			
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		55 minutes	No Change from DEIS	No Change from DEIS	No Change from DEIS
H18: Rockefeller Center / Rockefeller Plaza	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	No Incremental Shadows	9:43 AM – 10:06 AM	7:06 AM – 7:56 AM	No Incremental Shadows
	Incremental Shadow Duration		23 minutes	50 minutes	
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	7:49 AM – 8:09 AM	(1) 6:28 AM – 6:44 AM; (2) 7:17 AM – 8:21 AM
	Incremental Shadow Duration			20 minutes	(1) 16 minutes; (2) 1 hour, 4 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	1 hour, 3 minutes	1 hour, 20 minutes

Table 4-7: New Projected Development Sites 17 and Potential Development Site P - All Additional Incremental Shadows, DEIS vs. A-Text Memo

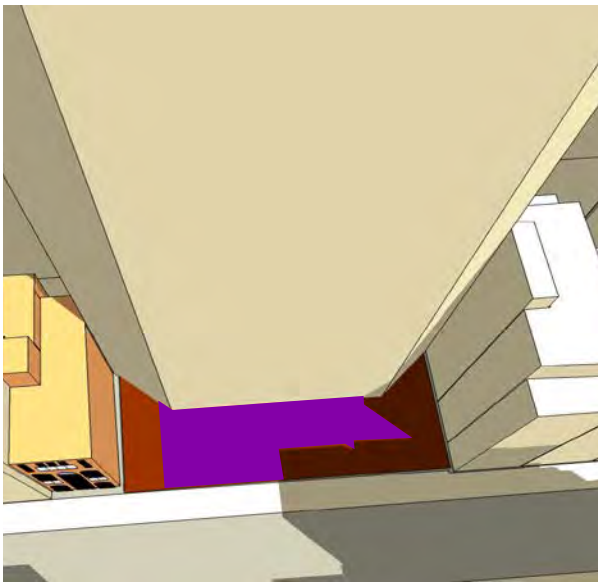
Resource ID	Resource Name	ANALYSIS DAYS			
		December 21: 8:51 AM – 2:53 PM	March 21 / September 21: 7:36 AM – 4:29 PM	May 6 / August 6: 6:27 AM – 5:18 PM	June 21: 5:57 AM – 6:01 PM
*H20: **St. Patrick's** Cathedral*	*DEIS – Projected Incremental Shadows*				
	Shadow Enter-Exit Time	(1) 8:51 AM – 9:39 AM; (2) 12:01 PM – 2:18 PM	(1) 7:36 AM – 8:23 AM; (2) 9:26 AM – 11:45 AM	(1) 6:35 AM – 8:55 AM; (2) 10:11 AM – 10:57 AM	6:44 AM – 9:28 AM
	Incremental Shadow Duration	(1) 48 minutes; (2) 2 hours, 17 minutes	(1) 47 minutes; (2) 2 hours, 19 minutes	(1) 2 hours, 20 minutes; (2) 46 minutes	2 hours, 44 minutes
	A-Text Memo: Additional Incremental Shadow Duration and Coverage (New Development Sites 17 and P)				
	Shadow Enter-Exit Time	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows	6:31 AM – 8:10 AM
	Incremental Shadow Duration				1 hour, 39 minutes
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		No Change from DEIS	No Change from DEIS	No Change from DEIS	2 hours, 57 minutes
H21: St. Thomas Church and Parish House	*St. Thomas Church and Parish House - DEIS*				
	Shadow Enter-Exit Time	10:20 AM – 11:19 AM	No Incremental Shadows	No Incremental Shadows	No Incremental Shadows
	Incremental Shadow Duration	58 minutes			
	St. Thomas Church and Parish House - Projected Development Site 17 / Potential Development Site P				
	Shadow Enter-Exit Time	9:47 AM – 11:56 AM	No Additional Incremental Shadows	No Additional Incremental Shadows	No Additional Incremental Shadows
	Incremental Shadow Duration	1 hour, 51 minutes			
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		1 hour, 51 minutes	No Change from DEIS	No Change from DEIS	No Change from DEIS
*H22: Swedish **Seamen's** Church*	***Swedish Seamen's Church** - DEIS*				
	Shadow Enter-Exit Time	12:50 PM – 1:21 PM	No Incremental Shadows	9:23 AM – 9:42 AM	8:58 AM – 10:14 AM
	Incremental Shadow Duration	31 minutes		19 minutes	1 hour, 16 minutes
	***Swedish Seamen's Church** - Projected Development Site 17 / Potential Development Site P*				
	Shadow Enter-Exit Time	11:42 AM – 11:59 AM	10:15 AM – 12:13 PM	10:49 AM – 11:21 AM	No Additional Incremental Shadows
	Incremental Shadow Duration	17 minutes	1 hour, 58 minutes	32 minutes	
COMBINED TOTAL DURATION (DEIS + A-TEXT MEMO):		48 minutes	1 hour, 58 minutes	51 minutes	No Change from DEIS

Appendix B-2
Shadows Figures

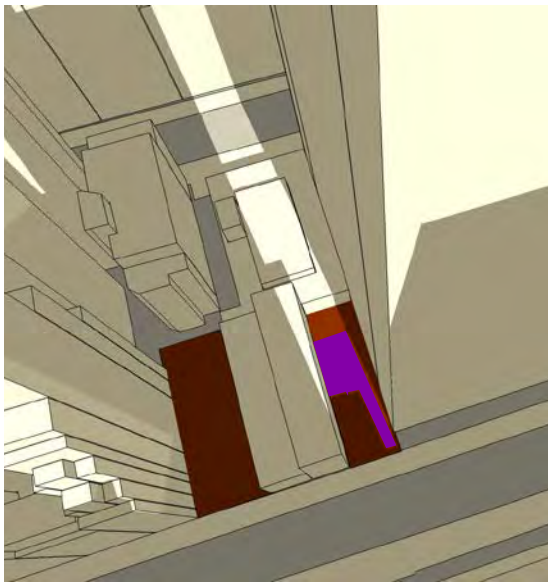
POPS No. 19 at 12:15 PM
March 21 / September 21



POPS No. 19 at 11:30 AM
May 6 / August 6



POPS No. 35 at 1:00 PM
March 21 / September 21



- Projected Redevelopment Site
- Potential Redevelopment Site
- Historic Resource
- No-Action Shadow - Historic Resource
- Open Space and Recreation
- No-Action Shadow - Open Space and Recreation
- Privately Owned Public Space (POPS)
- No-Action Shadow - Privately Owned Public Space (POPS)
- Incremental Shadow - DEIS Proposed Action
- New Incremental Shadow on Historic Resource Sunlight Sensitive Feature(s) - DEIS Proposed Action
- Incremental Shadow - A-Text Proposed Action
- New Incremental Shadow on Historic Resource Sunlight Sensitive Feature(s) - A-Text Proposed Action

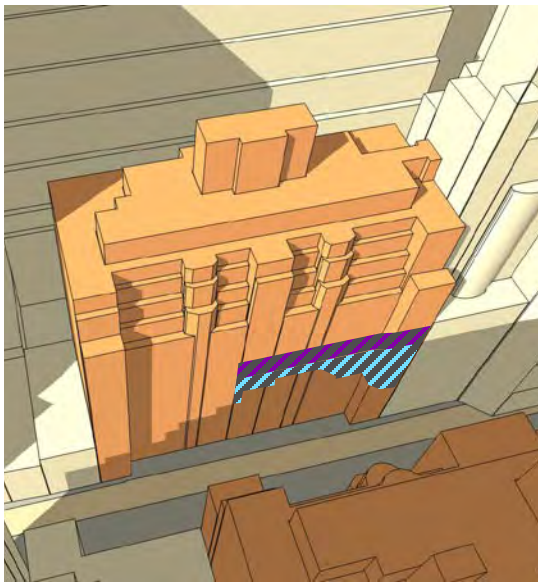
Greater East Midtown Rezoning
Manhattan, New York

A-Text Representative Worst-Case Incremental Shadows
Selected Privately Owned Public Spaces (POPS)

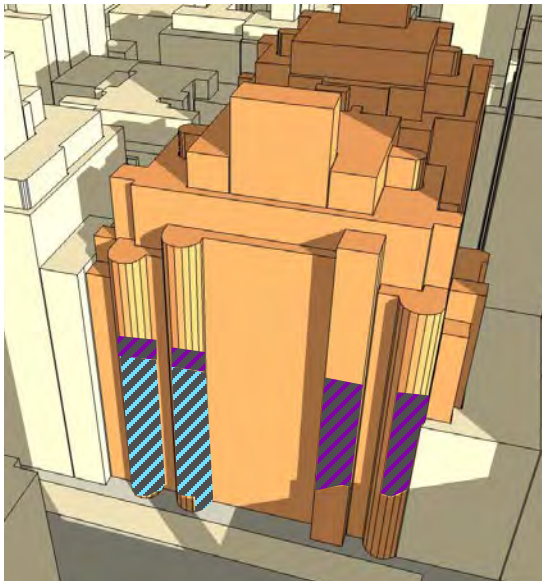
Figure 4-2

vhb

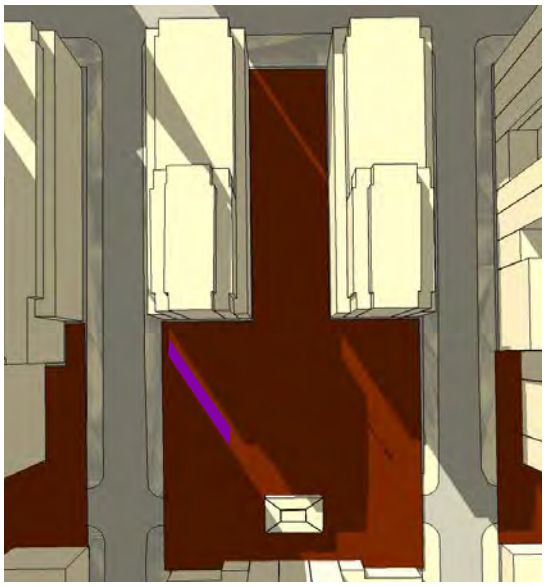
Beaux-Arts Apartments – North (H2) at 3:40 PM
June 21 Analysis Day



Rockefeller Apartments (H17) at 10:30 AM
December 21 Analysis Day



Rockefeller Plaza (H18) at 7:30 AM
June 21 Analysis Day



- Projected Redevelopment Site
- Potential Redevelopment Site
- Historic Resource
- No-Action Shadow - Historic Resource
- Open Space and Recreation
- No-Action Shadow - Open Space and Recreation
- Privately Owned Public Space (POPS)
- No-Action Shadow - Privately Owned Public Space (POPS)
- Incremental Shadow - DEIS Proposed Action
- New Incremental Shadow on Historic Resource Sunlight Sensitive Feature(s) - DEIS Proposed Action
- Incremental Shadow - A-Text Proposed Action
- New Incremental Shadow on Historic Resource Sunlight Sensitive Feature(s) - A-Text Proposed Action

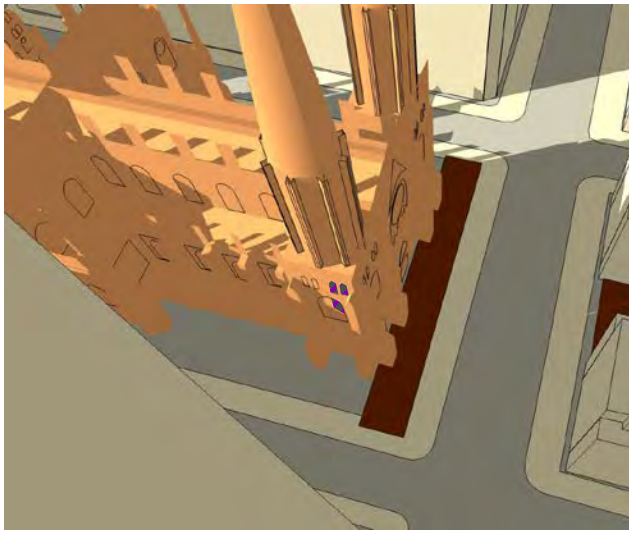
Greater East Midtown Rezoning
Manhattan, New York

A-Text Representative Worst-Case Incremental Shadows
Selected Sunlight Sensitive Historic Resources, 1 of 2

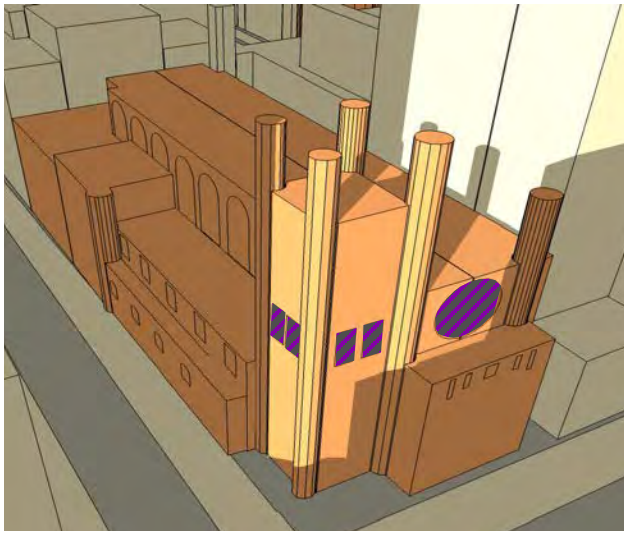
Figure 4-3

vhb

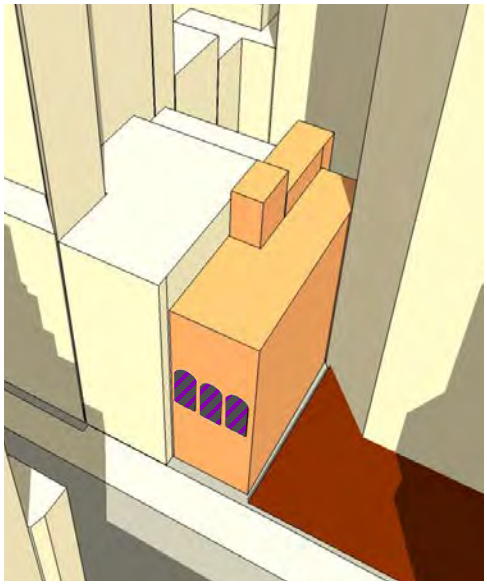
St. Patrick's Cathedral (H20) at 7:45 AM
June 21 Analysis Day



St. Thomas Church (H21) at 11:28AM
December 21 Analysis Day



Swedish Seamen's Church (H22) at 11:45 AM
March 21 / September 21 Analysis Day



Projected Redevelopment Site
Potential Redevelopment Site
Historic Resource
No-Action Shadow - Historic Resource
Open Space and Recreation
No-Action Shadow - Open Space and Recreation
Privately Owned Public Space (POPS)
No-Action Shadow - Privately Owned Public Space (POPS)
Incremental Shadow - DEIS Proposed Action
New Incremental Shadow on Historic Resource Sunlight Sensitive Feature(s) - DEIS Proposed Action
Incremental Shadow - A-Text Proposed Action
New Incremental Shadow on Historic Resource Sunlight Sensitive Feature(s) - A-Text Proposed Action

Greater East Midtown Rezoning
Manhattan, New York

A-Text Representative Worst-Case Incremental Shadows
Selected Sunlight Sensitive Historic Resources, 2 of 2

Figure 4-4

vhb

Appendix C
Transportation

Appendix C-1
Parking Assignment

Appendix C-2
Traffic Volume Figures

Appendix C-3
Traffic LOS Tables

Appendix C-4
Subway Station Assignments

Appendix C-5
Subway Station Analysis

Appendix C-6
Pedestrian LOS Tables

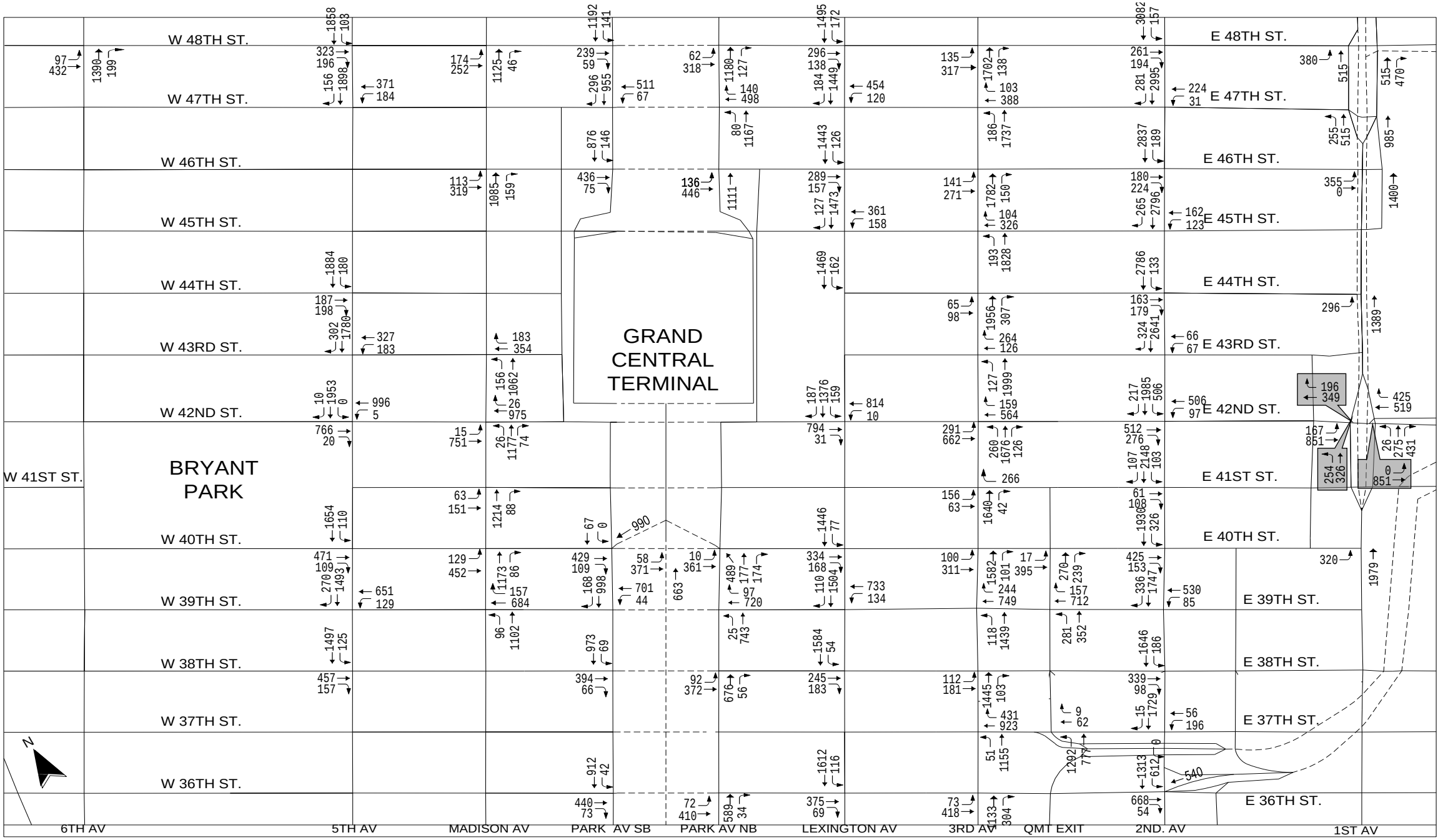
Appendix C-7
Parking Accumulation

Appendix C-1
Parking Assignment

Assignment of Auto Trips to Off-Street Parking Facilities

Project Name/ Address	On-Site	Parking Facility #1	Parking Facility #4	Parking Facility #14	Parking Facilities #15, #17	Parking Facility #12	Parking Facility #19	Parking Facility #24	Parking Facilities #16, #18	Parking Facility #23	Parking Facility #25	Parking Facility #26	Parking Facility #28	Parking Facilities #29, #31	Parking Facilities #27, #32	Parking Facility #33	Parking Facility #34	Parking Facility #35	Parking Facility #36	Parking Facility #37	Parking Facility #38	Parking Facility #39, No Build Site #27	Parking Facilities #42, #44	Parking Facility #43	Parking Facilities #52, #53	Parking Facilities #45, #46, #47, #55	Parking Facility #51	Parking Facilities #54, #58	Parking Facilities #56, #62	Parking Facility #57	Parking Facility #63	Parking Facilities #60, #61, #65, #67	Parking Facility #68	Parking Facility #64	Parking Facility #69	Parking Facility #71	Parking Facility #74	Parking Facility #72	Parking Facilities #78, #83	Parking Facility #79	Parking Facilities #84, #85	Parking Facility #92	Parking Facilities #91, #99	Parking Facility #100	Parking Facility #98	148 Madison Ave, 325 5th Ave	136 W 40th St, 143 W 40th St	1133 6th Ave, 141 W 43rd St	Parking Facility #90	No Build Site #32, Parking Facilities #21, #22	No Build Site #33, Parking Facility #8	No Build Site #5, Parking Facility #107	Parking Facility #97	No Build Site #4, Parking Facility #105
No-Action Development Sites																																																					
Site #4 - 434 Park Avenue	100%																																																					100%
Site #5 - Art & Design HS&PS 59: 2nd Av & 57th St	100%																																																			
Site #6 - 53 West 53rd Street (Tower Verre)																																								100%												
Site #8 - John Pierce Residences, 11 East 51st St																																								100%												
Site #9 - 614 Lexington Avenue (100 E 53rd Street)																																									100%												
Site #12 - Waldorf Astoria Hotel																																	2%									15%	22%		19%	22%								20%	
Site #13 - 138 East 50th Street																																				100%																		
Site #19 - Stanford Hotels, 120 West 41st Street																																																100%					
Site #20 - 7 Bryant Park																																																100%					
Site #21 - 516-520 Fifth Avenue																																																	100%				
Site #22 - 14-20 West 40th Street				22%					16%				12%						8%																															42%					
Site #23 - 343 Madison Avenue				1%									15%				27%		5%		5%								36%	5%			6%																					
Site #24 - One Vanderbilt	Based on traffic assignment to parking facilities in project's EIS																																																				
Site #26 - 686-700 Third Avenue																						20%	80%																																	
Site #27 - 212-214 East 44th Street	100%																					100%																																	
Site #28 - 219 East 44th Street	100%																						100%																																
Site #29 - 227-235 East 44th Street																						100%																																
Site #32 - 225 East 39th Street	100%																																																				100%		
Site #33 - Perlbinder 245 East 36th Street	100%																																																				100%		
Site #34 - UNDC Project/Robert Moses Playground								33%							13%	54%																																								
Site #35 - First Avenue Properties	Based on traffic assignment to parking facilities in project's EIS																																																				
Site #37 - 160 Madison Avenue																																																				100%				
With-Action Development Sites																																																					
Projected Development Site #1		20%				80%																																																
Projected Development Site #2			24%	2%		42%	32%																																														
Projected Development Site #3				35%					22%				16%						20%										7%																								
Projected Development Site #4				4%					18%										18%										71%	7%																								
Projected Development Site #5																													39%		28%		33%																					
Projected Development Site #6																												31%					36%							23%	10%											
Projected Development Site #7																																								18%									82%				
Projected Development Site #8																25%																																			75%			
Projected Development Site #9																		63%				37%																																	
Projected Development Site #10																						33%				11%		3%			4%	29%		4%	16%																		
Projected Development Site #11																									21%							2%				65%		12%														
Projected Development Site #12																																																				
Projected Development Site #13																																											32%	48%		20%								
Projected Development Site #14																																												50%	50%								
Projected Development Site #15										28%				30%	25%																																				17%			
Projected Development Site #16														56%								40%	4%																															
Projected Development Site #17																																				7%	24%		27%		42%												

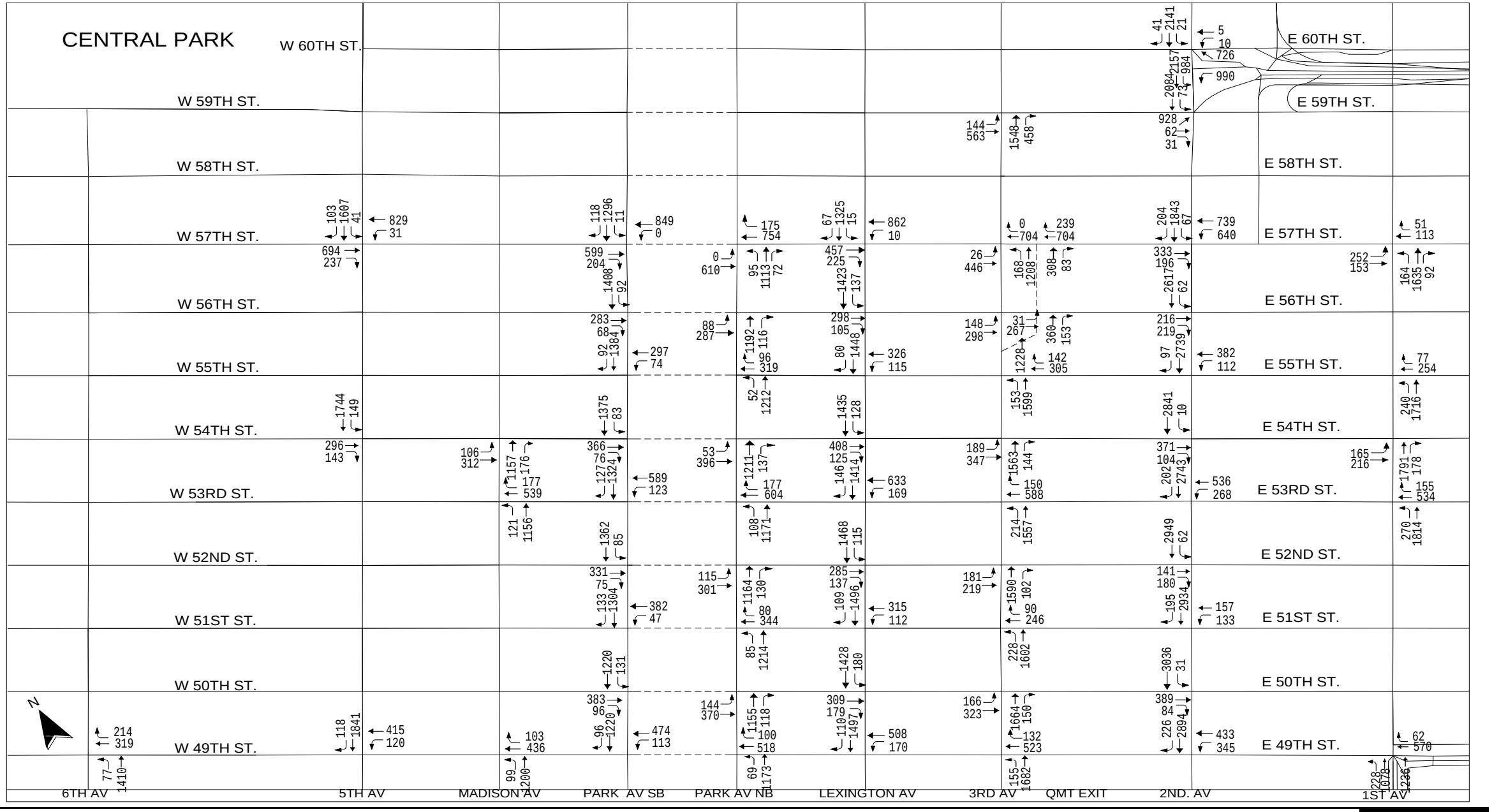
Appendix C-2
Traffic Volume Figures



Greater East Midtown Rezoning
Manhattan, New York

2036 Amended With-Action Condition Traffic Volumes
Weekday AM Peak Hour

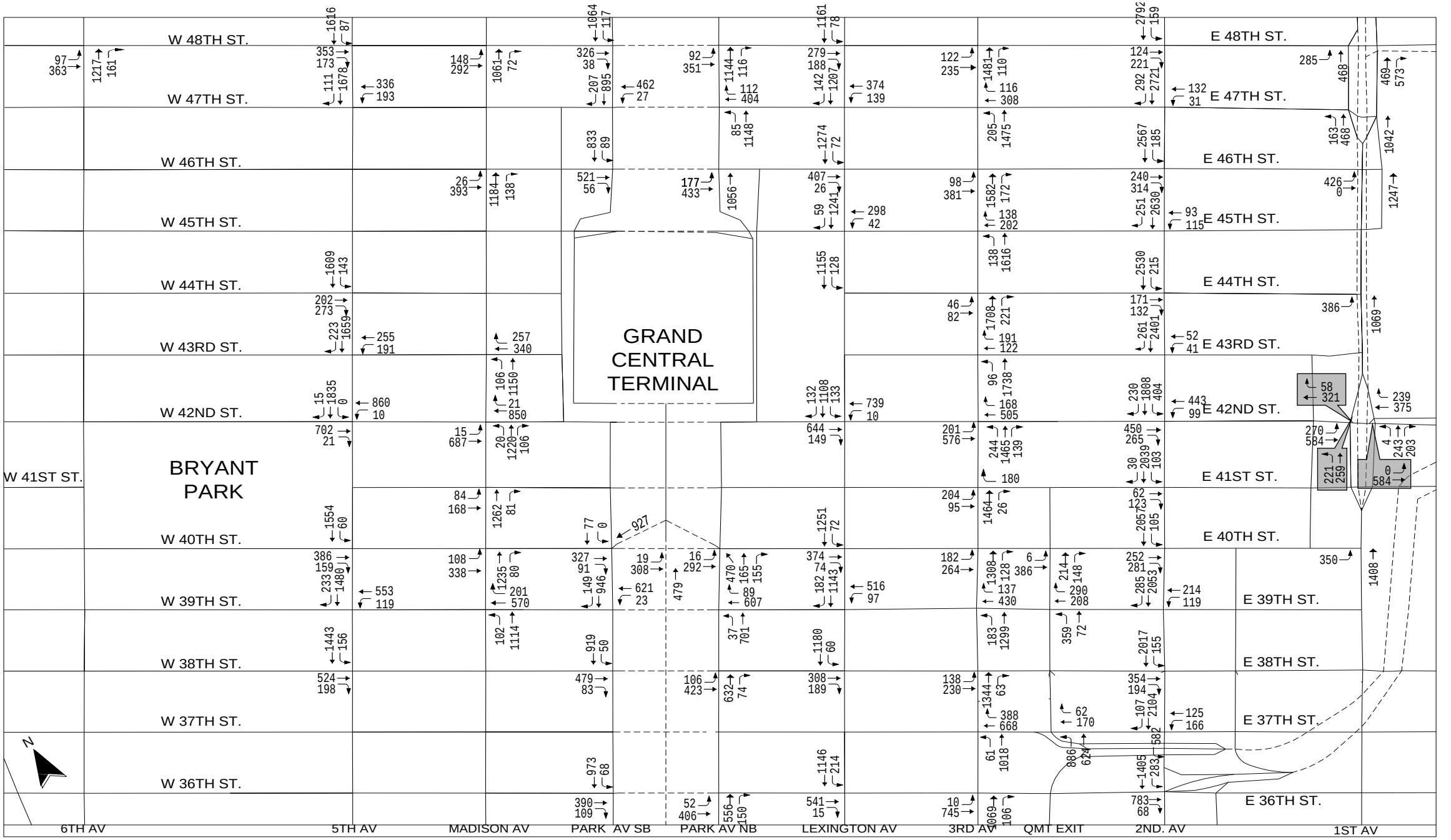
Figure 1-a



Greater East Midtown Rezoning
Manhattan, New York

2036 Amended With-Action Condition Traffic Volumes
Weekday AM Peak Hour

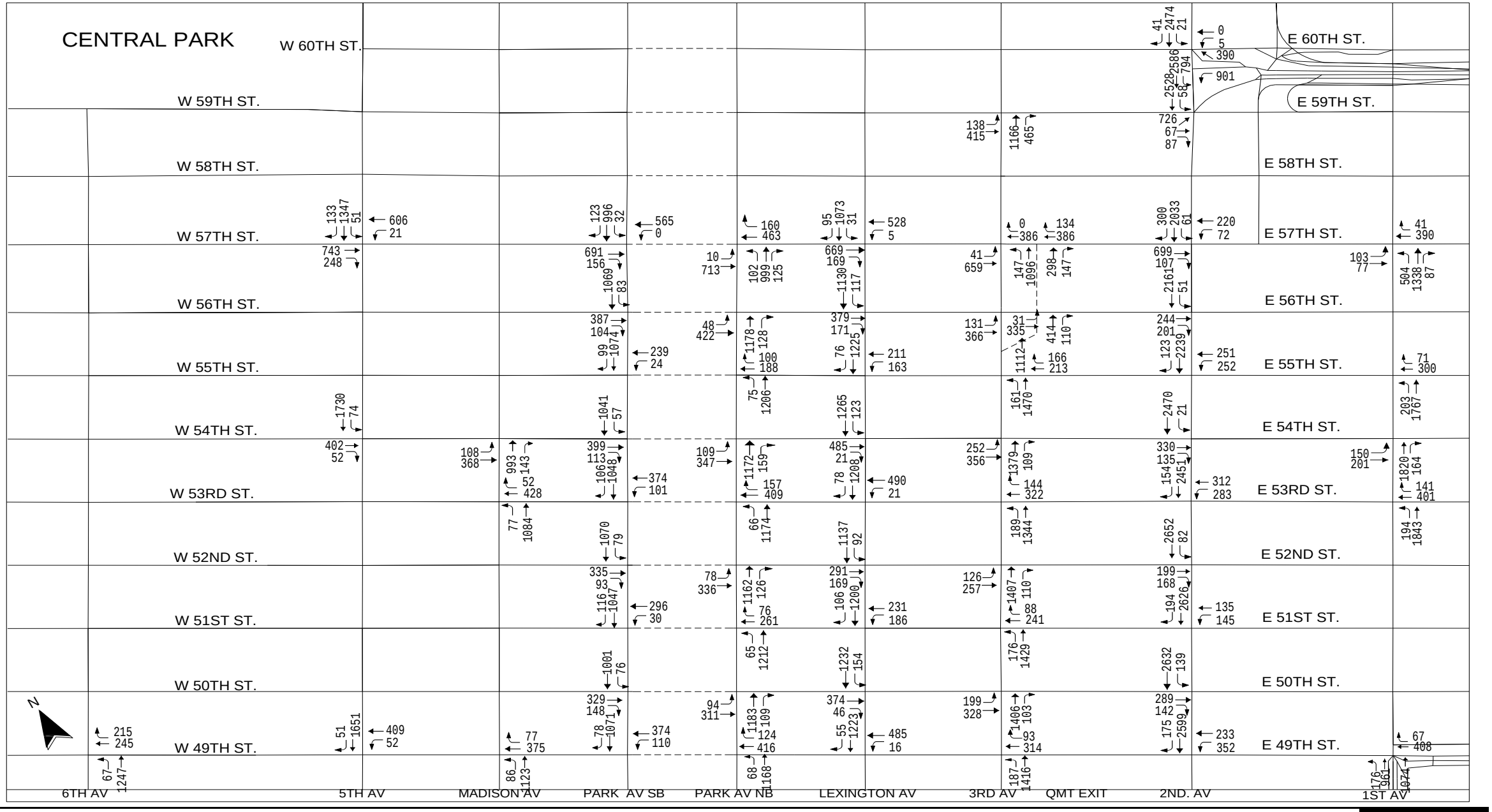
Figure 1-b



Greater East Midtown Rezoning
Manhattan, New York

2036 Amended With-Action Condition Traffic Volumes
Weekday Midday Peak Hour

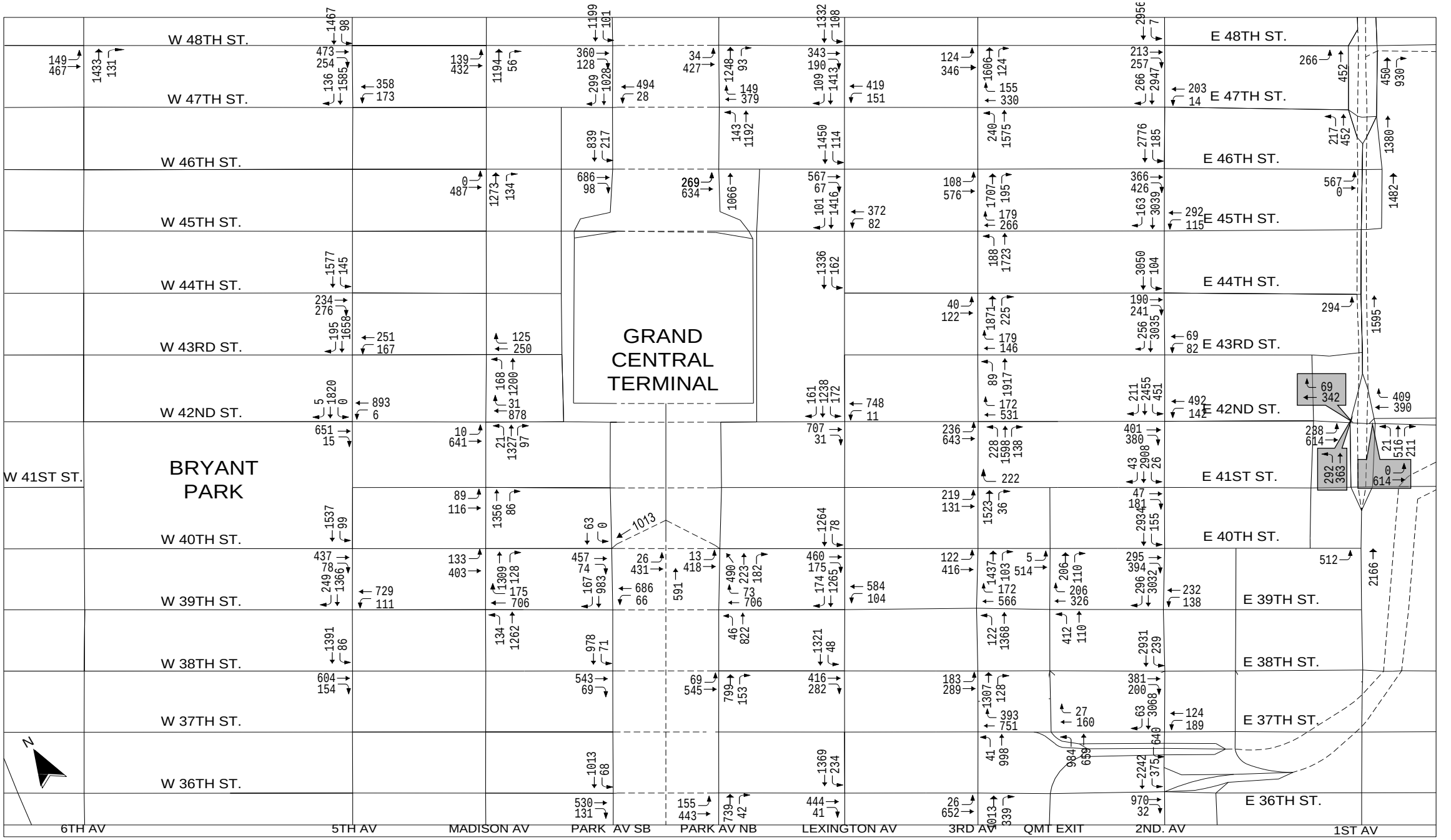
Figure 2-a



Greater East Midtown Rezoning
Manhattan, New York

2036 Amended With-Action Condition Traffic Volumes
Weekday Midday Peak Hour

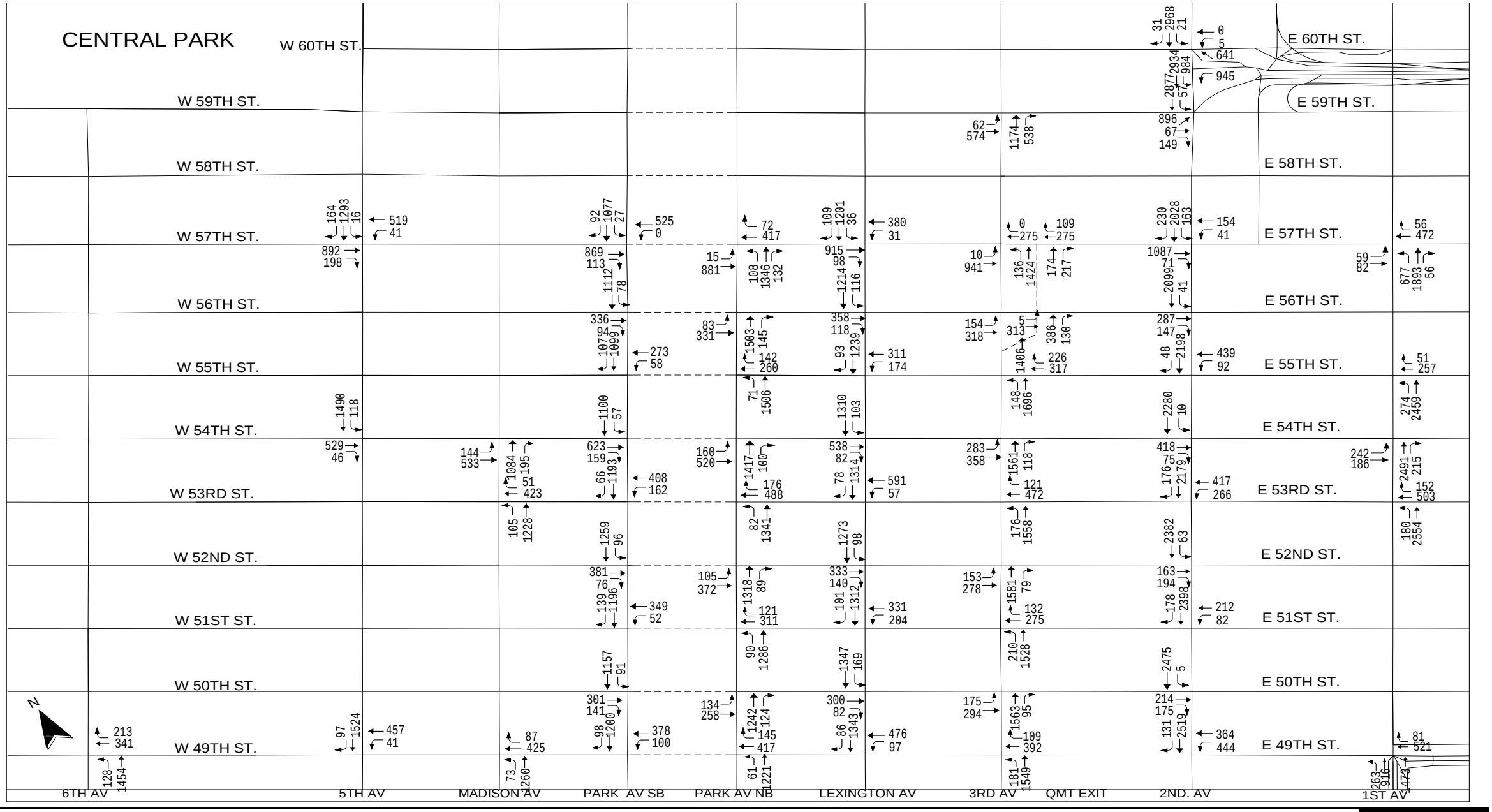
Figure 2-b



Greater East Midtown Rezoning
Manhattan, New York

2036 Amended With-Action Condition Traffic Volumes
Weekday PM Peak Hour

Figure 3-a



Greater East Midtown Rezoning
Manhattan, New York

2036 Amended With-Action Condition Traffic Volumes
Weekday PM Peak Hour

Figure 3-b

Appendix C-3
Traffic LOS Tables

Greater East Midtown Rezoning EIS

2036 **Amended With-Action Condition** Level of Service Tables

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 40th Street												
Eastbound	L	1.15	105.0	F	L	1.03	80.3	F	L	1.37	195.4	F
Northbound	T	1.25	139.9	F	T	0.91	30.5	C	T	1.40	205.4	F
1st Avenue & East 42nd Street												
Eastbound (East Side)	T	1.31	171.1	F	T	0.85	25.7	C	T	0.77	16.9	B
Westbound (East Side)	TR	1.23	147.4	F	TR	0.77	41.6	D	TR	0.81	39.0	D
	R	1.19	159.1	F	R	1.50	289.7	F	R	1.32	202.9	F
Northbound (East Side)	LT	0.68	96.9	F	LT	0.47	21.4	C	LT	1.24	153.6	F
	R	1.66	326.8	F	R	0.49	22.6	C	R	1.37	205.8	F
Eastbound (West Side)	L	0.98	114.4	F	L	1.10	95.6	F	L	1.08	93.6	F
	T	0.80	74.6	E	T	0.50	21.8	C	T	0.50	15.9	B
Westbound (West Side)	TR	1.04	37.8	D	TR	0.70	8.4	A	TR	0.59	5.6	A
Northbound (West Side)	L	0.78	26.7	C	L	0.51	19.4	B	L	1.07	68.8	E
	T	0.76	82.0	F	T	0.50	26.0	C	T	0.92	87.3	F
1st Avenue & East 44th Street												
Eastbound	L	0.82	25.3	C	L	1.05	78.4	E	L	0.68	21.3	C
Northbound	T	0.72	1.9	A	T	0.55	1.1	A	T	0.81	3.0	A
1st Avenue & East 46th Street												
Eastbound	L	0.82	31.8	C	L	1.11	100.1	F	L	1.46	234.9	F
Northbound	T	0.72	2.4	A	T	0.66	2.6	A	T	0.96	60.9	E
1st Avenue & East 47th Street												
Northbound (East Side)	T	0.76	13.6	B	T	0.83	17.6	B	T	1.23	124.1	F
Northbound (West Side)	L	0.72	17.7	B	L	0.47	11.5	B	L	0.60	12.4	B
	T	0.74	18.4	B	T	0.73	16.7	B	T	0.70	12.9	B
1st Avenue & East 48th Street (East Side)												
Northbound (East Side)	T	0.33	0.4	A	T	0.32	0.3	A	T	0.29	0.2	A
	R	0.68	4.3	A	R	0.89	14.3	B	R	1.43	206.1	F
1st Avenue & East 49th Street												
Westbound (East Side)	T	1.06	81.3	F	T	0.72	28.6	C	T	0.87	40.5	D
	R	0.20	16.9	B	R	0.19	16.8	B	R	0.21	17.0	B
Northbound (East Side)	T	1.02	80.4	F	T	0.93	68.5	E	T	1.25	140.6	F
Westbound (West Side)	T	1.06	37.9	D	T	0.72	6.2	A	T	0.87	12.2	B
Northbound (West Side)	LT	1.05	57.4	E	LT	0.93	30.1	C	LT	1.13	89.1	F
1st Avenue & East 53rd Street												
Westbound	TR	0.80	31.8	C	TR	0.60	25.0	C	TR	0.71	27.7	C
Northbound	L	0.62	22.9	C	L	0.53	19.7	B	L	0.54	20.6	C
	T	0.81	25.0	C	T	0.86	26.5	C	T	1.11	79.3	E
1st Avenue & East 54th Street												
Eastbound	LT	1.12	101.4	F	LT	1.12	105.0	F	LT	1.23	145.1	F
Northbound	T	1.01	64.1	E	TR	0.95	12.8	B	T	1.08	53.7	D
	R	0.78	18.2	B					R	0.82	12.0	B
1st Avenue & East 55th Street												
Westbound	TR	0.83	42.7	D	TR	1.01	74.1	E	TR	0.73	34.7	C
Northbound	L	1.19	118.4	F	L	0.98	41.9	D	L	1.09	62.4	E
	T	1.05	60.9	E	T	0.77	5.5	A	T	1.00	48.7	D
1st Avenue & East 57th Street												
Eastbound	LT	1.20dl	58.1	E	LT	1.06dl	39.2	D	LT	0.59	33.3	C
Westbound	TR	0.39	30.2	C	TR	0.77	40.1	D	TR	0.87	48.2	D
Northbound	L	0.38	21.4	C	L	1.03	65.9	E	L	1.04	69.1	E
	T	1.38	195.6	F	TR	0.81	9.5	A	T	0.90	13.7	B
	R	0.23	9.1	A					R	0.15	7.6	A

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 36th Street												
Eastbound	TR	1.32	175.2	F	TR	0.97	40.6	D	TR	1.74	358.0	F
Southbound	L	1.72	345.6	F	L	0.31	6.6	A	L	0.84	15.3	B
	T	1.20	110.0	F	T	0.79	11.3	B	T	1.12	72.7	E
Westbound (Tunnel Exit)	L	1.14	115.7	F								
2nd Avenue & East 37th Street												
Westbound	LT	1.00dl	45.4	D	LT	0.41	17.1	B	LT	0.49	19.2	B
Southbound	T	1.27	135.7	F	TR	1.12	64.3	E	T	1.28	139.8	F
	R	0.10	3.3	A					R	0.35	4.5	A
2nd Avenue & East 38th Street												
Eastbound	TR	1.17	126.6	F	TR	0.82	34.5	C	TR	1.14	110.8	F
Southbound	LT	1.31	156.2	F	LT	1.12	64.9	E	LT	1.30	148.5	F
2nd Avenue & East 39th Street												
Westbound	L	0.26	23.8	C	L	0.32	24.5	C	L	0.37	25.6	C
	T	1.01	96.9	F	T	0.40	25.2	C	T	0.44	25.8	C
Southbound	T	1.27	138.8	F	TR	1.23	121.4	F	T	1.28	143.7	F
	R	1.16	94.6	F					R	0.87	20.8	C
2nd Avenue & East 40th Street												
Eastbound	T	0.86	45.2	D	T	0.60	21.9	C	T	1.17	104.7	F
	R	0.60	36.6	D	R	1.06	85.5	F	R	1.41	209.6	F
Southbound	LT	1.16	89.3	F	LT	1.16	91.6	F	LT	1.20	99.1	F
2nd Avenue & East 41st Street												
Eastbound	TR	0.58	46.0	D	TR	0.61	31.0	C	TR	1.01	83.4	F
Southbound	LT	1.29	149.0	F	LT	1.22	113.8	F	LT	1.26	136.2	F
	R	0.76	17.8	B	R	0.17	8.4	A	R	0.21	5.4	A
2nd Avenue & East 42nd Street												
Eastbound	TR	1.38	199.1	F	TR	1.06	73.4	E	TR	1.18	107.5	F
Westbound	LT	2.02dl	163.5	F	LT	1.18dl	112.0	F	LT	1.99dl	188.0	F
Southbound					L	1.34	178.7	F				
	LT	1.20	116.5	F	T	1.15	93.3	F	LT	1.21	113.6	F
	R	0.77	27.6	C	R	1.05	59.7	E	R	0.88	22.0	C
2nd Avenue & East 43rd Street												
Westbound	LT	0.34	25.5	C	LT	0.25	23.4	C	LT	0.38	25.7	C
Southbound	T	1.16	89.6	F	TR	1.50	247.4	F	T	1.18	94.0	F
	R	1.18	104.7	F					R	1.24	129.2	F
2nd Avenue & East 44th Street												
Eastbound	TR	1.03	55.7	E	TR	1.01	48.7	D	TR	1.27	149.0	F
Southbound					L	0.55	8.7	A				
	LT	1.21	113.2	F	T	1.20	105.0	F	LT	1.17	88.6	F
2nd Avenue & East 45th Street												
Westbound	LT	1.01	94.0	F	LT	0.74	43.9	D	LT	1.08	85.2	F
Southbound	T	1.20	108.1	F	TR	1.47	230.8	F	T	1.16	88.0	F
	R	1.25	135.9	F					R	1.09	67.5	E
2nd Avenue & East 46th Street												
Eastbound	TR	0.67	37.7	D	T	0.58	31.9	C	TR	1.29dr	90.2	F
					R	1.25	161.9	F				
Southbound					L	0.56	10.5	B				
	LT	1.20	105.7	F	T	1.24	125.8	F	LT	1.17	84.8	F
2nd Avenue & East 47th Street												
Westbound	L	0.17	43.4	D	L	0.15	45.8	D	L	0.09	20.4	C
	T	0.66	55.4	E	T	0.39	50.3	D	T	0.55	24.2	C
Southbound	T	1.23	120.9	F	TR	1.53	257.0	F	T	1.19	96.2	F
	R	1.10	67.3	E					R	1.24	123.2	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 48th Street												
Eastbound	TR	1.16	114.4	F	TR	1.12	102.8	F	TR	1.19	133.5	F
Southbound	L	0.55	11.5	B	L	1.28	149.2	F				
	T	1.54	265.8	F	T	1.37	188.4	F	LT	1.12	72.0	E
2nd Avenue & East 49th Street												
Westbound	L	0.89	92.3	F	L	1.00	101.6	F	L	1.24	146.5	F
	T	0.40	23.7	C	T	0.23	19.8	B	T	0.41	19.6	B
Southbound	T	1.34	171.0	F	TR	1.20	105.4	F	T	0.95	48.8	D
	R	1.02	44.3	D					R	0.46	2.2	A
2nd Avenue & East 50th Street												
Eastbound	TR	0.59	35.9	D	TR	0.64	37.9	D	TR	0.59	19.5	B
Southbound	L	0.07	8.0	A	L	0.39	10.8	B				
	T	1.62	298.0	F	T	1.36	184.3	F	LT	1.15	76.5	E
2nd Avenue & East 51st Street												
Westbound	L	0.79	61.1	E								
	T	0.63	39.4	D	LT	0.71	36.8	D	LT	0.70	35.8	D
Southbound	T	1.62	296.4	F	TR	1.37	186.0	F	T	1.10	57.1	E
	R	1.02	44.7	D					R	0.94	22.3	C
2nd Avenue & East 52nd Street												
Eastbound	TR	0.83	39.8	D	TR	0.91	45.3	D	TR	0.91	51.5	D
Southbound	L	0.15	7.2	A	L	0.18	7.3	A	L	0.21	1.9	A
	T	1.56	270.9	F	T	1.36	180.7	F	T	1.33	161.8	F
2nd Avenue & East 53rd Street												
Westbound	LT	1.10	84.6	F	LT	1.12dl	84.9	F	LT	0.96	62.4	E
Southbound	T	1.53	261.2	F	TR	1.37	186.1	F	T	1.43	212.5	F
	R	0.70	20.1	C					R	0.69	12.0	B
2nd Avenue & East 54th Street												
Eastbound	TR	0.62	27.9	C	TR	0.61	25.0	C	TR	0.58	31.6	C
Southbound	L	0.02	8.2	A	L	0.06	8.2	A	L	0.05	1.1	A
	T	1.65	312.0	F	T	1.45	224.2	F	T	1.49	235.8	F
2nd Avenue & East 55th Street												
Westbound	L	0.32	18.0	B	L	0.78	24.8	C	L	0.35	27.7	C
	T	0.94	37.1	D	T	1.08	77.2	E	T	1.09	87.1	F
Southbound	T	1.68	324.9	F	TR	1.68	327.0	F	T	1.48	234.2	F
	R	0.44	12.0	B					R	0.26	3.5	A
2nd Avenue & East 56th Street												
Eastbound	T	0.76	31.6	C	T	0.53	11.9	B	T	0.65	27.3	C
	R	0.90	47.4	D	R	0.58	15.8	B	R	0.48	24.3	C
Southbound	L	0.11	2.2	A	L	0.33	4.5	A	L	0.11	1.5	A
	T	1.57	275.3	F	T	1.46	229.0	F	T	1.34	170.0	F
2nd Avenue & East 57th Street												
Eastbound	T	0.57	54.2	D	TR	1.19	134.2	F	T	1.25	141.0	F
	R	1.43	261.5	F					R	0.31	23.5	C
Westbound	L	1.22	151.8	F								
	LT	1.16	112.5	F	LT	0.79	37.4	D	LT	0.88dl	23.4	C
Southbound	L	0.52	36.9	D	L	0.22	20.3	C	L	0.60	17.5	B
	T	1.25	144.4	F	T	1.16	104.4	F	T	1.09	70.6	E
	R	1.10	112.6	F	R	1.04	76.8	E	R	0.82	30.2	C
2nd Avenue & East 59th Street												
Eastbound	L	1.14	89.6	F	L	1.15	98.5	F	L	1.42	212.2	F
	TR	0.40	19.6	B	TR	0.51	68.4	E	TR	0.76	87.4	F
Southbound	L	1.08	66.4	E	L	1.09	63.9	E	L	1.10	62.6	E
	LT	1.35	178.8	F	LT	1.19	102.3	F	LT	1.16	87.1	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 60th Street												
Westbound	LT	0.02	14.2	B	LT	0.01	14.2	B	LT	0.02	14.2	B
Southbound	L	0.05	14.6	B					L	0.07	14.9	B
	T	1.07	81.8	F	LTR	1.12	86.8	F	T	1.11	79.6	E
	R	0.14	16.0	B					R	0.12	15.7	B
Westbound (Bridge Exit)	L	1.42	222.7	F	L	1.29	164.2	F	L	1.17	115.3	F
	T	1.27	160.3	F	T	0.70	29.6	C	T	1.03	70.3	E
Tunnel Exit Street & East 37th Street												
Westbound	TR	0.18	9.1	A	TR	0.62	44.4	D	TR	0.51	48.6	D
North-Westbound	L	0.34	0.2	A	L	0.22	0.1	A	L	0.24	0.1	A
	R	0.74	23.6	C	R	0.51	12.1	B	R	0.51	12.1	B
Tunnel Exit Street & East 39th Street												
Westbound	TR	0.91	74.6	E	TR	0.93dr	33.8	C	TR	0.64	28.6	C
Northbound					L	1.12	120.3	F				
	LT	0.37	11.0	B	T	0.13	19.9	B	LT	1.16dl	13.6	B
Tunnel Exit Street & East 40th Street												
Eastbound	LT	1.07	94.0	F	LT	0.96	82.1	F	LT	1.31	159.9	F
Northbound	TR	0.27	13.0	B	TR	0.24	7.0	A	TR	0.24	12.1	B
3rd Avenue & East 36th Street												
Eastbound	LT	1.18	121.8	F	LT	0.70	22.5	C	LT	1.67	328.0	F
Northbound	TR	0.88	51.6	D	TR	0.99	73.2	E	TR	0.57	19.9	B
	R	1.12	136.7	F	R	0.57	45.9	D	R	1.16	149.7	F
3rd Avenue & East 37th Street												
Westbound	TR	0.70	18.4	B	TR	0.58	16.5	B	TR	0.57	16.4	B
	R	1.10	134.8	F	R	0.90	82.8	F	R	1.07	122.8	F
Northbound	LT	1.05	65.8	E	LT	1.01	60.8	E	LT	0.61	5.9	A
3rd Avenue & East 38th Street												
Eastbound	LT	0.37	31.9	C	LT	0.46	31.9	C	LT	0.75	38.5	D
Northbound	T	1.07	65.1	E	T	1.06	71.5	E	T	0.70	11.8	B
	R	0.61	12.9	B	R	0.43	13.0	B	R	0.46	11.6	B
3rd Avenue & East 39th Street												
Westbound	T	1.76	369.3	F	T	1.54	273.0	F	T	1.27	166.4	F
	R	1.31	184.0	F	R	0.87	44.6	D	R	0.56	33.4	C
Northbound	LT	1.35	179.5	F	LT	1.25	133.3	F	LT	1.09	69.5	E
3rd Avenue & East 40th Street												
Eastbound	LT	1.03	86.9	F	LT	1.03	104.2	F	LT	1.61	318.2	F
Northbound	T	1.27	140.7	F	T	1.19	103.8	F	T	1.19	104.7	F
	R	0.75	101.7	F	R	0.96	64.7	E	R	1.08	72.1	E
3rd Avenue & East 41st Street												
Eastbound					L	1.12	137.6	F				
	LT	0.77	68.8	E	T	0.33	40.5	D	LT	1.14	109.6	F
Westbound	R	1.07	116.7	F	R	1.12	130.7	F	R	0.88	67.8	E
Northbound	T	1.20	112.5	F	T	0.98	62.2	E	T	1.13	80.2	F
	R	0.33	12.8	B	R	0.31	14.1	B	R	0.30	14.0	B
3rd Avenue & East 42nd Street												
Eastbound	L	1.19	125.9	F	L	0.99	76.4	E	L	1.09	92.1	F
	T	1.12	78.3	E	T	1.16	116.6	F	T	1.07	76.6	E
Westbound	T	0.91	42.4	D	T	0.85	34.1	C	T	0.96	38.1	D
	R	1.29	171.9	F	R	1.20	131.4	F	R	1.23	139.1	F
Northbound	LT	1.28	155.7	F	LT	1.17	105.1	F	LT	1.10	74.3	E
	R	0.52	23.6	C	R	0.86	36.2	D	R	1.12	97.2	F
3rd Avenue & East 43rd Street												
Westbound	TR	0.60	19.3	B	TR	0.87	21.6	C	TR	0.80	19.8	B
	R	0.66	21.0	C								
Northbound	LT	1.14	81.1	F	LT	1.09	62.7	E	LT	1.06	63.8	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 44th Street												
Eastbound	LT	0.35	27.6	C	LT	0.28	27.0	C	LT	0.31	27.3	C
Northbound	T	1.08	64.6	E	T	1.08	64.9	E	T	1.20	102.9	F
	R	2.86	854.1	F	R	2.06	498.6	F	R	5.15	1882.4	F
3rd Avenue & East 45th Street												
Westbound	T	1.14	99.2	F	T	0.58	17.4	B	T	0.72	16.1	B
	R	0.86	62.1	E	R	0.68	36.1	D	R	0.84	41.4	D
Northbound	LT	1.17	100.3	F	LT	1.20	112.2	F	LT	1.16	90.6	F
3rd Avenue & East 46th Street												
Eastbound	L	0.64	40.3	D	L	0.39	28.2	C	L	0.40	41.9	D
	T	0.38	11.7	B	T	0.52	10.0	A	T	0.76	31.5	C
Northbound	T	1.10	68.9	E	T	1.15	94.0	F	T	1.20	103.7	F
	R	0.67	21.4	C	R	1.32	171.6	F	R	0.96	25.3	C
3rd Avenue & East 47th Street												
Westbound	T	1.34	183.1	F	T	1.14	93.1	F	T	1.08	81.2	F
	R	0.58	18.8	B	R	0.72	23.0	C	R	0.71	29.3	C
Northbound	LT	1.25	135.8	F	LT	1.21	117.9	F	LT	1.21	118.9	F
3rd Avenue & East 48th Street												
Eastbound	L	0.29	19.7	B	L	0.27	21.5	C	L	0.30	22.3	C
	T	0.56	24.4	C	T	0.41	23.6	C	T	0.53	24.4	C
Northbound	T	1.07	67.1	E	T	1.17	104.9	F	T	1.17	104.1	F
	R	0.81	25.3	C	R	0.98	48.3	D	R	1.13	97.8	F
3rd Avenue & East 49th Street												
Westbound	T	1.08	86.0	F	T	0.49	17.2	B	T	0.63	23.5	C
	R	0.59	43.4	D	R	0.43	39.7	D	R	0.59	50.1	D
Northbound	LT	1.14	88.5	F	LT	1.20	116.7	F	LT	1.23	127.0	F
3rd Avenue & East 50th Street												
Eastbound	L	0.30	13.1	B	L	0.44	7.8	A	L	0.84	43.0	D
	T	0.49	14.1	B	T	0.52	8.6	A	T	0.90	45.9	D
Northbound	T	1.20	114.4	F	T	1.20	112.4	F	T	1.16	94.4	F
	R	1.09	79.0	E	R	1.09	82.4	F	R	0.66	22.4	C
3rd Avenue & East 51st Street												
Westbound	T	0.82	35.5	D	T	0.79	24.9	C	T	1.12	104.5	F
	R	0.38	19.8	B	R	0.39	17.4	B	R	0.72	33.2	C
Northbound	LT	1.27	146.1	F	LT	1.17	102.9	F	LT	1.16	102.1	F
3rd Avenue & East 52nd Street												
Eastbound	LT	0.77	25.5	C	LT	0.83	21.2	C	LT	0.94	50.8	D
Northbound	T	1.17	101.9	F	T	1.14	84.1	F	T	1.19	105.5	F
	R	1.17	105.4	F	R	1.15	100.4	F	R	1.16	109.8	F
3rd Avenue & East 53rd Street												
Westbound	T	1.17	116.8	F	T	0.62	11.5	B	T	1.07	70.6	E
	R	1.02	118.6	F	R	0.75	32.5	C	R	0.84	113.2	F
Northbound	LT	1.15	90.8	F	LT	1.12	84.7	F	LT	1.22	123.7	F
3rd Avenue & East 54th Street												
Eastbound	L	0.98	66.8	E	L	1.27	159.7	F	L	1.07	102.8	F
	T	0.58	19.8	B	T	0.70	20.5	C	T	0.78	40.8	D
Northbound	T	1.11	81.1	F	T	1.09	76.8	E	T	1.15	98.6	F
	R	0.79	35.3	D	R	0.73	32.3	C	R	0.87	38.5	D
3rd Avenue & East 55th Street												
Westbound	T	1.08	80.4	F	T	0.91	26.8	C	T	1.23	143.1	F
	R	0.99	75.1	E	R	1.09	72.9	E	R	1.15	126.3	F
Northbound	LT	1.25	134.7	F	LT	1.25	137.8	F	LT	1.30	156.5	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 56th Street												
Eastbound (West Side)	LT	0.87	52.1	D	LT	0.98	106.6	F	LT	1.13	97.4	F
Northbound (West Side)	T	1.22	121.9	F	T	1.18	104.1	F	T	1.36	185.8	F
Eastbound (East Side)	LT	0.98	43.3	D	LT	0.91	23.7	C	LT	0.65	4.0	A
Northbound (East Side)	TR	0.56	14.3	B	TR	1.07	74.1	E	TR	1.21	115.0	F
3rd Avenue & East 57th Street												
Eastbound (West Side)	LT	1.11	113.6	F	LT	1.09	108.9	F	LT	1.37	211.5	F
Westbound (West Side)	TR	0.97	27.4	C	TR	0.89	30.6	C	TR	0.83	23.8	C
Northbound (West Side)	LT	1.08	64.3	E	LT	1.24	128.5	F	LT	1.25	131.9	F
Eastbound (East Side)	T	0.67	12.5	B	T	1.25	133.1	F	T	1.18	98.3	F
Westbound (East Side)	T	0.93	64.2	E	T	0.77	33.6	C	T	0.86	55.7	E
	R	0.77	20.7	C	R	0.58	28.5	C	R	0.75	54.8	D
Northbound (East Side)	TR	0.83	42.1	D	TR	1.08	68.6	E	TR	1.17	98.4	F
	R	0.33	26.3	C	R	1.11	87.7	F	R	1.15	94.7	F
3rd Avenue & East 59th Street												
Eastbound	LT	0.98	53.0	D	LT	1.07	86.3	F	LT	0.77	29.7	C
Northbound	T	0.75	9.6	A	T	0.68	8.5	A	T	0.59	5.8	A
	R	1.18	121.8	F	R	1.05	75.5	E	R	1.56	282.4	F
Lexington Avenue & East 36th Street												
Eastbound	TR	0.68	55.8	E	TR	0.73	47.9	D	TR	1.32	196.4	F
Southbound	LT	1.12	71.9	E	LT	1.08	56.7	E	LT	1.14	83.8	F
Lexington Avenue & East 38th Street												
Eastbound	T	0.48	39.0	D	T	0.65	44.8	D	T	0.79	45.7	D
	R	1.01	119.9	F	R	1.14	152.4	F	R	1.60	322.7	F
Southbound	L	0.15	1.2	A	L	0.17	2.0	A	L	0.13	1.0	A
	T	1.13	67.3	E	T	0.90	18.7	B	T	0.57	1.7	A
Lexington Avenue & East 39th Street												
Westbound	L	1.19	127.3	F	L	1.11	99.1	F	L	0.84	39.1	D
	T	1.98	462.0	F	T	1.65	313.1	F	T	1.51	255.1	F
Southbound	T	1.13	76.2	E	T	1.07	63.8	E	TR	1.07	59.4	E
	R	0.95	38.0	D	R	0.89	24.8	C				
Lexington Avenue & East 40th Street												
Eastbound	T	1.09	70.4	E	T	0.77	21.6	C	T	0.85	32.1	C
	R	1.10	89.5	F	R	0.54	34.7	C	R	1.26	160.5	F
Southbound	LT	1.23	124.9	F	LT	1.16	90.9	F	LT	0.91	54.0	D
Lexington Avenue & East 42nd Street												
Eastbound	T	0.91	22.2	C	T	1.08	70.8	E	T	1.19	119.5	F
	R	0.29	10.4	B	R	0.91	43.3	D	R	0.28	24.4	C
Westbound	LT	1.03	42.5	D	LT	0.96	51.6	D	LT	1.65	325.8	F
Southbound	L	0.74	24.4	C	L	0.50	22.7	C	L	1.11	88.6	F
	T	1.20	117.7	F	T	0.93	70.7	E	T	1.05	71.4	E
	R	1.37	193.7	F	R	0.70	27.0	C	R	1.33	181.0	F
Lexington Avenue & East 44th Street												
Southbound	LT	1.22	116.5	F	LT	1.18	102.1	F	LT	1.23	124.1	F
Lexington Avenue & East 45th Street												
Westbound	L	0.70	28.3	C								
	T	0.86	30.8	C	LT	0.89	48.3	D	LT	1.10	92.2	F
Southbound	T	1.08	63.6	E	T	1.07	61.9	E	T	1.09	62.9	E
	R	0.89	25.6	C	R	0.17	7.9	A	R	0.41	11.4	B
Lexington Avenue & East 46th Street												
Eastbound	T	0.73	58.7	E	T	0.99	66.7	E	T	1.33	178.5	F
	R	0.69	60.5	E	R	0.15	45.3	D	R	0.30	28.0	C
Southbound	LT	1.14	80.5	F	LT	1.10	61.6	E	LT	1.17	90.9	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Lexington Avenue & East 47th Street												
Westbound	L	0.85	39.4	D	L	1.20	131.8	F	L	1.18	127.8	F
	T	0.87	19.5	B	T	1.34	178.5	F	T	1.28	156.7	F
Southbound	T	1.08	66.3	E	T	1.07	66.4	E	T	1.18	101.1	F
	R	1.36	188.5	F	R	1.71	342.1	F	R	1.21	126.3	F
Lexington Avenue & East 48th Street												
Eastbound	T	0.78	38.0	D	T	1.13	111.1	F	T	1.09	94.5	F
	R	1.06	114.1	F	R	1.16	142.4	F	R	1.18	147.7	F
Southbound	LT	1.20	110.7	F	LT	1.02	59.1	E	LT	1.11	70.1	E
Lexington Avenue & East 49th Street												
Westbound	L	0.59	35.7	D								
	T	0.49	30.5	C	LT	0.57	30.1	C	LT	0.71	38.3	D
Southbound	T	1.07	62.1	E	T	1.11	70.5	E	T	1.04	62.7	E
	R	0.83	23.5	C	R	0.37	13.5	B	R	0.41	13.5	B
Lexington Avenue & East 50th Street												
Eastbound	TR	1.08	78.5	E	TR	0.44	27.7	C	TR	0.39	25.2	C
Southbound	LT	1.32	163.6	F	LT	1.13	73.9	E	LT	1.26	133.4	F
Lexington Avenue & East 51st Street												
Westbound	L	0.62	39.2	D	L	1.05	95.2	F	L	1.23	144.0	F
	T	0.52	20.4	C	T	0.92	50.0	D	T	1.07	71.7	E
Southbound	T	1.11	68.8	E	T	1.18	103.7	F	T	0.99	60.0	E
	R	0.66	14.9	B	R	1.20	141.7	F	R	0.58	13.9	B
Lexington Avenue & East 52nd Street												
Eastbound	T	0.59	20.1	C	T	0.98	50.2	D	T	0.64	26.0	C
	R	0.80	49.8	D	R	0.96	68.9	E	R	0.97	58.0	E
Southbound	LT	1.26	137.4	F	LT	0.96	62.9	E	LT	1.10	72.1	E
Lexington Avenue & East 53rd Street												
Westbound	L	0.56	16.0	B	L	0.07	21.1	C	L	0.19	16.6	B
	T	1.22	125.9	F	T	0.87	40.3	D	T	0.96	45.2	D
Southbound	T	1.32	165.5	F	T	1.10	62.9	E	T	0.85	28.6	C
	R	0.96	85.9	F	R	0.80	94.6	F	R	0.51	19.8	B
Lexington Avenue & East 54th Street												
Eastbound	T	1.02	50.7	D	TR	1.07	72.2	E	TR	0.94	34.1	C
	R	0.48	12.3	B								
Southbound	LT	1.14	80.5	F	LT	1.15	83.8	F	LT	1.10	66.8	E
Lexington Avenue & East 55th Street												
Westbound	L	0.81	36.5	D	L	1.05	72.9	E	L	0.95	45.0	D
	T	0.64	16.1	B	T	0.88	30.5	C	T	0.86	23.3	C
Southbound	T	1.24	127.0	F	T	1.09	64.2	E	T	0.93	59.9	E
	R	0.35	12.3	B	R	0.63	16.5	B	R	0.55	12.3	B
Lexington Avenue & East 56th Street												
Eastbound	T	0.56	16.3	B	T	0.66	17.4	B	T	0.81	17.4	B
	R	0.77	55.1	E	R	1.09	84.8	F	R	0.93	45.0	D
Southbound	LT	1.25	139.7	F	LT	1.07	77.1	E	LT	1.06	74.3	E
Lexington Avenue & East 57th Street												
Eastbound	T	0.93	28.6	C	T	0.86	24.9	C	T	1.44	226.1	F
	R	0.85	91.2	F	R	0.67	20.3	C	R	0.60	34.5	C
Westbound	LT	0.97	53.2	D	LT	0.96	51.2	D	LT	1.56dl	96.1	F
Southbound	LT	1.20	124.8	F	LT	1.02	88.6	F	LT	1.05	85.9	F
	R	0.23	16.6	B	R	0.38	21.7	C	R	0.37	20.6	C
Park Avenue & East 36th Street												
Eastbound (West Side)	TR	0.61	25.4	C	TR	0.65	26.4	C	TR	1.03	85.7	F
Southbound (West Side)	LT	0.79	13.4	B	LT	0.77	9.5	A	LT	0.81	11.8	B
Eastbound (East Side)	LT	0.56	9.8	A	LT	0.53	9.0	A	LT	0.70	32.5	C
Northbound (East Side)	TR	0.50	16.5	B	TR	0.65	19.7	B	TR	0.60	18.2	B

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 38th Street												
Eastbound (West Side)	TR	0.63	25.9	C	TR	0.65	26.2	C	TR	1.05	79.3	E
Southbound (West Side)	LT	0.94	26.2	C	LT	0.73	10.3	B	LT	0.75	6.3	A
Eastbound (East Side)	L	0.35	9.0	A	L	0.25	8.3	A	L	0.24	8.1	A
	T	0.37	7.3	A	T	0.43	7.7	A	T	0.51	10.8	B
Northbound (East Side)	TR	0.74	12.3	B	TR	0.75	18.7	B	TR	0.93	59.6	E
Park Avenue & East 39th Street												
Westbound (East Side)	TR	1.70	338.6	F	TR	1.45	225.1	F	TR	1.42	213.1	F
Northbound (East Side)	LT	0.65	74.2	E	LT	0.57	41.2	D	LT	0.97	79.3	E
Westbound (West Side)	LT	1.53	265.5	F	LT	1.15	94.1	F	LT	1.23	127.0	F
Southbound (West Side)	T	0.71	68.9	E	T	0.63	58.1	E	T	0.87	67.4	E
	R	1.18	111.9	F	R	0.53	19.0	B	R	1.31	165.8	F
Park Avenue & East 40th Street												
Eastbound (West Side)	TR	1.27	170.8	F	TR	1.30	184.4	F	TR	1.47	253.5	F
Southbound (West Side)	T	1.16	109.1	F	T	1.18	117.8	F	T	1.27	155.8	F
Eastbound (Tunnel Exit)	LT	1.42	218.4	F	LT	1.43	217.5	F	LT	1.70	337.4	F
Northbound (Tunnel Exit)	T	0.83	16.3	B	T	0.72	17.1	B	T	0.87	20.6	C
Eastbound (East Side)	LT	1.45	225.3	F	LT	1.36	182.2	F	LT	1.60	287.6	F
Northbound (East Side)	TR	1.08	75.9	E	TR	0.83	31.1	C	TR	1.09	70.9	E
Park Avenue & East 46th Street												
Eastbound (West Side)	T	0.39	25.4	C	T	0.92	58.5	E	T	1.25	143.4	F
	R	0.30	27.9	C	R	0.33	29.8	C	R	0.40	24.1	C
Southbound (West Side)	L	0.47	27.7	C	L	0.32	16.3	B	L	0.77	76.8	E
	T	1.10	69.4	E	T	1.13	80.4	F	T	1.23	121.1	F
Eastbound (East Side)	L	0.56	23.7	C	L	0.92	47.9	D	L	0.95	23.1	C
	T	0.86	32.0	C	T	1.26	148.8	F	T	1.34	172.3	F
Northbound (East Side)	T	0.82	28.0	C	T	0.85	33.2	C	T	0.90	48.5	D
Park Avenue & East 47th Street												
Westbound (East Side)	T	1.00	39.2	D	T	1.49	245.4	F	T	1.09	68.4	E
	R	0.51	16.3	B	R	0.92	39.8	D	R	0.79	18.8	B
Northbound (East Side)	L	0.12	241.3	F	L	0.16	94.9	F	L	0.27	98.3	F
	T	0.91	33.7	C	T	1.01	61.9	E	T	1.07	65.7	E
Westbound (West Side)	LT	1.08	66.7	E	LT	1.52	256.2	F	LT	1.13	89.0	F
Southbound (West Side)	TR	1.02	60.9	E	TR	1.00	58.1	E	TR	1.13	80.2	F
Park Avenue & East 48th Street												
Eastbound (West Side)	T	0.60	22.3	C	T	0.59	20.8	C	T	0.63	35.8	D
	R	0.27	15.4	B	R	0.28	19.0	B	R	0.45	32.7	C
Southbound (West Side)	L	0.43	119.1	F	L	0.26	98.3	F	L	0.22	67.9	E
	T	1.20	104.4	F	T	1.15	88.9	F	T	1.05	62.2	E
Eastbound (East Side)	LT	0.87	36.3	D	LT	0.90	34.7	C	LT	0.96	44.9	D
Northbound (East Side)	TR	1.01	55.2	E	TR	0.95	38.2	D	TR	1.04	62.8	E
Park Avenue & East 49th Street												
Westbound (East Side)	T	1.08	87.2	F	T	0.85	27.6	C	T	0.99	69.3	E
	R	0.65	30.7	C	R	0.40	10.4	B	R	0.55	12.8	B
Northbound (East Side)	L	0.21	14.8	B	L	0.21	15.4	B	L	0.19	109.9	F
	T	1.00	55.3	E	T	1.03	50.4	D	T	1.10	60.1	E
Westbound (West Side)	LT	1.18	101.4	F	LT	0.92	26.6	C	LT	1.06	58.6	E
Southbound (West Side)	TR	1.01	68.2	E	TR	0.98	58.0	E	TR	0.99	65.1	E
Park Avenue & East 50th Street												
Eastbound (West Side)	T	0.74	19.4	B	T	0.85	20.3	C	T	0.91	42.6	D
	R	0.32	12.8	B	R	0.75	18.0	B	R	0.65	28.1	C
Southbound (West Side)	L	0.17	83.0	F	L	0.23	13.5	B	L	0.20	16.4	B
	T	0.98	60.8	E	T	1.09	61.7	E	T	1.11	69.4	E
Eastbound (East Side)	LT	0.96	43.0	D	LT	1.10	83.5	F	LT	1.20	127.1	F
Northbound (East Side)	TR	1.01	49.7	D	TR	0.89	31.9	C	TR	0.93	52.6	D

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 51st Street												
Westbound (East Side)	T	0.70	25.7	C	T	1.17	117.0	F	T	0.74	28.6	C
	R	0.70	48.4	D	R	0.71	35.0	D	R	0.67	31.1	C
Northbound (East Side)	L	0.14	31.4	C	L	0.21	33.0	C	L	0.17	15.0	B
	T	0.95	37.9	D	T	1.05	66.5	E	T	1.10	65.1	E
Westbound (West Side)	LT	0.87	28.8	C	LT	1.10	72.2	E	LT	0.88	30.0	C
Southbound (West Side)	T	0.84	29.7	C	TR	1.07	61.5	E	TR	0.92	44.7	D
	R	1.35	181.8	F								
Park Avenue & East 52nd Street												
Eastbound (West Side)	TR	0.81	26.6	C	TR	1.01	60.9	E	TR	0.80	26.2	C
Southbound (West Side)	L	0.16	139.1	F	L	0.23	178.3	F	L	0.18	86.0	F
	T	1.18	97.7	F	T	1.02	66.6	E	T	1.07	65.2	E
Eastbound (East Side)	LT	0.86	25.5	C	LT	0.96	35.2	D	LT	1.09	80.9	F
Northbound (East Side)	TR	0.98	31.3	C	TR	1.01	48.0	D	TR	1.09	63.2	E
Park Avenue & East 53rd Street												
Westbound (East Side)	T	1.22	127.6	F	T	0.76	41.4	D	T	0.87	53.4	D
	R	1.10	83.1	F	R	0.64	39.2	D	R	0.53	33.0	C
Northbound (East Side)	L	0.19	19.0	B	L	0.20	18.0	B	L	0.16	18.6	B
	T	0.94	31.7	C	T	1.06	61.4	E	T	1.15	84.5	F
Westbound (West Side)	LT	1.16	86.7	F	LT	1.11	86.0	F	LT	1.05	59.5	E
Southbound (West Side)	TR	1.08	60.4	E	TR	0.96	39.4	D	TR	0.91	35.7	D
Park Avenue & East 54th Street												
Eastbound (West Side)	TR	0.91	30.8	C	TR	0.62	18.5	B	TR	0.86	26.3	C
Southbound (West Side)	L	0.31	12.8	B	L	0.22	10.8	B	L	0.15	12.2	B
	T	1.18	98.7	F	T	1.02	56.7	E	T	1.02	58.4	E
Eastbound (East Side)	L	0.32	9.9	A	L	0.34	10.5	B				
	T	1.00	45.1	D	T	0.65	16.4	B	LT	0.93	23.1	C
Northbound (East Side)	T	0.86	19.5	B	TR	0.99	53.3	D	TR	0.99	60.3	E
	R	0.64	16.7	B								
Park Avenue & East 55th Street												
Westbound (East Side)	TR	0.97	81.4	F	TR	1.11	109.5	F	TR	1.19	142.5	F
Northbound (East Side)	L	0.21	685.0	F	L	0.29	109.5	F	L	0.15	157.9	F
	T	1.07	68.4	E	T	1.12	73.8	E	T	1.15	87.3	F
Westbound (West Side)	LT	0.92	30.4	C	LT	1.06	70.6	E	LT	1.16	100.1	F
Southbound (West Side)	T	1.00	59.0	E	TR	1.09	61.5	E	TR	1.16	89.2	F
	R	0.55	14.0	B								
Park Avenue & East 56th Street												
Eastbound (West Side)	TR	0.72	29.2	C	TR	1.36	191.8	F	TR	1.34	175.8	F
Southbound (West Side)	L	0.14	155.5	F	L	0.18	143.5	F	L	0.17	16.9	B
	T	1.06	65.5	E	T	1.02	65.0	E	T	1.05	71.0	E
Eastbound (East Side)	LT	0.65	14.8	B	LT	1.16	92.8	F	LT	1.15	87.3	F
Northbound (East Side)	TR	1.02	52.3	D	TR	0.94	56.7	E	TR	1.07	61.9	E
Park Avenue & East 57th Street												
Eastbound (West Side)	T	0.75	33.7	C	T	1.20	127.3	F	T	1.38	201.0	F
	R	0.62	31.5	C	R	1.08	98.1	F	R	0.43	29.2	C
Westbound (West Side)	T	1.07	61.2	E	T	1.19	104.3	F	T	0.77	14.0	B
Southbound (West Side)	LTR	0.91	78.7	E	LTR	0.97	88.1	F	LTR	0.77	72.5	E
Eastbound (East Side)	LT	1.18	112.9	F	LT	1.22	117.5	F	LT	1.04	33.3	C
Westbound (East Side)	T	0.76	44.1	D	T	1.17	129.1	F	T	0.52	30.4	C
	R	0.60	40.8	D	R	1.03	97.7	F	R	0.25	26.1	C
Northbound (East Side)	L	0.18	686.1	F	L	0.29	686.1	F	L	0.18	10.4	B
	T	0.97	35.1	D	T	1.04	44.1	D	T	1.13	77.7	E
	R	0.26	11.8	B	R	0.69	21.2	C	R	0.41	10.3	B

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Madison Avenue & East 39th Street												
Westbound	T	1.28	148.0	F	T	1.42	215.8	F	T	1.53	259.8	F
	R	1.22	140.5	F	R	1.44	234.0	F	R	1.23	135.7	F
Northbound	LT	1.11	90.2	F	LT	1.01	86.8	F	LT	1.02	85.3	F
Madison Avenue & East 40th Street												
Eastbound	L	0.99	61.0	E	L	0.72	40.2	D	L	1.19	120.5	F
	T	0.93	29.7	C	T	0.67	22.2	C	T	0.83	14.6	B
Northbound	TR	1.18	102.9	F	TR	1.11	67.7	E	TR	1.14	80.6	F
Madison Avenue & East 41st Street												
Eastbound	L	0.45	50.8	D	L	0.49	49.5	D	L	0.53	51.0	D
	T	0.29	29.4	C	T	0.32	28.4	C	T	0.22	27.5	C
Northbound	TR	1.21	112.5	F	TR	1.19	108.2	F	TR	1.20	112.1	F
Madison Avenue & East 42nd Street												
Eastbound	LT	1.60	296.0	F	LT	1.18	107.9	F	LT	1.20	117.3	F
Westbound	T	1.53	264.2	F	T	1.24	143.1	F	T	1.27	157.3	F
	R	0.31	23.1	C	R	0.23	25.2	C	R	0.18	28.8	C
Northbound	LT	1.24	127.2	F	LT	1.21	115.1	F	LT	1.23	124.4	F
	R	0.55	16.9	B	R	0.74	94.0	F	R	0.43	13.8	B
Madison Avenue & East 43rd Street												
Westbound	T	0.78	37.9	D	T	1.28	178.6	F	T	0.56	29.3	C
	R	0.97	126.3	F	R	1.54	296.9	F	R	0.67	44.5	D
Northbound	L	1.46	231.7	F	L	1.18	118.2	F	L	1.72	346.9	F
	T	1.07	62.5	E	T	1.13	79.6	E	T	1.22	119.6	F
Madison Avenue & East 46th Street												
Eastbound	LT	1.00	82.0	F	LT	0.92	50.2	D	LT	1.10	86.0	F
Northbound	T	1.01	59.0	E	T	1.17	95.9	F	T	1.12	74.0	E
	R	1.06	113.6	F	R	0.78	17.8	B	R	0.88	173.9	F
Madison Avenue & East 48th Street												
Eastbound	L	1.11	117.8	F	L	0.96	80.1	F	L	0.74	26.4	C
	T	0.74	27.0	C	T	0.69	23.6	C	T	0.87	14.5	B
Northbound	T	1.13	79.2	E	T	1.00	68.0	E	T	1.20	108.7	F
	R	0.61	21.3	C	R	0.72	28.8	C	R	0.81	34.5	C
Madison Avenue & East 49th Street												
Westbound	TR	0.61	9.4	A	TR	1.07	64.8	E	TR	1.14	90.8	F
Northbound	L	0.54	12.1	B	L	0.30	10.7	B	L	0.24	11.9	B
	T	1.10	59.9	E	T	1.04	64.3	E	T	1.09	61.1	E
Madison Avenue & East 53rd Street												
Westbound	TR	1.19	114.7	F	TR	0.85	41.6	D	TR	0.95	48.8	D
Northbound	L	0.53	11.7	B	L	0.18	9.8	A	L	0.58	13.1	B
	T	1.03	56.0	E	T	0.98	65.9	E	T	1.12	72.5	E
Madison Avenue & East 54th Street												
Eastbound	LT	0.58	30.7	C	LT	1.16	114.2	F	LT	0.76	32.2	C
Northbound	T	1.05	63.3	E	T	1.15	90.6	F	T	1.02	58.9	E
	R	1.12	86.8	F	R	0.92	41.7	D	R	0.71	17.7	B
5th Avenue & 38th Street												
Eastbound	T	0.44	18.2	B	T	0.58	22.7	C	T	0.52	19.3	B
	R	1.05	124.7	F	R	1.06	121.5	F	R	1.04	120.8	F
Southbound	LT	1.40	193.6	F	LT	1.37	182.3	F	LT	1.26	133.0	F
5th Avenue & 39th Street												
Westbound	L	1.15	118.9	F	L	0.93	60.1	E	L	0.89	60.5	E
	T	0.67	29.7	C	T	1.38	205.1	F	T	0.90	41.0	D
Southbound	T	1.32	171.1	F	T	1.14	93.2	F	T	1.28	148.2	F
	R	1.34	178.8	F	R	1.06	61.8	E	R	1.20	113.9	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
5th Avenue & 40th Street												
Eastbound	TR	1.59	304.9	F	TR	1.34	200.2	F	TR	1.28	169.7	F
Southbound	LT	1.53	262.0	F	LT	1.10	67.8	E	LT	1.53	259.1	F
5th Avenue & 42nd Street												
Eastbound	T	1.15	111.0	F	T	0.72	28.3	C	T	0.69	27.4	C
	R	0.21	23.8	C	R	0.17	21.9	C	R	0.15	21.5	C
Westbound	LT	1.47	232.0	F	LT	1.37	188.7	F	LT	1.04	57.8	E
Southbound	LT	1.50	245.9	F	LT	1.52	255.9	F	LT	1.51	248.7	F
	R	0.05	14.0	B	R	0.11	14.1	B	R	0.03	2.2	A
5th Avenue & 43rd Street												
Westbound	L	0.64	30.1	C	L	0.88	28.7	C	L	0.73	31.9	C
	T	0.67	25.2	C	T	0.67	12.8	B	T	0.60	27.6	C
Southbound	T	1.26	142.6	F	T	1.20	110.5	F	T	1.38	187.4	F
	R	2.19	557.1	F	R	1.88	418.8	F	R	2.14	530.7	F
5th Avenue & 44th Street												
Eastbound	T	0.42	24.1	C	T	0.42	23.4	C	T	0.46	23.4	C
	R	0.87	99.7	F	R	1.17	139.2	F	R	1.37	221.5	F
Southbound	LT	1.43	212.8	F	LT	1.43	214.0	F	LT	1.56	268.4	F
5th Avenue & 47th Street												
Westbound	L	1.02	105.1	F	L	0.99	70.8	E	L	1.14	106.4	F
	T	0.65	34.3	C	T	0.55	34.6	C	T	1.09	72.0	E
Southbound	T	1.44	219.1	F	T	1.47	235.8	F	T	1.40	197.8	F
	R	0.88	26.6	C	R	1.03	57.7	E	R	1.16	97.0	F
5th Avenue & 48th Street												
Eastbound	T	0.60	17.6	B	T	0.67	20.1	C	T	1.20	128.1	F
	R	1.06	89.3	F	R	0.99	92.3	F	R	1.24	158.6	F
Southbound	LT	1.44	220.6	F	LT	1.32	167.6	F	LT	1.33	168.9	F
5th Avenue & 49th Street												
Westbound	LT	0.57	27.7	C	LT	0.50	23.2	C	LT	1.10	88.9	F
Southbound	T	1.43	217.2	F	T	1.49	241.3	F	T	1.42	205.1	F
	R	0.63	16.9	B	R	0.37	11.7	B	R	0.72	9.8	A
5th Avenue & 54th Street												
Eastbound	TR	0.53	24.0	C	TR	1.08	97.7	F	TR	0.96	56.5	E
Southbound	LT	1.44	219.0	F	LT	1.41	207.4	F	LT	1.47	229.5	F
5th Avenue & 57th Street												
Eastbound	T	1.15	112.2	F	T	1.19	129.3	F	T	1.41	219.6	F
	R	0.85	145.6	F	R	1.07	126.9	F	R	0.78	47.0	D
Westbound	LT	1.17	124.4	F	LT	0.79	89.4	F	LT	1.66dl	161.8	F
Southbound	LT	1.52	261.6	F	LT	1.06	84.0	F	LT	1.52	265.1	F
	R	0.43	22.3	C	R	0.38	18.5	B	R	0.66	32.7	C
6th Avenue & West 48th Street												
Eastbound	L	0.33	22.5	C	L	0.33	22.7	C	L	0.58	29.9	C
	T	1.18	132.7	F	T	1.02	78.9	E	T	1.04	78.0	E
Northbound	TR	0.89dr	32.0	C	TR	0.76	35.7	D	T	0.72	20.8	C
									R	1.12	144.8	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
6th Avenue & West 49th Street												
Westbound	T	0.79	32.9	C	T	0.52	20.7	C	T	1.02	72.4	E
	R	0.70	32.0	C	R	0.62	29.8	C	R	0.92	55.9	E
Northbound	LT	1.06	49.0	D	LT	1.06	50.8	D	LT	0.89	13.2	B

Intersection & Approach (Unsignalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 48th Street												
Eastbound (West Side)	L	0.92	48.8	E	L	0.61	21.0	C	L	0.52	18.0	C
Northbound	T	0.34	0.0	A	T	0.32	0.0	A	T	0.32	0.0	A

Summary of Locations with Significant Adverse Traffic Impacts

Intersection	Peak Hour		
	AM	Midday	PM
1st Ave. & E. 40th St.	EB-L, NB-T	EB-L	EB-L, NB-T
1st Ave. & E. 42nd St.	WB-TR (East), WB-R (East), NB-LT (East)		WB-R (East), NB-LT (East), NB-R (East), NB-L (West)
1st Ave. & E. 44th St.		EB-L	
1st Ave. & E. 46th St.		EB-L	EB-L, NB-T
1st Ave. & E. 47th St.			NB-T (East)
1st Ave. & E. 48th St.	EB-L (West)		NB-R (East)
1st Ave. & E. 49th St.	WB-T (East), NB-LT (West)		NB-T (East), NB-LT (West)
1st Ave. & E. 54th St.		EB-LT	EB-LT
1st Ave. & E. 55th St.	NB-L		NB-T
1st Ave. & E. 57th St.	NB-T		NB-L
2nd Ave. & E. 36th St.	EB-TR, SB-L, SB-T		EB-TR, SB-T
2nd Ave. & E. 37th St.	SB-T	SB-TR	SB-T
2nd Ave. & E. 38th St.	EB-TR, SB-LT	SB-LT	EB-TR, SB-LT
2nd Ave. & E. 39th St.	WB-T, SB-T, SB-R	SB-TR	SB-T
2nd Ave. & E. 40th St.	SB-LT	EB-R, SB-LT	EB-T, EB-R, SB-LT
2nd Ave. & E. 41st St.	SB-LT	SB-LT	EB-TR, SB-LT
2nd Ave. & E. 42nd St.	EB-TR, WB-LT, SB-LT	WB-LT, SB-L, SB-T, SB-R	EB-TR, WB-LT, SB-LT
2nd Ave. & E. 43rd St.	SB-T, SB-R	SB-TR	SB-T, SB-R
2nd Ave. & E. 44th St.	SB-LT	EB-TR, SB-T	EB-TR, SB-LT
2nd Ave. & E. 45th St.	WB-LT, SB-T, SB-R	SB-TR	SB-T, SB-R
2nd Ave. & E. 46th St.	SB-LT	EB-R, SB-T	EB-TR, SB-LT
2nd Ave. & E. 47th St.	SB-T, SB-R	SB-TR	SB-T, SB-R
2nd Ave. & E. 48th St.	EB-TR, SB-T	EB-TR, SB-T	EB-TR, SB-LT
2nd Ave. & E. 49th St.	WB-L, SB-T	SB-TR	WB-L
2nd Ave. & E. 50th St.	SB-T	SB-T	SB-LT
2nd Ave. & E. 51st St.	SB-T	SB-TR	
2nd Ave. & E. 52nd St.	SB-T	SB-T	SB-T
2nd Ave. & E. 53rd St.	WB-LT, SB-T	WB-LT, SB-TR	SB-T
2nd Ave. & E. 54th St.	SB-T	SB-T	SB-T
2nd Ave. & E. 55th St.	SB-T	SB-TR	SB-T
2nd Ave. & E. 56th St.	EB-R, SB-T	SB-T	SB-T
2nd Ave. & E. 57th St.	EB-R, WB-L, WB-LT, SB-T	EB-TR, SB-T	EB-T
2nd Ave. & E. 59th St.	EB-L, SB-LT	EB-L, EB-TR, SB-LT	EB-L, SB-LT
2nd Ave. & E. 60th St.	WB-L (Bridge), WB-T (Bridge)	SB-LTR, WB-L (Bridge)	WB-L (Bridge)
Tunnel Exit St. & E. 39th St.	WB-TR	NB-L	
Tunnel Exit St. & E. 40th St.		EB-LT	EB-LT
3rd Ave. & E. 36th St.	EB-LT, NB-TR, NB-R	NB-TR	EB-LT, NB-R
3rd Ave. & E. 37th St.	WB-R	WB-R	WB-R
3rd Ave. & E. 39th St.	WB-T, WB-R, NB-LT	WB-T, NB-LT	WB-T
3rd Ave. & E. 40th St.	NB-T	NB-T, NB-R	EB-LT, NB-T
3rd Ave. & E. 41st St.	EB-LT, WB-R, NB-T	EB-L, WB-R	EB-LT, WB-R, NB-T
3rd Ave. & E. 42nd St.	EB-L, WB-R, NB-LT	EB-T, WB-R, NB-LT	EB-T, WB-R, NB-R
3rd Ave. & E. 43rd St.	NB-LT		
3rd Ave. & E. 44th St.	NB-R	NB-R	NB-T, NB-R
3rd Ave. & E. 45th St.	WB-T, NB-LT	NB-LT	NB-LT
3rd Ave. & E. 46th St.		NB-T, NB-R	NB-T
3rd Ave. & E. 47th St.	WB-T, NB-LT	WB-T, NB-LT	WB-T, NB-LT

Intersection	Peak Hour		
	AM	Midday	PM
3rd Ave. & E. 48th St.		NB-T, NB-R	NB-T, NB-R
3rd Ave. & E. 49th St.	WB-T, NB-LT	NB-LT	NB-LT
3rd Ave. & E. 50th St.	NB-T, NB-R	NB-T, NB-R	EB-T, NB-T
3rd Ave. & E. 51st St.	NB-LT	NB-LT	WB-T, NB-LT
3rd Ave. & E. 52nd St.	NB-T, NB-R	NB-T, NB-R	EB-LT, NB-T, NB-R
3rd Ave. & E. 53rd St.	WB-T, WB-R, NB-LT	NB-LT	WB-T, WB-R, NB-LT
3rd Ave. & E. 54th St.	EB-L, NB-T	EB-L	NB-T
3rd Ave. & E. 55th St.	WB-T, WB-R, NB-LT	WB-R, NB-LT	WB-T, WB-R, NB-LT
3rd Ave. & E. 56th St.	NB-T (West)	NB-T (West)	EB-LT (West), NB-T (West), NB-TR (East)
3rd Ave. & E. 57th St.	NB-LT (West)	NB-LT (West), EB-T (East), NB-R (East)	EB-LT (West), NB-LT (West), NB-TR (East), NB-R (East), EB-T (East)
3rd Ave. & E. 59th St.	NB-R	NB-R	NB-R
Lexington Ave. & E. 36th St.	SB-LT	SB-LT	EB-TR, SB-LT
Lexington Ave. & E. 38th St.	EB-R, SB-T	EB-R	EB-R
Lexington Ave. & E. 39th St.	WB-L, WB-T, SB-T	WB-L, WB-T, SB-T	WB-T
Lexington Ave. & E. 40th St.	EB-T, SB-LT	SB-LT	EB-R, SB-LT
Lexington Ave. & E. 42nd St.	SB-T, SB-R	EB-T, SB-T	WB-LT, SB-L, SB-R
Lexington Ave. & E. 44th St.	SB-LT	SB-LT	SB-LT
Lexington Ave. & E. 45th St.			WB-LT
Lexington Ave. & E. 46th St.	SB-LT	EB-T	EB-T, SB-LT
Lexington Ave. & E. 47th St.	SB-R	WB-L, WB-T, SB-T, SB-R	WB-L, WB-T, SB-T, SB-R
Lexington Ave. & E. 48th St.	EB-R, SB-LT	EB-T, EB-R	EB-T, EB-R
Lexington Ave. & E. 49th St.		SB-T	
Lexington Ave. & E. 50th St.	EB-TR, SB-LT	SB-LT	SB-LT
Lexington Ave. & E. 51st St.	SB-T	SB-T, SB-R	WB-L, WB-T
Lexington Ave. & E. 52nd St.	SB-LT	EB-T	EB-R
Lexington Ave. & E. 53rd St.	WB-T, SB-T	SB-T, SB-R	WB-T
Lexington Ave. & E. 54th St.	EB-T, SB-LT	EB-TR SB-LT	SB-LT
Lexington Ave. & E. 55th St.	SB-T		SB-T
Lexington Ave. & E. 56th St.	SB-LT		
Lexington Ave. & E. 57th St.	EB-R, SB-LT	SB-LT	EB-T
Park Ave. & E. 36th St.			EB-TR (West)
Park Ave. & E. 38th St.			EB-TR (West), NB-TR
Park Ave. & E. 39th St.	WB-TR (East), WB-LT (West), SB-R	WB-TR (East), WB-LT (West), SB-T	WB-TR (East), WB-LT (West), SB-R
Park Ave. & E. 40th St.	EB-TR (West), SB-T, EB-LT (Center), EB-LT (East), NB-TR	EB-TR (West), SB-T, EB-LT (Center), EB-LT (East)	EB-TR (West), SB-T, EB-LT (Center), EB-LT (East)
Park Ave. & E. 46th St.		EB-T (West), SB-T, EB-L (East), EB-T (East)	EB-T (West), SB-T, EB-T (East)
Park Ave. & E. 47th St.	NB-L, WB-LT (West)	WB-T (East), NB-T, WB-LT (West), SB-TR	WB-T (East), WB-LT (West), SB-TR
Park Ave. & E. 48th St.	SB-L, SB-T, NB-TR	SB-L, SB-T	SB-L
Park Ave. & E. 49th St.	WB-T (East), NB-T, WB-LT (West), SB-TR	NB-T, SB-TR	WB-T (East), NB-L, WB-LT (West), SB-TR
Park Ave. & E. 50th St.	SB-T, NB-TR	EB-LT (East)	EB-LT (East), NB-TR
Park Ave. & E. 51st St.	SB-R, WB-R (East)	WB-T (East), WB-LT (West)	
Park Ave. & E. 52nd St.	SB-L, SB-T	EB-TR (West), SB-L, NB-TR	SB-L, SB-T, EB-LT (East)

Intersection	Peak Hour		
	AM	Midday	PM
Park Ave. & E. 53rd St.	WB-T (East), WB-R (East), WB-LT (West)	WB-LT (West)	NB-T, WB-LT (West)
Park Ave. & E. 54th St.	SB-T, EB-T (East)	SB-T, NB-TR	
Park Ave. & E. 55th St.	WB-TR (East), NB-L, SB-T	WB-TR (East), NB-T	WB-TR (East), NB-L, NB-T, WB-LT (West), SB-TR
Park Ave. & E. 56th St.	SB-L, NB-TR	EB-TR (West), EB-LT (East), NB-TR	EB-TR (West), EB-LT (East)
Park Ave. & E. 57th St.	EB-LT (East), NB-L (East)	EB-T (West), EB-R (West), EB-LT (East)	NB-T
Madison Ave. & E. 39th St.	WB-T, WB-R, NB-LT	WB-T, WB-R	WB-T, WB-R
Madison Ave. & E. 40th St.	EB-L, NB-TR	NB-TR	EB-L, NB-TR
Madison Ave. & E. 41st St.	NB-TR	NB-TR	NB-TR
Madison Ave. & E. 42nd St.	EB-LT, WB-T, NB-LT	EB-LT, WB-T, NB-LT	EB-LT, WB-T, NB-LT
Madison Ave. & E. 43rd St.	WB-R, NB-L	WB-T, WB-R, NB-L, NB-T	NB-L, NB-T
Madison Ave. & E. 46th St.		NB-T	NB-T, NB-R
Madison Ave. & E. 48th St.	EB-L, NB-T	EB-L, NB-T	NB-T
Madison Ave. & E. 49th St.		WB-TR	WB-TR
Madison Ave. & E. 53rd St.	WB-TR		NB-T
Madison Ave. & E. 54th St.	NB-R	EB-LT, NB-T	
5th Ave. & 38th St.	EB-R, SB-LT	SB-LT	SB-LT
5th Ave. & 39th St.	WB-L, SB-T, SB-R	WB-L, WB-T, SB-T	SB-T, SB-R
5th Ave. & 40th St.	EB-TR, SB-LT	EB-TR	EB-TR, SB-LT
5th Ave. & 42nd St.	EB-T, WB-LT, SB-LT	WB-LT, SB-LT	WB-LT, SB-LT
5th Ave. & 43rd St.	SB-T, SB-R	SB-T, SB-R	SB-T, SB-R
5th Ave. & 44th St.	EB-R, SB-LT	EB-R, SB-LT	EB-R, SB-LT
5th Ave. & 47th St.	SB-T	WB-L, SB-T, SB-R	WB-L, WB-T, SB-T, SB-R
5th Ave. & 48th St.	SB-LT	SB-LT	EB-T, EB-R, SB-LT
5th Ave. & 49th St.	SB-T	SB-T	WB-LT, SB-T
5th Ave. & 54th St.	SB-LT	EB-TR, SB-LT	EB-TR, SB-LT
5th Ave. & 57th St.	EB-T, EB-R, WB-LT, SB-LT	EB-T, WB-LT	WB-LT, SB-LT
6th Ave. & W. 48th St.	EB-T	EB-T	
6th Ave. & W. 49th St.			WB-T, WB-R

Appendix C-4
Subway Station Assignments

AM Subway Station Assignment

NYC	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
IN	TS	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Site #	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out
1	8%	26%	18%	6%	4%	9%	19%	4%	6%												
2	8%	26%	18%	6%	4%	9%	20%	4%	6%												
3	8%	26%	17%	7%	5%	10%	19%	5%	5%												
4	8%	26%	17%	7%	5%	9%		5%	4%	0%	19%										
5	8%	25%	17%	8%	7%	1%		4%	3%	9%	19%										
6	4%	23%	10%	18%	10%					10%	18%			1%	4%	2%					
7				2%						4%	12%			34%	21%	12%	14%				
8	3%	29%	23%	23%	15%	2%	4%														
9		20%	10%	28%	8%							7%	16%	3%	8%						
10			1%	9%							7%	22%	16%	26%	19%						
11				9%								28%	16%	27%	20%						
13												33%	14%	35%	18%						
14												33%	13%	4%				30%	14%		6%
15		27%	21%	38%	15%																
16		27%	21%	38%	15%																
17														24%	31%	32%	13%				

NYC	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
OUT	TS	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Site #	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In
1	8%	18%	25%	4%	7%	20%	9%	6%	4%												
2	8%	18%	26%	4%	6%	20%	9%	6%	4%												
3	9%	16%	23%	4%	11%	18%	8%	4%	6%												
4	8%	17%	24%	5%	9%		9%	4%	5%	19%											
5	8%	17%	24%	7%	9%			3%	4%	19%	9%										
6	4%	10%	23%	10%	20%					18%	8%			4%			2%				
7					2%					9%	2%			23%	36%	16%	14%				
8	3%	23%	28%	15%	25%	4%	2%														
9		10%	20%	8%	28%							16%	6%	8%	3%						
10		1%			12%					-15%		25%	6%	31%	41%						
11					11%							23%	2%	28%	36%						
13												15%	29%	19%	37%						
14												38%	-24%	4%				36%	29%	18%	
15		21%	26%	15%	37%																
16		21%	26%	15%	37%																
17														32%	24%	14%	30%				

PM Subway Station Assignment

NYC IN Site #	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
	TS Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out
1	8%	25%	18%	6%	4%	9%	20%	4%	6%												
2	8%	25%	18%	6%	4%	9%	20%	4%	6%												
3	8%	24%	17%	8%	5%	9%	19%	5%	5%												
4	7%	26%	18%	4%	6%	10%		4%	4%		20%										
5	8%	24%	17%	9%	7%			4%	3%	9%	19%										
6	4%	22%	10%	21%	10%					8%	18%				4%	3%					
7				2%						2%	9%			35%	22%	15%	15%				
8	3%	29%	24%	22%	16%	2%	4%														
9		21%	10%	27%	9%							6%	16%	3%	9%						
10			1%	12%							-16%	1%	27%	43%	32%						
11				11%								0%	23%	37%	29%						
13												30%	15%	37%	18%						
14												38%	8%	13%				29%	8%		4%
15		27%	21%	37%	15%																
16		27%	22%	36%	16%																
17														33%	25%	19%	23%				

NYC OUT Site #	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
	TS Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out	NB Out	SB Out	EB Out	WB Out
1	8%	18%	26%	4%	6%	19%	9%	6%	4%												
2	8%	18%	26%	4%	6%	19%	9%	6%	4%												
3	8%	17%	26%	5%	7%	19%	10%	5%	4%												
4	8%	17%	26%	5%	7%		9%	4%	5%	19%	0%										
5	8%	17%	25%	7%	8%		1%	3%	4%	18%	9%										
6	4%	10%	23%	10%	18%					18%	9%			4%	1%		2%				
7					2%					12%	4%			21%	34%	14%	12%				
8	3%	23%	29%	15%	24%	4%	2%														
9		10%	20%	8%	28%							16%	7%	8%	4%						
10		1%			9%					7%		16%	22%	19%	26%						
11					9%							16%	28%	20%	27%						
13												14%	32%	18%	35%						
14												13%	33%	1%				12%	34%	6%	
15		21%	27%	15%	38%																
16		21%	27%	15%	37%																
17														21%	29%	19%	31%				

Appendix C-5
Subway Station Analysis

Amended With-Action Condition Subway Stair Analysis
at the 51st Street Station

			No-Action								With-Action							
Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up							Down	Up				
AM	R243	S2	5.17	4.17	57	272	0.75	0.9	0.74	C	5.17	4.17	27	197	0.75	0.9	0.52	B
		S5	4.08	3.08	11	19	0.75	0.9	0.09	A	4.08	3.08	6	10	0.75	0.9	0.04	A
		S4	4.50	3.50	14	292	0.75	1.0	0.77	C	4.50	3.50	5	164	0.75	1.0	0.43	A
		S6	4.50	3.50	7	153	0.75	1.0	0.40	A	4.50	3.50	3	76	0.75	1.0	0.20	A
	R242	S3	4.50	3.50	21	189	0.75	0.9	0.58	B	4.50	3.50	20	256	0.75	0.9	0.76	C
		S8	4.50	3.50	73	221	0.75	0.9	0.78	C	4.50	3.50	75	243	0.75	0.9	0.84	C
	R242A	O1/O2	10.00	8.75	84	454	0.75	0.9	0.58	B	10.00	8.75	81	595	0.75	0.9	0.74	C
	N305A	U1	4.17	3.17	449	9	0.75	1.0	1.28	D	14.50	13.00	449	784	0.75	0.9	0.79	C
PM	R243	S2	5.17	4.17	280	119	0.75	0.9	0.78	C	5.17	4.17	222	56	0.75	0.9	0.53	B
		S5	4.08	3.08	24	28	0.75	0.9	0.15	A	4.08	3.08	12	14	0.75	0.9	0.07	A
		S4	4.50	3.50	247	74	0.75	0.9	0.73	C	4.50	3.50	143	36	0.75	0.9	0.40	A
		S6	4.50	3.50	48	48	0.75	0.9	0.24	A	4.50	3.50	24	24	0.75	0.9	0.12	A
	R242	S3	4.50	3.50	300	49	0.75	0.9	0.77	C	4.50	3.50	402	48	0.75	0.9	0.99	C
		S8	4.50	3.50	122	55	0.75	0.9	0.41	A	4.50	3.50	172	56	0.75	0.9	0.52	B
	R242A	O1/O2	10.00	8.75	160	77	0.75	0.9	0.22	A	10.00	8.75	366	74	0.75	0.9	0.39	A
	N305A	U1	4.17	3.17	550	8	0.75	1.0	1.56	E	14.50	13.00	550	432	0.75	0.9	0.66	B

Notes:
Methodology based on CEQR Technical Manual guidelines.
Surging factors only apply to pedestrian volumes in the up direction. The surge factor for pedestrians moving downward is 1.0.
Shading denotes changes to volumes in Amended With-Action Condition.

Amended With-Action Condition Subway Escalator Analysis
at the 51st Street Station

		No-Action							With-Action						
Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
AM	E252 (UP)	40	90	945	775	0.75	1.09	D	N/A*	N/A	N/A	N/A	N/A	N/A	N/A
PM	E252 (UP)	40	90	945	424	0.75	0.60	B	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
*Escalator E252 is removed in With-Action condition.

Amended With-Action Condition Subway Passageway Analysis
at the 51st Street Station

		No-Action								With-Action							
Passageway	Peak Period	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				NB	SB							NB	SB				
To/From Lex Ave-53rd St	AM	15.25	13.3	1141	1427	0.75	0.9	1.10	D	15.25	13.3	1141	1427	0.75	0.9	1.10	D
	PM	15.25	13.3	1006	841	0.75	0.9	0.81	C	15.25	13.3	1006	841	0.75	0.9	0.81	C

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

Amended With-Action Condition Subway Fare Array Analysis
at the 51st Street Station

			No-Action							With-Action						
Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out						In	Out				
AM	R242A	Two-way Turnstile	5	79	463	0.75	0.9	0.25	A	5	75	605	0.75	0.9	0.32	A
	R242	Two-way Turnstile	9	99	410	0.75	0.9	0.13	A	9	100	499	0.75	0.9	0.16	A
	R243	Two-way Turnstile	9	89	736	0.75	0.9	0.21	A	9	42	475	0.75	0.9	0.13	A
	N305A	Two-way Turnstile	3	44	195	0.8	0.9	0.18	A	3	46	282	0.8	0.9	0.24	A
PM	R242A	Two-way Turnstile	5	159	70	0.75	0.9	0.12	A	5	364	66	0.75	0.9	0.22	A
	R242	Two-way Turnstile	9	414	110	0.75	0.9	0.15	A	9	567	110	0.75	0.9	0.19	A
	R243	Two-way Turnstile	9	599	269	0.75	0.9	0.24	A	9	400	130	0.75	0.9	0.15	A
	N305A	Two-way Turnstile	3	404	36	0.8	0.9	0.38	A	3	455	42	0.8	0.9	0.43	A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes. The surge factor for entry volumes is 1.0.
Shading denotes changes to volumes in Amended With-Action Condition.

Amended With-Action Condition Subway Stair Analysis
at the Lexington Avenue/53rd Street Station

			No-Action								With-Action							
Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up							Down	Up				
AM	N305B	O5	10.00	8.75	46	498	0.75	0.9	0.47	B	10.00	8.75	47	734	0.75	0.9	0.67	B
	N305	O7/O8	12.00	10.75	77	396	0.8	0.9	0.39	A	12.00	10.75	76	495	0.8	0.9	0.48	B
		P7	3.70	2.70	37	138	0.75	0.9	0.61	B	3.70	2.70	37	138	0.75	0.9	0.61	B
	N306A	S4	5.00	4.00	23	91	0.8	0.9	0.25	A	5.00	4.00	22	153	0.8	0.9	0.39	A
		S3	5.00	4.00	32	113	0.8	0.9	0.32	A	5.00	4.00	36	228	0.8	0.9	0.60	B
	N306	P1	4.00	3.00	89	322	0.75	0.9	1.28	D	4.00	3.00	91	152	0.75	0.9	0.72	C
PM	N305B	O5	10.00	8.75	577	79	0.75	0.9	0.72	C	10.00	8.75	801	82	0.75	0.9	0.97	C
	N305	O7/O8	12.00	10.75	323	78	0.8	0.9	0.29	A	12.00	10.75	438	76	0.8	0.9	0.37	A
		P7	3.70	2.70	169	12	0.75	0.9	0.51	B	3.70	2.70	169	12	0.75	0.9	0.51	B
	N306A	S4	5.00	4.00	107	16	0.8	0.9	0.24	A	5.00	4.00	174	17	0.8	0.9	0.36	A
		S3	5.00	4.00	177	10	0.8	0.9	0.35	A	5.00	4.00	310	17	0.8	0.9	0.61	B
	N306	P1	4.00	3.00	129	32	0.75	0.9	0.42	A	4.00	3.00	129	32	0.75	0.9	0.42	A

Notes:
Methodology based on CEQR Technical Manual guidelines.
Surging factors only apply to pedestrian volumes in the up direction. The surge factor for pedestrians moving downward is 1.0.
Shading denotes changes to volumes in Amended With-Action Condition.

Amended With-Action Condition Subway Escalator Analysis
at the Lexington Avenue - 53rd Street Station

		No-Action							With-Action						
Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
AM	E243 (UP)	40	90	945	709	0.75	1.00	C	40	90	945	797	0.75	1.12	D
	E244 (UP)	40	90	945	771	0.75	1.09	D	40	90	945	797	0.75	1.12	D
	E269 (DOWN)	40	90	945	579	1.00	0.61	B	40	90	945	579	1.00	0.61	B
	E254X (UP)	24	90	480	281	0.75	0.78	C	40	90	945	763	0.75	1.08	D
	E245 (UP)	40	90	945	562	0.75	0.79	C	40	90	945	690	0.75	0.97	C
	E246 (UP)	40	90	945	820	0.75	1.16	D	40	90	945	690	0.75	0.97	C
PM	E243 (UP)	40	90	945	553	0.75	0.78	C	40	90	945	550	0.75	0.78	C
	E244 (DOWN)	40	90	945	1036	1.00	1.10	D	40	90	945	1209	1.00	1.28	D
	E269 (DOWN)	40	90	945	925	1.00	0.98	C	40	90	945	1141	1.00	1.21	D
	E254X (UP)	24	90	480	439	0.75	1.22	D	40	90	945	530	0.75	0.75	C
	E245 (UP)	40	90	945	879	0.75	1.24	D	40	90	945	793	0.75	1.12	D
	E246 (DOWN)	40	90	945	870	1.00	0.92	C	40	90	945	970	1.00	1.03	D

Notes:
Methodology based on CEQR Technical Manual guidelines.
Shading denotes changes to volumes in Amended With-Action Condition.

Amended With-Action Condition Subway Fare Array Analysis
at the Lexington Avenue/53rd Street Station

			No-Action							With-Action						
Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out						In	Out				
AM	N305B	Two-way Turnstile	5	27	1550	0.8	1.0	0.61	B	5	26	1686	0.8	1.0	0.67	B
	N305	Two-way Turnstile	11	117	1103	0.8	0.9	0.24	A	11	116	1215	0.8	0.9	0.27	A
	N306A	High Entry/Exit Turnstile	2	133	174	0.8	0.9	0.51	B	0	135	504	0.8	0.9	0.48	B
		Two-way Turnstile	0							3						
	N306	Two-way Turnstile	8	107	664	0.8	0.9	0.21	A	8	108	512	0.8	0.9	0.17	A
PM	N305B	Two-way Turnstile	5	209	75	0.8	0.9	0.14	A	5	367	71	0.8	0.9	0.22	A
	N305	Two-way Turnstile	11	839	177	0.8	0.9	0.24	A	11	969	175	0.8	0.9	0.27	A
	N306A	High Entry/Exit Turnstile	2	268	43	0.8	0.9	0.64	B	0	456	46	0.8	0.9	0.44	A
		Two-way Turnstile	0							3						
	N306	Two-way Turnstile	8	799	266	0.8	0.9	0.34	A	8	811	270	0.8	0.9	0.34	A

Notes:
Methodology based on 2014 CEQR Technical Manual guidelines.
Surging factors only apply to exiting volumes. The surge factor for entry volumes is 1.0.
Shading denotes changes to volumes in Amended With-Action Condition.

Appendix C-6
Pedestrian LOS Tables

2036 Amended With-Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	LOS
Weekday AM Peak Hour						
E 39th Street between 5th Avenue and Madison Avenue	North	5	1,121	0.85	59.1	C
E 40th Street between 5th Avenue and Madison Avenue	South	5.5	1,477	0.77	44.1	C
	North	9	1,886	0.82	61.3	C
Madison Avenue between E 40th Street and E 41st Street	West	13	2,862	0.90	63.9	C
E 41st Street between 5th Avenue and Madison Avenue	South	6	1,055	0.92	82.2	C
E 43rd Street between 5th Avenue and Madison Avenue	North	4	2,337	0.94	23.2	D
E 44th Street between 5th Avenue and Madison Avenue	South	5.5	1,451	0.84	49.3	C
	North	4.5	1,622	0.90	38.4	D
Madison Avenue between E 44th Street and E 45th Street	West	11	1,635	0.96	87.7	C
E 45th Street between 5th Avenue and Madison Avenue	South	5.5	1,760	0.93	45.0	C
	North	4.5	1,360	0.89	45.4	C
E 46th Street between 5th Avenue and Madison Avenue	South	4	2,013	0.88	26.2	D
E 53rd Street between 5th Avenue and Madison Avenue	South	5.5	1,194	0.89	64.1	C
	North	10.5	1,058	0.81	127.0	B
Vanderbilt Avenue between E 43rd Street and E 44th Street	East	4	1,461	0.80	32.9	D
E 43rd Street between Madison Avenue and Vanderbilt Avenue	North	3.5	1,612	0.79	25.3	D
Vanderbilt Avenue between E 44th Street and E 45th Street	East	9.5	1,944	0.89	68.1	C
Park Avenue between E 40th Street and E 41st Street	East	12	2,139	0.86	75.6	C
	West	9	3,534	0.93	36.1	D
Park Avenue between E 46th Street and E 47th Street	West	7	1,716	0.79	50.0	C
Park Avenue between E 49th Street and E 50th Street	West	7	2,092	0.83	42.9	C
E 40th Street between Lexington Avenue and 3rd Avenue	North	8	972	0.88	113.7	B
E 41st Street between Lexington Avenue and 3rd Avenue	South	7.5	1,913	0.92	56.4	C
E 42nd Street between Lexington Avenue and 3rd Avenue	North	9	3,248	0.84	50.9	C
Lexington Avenue between E 42nd Street and E 43rd Street	West	6.5	3,856	0.92	33.5	D
Lexington Avenue between E 43rd Street and E 44th Street	East	10	3,925	0.96	37.4	D
	West	7	5,118	0.91	17.0	E
E 43rd Street between Lexington Avenue and 3rd Avenue	North	7.5	1,664	0.84	59.1	C
	South	7.5	2,460	0.93	43.8	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

2036 Amended With-Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	LOS
Weekday AM Peak Hour						
Lexington Avenue between E 44th Street and E 45th Street	East	4.5	2,620	0.84	20.7	E
	West	5	2,916	0.86	21.3	E
E 44th Street between Lexington Avenue and 3rd Avenue	North	5.5	1,360	0.82	51.4	C
	South	12	1,888	0.87	86.9	C
Lexington Avenue between E 45th Street and E 46th Street	East	6	2,784	0.98	32.0	D
	West	9	2,185	0.91	58.6	C
Lexington Avenue between E 46th Street and E 47th Street	East	13	2,000	0.85	87.9	C
	West	5.5	1,745	0.91	44.8	C
E 46th Street between Lexington Avenue and 3rd Avenue	North	5	926	0.85	72.0	C
Lexington Avenue between E 47th Street and E 48th Street	East	4.5	1,776	0.88	34.0	D
E 47th Street between Lexington Avenue and 3rd Avenue	South	4	675	0.88	81.8	C
Lexington Avenue between E 48th Street and E 49th Street	East	3	1,998	0.90	19.2	E
	West	13	1,007	0.64	134.5	B
E 48th Street between Park Avenue and Lexington Avenue	North	6.5	1,546	0.83	55.7	C
Lexington Avenue between E 49th Street and E 50th Street	East	11	2,506	0.90	62.7	C
	West	5	1,160	0.93	64.5	C
E 49th Street between Lexington Avenue and 3rd Avenue	North	6	548	0.89	154.5	B
E 49th Street between Park Avenue and Lexington Avenue	South	6	496	0.90	172.7	B
Lexington Avenue between E 50th Street and E 51st Street	East	6	2,030	0.87	40.4	C
	West	5	2,967	0.89	21.7	E
E 50th Street between Lexington Avenue and 3rd Avenue	North	5	348	0.82	187.8	B
	South	5.5	849	0.76	77.0	C
Lexington Avenue between E 51st Street and E 52nd Street	East	5	3,109	0.74	17.9	E
	West	10.5	1,929	0.91	79.3	C
E 51st Street between Lexington Avenue and 3rd Avenue	North	3.5	1,359	0.85	33.7	D
3rd Avenue between E 42nd Street and E 43rd Street	East	7.5	2,555	0.88	39.5	D
3rd Avenue between E 43rd Street and E 44th Street	East	8.5	3,472	0.89	33.0	D
3rd Avenue between E 44th Street and E 45th Street	East	4.5	2,750	0.87	20.2	E
3rd Avenue between E 51st Street and E 52nd Street	West	8.5	2,551	0.87	44.9	C
E 52nd Street between Lexington Avenue and 3rd Avenue	South	7.5	824	0.79	116.2	B
	North	7.5	983	0.57	68.7	C
3rd Avenue between E 52nd Street and E 53rd Street	East	6	3,289	0.89	23.5	D
	West	9	1,780	0.87	69.2	C
3rd Avenue between E 53rd Street and E 54th Street	West	7.5	1,919	0.85	51.9	C
3rd Avenue between E 55th Street and 56th Street	West	9	1,409	0.77	77.9	C
E 42nd Street between 3rd Avenue and 2nd Avenue	North	10.5	2,861	0.86	48.7	C
2nd Avenue between E 42nd Street and E 43rd Street	West	7	1,267	0.95	82.3	C
E 43rd Street between 3rd Avenue and 2nd Avenue	South	16.5	915	0.69	198.0	B
E 51st St between 5th Avenue and Madison Ave	North	6	1,792	0.85	44.1	C
E 52nd St between 5th Avenue and Madison Ave	South	5.5	1,009	0.83	70.6	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

2036 **Amended With-Action** Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	LOS
Weekday Midday Peak Hour						
E 39th Street between 5th Avenue and Madison Avenue	North	5	1,229	0.96	60.7	C
E 40th Street between 5th Avenue and Madison Avenue	South	5.5	2,702	0.91	27.5	D
	North	9	2,074	0.94	63.5	C
Madison Avenue between E 40th Street and E 41st Street	West	13	4,078	0.91	44.5	C
E 41st Street between 5th Avenue and Madison Avenue	South	6	1,686	0.95	52.6	C
E 43rd Street between 5th Avenue and Madison Avenue	North	4	1,684	0.89	31.8	D
E 44th Street between 5th Avenue and Madison Avenue	South	5.5	1,942	0.98	42.5	C
	North	4.5	1,347	0.94	48.9	C
Madison Avenue between E 44th Street and E 45th Street	West	11	2,753	0.81	50.0	C
E 45th Street between 5th Avenue and Madison Avenue	South	5.5	2,391	0.91	31.5	D
	North	4.5	1,720	0.94	37.5	D
E 46th Street between 5th Avenue and Madison Avenue	South	4	2,261	0.93	24.4	D
E 53rd Street between 5th Avenue and Madison Avenue	South	5.5	1,106	0.91	66.7	C
	North	10.5	1,058	0.81	121.5	B
Vanderbilt Avenue between E 43rd Street and E 44th Street	East	4	1,261	0.94	45.2	C
E 43rd Street between Madison Avenue and Vanderbilt Avenue	North	3.5	1,411	0.96	36.2	D
Vanderbilt Avenue between E 44th Street and E 45th Street	East	9.5	1,662	0.95	85.6	C
Park Avenue between E 40th Street and E 41st Street	East	12	1,310	0.91	132.0	B
	West	9	2,596	0.99	53.2	C
Park Avenue between E 46th Street and E 47th Street	West	7	1,708	0.57	35.4	D
Park Avenue between E 49th Street and E 50th Street	West	7	2,060	0.87	45.7	C
E 40th Street between Lexington Avenue and 3rd Avenue	North	8	1,110	0.95	107.5	B
E 41st Street between Lexington Avenue and 3rd Avenue	South	7.5	1,774	0.93	61.1	C
E 42nd Street between Lexington Avenue and 3rd Avenue	North	9	2,655	0.95	50.1	C
Lexington Avenue between E 42nd Street and E 43rd Street	West	6.5	3,276	0.96	28.3	D
Lexington Avenue between E 43rd Street and E 44th Street	East	10	3,482	0.94	41.6	C
	West	7	3,337	0.97	30.6	D
E 43rd Street between Lexington Avenue and 3rd Avenue	North	7.5	1,650	0.93	65.8	C
	South	7.5	1,908	0.85	52.1	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

2036 Amended With-Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	LOS
Weekday Midday Peak Hour						
Lexington Avenue between E 44th Street and E 45th Street	East	4.5	2,972	0.93	19.9	E
	West	5	2,752	0.94	25.0	D
E 44th Street between Lexington Avenue and 3rd Avenue	North	5.5	1,159	0.87	64.5	C
	South	12	1,880	0.88	88.7	C
Lexington Avenue between E 45th Street and E 46th Street	East	6	2,986	0.96	28.8	D
	West	9	2,390	0.91	53.3	C
Lexington Avenue between E 46th Street and E 47th Street	East	13	2,399	0.94	80.0	C
	West	5.5	2,209	0.89	33.7	D
E 46th Street between Lexington Avenue and 3rd Avenue	North	5	989	0.92	72.7	C
Lexington Avenue between E 47th Street and E 48th Street	East	4.5	1,669	0.88	36.0	D
E 47th Street between Lexington Avenue and 3rd Avenue	South	4	860	0.93	68.0	C
Lexington Avenue between E 48th Street and E 49th Street	East	3	1,673	0.98	25.8	D
	West	13	479	0.74	319.8	B
E 48th Street between Park Avenue and Lexington Avenue	North	6.5	1,092	0.94	87.8	C
Lexington Avenue between E 49th Street and E 50th Street	East	11	1,837	0.90	84.6	C
	West	5	750	0.61	63.8	C
E 49th Street between Lexington Avenue and 3rd Avenue	North	6	1,000	0.81	76.6	C
E 49th Street between Park Avenue and Lexington Avenue	South	6	831	0.87	99.3	B
Lexington Avenue between E 50th Street and E 51st Street	East	6	1,920	0.91	44.9	C
	West	5	2,323	0.83	26.8	D
E 50th Street between Lexington Avenue and 3rd Avenue	North	5	999	0.92	72.1	C
	South	5.5	979	0.81	70.6	C
Lexington Avenue between E 51st Street and E 52nd Street	East	5	2,847	0.92	24.8	D
	West	10.5	1,968	0.89	76.4	C
E 51st Street between Lexington Avenue and 3rd Avenue	North	3.5	1,142	0.89	48.5	C
3rd Avenue between E 42nd Street and E 43rd Street	East	7.5	2,945	0.90	34.9	D
3rd Avenue between E 43rd Street and E 44th Street	East	8.5	3,107	0.93	39.0	D
3rd Avenue between E 44th Street and E 45th Street	East	4.5	2,584	0.84	20.9	E
3rd Avenue between E 51st Street and E 52nd Street	West	8.5	2,665	0.90	44.8	C
E 52nd Street between Lexington Avenue and 3rd Avenue	South	7.5	2,102	0.89	52.9	C
	North	7.5	1,427	0.88	74.1	C
3rd Avenue between E 52nd Street and E 53rd Street	East	6	1,991	0.92	43.7	C
	West	9	2,300	0.88	54.5	C
3rd Avenue between E 53rd Street and E 54th Street	West	7.5	2,382	0.93	45.1	C
3rd Avenue between E 55th Street and 56th Street	West	9	1,364	0.77	80.4	C
E 42nd Street between 3rd Avenue and 2nd Avenue	North	10.5	2,637	0.88	54.5	C
2nd Avenue between E 42nd Street and E 43rd Street	West	7	1,620	0.95	64.0	C
E 43rd Street between 3rd Avenue and 2nd Avenue	South	16.5	1,159	0.80	181.2	B
E 51st St between 5th Avenue and Madison Ave	North	6	1,779	0.92	47.8	C
E 52nd St between 5th Avenue and Madison Ave	South	5.5	1,343	0.82	52.2	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

2036 Amended With-Action Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	LOS
Weekday PM Peak Hour						
E 39th Street between 5th Avenue and Madison Avenue	North	5	1,238	0.88	55.2	C
E 40th Street between 5th Avenue and Madison Avenue	South	5.5	1,904	0.93	41.1	C
	North	9	1,950	0.95	68.6	C
Madison Avenue between E 40th Street and E 41st Street	West	13	2,793	0.97	70.5	C
E 41st Street between 5th Avenue and Madison Avenue	South	6	1,402	0.96	64.2	C
E 43rd Street between 5th Avenue and Madison Avenue	North	4	2,828	0.87	16.8	E
E 44th Street between 5th Avenue and Madison Avenue	South	5.5	1,640	0.89	46.0	C
	North	4.5	2,066	0.94	30.8	D
Madison Avenue between E 44th Street and E 45th Street	West	11	2,460	0.96	67.5	C
E 45th Street between 5th Avenue and Madison Avenue	South	5.5	2,035	0.90	37.2	D
	North	4.5	2,020	0.94	31.4	D
E 46th Street between 5th Avenue and Madison Avenue	South	4	1,590	0.95	10.6	F
E 53rd Street between 5th Avenue and Madison Avenue	South	5.5	1,420	0.92	55.6	C
	North	10.5	1,124	0.86	127.1	B
Vanderbilt Avenue between E 43rd Street and E 44th Street	East	4	1,576	0.90	34.2	D
E 43rd Street between Madison Avenue and Vanderbilt Avenue	North	3.5	2,233	0.86	18.7	E
Vanderbilt Avenue between E 44th Street and E 45th Street	East	9.5	2,758	0.93	49.4	C
Park Avenue between E 40th Street and E 41st Street	East	12	2,321	0.84	68.7	C
	West	9	3,159	0.91	39.6	D
Park Avenue between E 46th Street and E 47th Street	West	7	1,555	0.92	64.9	C
Park Avenue between E 49th Street and E 50th Street	West	7	1,974	0.91	50.1	C
E 40th Street between Lexington Avenue and 3rd Avenue	North	8	910	0.90	124.5	B
E 41st Street between Lexington Avenue and 3rd Avenue	South	7.5	847	0.87	121.8	B
E 42nd Street between Lexington Avenue and 3rd Avenue	North	9	3,791	0.95	34.1	D
Lexington Avenue between E 42nd Street and E 43rd Street	West	6.5	4,873	0.91	33.2	D
Lexington Avenue between E 43rd Street and E 44th Street	East	10	3,192	0.95	46.2	C
	West	7	6,412	1.00	14.2	E
E 43rd Street between Lexington Avenue and 3rd Avenue	North	7.5	1,479	0.94	74.5	C
	South	7.5	1,873	0.89	55.5	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

2036 **Amended With-Action** Condition: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	Two-way Peak Hour Volume	PHF	SFP	LOS
Weekday PM Peak Hour						
Lexington Avenue between E 44th Street and E 45th Street	East	4.5	2,641	0.91	22.5	E
	West	5	3,685	0.93	17.5	E
E 44th Street between Lexington Avenue and 3rd Avenue	North	5.5	1,037	0.91	75.7	C
	South	12	2,273	0.92	76.0	C
Lexington Avenue between E 45th Street and E 46th Street	East	6	2,666	0.98	33.5	D
	West	9	2,789	0.95	48.1	C
Lexington Avenue between E 46th Street and E 47th Street	East	13	2,409	0.84	72.1	C
	West	5.5	1,342	0.71	45.8	C
E 46th Street between Lexington Avenue and 3rd Avenue	North	5	965	0.89	72.2	C
Lexington Avenue between E 47th Street and E 48th Street	East	4.5	1,873	0.88	32.2	D
E 47th Street between Lexington Avenue and 3rd Avenue	South	4	847	0.96	71.1	C
Lexington Avenue between E 48th Street and E 49th Street	East	3	2,557	0.82	12.0	E
	West	13	1,160	0.89	164.4	B
E 48th Street between Park Avenue and Lexington Avenue	North	6.5	1,801	0.95	55.5	C
Lexington Avenue between E 49th Street and E 50th Street	East	11	3,035	0.91	52.1	C
	West	5	1,695	0.76	35.0	D
E 49th Street between Lexington Avenue and 3rd Avenue	North	6	740	0.86	110.1	B
E 49th Street between Park Avenue and Lexington Avenue	South	6	636	0.92	138.0	B
Lexington Avenue between E 50th Street and E 51st Street	East	6	3,484	0.89	35.3	D
	West	5	2,581	0.92	31.9	D
E 50th Street between Lexington Avenue and 3rd Avenue	North	5	948	0.90	74.7	C
	South	5.5	695	0.89	77.3	C
Lexington Avenue between E 51st Street and E 52nd Street	East	5	3,045	0.96	21.0	E
	West	10.5	2,261	0.95	71.4	C
E 51st Street between Lexington Avenue and 3rd Avenue	North	3.5	1,410	0.93	36.1	D
3rd Avenue between E 42nd Street and E 43rd Street	East	7.5	2,660	0.95	41.5	C
3rd Avenue between E 43rd Street and E 44th Street	East	8.5	3,391	0.92	35.0	D
3rd Avenue between E 44th Street and E 45th Street	East	4.5	2,498	0.94	24.8	D
3rd Avenue between E 51st Street and E 52nd Street	West	8.5	2,840	0.89	41.0	C
E 52nd Street between Lexington Avenue and 3rd Avenue	South	7.5	820	0.80	123.2	B
	North	7.5	1,097	0.92	99.4	B
3rd Avenue between E 52nd Street and E 53rd Street	East	6	3,088	0.97	28.2	D
	West	9	2,375	0.93	55.0	C
3rd Avenue between E 53rd Street and E 54th Street	West	7.5	2,167	0.91	49.3	C
3rd Avenue between E 55th Street and 56th Street	West	9	1,464	0.77	75.3	C
E 42nd Street between 3rd Avenue and 2nd Avenue	North	10.5	3,148	0.85	44.0	C
2nd Avenue between E 42nd Street and E 43rd Street	West	7	1,292	0.95	80.8	C
E 43rd Street between 3rd Avenue and 2nd Avenue	South	16.5	1,145	0.94	214.7	B
E 51st St between 5th Avenue and Madison Ave	North	6	1,728	0.97	52.3	C
E 52nd St between 5th Avenue and Madison Ave	South	5.5	1,169	0.97	71.5	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

2036 **Amended With-Action** Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	Two-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour						
5th Avenue and 42nd Street	North	55	25	2,479	17.3	D
5th Avenue and 43rd Street	East	34	20	2,606	23.4	D
Madison Avenue and E 41st Street	West	34	16	2,495	21.6	D
Madison Avenue and E 43rd Street	North	54	13	2,222	8.6	E
	West	33.5	12	1,794	16.1	D
Madison Avenue and E 45th Street	South	54	13	2,005	11.5	E
Madison Avenue and E 53rd Street	North	55	15	470	13.6	E
	South	54	14.5	642	21.7	D
	West	35	14.5	1,046	34.0	C
Vanderbilt Avenue and E 43rd Street	North	33.5	13.5	915	UNSIGNALIZED	
Park Avenue Southbound and E 46th Street	West	30.5	14	2,193	14.6	E
Park Avenue Southbound and E 50th Street	West	30	14	2,526	11.9	E
Lexington Avenue and E 42nd Street	North	51	20	2,786	24.2	C
	East	60	13	1,969	21.5	D
	West	60	15	2,228	26.6	C
Lexington Avenue and E 43rd Street	East	34	14	1,815	29.7	C
	South	40	13.5	1,183	14.0	E
Lexington Avenue and E 44th Street	East	37	14	2,575	42.6	B
Lexington Avenue and E 45th Street	East	36	15.5	1,739	23.9	D
	West	41	10.5	2,107	13.9	E
Lexington Avenue and E 46th Street	East	32	14	1,996	20.8	D
	West	32	14	1,996	20.4	D
Lexington Avenue and E 47th Street	East	28	10	1,347	19.5	D
	South	52.5	14.5	780	15.4	D
Lexington Avenue and E 48th Street	North	50.5	13.5	853	36.4	C
	East	34	12	1,390	23.9	D
	West	30	12	1,542	15.7	D
Lexington Avenue and E 49th Street	East	30	12	1,725	19.5	D
	South	51	14	545	46.2	B
	West	30	10.5	1,649	14.0	E
Lexington Avenue and E 50th Street	North	51.5	12	-19	17.3	D
	East	34	12	-370	17.2	D
	West	34	16	-198	16.7	D
Lexington Avenue and E 51st Street	North	51	14	1,954	12.0	E
Lexington Avenue and E 52nd Street	East	35.5	15	1,862	20.4	D
	West	34	18	1,677	28.7	C
3rd Avenue and E 42nd Street	North	69.5	20	1,581	7.2	F
	East	59	18	1,197	22.2	D
	South	70	20	2,724	16.0	D
	West	59	15	1,187	18.9	D
3rd Avenue and E 43rd Street	East	34	15	2,910	12.3	E
	South	70.5	15.5	2,031	16.7	D
3rd Avenue and E 44th Street	East	35	15.5	3,187	8.6	E
3rd Avenue and E 52nd Street	West	41	12.5	1,295	20.8	D
3rd Avenue and E 53rd Street	West	35.5	13.5	1,457	16.6	D
3rd Avenue and E 54th Street	West	33	16	717	49.2	B
3rd Avenue and E 55th Street	West	34	11.5	454	49.4	B
2nd Avenue and E 42nd Street	West	60	20	1,227	49.9	B

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2036 **Amended With-Action** Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	Two-way Peak Hour Volume	SFP	LOS
Weekday Midday Peak Hour						
5th Avenue and 42nd Street	North	55	25	1,459	38.8	C
5th Avenue and 43rd Street	East	34	20	3,183	20.6	D
Madison Avenue and E 41st Street	West	34	16	2,700	14.6	E
Madison Avenue and E 43rd Street	North	54	13	1,375	16.6	D
	West	33.5	12	2,105	16.4	D
Madison Avenue and E 45th Street	South	54	13	2,132	11.1	E
Madison Avenue and E 53rd Street	North	55	15	40	24.2	C
	South	54	14.5	76	27.7	C
	West	35	14.5	1,429	30.7	C
Vanderbilt Avenue and E 43rd Street	North	33.5	13.5	443	UNSIGNALIZED	
Park Avenue Southbound and E 46th Street	West	30.5	14	1,586	24.2	C
Park Avenue Southbound and E 50th Street	West	30	14	2,049	18.3	D
Lexington Avenue and E 42nd Street	North	51	20	2,107	24.4	C
	East	60	13	1,955	22.0	D
	West	60	15	1,444	35.3	C
Lexington Avenue and E 43rd Street	East	34	14	1,958	29.1	C
	South	40	13.5	1,341	15.6	D
Lexington Avenue and E 44th Street	East	37	14	2,388	53.3	B
Lexington Avenue and E 45th Street	East	36	15.5	1,959	28.3	C
	West	41	10.5	1,437	19.8	D
Lexington Avenue and E 46th Street	East	32	14	2,331	16.5	D
	West	32	14	2,176	22.3	D
Lexington Avenue and E 47th Street	East	28	10	1,826	14.9	E
	South	52.5	14.5	919	11.3	E
Lexington Avenue and E 48th Street	North	50.5	13.5	737	42.1	B
	East	34	12	1,316	28.4	C
	West	30	12	1,394	25.1	C
Lexington Avenue and E 49th Street	East	30	12	1,381	29.6	C
	South	51	14	781	37.7	C
	West	30	10.5	1,220	25.7	C
Lexington Avenue and E 50th Street	North	51.5	12	2	24.3	C
	East	34	12	-118	16.4	D
	West	34	16	-48	38.6	C
Lexington Avenue and E 51st Street	North	51	14	1,348	30.0	C
Lexington Avenue and E 52nd Street	East	35.5	15	1,533	32.1	C
	West	34	18	1,856	28.6	C
3rd Avenue and E 42nd Street	North	69.5	20	1,494	9.8	E
	East	59	18	1,011	38.2	C
	South	70	20	1,922	31.2	C
	West	59	15	1,162	24.6	C
3rd Avenue and E 43rd Street	East	34	15	2,433	16.1	D
	South	70.5	15.5	1,735	21.6	D
3rd Avenue and E 44th Street	East	35	15.5	1,906	17.9	D
3rd Avenue and E 52nd Street	West	41	12.5	1,367	24.4	C
3rd Avenue and E 53rd Street	West	35.5	13.5	2,079	13.3	E
3rd Avenue and E 54th Street	West	33	16	869	52.2	B
3rd Avenue and E 55th Street	West	34	11.5	618	49.6	B
2nd Avenue and E 42nd Street	West	60	20	1,226	47.7	B

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2036 **Amended With-Action** Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	Two-way Peak Hour Volume	SFP	LOS
Weekday PM Peak Hour						
5th Avenue and 42nd Street	North	55	25	2,911	18.2	D
5th Avenue and 43rd Street	East	34	20	3,762	14.4	E
Madison Avenue and E 41st Street	West	34	16	2,750	19.4	D
Madison Avenue and E 43rd Street	North	54	13	2,515	8.3	E
	West	33.5	12	2,566	11.4	E
Madison Avenue and E 45th Street	South	54	13	2,833	8.5	E
Madison Avenue and E 53rd Street	North	55	15	355	21.3	D
	South	54	14.5	328	20.8	D
	West	35	14.5	1,444	30.3	C
Vanderbilt Avenue and E 43rd Street	North	33.5	13.5	936	UNSIGNALIZED	
Park Avenue Southbound and E 46th Street	West	30.5	14	2,374	13.5	E
Park Avenue Southbound and E 50th Street	West	30	14	2,311	15.5	D
Lexington Avenue and E 42nd Street	North	51	20	3,375	27.6	C
	East	60	13	1,956	22.7	D
	West	60	15	2,002	20.3	D
Lexington Avenue and E 43rd Street	East	34	14	2,122	22.9	D
	South	40	13.5	1,814	9.2	E
Lexington Avenue and E 44th Street	East	37	14	2,125	56.5	B
Lexington Avenue and E 45th Street	East	36	15.5	1,595	33.5	C
	West	41	10.5	2,149	14.0	E
Lexington Avenue and E 46th Street	East	32	14	2,043	19.1	D
	West	32	14	2,018	22.0	D
Lexington Avenue and E 47th Street	East	28	10	1,458	18.5	D
	South	52.5	14.5	834	10.4	E
Lexington Avenue and E 48th Street	North	50.5	13.5	1,086	30.6	C
	East	34	12	1,581	20.2	D
	West	30	12	1,447	24.0	C
Lexington Avenue and E 49th Street	East	30	12	1,939	17.0	D
	South	51	14	629	40.7	B
	West	30	10.5	2,121	12.3	E
Lexington Avenue and E 50th Street	North	51.5	12	-4	23.9	D
	East	34	12	-452	17.0	D
	West	34	16	-118	17.1	D
Lexington Avenue and E 51st Street	North	51	14	1,872	17.8	D
Lexington Avenue and E 52nd Street	East	35.5	15	1,735	24.4	C
	West	34	18	1,848	30.0	C
3rd Avenue and E 42nd Street	North	69.5	20	1,949	7.1	F
	East	59	18	1,305	25.5	C
	South	70	20	3,211	13.7	E
	West	59	15	1,190	24.3	C
3rd Avenue and E 43rd Street	East	34	15	2,808	13.9	E
	South	70.5	15.5	1,627	20.7	D
3rd Avenue and E 44th Street	East	35	15.5	2,943	11.8	E
3rd Avenue and E 52nd Street	West	41	12.5	1,500	22.8	D
3rd Avenue and E 53rd Street	West	35.5	13.5	1,748	16.8	D
3rd Avenue and E 54th Street	West	33	16	872	42.2	B
3rd Avenue and E 55th Street	West	34	11.5	554	40.1	B
2nd Avenue and E 42nd Street	West	60	20	1,079	43.5	B

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2036 **Amended With-Action** Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS
5th Avenue and 42nd Street	Northeast	75.7	A	106.8	A	63.7	A
	Southeast	59.7	B	90.3	A	43.7	B
	Southwest	53.6	B	94.0	A	48.0	B
	Northwest	62.8	A	117.5	A	58.2	B
5th Avenue and 43rd Street	Northeast	35.4	C	36.0	C	20.6	D
	Southeast	31.2	C	34.9	C	24.5	C
	Southwest	38.7	C	36.5	C	26.2	C
	Northwest	35.4	C	32.7	C	16.8	D
5th Avenue and 44th Street	Northwest	46.7	B	36.0	C	22.4	D
	Southeast	38.2	C	34.7	C	26.8	C
	Southwest	50.6	B	37.5	C	31.8	C
5th Avenue and 45th Street	Southeast	42.1	B	33.5	C	31.1	C
Madison Avenue and E 40th Street	Southwest	37.7	C	32.0	C	46.8	B
	Northwest	35.2	C	33.9	C	42.7	B
Madison Avenue and E 41th Street	Southwest	41.3	B	23.8	D	33.5	C
	Northwest	64.7	A	52.6	B	59.9	B
Madison Avenue and E 42nd Street	Northeast	12.4	E	25.8	C	14.3	E
	Southwest	116.7	A	165.6	A	102.2	A
	Northwest	13.3	E	24.2	C	11.0	E
Madison Avenue and E 43rd Street	Northeast	4.5	F	13.2	E	9.8	E
	Southwest	18.6	D	23.5	D	16.3	D
	Northwest	36.2	C	40.0	B	18.0	D
Madison Avenue and E 44th Street	Southwest	40.3	B	31.5	C	28.4	C
	Northwest	51.0	B	50.0	B	40.1	B
Madison Avenue and E 45th Street	Northeast	6.9	F	7.6	F	4.2	F
	Southeast	12.8	E	15.7	D	10.8	E
	Southwest	33.8	C	26.5	C	21.6	D
	Northwest	50.5	B	43.6	B	40.7	B
Madison Avenue and E 46th Street	Southwest	47.2	B	36.3	C	44.5	B
Madison Avenue and E 53rd Street	Southwest	36.7	C	47.2	B	40.3	B
	Northwest	81.8	A	110.7	A	99.7	A
Vanderbilt Avenue and E 43rd Street	Northwest	UNSIGNALIZED		UNSIGNALIZED		UNSIGNALIZED	
Park Avenue Northbound and E 41st Street	Northeast	Plaza		Plaza		Plaza	
	Southeast	71.2	A	96.6	A	62.6	A
Park Avenue Southbound and E 46th Street	Southwest	40.1	B	54.6	B	48.6	B
	Northwest	32.1	C	30.1	C	22.7	D

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2036 **Amended With-Action** Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS
Park Avenue Southbound and E 47th Street	Southwest	22.7	D	23.7	D	28.0	C
Park Avenue Southbound and E 48th Street	Northwest	28.8	C	29.1	C	29.2	C
Park Avenue Northbound and E 48th Street	Northeast	20.2	D	29.7	C	24.6	C
Park Avenue Southbound and E 49th Street	Southwest	25.7	C	35.8	C	25.6	C
	Northwest	14.6	E	33.5	C	28.9	C
Park Avenue Northbound and E 49th Street	Northeast	25.6	C	31.7	C	28.4	C
	Southeast	41.2	B	39.8	C	29.1	C
Park Avenue Southbound and E 50th Street	Southwest	24.3	C	31.9	C	22.8	D
	Northwest	28.1	C	37.6	C	29.5	C
Lexington Avenue and E 41st Street	Southeast	49.9	B	40.9	B	58.6	B
	Southwest	5.9	F	11.0	E	14.4	E
Lexington Avenue and E 42nd Street	Northeast	26.2	C	32.4	C	39.6	C
	Southeast	15.5	D	33.5	C	19.7	D
	Southwest	25.1	C	32.4	C	29.1	C
	Northwest	10.6	E	28.8	C	24.6	C
Lexington Avenue and E 43rd Street	Northeast	49.4	B	43.4	B	38.1	C
	Southeast	24.9	C	23.3	D	12.2	E
Lexington Avenue and E 44th Street	Northeast	24.2	C	27.0	C	27.9	C
	Southeast	57.5	B	68.0	A	64.5	A
Lexington Avenue and E 45th Street	Northeast	22.5	D	11.2	E	20.4	D
	Southeast	15.1	D	10.4	E	20.4	D
	Southwest	10.5	E	10.3	E	16.3	D
	Northwest	33.3	C	22.0	D	27.0	C
Lexington Avenue and E 46th Street	Northeast	45.0	B	31.4	C	33.7	C
	Southeast	18.9	D	13.2	E	20.4	D
	Southwest	26.2	C	25.2	C	32.2	C
	Northwest	27.9	C	24.3	C	24.6	C
Lexington Avenue and E 47th Street	Northeast	39.7	C	25.5	C	42.8	B
	Southeast	75.2	A	55.7	B	58.7	B
	Southwest	33.0	C	24.6	C	37.3	C
	Northwest	34.0	C	20.7	D	38.8	C
Lexington Avenue and E 48th Street	Northeast	31.8	C	36.6	C	26.5	C
	Southeast	30.7	C	29.8	C	24.9	C
	Southwest	30.9	C	37.2	C	43.3	B
	Northwest	40.5	B	64.1	A	47.7	B
Lexington Avenue and E 49th Street	Northeast	63.4	A	85.1	A	57.0	B
	Southeast	29.7	C	32.9	C	23.4	D
	Southwest	67.9	A	77.2	A	50.9	B
	Northwest	21.9	D	44.7	B	26.9	C
Lexington Avenue and E 50th Street	Northeast	15.4	D	18.5	D	19.3	D
	Southeast	48.2	B	58.6	B	45.3	B
	Southwest	10.6	E	25.3	C	8.6	E
	Northwest	13.2	E	31.6	C	19.0	D

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2036 **Amended With-Action** Condition: Corner Analysis

Location	Corner	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
		SFP	LOS	SFP	LOS	SFP	LOS
Lexington Avenue and E 51st Street	Northeast	10.0	E	27.7	C	16.6	D
	Southeast	26.8	C	29.1	C	28.2	C
	Southwest	28.8	C	20.8	D	40.5	B
	Northwest	41.3	B	53.1	B	54.5	B
Lexington Avenue and E 52nd Street	Northeast	111.9	A	135.3	A	141.5	A
	Southeast	28.7	C	27.8	C	39.0	C
	Southwest	60.7	A	46.8	B	66.2	A
	Northwest	364.2	A	372.9	A	428.6	A
Lexington Avenue and E 53rd Street	Southeast	185.6	A	125.8	A	157.5	A
3rd Avenue and E 42nd Street	Northeast	62.9	A	64.4	A	43.5	B
	Southeast	35.6	C	54.5	B	25.6	C
	Southwest	24.6	C	53.8	B	37.5	C
	Northwest	41.6	B	57.2	B	55.0	B
3rd Avenue and E 43rd Street	Northeast	20.9	D	15.1	D	11.8	E
	Southeast	13.7	E	19.7	D	15.6	D
	Southwest	8.3	E	10.5	E	16.3	D
	Northwest	9.2	E	6.8	F	6.8	F
3rd Avenue and E 44th Street	Northeast	34.5	C	39.5	C	27.3	C
	Southeast	28.0	C	46.3	B	37.8	C
3rd Avenue and E 45th Street	Northeast	38.3	C	25.9	C	34.5	C
	Southeast	36.7	C	33.0	C	42.6	B
3rd Avenue and E 48th Street	Northwest	125.1	A	124.1	A	105.4	A
3rd Avenue and E 49th Street	Southwest	367.6	A	312.2	A	283.3	A
	Northwest	351.6	A	293.5	A	261.7	A
3rd Avenue and E 51st Street	Northwest	21.5	D	30.3	C	25.8	C
3rd Avenue and E 52nd Street	Northeast	80.5	A	96.6	A	91.6	A
	Southwest	43.5	B	33.3	C	44.4	B
	Northwest	40.6	B	34.4	C	39.6	C
3rd Avenue and E 53rd Street	Southeast	24.0	C	20.3	D	24.4	C
	Southwest	32.8	C	21.0	D	26.3	C
	Northwest	28.8	C	23.3	D	28.8	C
3rd Avenue and E 54th Street	Southwest	71.0	A	64.2	A	62.4	A
	Northwest	283.3	A	229.2	A	237.0	A
3rd Avenue and E 55th Street	Southwest	83.3	A	62.7	A	79.0	A
	Northwest	79.6	A	58.1	B	66.8	A
3rd Avenue and E 56th Street	Southwest	41.0	B	25.8	C	42.4	B
2nd Avenue and E 42nd Street	Northeast	85.4	A	35.9	C	56.0	B
	Southwest	6.0	F	16.0	D	14.3	E
	Northwest	114.0	A	70.8	A	93.9	A
2nd Avenue and E 43rd Street	Southeast	51.9	B	38.9	C	62.7	A
	Southwest	44.8	B	26.8	C	48.8	B
	Northwest	57.9	B	31.4	C	46.8	B
Madison Avenue and E 51st Street	Northwest	33.4	C	30.0	C	26.9	C

Note: SFP = square feet per pedestrian; Shading denotes a significant adverse impact

Appendix C-7
Parking Accumulation

Amended With-Action Condition - Net Incremental Weekday Hourly Parking Accumulation by Land Use

Time Period	Office	Local Retail	Destination Retail	Hotel	Residential	Total
12 AM - 1 AM	0	0	0	-80	-66	-146
1 AM - 2 AM	0	0	0	-83	-66	-149
2 AM - 3 AM	0	0	0	-83	-66	-149
3 AM - 4 AM	0	0	0	-83	-66	-149
4 AM - 5 AM	0	0	0	-83	-66	-149
5 AM - 6 AM	0	0	0	-83	-66	-149
6 AM - 7 AM	0	0	0	-83	-65	-148
7 AM - 8 AM	71	1	0	-82	-60	-70
8 AM - 9 AM	966	1	1	-69	-47	852
9 AM - 10 AM	1,634	1	2	-59	-40	1,539
10 AM - 11 AM	1,572	1	5	-53	-38	1,487
11 AM - 12 PM	1,544	1	8	-47	-38	1,468
12 PM - 1 PM	1,532	1	10	-55	-38	1,450
1 PM - 2 PM	1,541	1	11	-48	-38	1,468
2 PM - 3 PM	1,577	1	10	-39	-38	1,511
3 PM - 4 PM	1,643	1	10	-29	-40	1,585
4 PM - 5 PM	1,172	1	9	-22	-46	1,115
5 PM - 6 PM	151	1	8	-51	-54	55
6 PM - 7 PM	24	1	7	-39	-62	-69
7 PM - 8 PM	7	0	8	-56	-67	-107
8 PM - 9 PM	0	0	6	-66	-69	-129
9 PM - 10 PM	0	0	0	-71	-66	-137
10 PM - 11 PM	0	0	0	-75	-66	-141
11 PM - 12 AM	0	0	0	-80	-66	-146