Chapter 7: Urban Design and Visual Resources

7.1 Introduction

This chapter assesses the Proposed Action's potential effects on urban design and visual resources. Per the *2014 City Environmental Quality Review (CEQR) Technical Manual*, the urban design and visual resources assessment is undertaken to determine whether and how a project or action may change the visual experience of a pedestrian, focusing on the components of the project or action that may have the potential to affect the arrangement, appearance, and functionality of the built and natural environment. According to the *CEQR Technical Manual*, urban design is defined as the totality of components—including streets, buildings, open spaces, wind, natural resources, and visual resources—that may affect a pedestrian's experience of public space. A visual resource is defined as the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, and natural resources.

As described in Chapter 1, "Project Description," the New York City Department of City Planning (DCP) is proposing zoning map and zoning text amendments that would collectively affect approximately 78 blocks in Greater East Midtown, in Manhattan Community Districts 5 and 6 (collectively, the "Proposed Action"). The Proposed Action is intended to reinforce the area's standing as a one of the City's premiere business districts, support the preservation of landmarks, and provide for above- and below-grade public realm improvements as contained in the Public Realm Improvement Concept Plan (the "Concept Plan") described in Chapter 1, "Project Description."

Many aspects of urban design are controlled by zoning, and because the Proposed Action would entail changes to zoning and related development-control mechanisms, the Proposed Action therefore may have the potential to result in changes to urban design. Per the guidance of the *CEQR Technical Manual*, an assessment of urban design may be warranted for projects entailing development that would surpass limitations of existing zoning, such as being in excess of existing zoning envelopes. The Proposed Action would result in increased zoning envelope in areas, and development is expected to exceed the bulk and form currently permitted "as-of-right" on the identified Projected and Potential Development Sites. Therefore, an assessment of urban design is presented in this EIS to determine the effects of changes to zoning and related regulations as a result of the Proposed Action, and whether any of these effects may constitute significant adverse impacts.

Given that the Proposed Action would result in changes to building mass and height within the established urban setting of East Midtown, buildings and streets (particularly as related to pedestrian experience of streetwall and streetscapes) are primary subjects of this urban design assessment. Open space is another pertinent urban design element considered in this chapter; while there is a limited inventory of open space in East Midtown, primarily consisting of small urban plazas situated among massive and tall buildings, these open spaces are important elements of urban design that serve to enhance the pedestrian experience. Finally, the aesthetic character of East Midtown is supported, in part, by visual resources that are located within or visible from the streetscapes in the area; these visual resources primarily comprise historic architectural structures.

In order to present the key narrative and graphic information in a clear and concise manner, the detailed analyses of urban design and visual resources are presented separately in this chapter. Following the discussion of methodology in Section 7.2 and the summary of the preliminary analysis in Section 7.3, a detailed analysis of urban design is presented; the study area is defined in this section, and it is described according to Existing Conditions, as well as conditions in the future without and with the Proposed Action. The above discussion of the key urban design elements (streets, buildings, and open space), comprises Section 7.4, "Detailed Analysis, Part I – Urban Design: Streets, Buildings, and Open Space."

The detailed assessment of visual resources, which relies on the contextual information described in the urban design section, follows thereafter. The detailed assessment of visual resources focuses on particular visual resources and view corridors within the study area, for which a series of graphic renderings are presented to support the narrative descriptions of the Existing Conditions and future conditions without and with the Proposed Action. The analysis of potential effects to visual resources is presented in Section 7.5, "Detailed Analysis, Part II – Visual Resources."

Principal Conclusions

The Proposed Action would not result in any significant adverse impact to urban design, with regard to streets, buildings, or open space, nor would it result in any significant adverse impacts to visual resources. Rather, the Proposed Action would result in an improvement to the overall pedestrian experience throughout the primary study area. The expected redevelopment of the 16 Projected Development Sites and the less likely redevelopment of the 14 Potential Development Sites in the future with the Proposed Action would primarily comprise high-density commercial uses, including offices with associated retail, which would conform to the built context of the primary study area. The building bulk permitted with the Proposed Action would not change the street patterns or block formation, alter the arrangement or appearance of development in a substantially visible way, or change the functionality of the built environment.

The heights of the new buildings would be generally consistent with that of existing high-rise buildings within the primary study area and those considered in the No-Action Condition. The introduction of these additional buildings would not affect a pedestrian's experience of public space, and the visual character of buildings in the With-Action Condition would not be significantly different from that in the No-Action Condition.

Overall, the developments would be compatible with the scale and use of surrounding buildings. Specifically:

- The Projected and Potential Development Sites would primarily comprise high-density commercial uses, including offices with associated retail, which would conform to the built context of the analysis area.
- The building bulk of the With-Action developments would not change the built environment's arrangement, appearance, or functionality, and the developments would be compatible with the scale and use of surrounding buildings.
- The height of the new buildings would generally be consistent with that of existing high-rise buildings and No-Action development.

- The introduction of the new skyscrapers would not affect a pedestrian's experience of public space in the analysis area.

In addition, building arrangements would become more uniform in the With-Action Condition in some areas, since some of the new developments would comprise an assemblage of individual lots that would collectively establish full avenue frontage; further, many of the buildings within the analysis area would be built to the sidewalk and would rise to its maximum height above a base that fills an entire block face, thereby maintaining a uniform streetwall from the perspective of a pedestrian and conforming to the massing of many other buildings in the primary study area. The changes resulting from the Proposed Action would also improve the open space component of urban design within the primary study area, specifically through the Concept Plan of integrated public realm improvements. Overall, the pedestrian experience related to urban design would not be substantially altered with the Proposed Action, though it would be moderately improved in several locations, including as a result of the Concept Plan implementation.

Finally, most of the visual resources included in the assessment are landmark structures, the important views of which are confined to a 1- to 2-block distance. These views would not be significantly affected by the Projected and Potential Development Sites in the With-Action Condition, as the streetwalls of the existing high-rise buildings in the area generally limit visibility of each resource beyond the block on which it is located. Views of a few visual resources, including the Chrysler Building, Helmsley Building, and MetLife Building, are along wider view corridors due to the buildings' height and/or location. As demonstrated through illustrative renderings, some views of visual resources within or from the proposed rezoning area would be modified—but not obstructed—by the addition of new buildings along the view corridors; where some views would be partly obstructed from certain vantage points, other similar views would remain widely available from other locations. Moreover, landmark structures in the rezoning may be easily recognizable to the pedestrian even when views are partly obstructed, thereby continuing to contribute to the pedestrian sense of location and directional orientation. Overall, no significant adverse impact to visual resources would result with the Proposed Action.

In summary, the Proposed Action would not result in any significant adverse impact to urban design, with regard to streets, buildings, or open space, nor would it result in any significant adverse impacts to visual resources. Rather, the Proposed Action would result in an improvement to the overall pedestrian experience throughout the primary study area, and no further analysis is warranted.

7.2 Methodology

Per the *CEQR Technical Manual*, the urban design and visual resources assessment is conducted in three basic steps. First, the Proposed Action is reviewed to determine whether such an assessment is warranted, based on whether the Proposed Action would be expected to result in changes to elements particular to urban design, such as streets, buildings, visual resources, open space, natural features, and/or potential wind effects. When such changes, or "effects," could be expected with the Proposed Action, then a preliminary assessment of urban design and visual resources is conducted to determine which particular effects expected with the proposed action may warrant further investigation in the detailed analyses. It is within the detailed analysis that the effects are characterized in greater detail and a determination is made as to whether any changes to the urban design and visual resources of an area would alter the pedestrian's experience of public space in a significant way.

As described later in this chapter, a detailed analysis of the potential impacts of the Proposed Action on urban design and visual resources has been conducted per the *CEQR Technical Manual* guidelines. This analysis describes Existing Conditions and compares conditions in the future without and with the Proposed Action to determine potential urban design and visual resource impacts.

Information pertinent to the assessment of the urban design and visual resources analysis includes data collected and analytical information prepared as part of other analyses included in this EIS, specifically: Chapter 2, "Land Use, Zoning, and Public Policy"; Chapter 5, "Open Space"; and Chapter 7, "Historic and Cultural Resources." In addition, the study of existing urban design and visual resources conditions has been informed by field visits and photography, and future conditions without and with the Proposed Action also rely on computer imaging.

In addition, the special permit mechanisms and authorization that would be created through the Proposed Action are further analyzed in Chapter 21, "Conceptual Analysis."

Determining Whether an Urban Design and Visual Resources Assessment is Appropriate

In general, an assessment of urban design is needed when a project may have effects on one or more of the elements that contribute to a pedestrian's experience of public space. The elements comprising urban design are described in the *CEQR Technical Manual* as follows:

- **Streets.** For many neighborhoods, streets are the primary component of public space. The arrangement and orientation of streets define the location and flow of activity in an area, set street views, and create the blocks on which buildings and open spaces are organized. The apportionment of street space between cars, bicycles, transit, and sidewalk is critical to making a successful streetscape, as is the careful design of street furniture, grade, materials used, and permanent fixtures, including plantings, street lights, fire hydrants, curb cuts, or newsstands.
- **Buildings.** Buildings support streets. A building's streetwalls form the most common backdrop in the City for public space. A building's size, shape, setbacks, lot coverage, placement on the zoning lot and block, orientation of active uses, and pedestrian and vehicular entrances all play major roles in the vitality of the streetscape. The public realm also extends to building façades and rooftops, offering more opportunity to enrich the visual character of an area.
- **Open Space.** For the purpose of urban design, open space includes public and private areas such as parks, yards, cemeteries, parking lots and privately owned public spaces.
- **Natural Features.** Natural features include vegetation and geologic, topographic, and aquatic features. Rock out-croppings, steep slopes or varied ground elevation, beaches, or wetlands may help define the overall visual character of an area.
- **Visual Resources.** A visual resource is the connection from the public realm to significant natural or built features, including views of the waterfront, public parks, landmark structures or districts, otherwise distinct buildings or groups of buildings, or natural resources.
- **Wind.** Channelized wind pressure from between tall buildings and downwashed wind pressure from parallel tall buildings may cause winds that jeopardize pedestrian safety.

As described in Chapter 1, "Project Description," the Proposed Action would be expected to result in development that would be constructed outside existing zoning envelopes and, therefore, result in physical changes that exceed the bulk and form that is currently permitted as-of-right. Consequently, the Proposed Action has the potential to change pedestrians' experience of public space, and so an urban design and visual resources assessment is warranted.

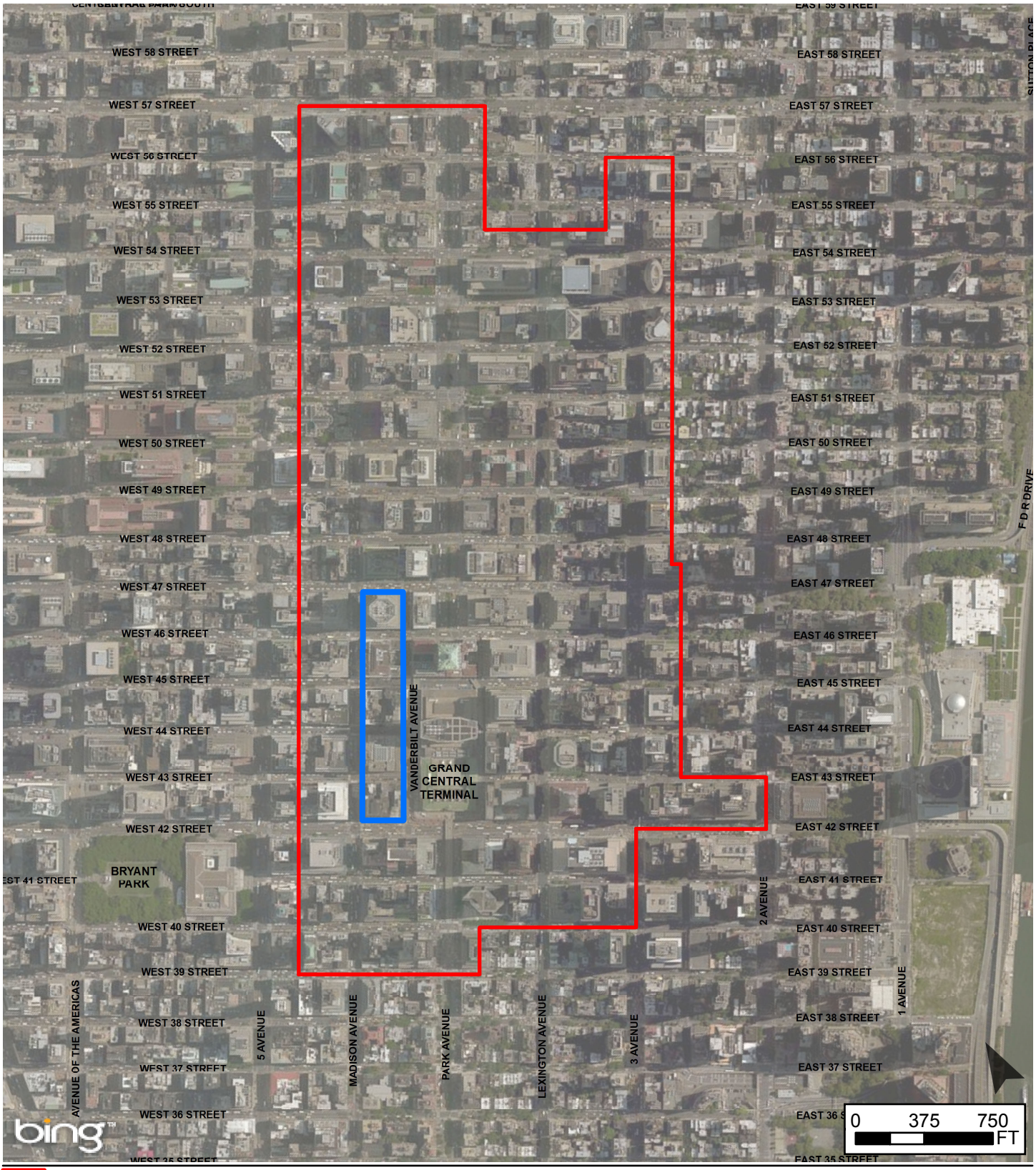
Specifically, as described later in this chapter, the Proposed Action is assessed to determine whether and how it may affect urban design through alteration of streets, buildings, open space, and visual resources. There are no aquatic features within or visible from the proposed rezoning area or its East Midtown vicinity, and there are no geologic or topographic features that characterize the urban design of Midtown Manhattan; in addition, vegetation present in Midtown is found only within parks or other open space (including landscaped private property) and as part of public streetscape enhancements. Therefore, no consideration of potential effects to natural features is warranted as part of the urban design and visual resources assessment.

A pedestrian wind condition analysis is not warranted for the Proposed Action. The proposed rezoning area is located in an inland area of Manhattan, and prevailing winds from the surrounding waterways (i.e., the Hudson and East rivers) are likely to remain attenuated by existing tall buildings to the east and west of the proposed rezoning area, as they are today. Development pursuant to the Proposed Action would occur strictly with the existing East Midtown street grid. Further, the proposed rezoning area in the Greater East Midtown office district already contains a large concentration of high-rise towers, with some of the City's most iconic office buildings and more than 60 million square feet of office space. The introduction of additional high-rise buildings in this area would not be expected to significantly change or exacerbate wind conditions at the pedestrian level. Therefore, the construction of new tall buildings within the existing block and street configuration would have little or no potential to create new pedestrian wind effects that may affect pedestrian safety due to wind channelization or downwash.

Study Areas

The study areas for urban design and visual resources have been established in accordance with the *CEQR Technical Manual* guidelines and are also consistent with the study areas used for the land use analysis, since this portion of Midtown Manhattan could experience changes in land use patterns and alteration of the built environment. As such, the urban design analysis considers both a primary study area, which is coterminous with the boundaries of the proposed rezoning area, and a secondary study area, which extends approximately one-quarter mile from the proposed rezoning area's boundary.

As shown on Figure 7-1, "Urban Design and Visual Resources Primary Study Area – Aerial View," the northern boundary of the primary study area is generally delineated along West/East 57th Street and East 56th Street; the southern boundary is generally delineated along West/East 39th Street, East 40th Street, and East 42nd Street; the western boundary runs north-south, approximately midblock between Fifth Avenue and Madison Avenue; and the eastern boundary runs north-south, approximately midblock between Third Avenue and Second Avenue (though it also includes the entirety of the block between East 43rd Street, East 42nd Street, Third Avenue, and Second Avenue). (Please refer to Chapter 1, "Project Description," for a detailed view of Tax Blocks/Lots comprising the rezoning area.) All of the projected and potential development sites included in the RWCDS are located within the primary study area.



Proposed Greater East Midtown Rezoning Boundary

Vanderbilt Corridor (Existing Regulations Apply)

Greater East Midtown Rezoning
Manhattan, New York

Urban Design and Visual Resources Primary Study Area - Aerial View

Figure 7-1

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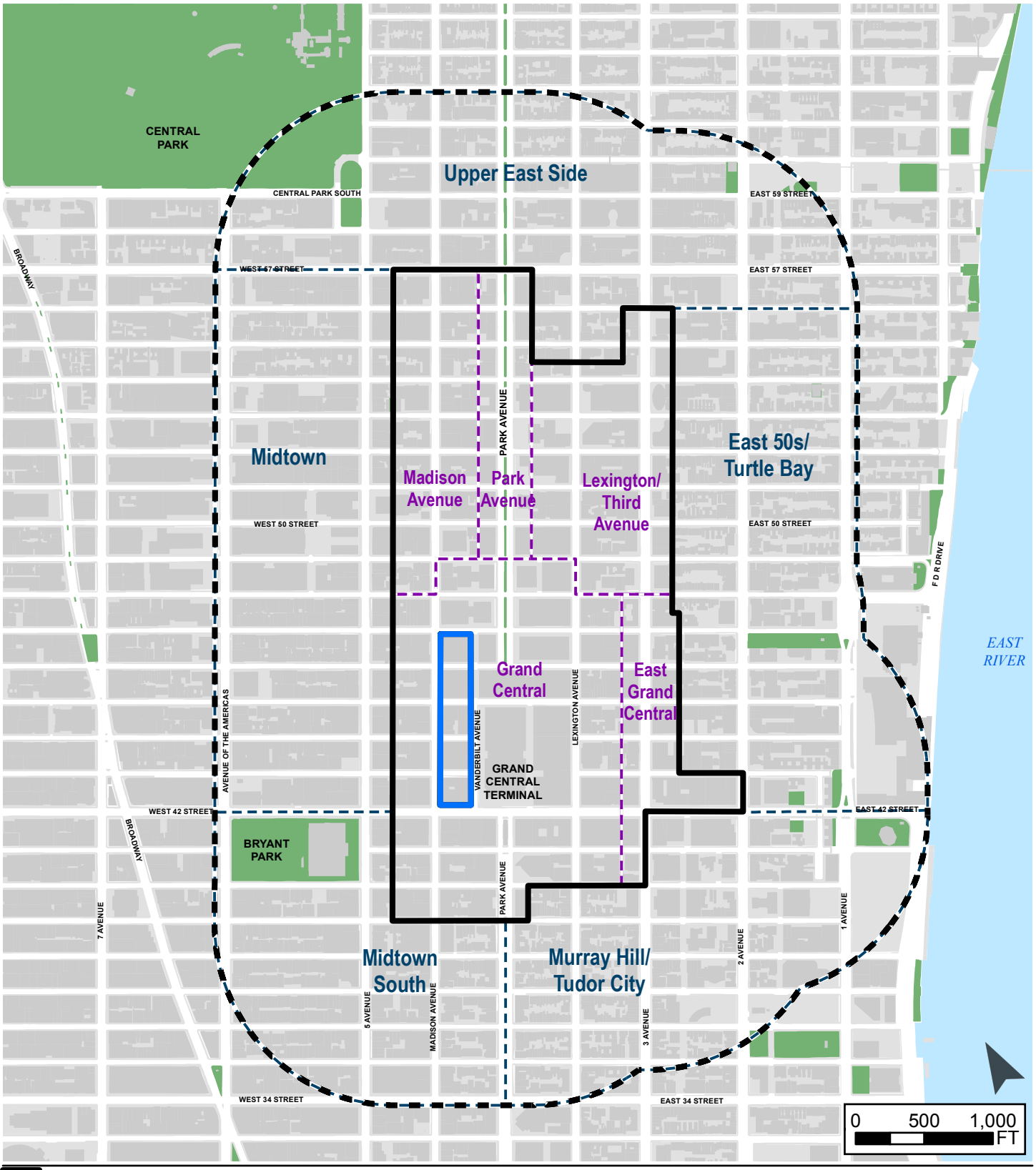
As shown on Figure 7-2, "Urban Design Primary and Secondary Study Areas," the secondary study area is delineated to encompass the portion of Midtown Manhattan within which indirect impacts may result with the Proposed Action. The secondary study area is generally bounded by West/East 62nd Street to the north; West/East 34th Street to the south; Sixth Avenue ("Avenue of the Americas") to the west; and First Avenue to the east (though the boundary extends as far east as FDR Drive south of approximately East 47th Street).

To support the visual resources assessment, visual resources have been identified and are discussed herein according to the same primary and secondary study areas—though, as explained in the detailed analysis of visual resources, the view corridors may extend beyond the study area boundaries delineated above.

Primary Study Area "Analysis Areas"

As shown on Figure 7-2, "Primary and Secondary Study Areas," the primary study area is divided into five distinct analysis areas. The analysis area boundaries were defined to be consistent with the boundaries of the subareas in the proposed East Midtown Subdistrict (see Chapter 1, "Project Description" and Chapter 2, "Land Use, Zoning, and Public Policy"). The analysis area boundaries are as follows, presented in "clockwise" order, beginning with Grand Central Terminal:

- **Grand Central Analysis Area** includes Grand Central Terminal and a radius of about two blocks surrounding it. This analysis area is generally bounded by East 49th Street to the north, a point approximately 250 feet west of Madison Avenue to the west, East 39th Street to the south, and a point approximately 125 feet west of Third Avenue to the east. The area known as the "Vanderbilt Corridor" comprises a series of five small city blocks just west of Grand Central Terminal, between East 47th Street on the north, East 42nd Street on the south, Madison Avenue on the west, and Vanderbilt Avenue on the east. Although the Vanderbilt Corridor is excluded from the rezoning area, it is still considered part of the analysis area for the purposes of this urban design and visual resources assessment.
- **Madison Avenue Analysis Area** is generally bounded by East 57th Street to the north, a point approximately 250 feet west of Madison Avenue to the west, East 48th Street to the south, and a point approximately 125 feet west of Park Avenue to the east. This analysis area is centered along Madison Avenue, north of the Grand Central Analysis Area, and it includes portions of the city blocks lining both the east and west side of Madison Avenue.
- **Park Avenue Analysis Area** is generally bounded by East 57th Street to the north and East 49th Street to the south, and includes the portions of city blocks lining the east and west sides of Park Avenue, north of the Grand Central Analysis Area.
- **Lexington Avenue/Third Avenue Analysis Area** is generally bounded by East 56th Street to the north, a point approximately 125 feet east of Park Avenue to the west, East 48th Street to the south, and a point approximately 175 feet east of Third Avenue to the east. This analysis area, just east of the Madison Avenue Analysis area, includes two avenue corridors (Lexington Avenue and Third Avenue) and the blocks between them, including partial blocks to the west of Lexington Avenue and to the east of Third Avenue.
- **East Grand Central Analysis Area** is centered on the Third Avenue corridor east of Grand Central Station, to include portions of city blocks lining both the east and west sides of Third Avenue. This analysis area is generally bounded by East 48th Street to the north and East 40th



Proposed Greater East Midtown Rezoning Boundary

Vanderbilt Corridor (Existing Regulations Apply)

Quarter-Mile Secondary Study Area

Primary Analysis Area Boundary (w/ Neighborhood Label)

Seconday Study Area Boundary (w/ Neighborhood Label)

Greater East Midtown Rezoning
Manhattan, New York

Urban Design Primary and Secondary Study Areas

Figure 7-2

vhb

Street to the south, a line approximately 125 feet west of Third Avenue to the west, and a line approximately 200 feet east of Third Avenue to the east (also extending to Second Avenue between East 42nd Street and East 43rd Street).

Secondary Study Area "Analysis Areas"

The secondary study area surrounds the primary study area, and is also divided into five distinct analysis areas, defined to be generally consistent with those established in Chapter 2, "Land Use, Zoning, and Public Policy." The analysis area boundaries in the secondary study area are as follows, presented in "counter-clockwise" order, beginning with the westernmost analysis area:

- **Midtown Analysis Area** is west of the primary study area between Sixth Avenue and a line 250 feet west of Madison Avenue, between West 57th Street on the north and West 42nd Street on the south. The Midtown Analysis area comprises several smaller distinct areas, including:
  - "Rockefeller Center" (bounded by West 49th Street and West 51st Street, between Fifth Avenue and Sixth Avenue)
  - "Diamond District" (on West 47th Streets, between Fifth Avenue and Sixth Avenue)
  - "Little Brazil" (on West 46th Street, between Fifth Avenue and Sixth Avenue)
- **Midtown South Analysis Area** includes the New York Public Library on Fifth Avenue and Bryant Park to the west of it. This analysis area is generally bounded by West 42nd Street to the north, West 34th Street to the south, Park Avenue to the east, and Sixth Avenue to the west.
- **Murray Hill/Tudor City Analysis Area** includes the two neighborhoods for which it is named (Murray Hill and Tudor City) and is generally bounded by East 42nd Street to the north, Park Avenue to the west, East 34th Street to the south, and the FDR Drive to the east.
- **East 50s/Turtle Bay Analysis Area** includes the United Nations Headquarters, and is generally bounded by East 56th Street to the north, East 42nd Street to the south, First Avenue (and the FDR Drive) to the east, and a line 150 feet east of Third Avenue to the west.
- **Upper East Side Analysis Area** is the northernmost portion of the secondary study area, extending as far north as approximately East 62nd Street. It includes Park Avenue at its center, and it includes the southeast corner of Central Park at its western edge; it also includes several blocks south of Central Park (south of Central Park West/West 59th Street, east of Sixth Avenue).

7.3 Preliminary Assessment

Per the guidance of the *CEQR Technical Manual*, a preliminary assessment is appropriate when there is the potential for a pedestrian to observe, from the street level, a physical alteration beyond that allowed by existing zoning, including the following: (1) projects or actions that permit the modification of yard, height, and setback requirements; and (2) projects or actions that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the future without a proposed project or action. Beyond a preliminary assessment, a detailed analysis may be needed for projects or actions that potentially obstruct view corridors, compete with icons in the skyline, or make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings. Detailed analyses

are generally appropriate for all area-wide rezonings that include an increase in permitted floor area or changes in height and setback requirements. Therefore, a detailed analysis is provided as the remainder of this chapter.

7.4 Detailed Analysis, Part I – Urban Design: Streets, Buildings, and Open Space

This section presents discussion of the urban design elements considered in the detailed analysis of urban design; specifically, this section provides and overview of the particular elements of urban design, which, as described in Section 7.2, focuses on streets, buildings, and open space. (The detailed analysis of visual resources is presented in Section 7.5, "Detailed Analysis, Part II – Visual Resources.")

This detailed analysis of urban design is presented in three basic parts. First, Existing Conditions throughout the primary and secondary study areas are described in terms of streets, buildings, and open space. Next, the conditions in the primary study that would be expected in the future without the Proposed Action (the No-Action Condition) are described in a manner parallel to the discussion of Existing Conditions; in this part, future development that is expected to occur in the study areas without the Proposed Action is described in terms of how it is expected to alter the urban design of the area (specifically streets, buildings, and open space). Finally, the potential effects of the Proposed Action (the With-Action Condition) are presented in comparison to the No-Action Condition of these urban design elements, with a detailed explanation of how the full build-out of the RWCDS would affect streets, buildings, and open space.

Existing Conditions

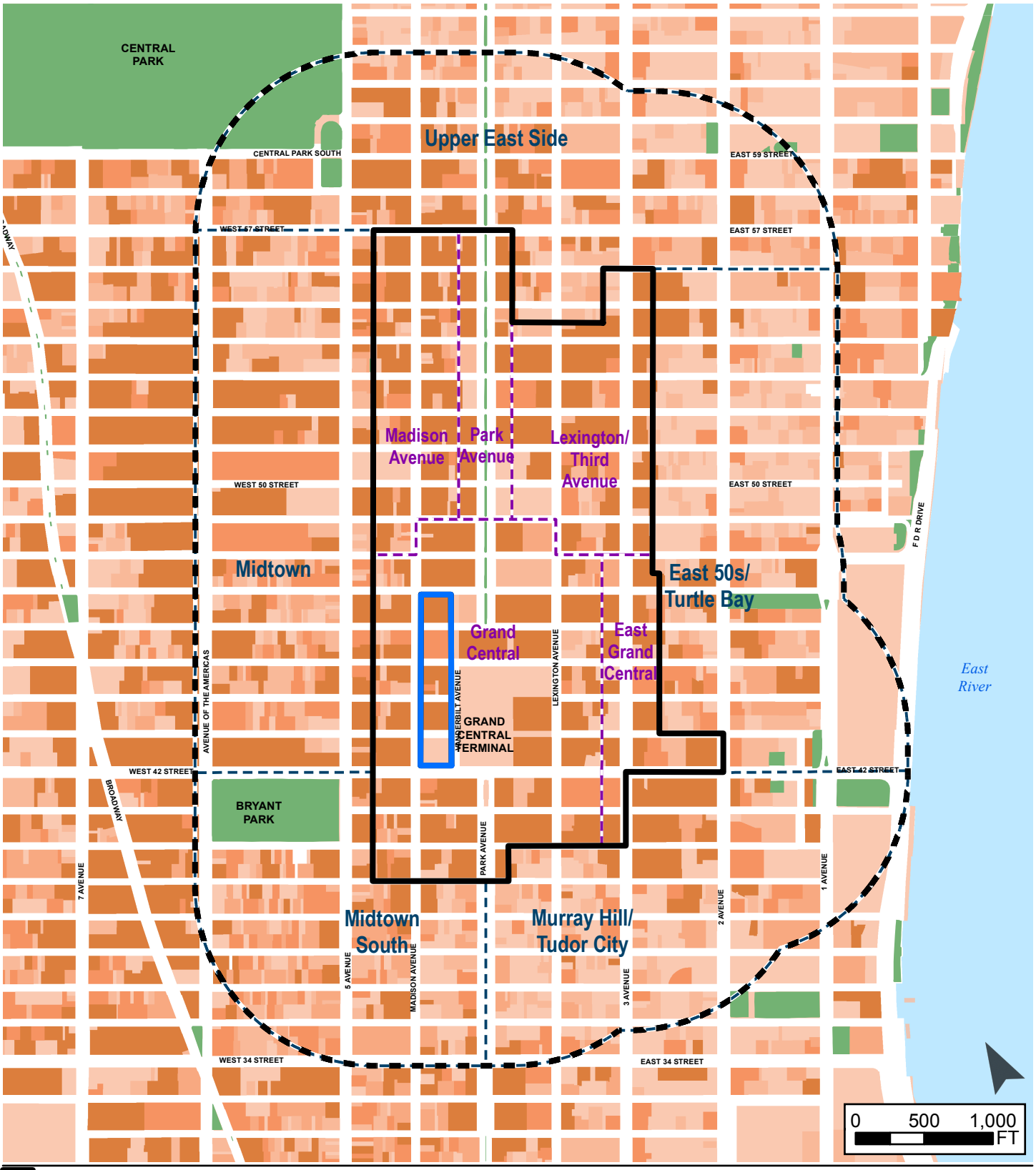
Primary Study Area

The proposed rezoning area comprises an area generally bounded by East 39th Street to the south, East 57th Street to the north, a line 200 feet east of Third Avenue to the east, and a line 250 feet west of Madison Avenue to the west. Almost the entire rezoning area is part of the Special Midtown District, which was established in 1982.

Figure 7-3, "Existing Density (FAR) in Primary and Secondary Study Areas," shows the existing density in FAR for the primary and secondary study areas, and Figure 7-4, "Existing Building Height (Number of Floors) in Primary and Secondary Study Areas," shows the existing building heights. Photographs of the built context within the primary study area are presented in Figure 7-5, "Views of the Built Context within the Primary Study Area." A discussion of land uses and zoning, as related to urban design in the primary study area, follows.

Land Use Types, Zoning Controls, and Urban Form

Many aspects of urban design are directly related to land use and zoning, particularly as types of buildings relate to land use. Urban design typically reflects the types of uses that are present in an area, which in the case of East Midtown is predominantly commercial, though there is also a mix of residential, mixed-use, institutional, transportation/parking uses, and a few vacant lots in the rezoning area as well. Zoning controls the types of land uses that may be located in an area, and it also controls the forms the development may take. For example, commercial or residential office towers on small



Greater East Midtown Rezoning
Manhattan, New York

Existing Density in Primary and Secondary Study Areas

Figure 7-3

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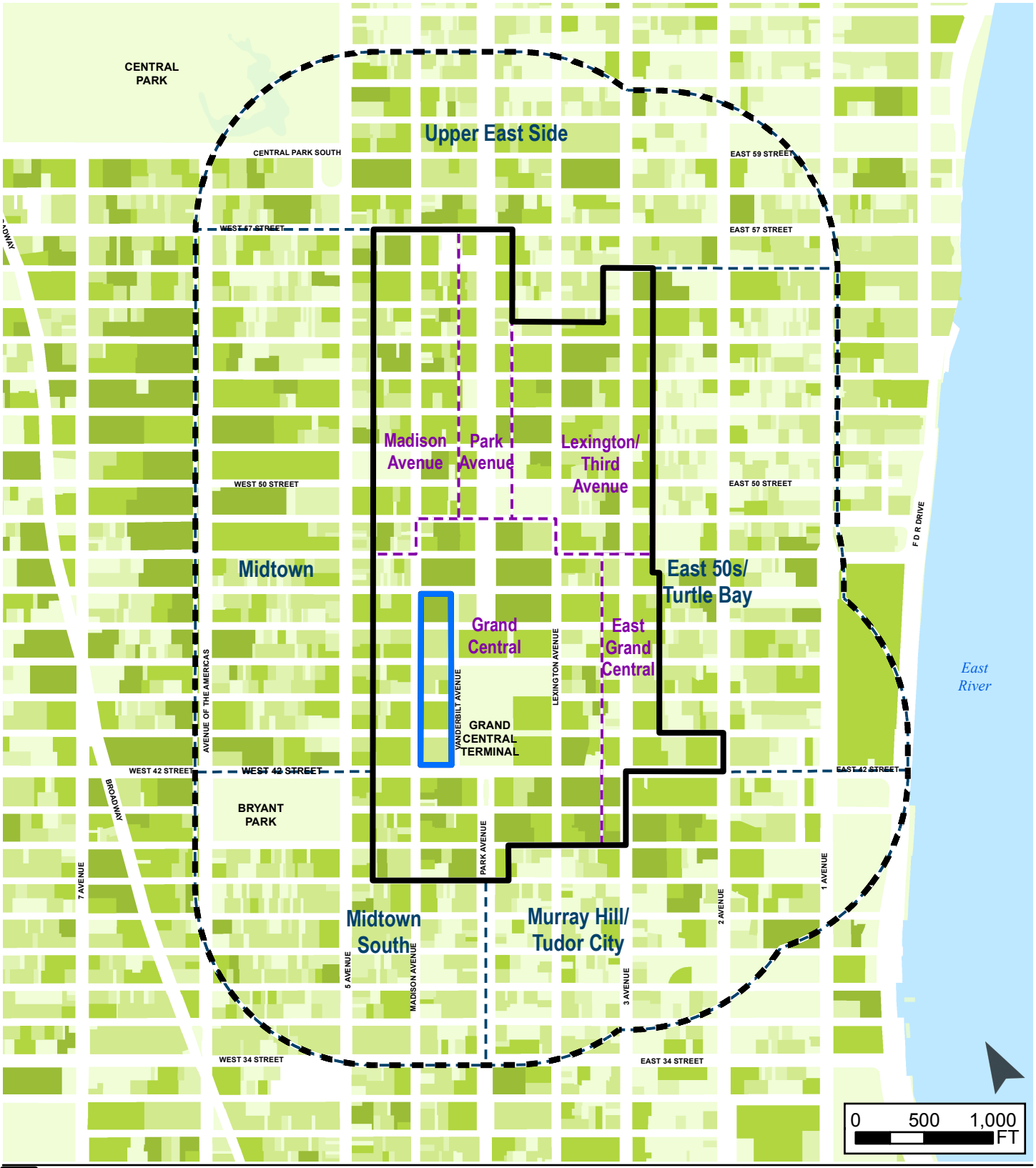

Proposed Greater East Midtown Rezoning Boundary
Vanderbilt Corridor (Existing Regulations Apply)
Quarter-Mile Secondary Study Area
Primary Analysis Area Boundary (w/ Neighborhood Label)
Seconday Study Area Boundary (w/ Neighborhood Label)

Building Height (Number of Floors)

0 - 5
6 - 10
11 - 20
21 - 40
41+

Greater East Midtown Rezoning
Manhattan, New York

Existing Building Height (Number of Floors) in Primary and Secondary Study Areas

Figure 7-4

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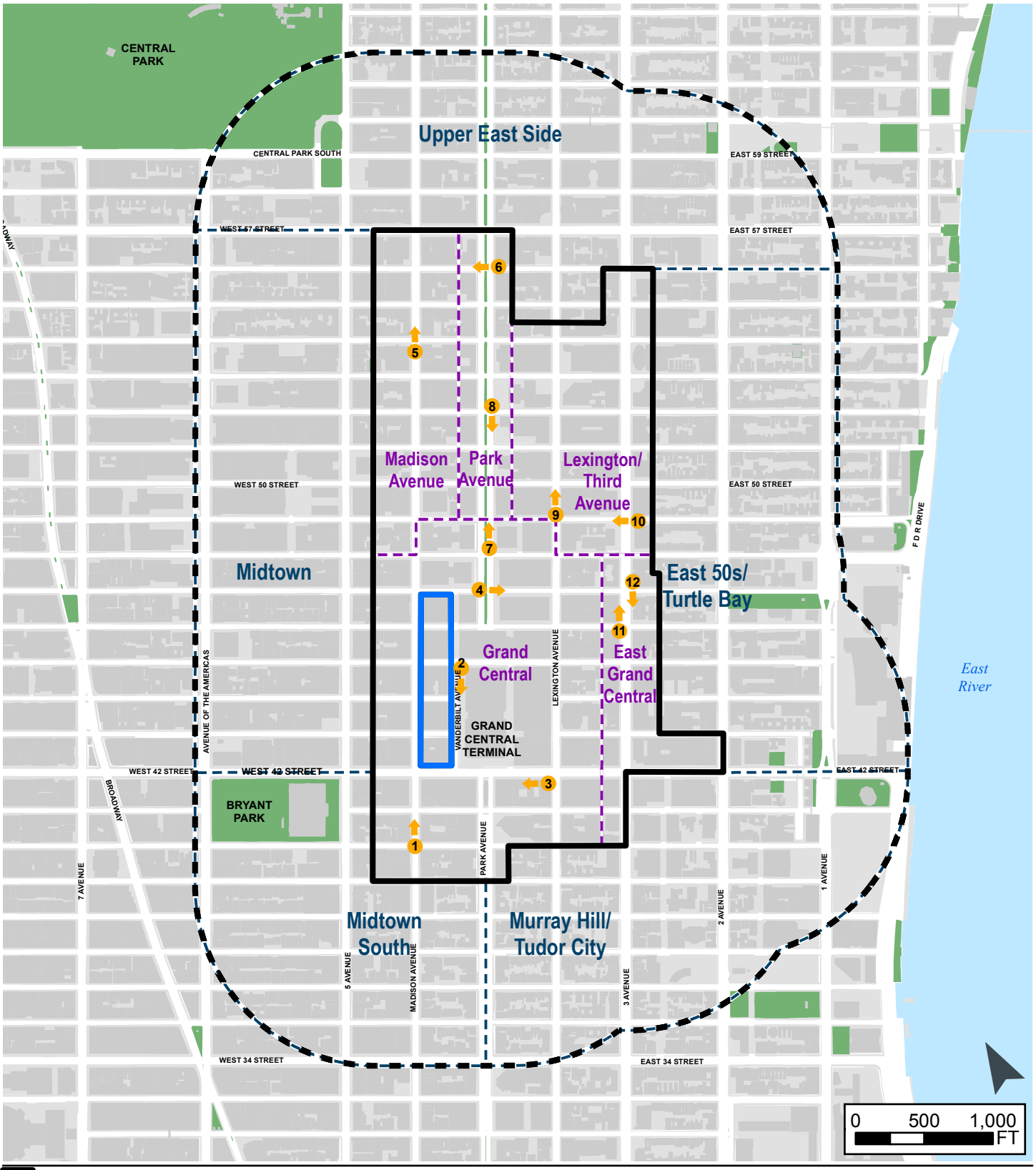

Proposed Greater East Midtown Rezoning Boundary

Vanderbilt Corridor (Existing Regulations Apply)

Quarter-Mile Secondary Study Area

Primary Analysis Area Boundary (w/ Neighborhood Label)

Seconday Study Area Boundary (w/ Neighborhood Label)

1 Primary Study Area Photo Location

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Manhattan, New York

Primary Study Area Views

Figure 7-5a

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Photo 1: View of the built context along Madison Avenue, looking north from East 40th Street



Photo 2: View of the built context along Vanderbilt Avenue, looking south from East 45th Street



Photo 3: View of the built context along East 42nd Street, looking west from Lexington Avenue

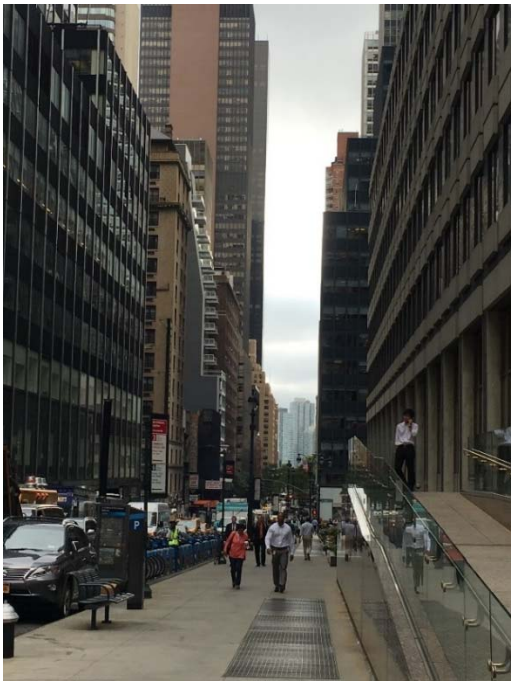

Photo 4: View of the built context along East 47th Street, looking east from Park Avenue

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Views of the Built Context within the Primary Study Area

Figure 7-5b



Photo 5: View of built context along Madison Avenue, looking north from East 54th Street



Photo 6: View of the built context along East 56th Street, looking west from Park Avenue



Photo 7: View of the built context along Park Avenue, looking north from the median at East 48th Street



Photo 8: View of the built context along Park Avenue, looking south from East 52nd Street

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Views of the Built Context within the Primary Study Area

Figure 7-5b



Photo 9: View of the built context along Lexington Avenue, looking north from East 50th Street



Photo 10: View of the built context along East 49th Street, looking west from Third Avenue



Photo 11: View of the built context along Third Avenue, looking north from East 46th Street



Photo 12: View of the built context along Third Avenue, looking south from East 47th Street

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Views of the Built Context within the Primary Study Area

Figure 7-5b

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lots and constructed with high lot coverage may be characteristic of a dense urban area like East Midtown, rather than sprawling warehouse buildings; these building types and forms are controlled and effectuated by zoning. Therefore, a discussion of land use and zoning is fundamental to describing urban design, and so this chapter refers frequently to information provided in greater detail in Chapter 2, "Land Use, Zoning, and Public Policy."

As reported in Chapter 2, "Land Use, Zoning and Public Policy," commercial-only and mixed residential/commercial buildings constitute more than 87 percent of the total lot area in the primary study area. This dominance of commercial uses is also reflected in the existing zoning of the area. The majority of the primary study area is mapped with C5-3 and C6-6 high-density commercial districts, though several of the midblock areas in the primary study area are mapped with C5-2.5 and C6-4.5 districts. C5 (restricted commercial) and C6 (general commercial) districts differ slightly in the type of uses allowed as-of-right: C5 districts allow Use Groups 1-6 and 9-11, whereas C6 districts allow Use Groups 1-12. C1, C5 and C6 districts allow residential and community facility uses (Use Groups 1-4). Manufacturing uses are not permitted in any of the districts in the rezoning area.

With regard to bulk, the C5-3 and C6-6 zoning districts allow commercial development and community facility uses up to 15.0 FAR (Floor Area Ratio). The C5-2.5 and C6-4.5 districts are high-density commercial districts that are only mapped within the Special Midtown District, described below. The same uses permitted in other C5 and C6 districts are permitted in C5-2.5 and C6-4.5 districts, respectively, though these districts have lower maximum FARs than the surrounding C5-3 and C6-6 districts (ranging from 10.0 to 12.0) and are subject to additional zoning regulations. In addition, C5-2.5 and C6-4.5 zoning districts allow commercial development and community facility uses up to 12.0 FAR. In all four of these districts, residential development is allowed up to a maximum FAR of 10.0, which can be increased to 12.0 through existing as-of-right zoning mechanisms. The maximum allowable FAR for commercial, residential and community facility uses in C5-2 zoning districts is slightly lower (10.0 FAR).

Special Midtown District

The primary study area is coterminous with the proposed rezoning area, with boundaries corresponding to the proposed East Midtown Subdistrict, primarily within the existing Special Midtown District. As described in the New York City Zoning Resolution (ZR 81-00), the Special Midtown District was established to serve a number of specific purposes, several of which are relevant to urban design. These include, among others, the following purposes that influence development within the primary study area:

- To strengthen the business core of Midtown Manhattan by improving the working and living environments.
- To stabilize development in Midtown Manhattan and provide direction and incentives for further growth where appropriate.
- To control the impact of buildings on the access of light and air to the streets and avenues of Midtown.
- 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.

- 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.
- To continue the historic pattern of relatively low building bulk in midblock locations compared to avenue frontages.
- To improve the quality of new development in Midtown by fostering the provision of specific public amenities in appropriate locations.
- To expand and enhance the pedestrian circulation network connecting Grand Central Terminal to surrounding development, minimize pedestrian congestion, and protect the area's special character.
- 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."

Development Rights Transfer

As described in Chapter 2, "Land Use, Zoning and Public Policy," the Grand Central Subdistrict of the Special Midtown District was created in order to encourage the transfer of development rights from Grand Central Terminal to the surrounding development sites and create an improved pedestrian realm in the area. The subdistrict mechanisms for transfer of development rights allow for the transfer of unused development rights to another zoning lot in the subdistrict. In the core area of this subdistrict (an area generally bounded by East 48th Street to the north, East 41st Street to the south, Madison Avenue to the west, and Lexington Avenue to the east), the maximum permitted FAR through the transfer is 21.6 and requires a special permit from the City Planning Commission (CPC), subject to a finding that a significant pedestrian improvement is being provided as part of the project. Additionally, 1.0 FAR transfers are permitted, through a certification process, in the core and a larger area.

The Vanderbilt Corridor project resulted in a text and map amendment to the Special Midtown District to facilitate the development of modern commercial space along Vanderbilt Avenue between 42nd and 47th Streets (the Vanderbilt Corridor – the area excluded from the Proposed Action rezoning area). The text amendment, through a special permit mechanism, allows for a maximum permitted FAR of 30.0 within the Vanderbilt Corridor.

As described in Chapter 2 "Land Use, Zoning and Public Policy," in addition to the Grand Central Subdistrict transfer mechanism and the Vanderbilt Corridor provisions, three other mechanisms exist within the primary study area to obtain higher floor area ratios: (1) subway station improvement bonuses are permitted for sites directly adjacent to subway entrances, allowing increases of up to 20 percent more than the permitted base FAR through the provision of an improvement to the subway network; (2) existing City landmarks can transfer their remaining development rights to sites that are adjacent or across the street with no limit to the FAR permitted on the receiving site; and (3) in the portions of the primary study area not within the Grand Central Subdistrict, bonuses of 1.0 FAR are permitted through the provision of public plazas. Bonuses for mechanisms (1) and (2) are only permitted through special permits granted by CPC. In addition, two small portions of the primary study area along Second Avenue between East 42nd Street and East 43rd Street, and along East 53rd Street, on either side of Third Avenue, are located within the Special Transit Land Use District. This

designation requires that developments adjoining planned subway stations preserve space via an easement for public access to the subway or other subway-related uses.

Zoning "Non-Compliance"

As described in Chapter 2, "Land Use, Zoning and Public Policy,", the primary study area contains a number of buildings that were built before the current Zoning Resolution went into effect (1961) and were permitted under the pre-1961 zoning to have more floor area than is permitted by current regulations. Under the provisions for non-complying buildings in the Zoning Resolution, non-complying floor area may remain, and may also be reconstructed if the building is partially demolished, provided that a minimum of 25 percent of the existing building's floor area is retained.

Business Improvement Districts

Business Improvement Districts (BIDs) have been established in East Midtown to stimulate economic activity by developing commercial and service establishments, spurring private investment, and improving their respective areas' physical appearance through enhanced safety and sanitation services, capital improvement and maintenance, tourism and visitor services, and special events and promotion. BIDs are funded by the properties and businesses that lie within their service area. As described in Chapter 2, "Land Use, Zoning and Public Policy," much of the primary study area falls within portions of three BIDs:

- **The Grand Central Partnership** includes an area generally bounded by East 35th and East 54th Streets and Second and Fifth Avenues.
- **The Fifth Avenue BID** includes Fifth Avenue between East 46th and East 61th Streets, and 57th Street from Madison Avenue to Sixth Avenue.
- **The East Midtown Partnership** includes Madison Avenue between East 53rd and East 57th Streets; Park Avenue between East 54th and East 61st Streets; Lexington Avenue between East 54th and 63rd Streets; Third Avenue between East 49th and East 63rd Streets; Second Avenue between East 56th and East 61st Streets; and commercial areas on the cross-streets between these avenues.

Primary Study Area – Analysis Areas

Grand Central Analysis Area

The largest analysis area in the primary study area is the Grand Central analysis area (Figure 7-2), which is centered on Grand Central Terminal, one of the City's major transportation hubs and prominent civic space. High-density commercial uses dominate the analysis area, interspersed with a small number of institutional uses and mixed commercial/residential uses. Along the avenue frontages, the analysis area is predominantly zoned C5-3, with C5-2.5 zoning designations at most midblocks. The entire analysis area is located within the Special Midtown District; the existing Grand Central Subdistrict extends from East 41st Street to East 49th Street.

As described in Chapter 2, "Land Use, Zoning and Public Policy," the Grand Central analysis area is one of the most densely developed areas in the City and is predominantly characterized by a mix of office towers and mid-rise office buildings located around Grand Central Terminal, which is served by both subway and commuter train lines. This landmark building was completed in 1913 and occupies

a portion of the superblock between East 42nd Street and East 45th Street, and Vanderbilt Avenue and Lexington Avenue. The Grand Central area includes retail and office uses; Grand Central Terminal's ground-floor retail space and the MetLife office tower at 200 Park Avenue link Grand Central Terminal with the surrounding primarily commercial uses.

Pershing Square, located directly south of Grand Central Terminal, includes a restaurant below the Grand Central Viaduct (an LPC-designated historic landmark), as well as a pedestrian plaza that the New York City Department of Transportation (DOT) has developed to replace the roadway between East 41st Street and East 42nd Street. Much of the area surrounding the Terminal is built directly over the rail shed serving the Terminal.

As described in Chapter 2, "Land Use, Zoning and Public Policy," most of the avenues and many of the cross streets in the surrounding Grand Central analysis area are lined with restaurants and other retail uses. Several of these commercial structures are built on large lots, and some occupy entire blocks. This is particularly evident along Park Avenue, north of Grand Central Terminal, which is distinguished by a number of high-rise office buildings, many of which are large-footprint commercial buildings with public plazas. Mixed commercial/residential-use buildings within the Grand Central analysis area are generally located east of Lexington Avenue, providing a transition of use and form between Grand Central Terminal and the more residential neighborhoods to the east while still maintaining much of the commercial character that largely defines the analysis area. Institutional uses within this analysis area include diplomatic buildings.

Streets

Street Pattern and Block Formation

The street grid in the analysis area is rectilinear, and block size and shape are uniform, with the exception of the blocks between Madison Avenue and Lexington Avenue, from East 42nd Street to East 46th Street (Figure 7-2). Grand Central Terminal and the MetLife Building form a superblock between East 42nd and East 45th Streets, disrupting the east-west flows of traffic and pedestrians on East 43rd Street and East 44th Street; the Helmsley Building, situated between East 45th Street and East 46th Street, also contributes to a break in the street grid.

Traffic, Pedestrians, and Parking

Madison Avenue and Lexington Avenue, as well as East 42nd Street, are important pedestrian corridors, particularly in the vicinity of storefront retail and transit infrastructure in the analysis area. These three streets have dedicated bus-only lanes that are in effect during weekday peak periods. In addition, Lexington Avenue and East 42nd Street are both mapped local truck routes and also provide access to the subway and commuter rail station entrances at Grand Central Terminal.

This analysis area contains portions of the main thoroughfares of Madison Avenue, Park Avenue, and Lexington Avenue, as well as East 42nd Street. Park Avenue carries two-way traffic, as does Vanderbilt Avenue from East 43rd Street to East 47th Street. The east-west streets carry local one-way traffic, with the exception of 42nd Street, which is two-way. North-south traffic on Park Avenue uses a viaduct, which winds its way through and around these three large buildings and crosses East 42nd Street. The viaduct comprises three low, broad arches composed of steel girders cantilevered from granite piers; ornate iron railings run along the roadway above the arches.

Streetscape Features and Aesthetic Conditions

Sidewalks are narrow along Madison Avenue, Vanderbilt Avenue, and Lexington Avenue, as well as along the side streets between avenues. Wide avenues are a feature of Park Avenue, along with the landscaped median (known as the Park Avenue Malls), and a number of privately owned public plazas along the street frontage of buildings in the corridor.

The Grand Central Partnership manages the Business Improvement District (BID) and oversees a program of streetscape improvements in this analysis area, including upkeep of such features as streetlight and traffic light poles with white-light lamps, illuminated street signs for increased visibility, rooftop lights, sidewalk planters, street trees with a variety of ornamental sidewalk tree pits, elevated baskets, waste receptacles, multi-publication newsracks, granite street corners, bicycle racks, and benches. The Grand Central Partnership also created a special streetscape treatment on East 41st Street, known as Library Way, which is a sequence of 96 bronze plaques that leads westward from Park Avenue to the Stephen A. Schwarzman Building of the New York Public Library at Fifth Avenue.

Additional streetscape features within the analysis area include bus stop signs and shelters (along Madison and Lexington Avenues and 42nd Street), Muni Meters, mail boxes, street cart vendors, newsstands, payphones, fire hydrants, subway grates. In the vicinity of Grand Central Terminal, bollards also line portions of some sidewalks. Many of the streets within the analysis area are lined with parallel-parked cars.

Buildings

Buildings throughout the Grand Central analysis area are primarily commercial, including several hotels. The analysis area is centered on the historic Grand Central Terminal building and Park Avenue, which is characterized by commercial uses, though with less ground-floor retail than is found along the Madison Avenue and Lexington Avenue corridors in this analysis area. On Park Avenue between East 39th Street and East 42nd Street, and between East 46th Street and East 49th Street, all buildings have an FAR of at least 15.0; many buildings exceed 40 stories in height, with two buildings (270 and 277 Park Avenue) taller than 50 stories.

The Park Avenue corridor is physically divided by development between East 42nd and East 46th Streets. The Grand Central Terminal building was designed on an axis with Park Avenue; the clock and statue at the apex of the building terminate the avenue's northward vista, as viewed from points south of East 42nd Street. From these vantage points south of Grand Central Terminal, the MetLife Building directly north of the street-level Grand Central Terminal building (and effectively constructed overtop the functioning terminal), appears to tower above the historic train station. North of Grand Central Terminal and the MetLife Building, the corridor is anchored at its southern end by the 35-story Helmsley Building, with its grand pyramidal roof capped by an ornate cupola, silhouetted against the 59-story concrete, steel, and glass MetLife Building. Just to the northwest is 383 Madison Avenue, which is the only building that has taken advantage of the provision for a transfer of development rights that enables a higher FAR—up to 21.6—in the Grand Central Core of the Special Midtown District.

Several buildings along Park Avenue are massed as skyscrapers in the form of a vertical slab, some of which are set back above a base. The buildings on Park Avenue generally also have large footprints, some occupying entire blocks, but with a less consistent streetwall than is found along Madison Avenue and Lexington Avenue corridors in this analysis area. In addition, several Park Avenue

buildings have public plazas along the eastern side of the avenue's frontage; a noteworthy example is 101 Park Avenue, which is oriented at a 45-degree angle to the street grid.

On the west side of the analysis area, Madison Avenue is lined primarily with a mix of mid- and high-rise office buildings that have ground-floor retail; most buildings have an FAR greater than 10.0, with several exceeding an FAR of 15.0 (Figure 7-3). Building heights in the Madison Avenue corridor range from less than 10 stories along part of the avenue frontage to more than 40 stories at a number of sites (Figure 7-4). The buildings along Madison Avenue in the analysis area are built to the sidewalk, creating a uniform streetwall; while some buildings rise to their full height without setback, others have multiple setbacks and are configured as towers.

On the east side of the analysis area, Lexington Avenue comprises a mix of mid- and high-rise commercial buildings, mostly with ground-floor retail and upper-level offices. As shown on Figure 7-3 and Figure 7-4, all buildings on the west side of Lexington Avenue—except 111 East 48th Street, which is a smaller, historic hotel building—have a built FAR of at least 15.0 and are at least 20 stories tall. Buildings along this stretch of Lexington Avenue are built to the sidewalk and create a continuous streetwall; many are massed with upper floor setbacks.

Several buildings also exceed a height of 40 stories; the 52-story Chanin Building (374 Lexington Avenue) is a prominent and early example of a skyscraper with a solid base, setback massing, and a buttressed crown. The iconic 77-story brick and chrome Chrysler Building (405 Lexington Avenue), which is capped by an iconic spire and is massed with numerous setbacks, is located on the blocks between East 41st Street and East 43rd Street. South of the Chrysler Building stands the 42-story, stainless steel Socony-Mobil Building (150 East 42nd Street), which is flanked by 13-story wings.

The buildings along the east side of Lexington Avenue are more variable in their scale than buildings along the avenue's west side, ranging from 2- to 3-story buildings with an FAR less than 3.0 near the intersection of East 45th Street to a number of high-rise towers with an FAR exceeding 15.0. In addition, there can be found slightly more variety in the use and scale of buildings along the side streets throughout the analysis area than along the avenues; however, these streetscapes in the analysis area are dominated by mid- and high-rise office buildings (photo 4 on Figure 7-5b).

On both the western and eastern edges of the analysis area, there are buildings serving institutional uses—such as the Saint Agnes Catholic Church on East 43rd Street, east of Grand Central Terminal—that have a lower FAR and fewer stories than the surrounding commercial buildings. There is also some limited mixed-use commercial/residential development along the midblocks between Lexington Avenue and Third Avenue.

Many buildings on the side streets are massed with upper floor setbacks, and so buildings on the side streets create a mostly continuous streetwall; there are, however, a number of plazas, loading docks, and garage and vehicular drop-off entrances that disrupt streetwall continuity.

No material or pattern of material is dominant in the analysis area, and there is also wide variation in architectural expression. Throughout the analysis area, there is a mix of pre- and post-war buildings, as well as a wide variety of building materials, with many brick and stone exteriors intermixed with glass façades on neighboring buildings. A number of buildings have varied exteriors, with remnants of original classical ornaments contrasting with rooftop additions and modern storefronts, and some buildings have been reclad.

Madison Avenue Analysis Area

The Madison Avenue Analysis Area is situated in the northwestern section of the proposed rezoning area and is centered on a nine block-long stretch of Madison Avenue, and includes portions of the adjoining side streets (Figure 7-2). The Madison Avenue analysis area is composed almost entirely of commercial uses and is generally defined by its prestigious office building and retail space inventory, as well as such institutional uses as the landmarked St. Patrick's Cathedral on Madison Avenue between East 50th Street and 51st Street, the Republic of Venezuela building at 7 East 51st Street, and the Friar's Club at 57 East 55th Street. Along the avenue frontages, the analysis area is zoned C5-3, with C5-2.5 zoning designations at the midblocks. The entire analysis area is located within the Special Midtown District.

Streets

Street Pattern and Block Formation

The street grid in the analysis area is rectilinear with uniform blocks approximately 200 feet by 420 feet in dimension.

Traffic, Pedestrians, and Parking

Madison Avenue is the primary thoroughfare within this analysis area, providing four lanes for one-way northbound vehicular travel in the analysis area; the two right-most lanes are designated as bus-only lanes, depending on day and time.

At the northern edge of the analysis area East 57th Street serves as an east-west link, providing three eastbound travel lanes and three westbound travel lanes within the analysis area. The right travel lane in each direction on East 57th Street is designated as a bus-only lane depending on day and time, and 57th Street is a mapped local truck route.

Both Madison Avenue and East 57th Street are significant pedestrian corridors, particularly in the vicinity of storefront retail and bus stops in the analysis area.

Streetscape Features and Aesthetic Conditions

Streetscape features common to all streets in the analysis area include potted plants and street trees with a variety of narrow tree pits and/or guards, standard street signs, Muni Meters, lampposts, mail boxes, slatted and mesh waste receptacles, and fire hydrants. Bus stop signs, newspaper dispensers, bicycle racks, and occasional pay phones are also present along Madison Avenue and East 57th Street. Street cart vendors are present along the corridor on the side streets. East 57th Street has wide sidewalks and also includes a few individual bicycle racks. Unique to the streetscape along Madison Avenue is a clock on the western sidewalk between East 53rd Street and East 54th Street.

Throughout the analysis area, portions of the streetscape are also characterized by privately owned public spaces in the form of plazas and arcades, typically located along the street frontage of buildings. Many of the plazas are landscaped, offer a variety of amenities, and create additional circulation space for pedestrians. Some, such as at 590 Madison Avenue at the corner of East 57th Street, are adorned with statues or other artwork. The streets in the analysis area are lined with parallel-parked cars.

The East Midtown Partnership BID, which operates in this analysis area, installs tree beds in the analysis area as part of its Sidewalk Beautification Initiative. In addition, the Grand Central Partnership

BID also operates in this analysis area (blocks south of East 53rd Street), as does the Fifth Avenue BID (East 57th Street, west of Madison Avenue)

Buildings

The analysis area contains a mix of building uses and scales, comprising primarily mid- and high-rise office buildings with ground-floor retail, but also several hotels, smaller-scale mixed-use commercial/residential buildings, and landmarked buildings such as St. Patrick's Cathedral and the Henry Villard Houses.

There is great variation in building heights, ranging from less than five stories, both on Madison Avenue and the side streets, up to the 51-story New York Palace Hotel, which is located directly behind the landmarked Henry Villard Houses on Madison Avenue between East 50th Street and East 51st Street. Along Madison Avenue, blocks with high-density office towers, several exceeding 30 stories in height and an FAR of 15.0, are interspersed with blocks defined by smaller-scale buildings located adjacent to and often surrounded by high-rise buildings that are characteristic of East Midtown; the cross streets in this analysis area, in particular, exhibit great variety in the scale of buildings (Figure 7-3 and Figure 7-4). The buildings on the east side of Madison Avenue between East 53rd Street and East 54th Street, as well as the west side of Madison Avenue between East 54th Street and East 55th Streets, exemplify the mix of building heights and FAR on individual blocks in the analysis area (photo 5 on Figure 7-5b).

The tallest buildings with the highest FAR are generally those with frontage along Madison Avenue, and smaller-scale buildings are typically located at the midblocks. One exception to this trend is the 45-story office building on the north side of East 48th Street between Madison Avenue and Fifth Avenue (7 East 48th Street).

This analysis area contains the recently constructed residential skyscraper at 432 Park Avenue, a thin four-sided columnar building with a square plan, which at nearly 1,400 feet in height stands taller than the bulk of both the Empire State Building and One World Trade Center (excluding spires). Its height notably surpasses the height of other tall buildings characteristic of the primary study area, including the Chrysler Building.

Most buildings with frontage on Madison Avenue have high lot coverage and are built to the sidewalk, creating a consistent streetwall along much of the Madison Avenue corridor, although the streetwall is broken in several instances. For example, three privately owned public plazas adjacent to commercial buildings—at 437 Madison Avenue on the east side of the avenue, and at 550 and 590 Madison Avenue on the west side of the street—contribute to a break in the streetwall and create wider sidewalks along the avenue.

Building footprints and configurations also vary in size and shape, with a combination of attached buildings on small rectangular lots and freestanding, irregularly shaped buildings that occupy partial or full blockfaces. No material or pattern of materials is dominant or characteristic, and there is also wide variation in the buildings' architectural expression. Throughout the analysis area, the buildings are clad in a variety of materials, including brick, terra cotta, limestone, granite, and glass.

Streetwall disruptions on Madison Avenue are notable on the block between East 50th Street and East 51st Street, where on the east side of the avenue, the Henry Villard Houses form a U-shape around an open courtyard that is paved in stone and enclosed by a decorative stone and wrought iron fence. The streetwall is interrupted, as well, on the west side of Madison Avenue by a landscaped area in front of

the rear façade of St. Patrick's Cathedral. The St. Patrick's Cathedral complex occupies the entire block between Madison Aveneue and Fifth Avenue, and East 50th Street and East 51st Street; along East 50th Street, as well as Fifth Avenue (just outside the analysis area), the Cathedral is set back and elevated from the streets on a granite plinth. On the side streets, a number of plazas, loading docks, and garage and vehicular drop-off entrances also disrupt streetwall continuity.

Three unique landmarked buildings located on the side streets of this analysis area are the Renaissance-inspired Saks Fifth Avenue building (611 Fifth Avenue), the marble-fronted William H. and Ada S. Moore House (4 East 54th Street), and the Beaux-Arts style St. Regis Hotel (2 East 55th Street).

Park Avenue Analysis Area

The Park Avenue Analysis Area is situated centrally in the northern section of the proposed rezoning area and is centered on an eight block-long stretch of Park Avenue, and includes portions of the adjoining side streets (Figure 7-2). The Park Avenue analysis area consists of high-density commercial development with a few exceptions, including the landmarked St. Bartholomew's Church and Community House. High-rise commercial buildings define the urban form of many blocks, with the buildings between Park Avenue and Lexington Avenue occupying the entirety of their blocks between East 49th Street and East 50th Street, East 51st Street and East 52nd Street, and East 53rd Street and East 54th Streets. There are also several exclusively residential buildings within this analysis area, one at the corner of East 55th Street and Park Avenue, as well a few between East 56th and East 57th Streets. One mixed-use commercial/residential building is the 432 Park Avenue residential tower and associated commercial space at its base. The entire analysis area, which is located within the Special Midtown District, is zoned C5-3.

Streets

Street Pattern and Block Formation

The street grid is rectilinear with uniform blocks approximately 200 feet by 405 feet in dimension.

Traffic, Pedestrians, and Parking

Park Avenue is the primary thoroughfare within this analysis area; Park Avenue is a 140-foot wide boulevard that carries two-way, north-south traffic, with three travel lanes and a parking/loading lane in each direction. The two directions of traffic are separated by the landscaped Park Avenue Malls, which extend from East 46th Street to East 62nd Street, as well as further south from East 34th Street to East 39th Street.

At the northern edge of the analysis area East 57th Street serves as an east-west link, providing three eastbound travel lanes and three westbound travel lanes within the analysis area. The right travel lane in each direction on East 57th Street is designated as a bus-only lane depending on day and time, and 57th Street is a mapped local truck route.

Both Madison Avenue and East 57th Street are important pedestrian corridors, particularly in the vicinity of storefront retail and bus stops in the analysis area.

Streetscape Features and Aesthetic Conditions

The streetscape features common to Park Avenue and the limited frontage on the side streets of the analysis area include potted plants, standard street signs, Muni Meters, lampposts, mail boxes, slatted

waste receptacles, newspaper dispensers, street cart vendors, and fire hydrants; payphones are located near several intersections along the side streets. Unique streetscape features along Park Avenue are its wide sidewalks, the landscaped median with numerous types of vegetation, a few bicycle racks, and several publicly accessible plazas.

The section of the analysis area between East 49th Street and East 54th Street is included in the Grand Central Partnership BID, and blocks to the north are included in the East Midtown Partnership BID.

Buildings

With a few notable exceptions, the analysis area generally consists of high-density commercial buildings. Beginning in the early 1950s, Park Avenue south of East 59th Street was transformed from a street of masonry apartments and institutions into an avenue of glass towers, exemplified by the 38-story Seagram Building (375 Park Avenue), which is considered by many to be the most significant of the International Style skyscrapers erected in the post-war era. This building style along Park Avenue began with the 24-story glass and stainless steel Lever House (390 Park Avenue), which was the first skyscraper in the form of a vertical slab erected in New York City after the passage of the 1916 Zoning Resolution. Taking advantage of the provision that setbacks were not required if a building occupied only 25 percent of its lot, the slab that defines Lever House is set perpendicular to Park Avenue and appears to float above its 1-story base and open plaza.

Most buildings in the analysis area have an FAR greater than 15.0 and are taller than 20 stories. In keeping with the trend started by Lever House, there are several high-rise office towers throughout the analysis area, some with ground-floor retail (photo 8 on Figure 7-5b).

While some buildings rise to their full height without setback—such as the 33-story office building (450 Park Avenue) at the southwest corner of Park Avenue and East 57th Street—others are massed with numerous setbacks. One noteworthy example of a building configured as a tower with multiple setbacks is the Waldorf-Astoria Hotel, which occupies the entire block between Park Avenue and Lexington Avenue, and East 49th Street and East 50th Street. The gray limestone and brick-clad building is designed in the Art Deco style, with twin beacon-topped vertically massed towers rising to 47 stories.

While most lots in the analysis area are filled with high-rise commercial buildings, there are a few breaks in this development pattern. On the west side of Park Avenue between East 52nd Street and East 53rd Street, the Racquet and Tennis Club (370 Park Avenue) is one of the few remaining buildings from the period when Park Avenue north of Grand Central Terminal was lined with masonry apartment houses and institutional buildings. Designed in the form of an Italian Renaissance palazzo with a subdued front elevation and recessed logia, this landmarked 5-story building is atypical of the architecture within this analysis area.

In addition, on the east side of Park Avenue between East 54th Street and East 55th Street, a 16-story office building with ground-floor retail and a 13-story mixed-use commercial/residential building collectively encloses a 2-story luxury retail establishment with a small footprint, interrupting the otherwise consistent pattern of blocks with large-footprint buildings of 20 or more stories in height (Figure 7-3 and Figure 7-4).

Another prominent break in the development pattern of high-rise commercial buildings is created by St. Bartholomew's Church and Community House. Its Park Avenue entrance consists of a single-story stone-clad structure with a triple-arched entry portal. Sited in a terraced garden amid the corporate

towers of Park Avenue, the Byzantine-inspired complex, occupying the blockfront between East 50th and East 51st Streets, is designed with salmon-colored brick facades, large round-arched and stained-glass windows, and stone carvings.

Many buildings in the analysis area have high lot coverage and are built to the sidewalk, creating a consistent streetwall along stretches of the Park Avenue corridor, particularly along the western side of the avenue; the streetwall is interrupted in several instances by privately owned public plazas on Park Avenue's east side. One of the most striking breaks in the Park Avenue corridor streetwall occurs on the east side of Park Avenue, however, between East 52nd and East 53rd Streets, where the tower of the Seagram Building rises behind a plaza with a pair of fountains.

Lexington Avenue/Third Avenue Analysis Area

The Lexington Avenue/Third Avenue analysis area is situated in the northeastern section of the proposed rezoning area and includes a five-and-a-half block segment of Lexington Avenue and an eight block-long stretch of Third Avenue, as well as portions of the adjoining side streets (Figure 7-2). The Lexington Avenue/Third Avenue analysis area is composed primarily of commercial uses. The presence of ground-floor retail in most mixed-use commercial/residential buildings contributes to its commercial character. There are several exclusively residential buildings within this analysis area, located at 125 East 54th Street, the corner of East 53rd and Lexington Avenue, and along East 49th Street between Lexington and Third Avenues. However, the predominantly commercial character, combined with large building footprints, differentiates the analysis area from the more residential uses typical of the neighborhoods that border it to the east. Several hotels are located within this analysis area along Lexington Avenue and Third Avenue.

Along the avenue frontages, the analysis area is zoned C6-6, with C6-4.5 zoning designations at the midblocks between Third and Lexington Avenues and C5-2.5 districts between Lexington and Park Avenues. The entire analysis area is located within the Special Midtown District.

Streets

Street Pattern and Block Formation

The regular Manhattan street grid is uninterrupted in the analysis area.

Traffic, Pedestrians, and Parking

Lexington Avenue and Third Avenue are the two main throughways in the analysis area, both of which are mapped local truck routes. Lexington Avenue provides four lanes for one-way southbound vehicular traffic in the analysis area; the right lane is designated as a bus-only lane, depending on day and time. Third Avenue provides six lanes for one-way northbound vehicular traffic in the analysis area; its right lane is designated as a bus-only lane, depending on day and time, and its center lane is designated as a fire lane. Cross streets in the analysis area carry one-way traffic east or west.

Bus service operates southbound on Lexington Avenue and northbound on Third Avenue, and cross-town service operates within the analysis area along East 49th Street and East 50th Street. Bus stops along the avenues are marked with signage but most do not have shelters, while bus stops along East 49th and East 50th Streets have both signs and shelters.

Lexington Avenue and Third Avenue serve as important pedestrian corridors, particularly in the vicinity of storefront retail, bus stops, and subway stations.

Streetscape Features and Aesthetic Conditions

The streetscape features of the analysis area include potted plants and street trees with a variety of tree pits, standard street signs, Muni Meters, lampposts, mail boxes, occasional street vendors, fire hydrants, and sidewalk grates for ventilation of the subway. The streets within the analysis area are lined with parallel-parked cars.

The East Midtown Partnership BID operates in this area, and maintains waste receptacles, newsstands, and phone booths, which are located at many of the intersections, either on side streets or along the avenues. Additionally, as part of its Sidewalk Beautification Initiative, the East Midtown Partnership installs tree beds throughout the section of the analysis area that falls within the BID boundary.

Buildings

Buildings in the analysis area consist primarily of a mix of commercial uses, with several post-war, high-rise office buildings and hotels with ground-floor retail. As shown on Figure 7-3 and Figure 7-4, most buildings with avenue frontage are located on large lots and are taller than 20 stories, while a few side streets between Third Avenue and Lexington Avenue—most notably on East 49th Street—are lined with residential buildings on small lots with a height of less than 10 stories (photo 10 on Figure 7-5b). Both on Lexington Avenue and also on the west side of Third Avenue, many building footprints occupy the full lot and contribute to a mostly continuous streetwall, which extends into the side streets, though several privately owned public spaces interrupt the streetwall at a number of locations.

Blocks between East 49th Street and East 51st Street along Lexington Avenue are particularly noteworthy because of three landmark structures:

- On the west side of Lexington Avenue (extending west to Park Avenue), the Waldorf-Astoria Hotel is defined by a pair of vertically massed skyscraper towers, each surmounted by a crowning beacon. This landmark hotel building is faced in gray brick above a gray limestone base, which is ornamented at street level with Art Deco-style storefronts, lamps, and entries.
- One block north, the General Electric Building (570 Lexington Avenue) is characterized by an octagonal brick tower rising from a base with rounded corner. Built between 1929 and 1931, it is considered a notable skyscraper of its era; its characteristic design features include its complex brickwork and terra cotta colors.
- On the east side of the street, the former Summit Hotel (569 Lexington Avenue), now the Doubletree-Hilton Hotel Metropolitan, is also distinctive for its shape and color (photo 9 on Figure 7-5b). This landmark hotel building was constructed of reinforced concrete; its curving north and south elevations are clad in light green glazed brick and dark green mosaic tile, the undulating shape resembles an S-curve. Above its base, the hotel stands free on three sides, adjoining only the windowless brick façade of the 13-story building (830 Third Avenue) to the east.

No material or pattern of materials is dominant or characteristic in this analysis area, and there is also wide variation in the buildings' architectural expression. In particular, the landmark structures in this analysis area are characterized by a variety of architectural types and building materials. Buildings are clad in a variety of materials throughout the analysis area, including limestone, granite, steel, and glass.

Many of the post-war office buildings are made of steel and glass, creating a glass curtain wall along the street façade.

East Grand Central Analysis Area

The East Grand Central analysis area comprises the southeastern section of the proposed rezoning area, east of the Grand Central analysis area; it is centered on an eight block-long stretch of Third Avenue, and includes portions of the adjoining side streets, as well as the entire block east of Third Avenue, between East 43rd Street and East 42nd Street (Figure 7-2). The East Grand Central analysis area is almost entirely commercial, with the only non-commercial land uses, including a few mixed commercial/residential buildings and the Church of Saint Agnes, located on East 43rd Street, west of Third Avenue. The corridor along Third Avenue is zoned C5-3 and is included in the existing Special Midtown District. West of this corridor, the portion of the block between Second and Third Avenues and East 42nd Street and East 43rd Street is currently zoned C5-2 and is not included in the existing Special Midtown District.

Streets

Street Pattern and Block Formation

The regular Manhattan street grid is uninterrupted in the analysis area.

Traffic, Pedestrians, and Parking

Third Avenue is the primary north-south thoroughfare within this analysis area, carrying northbound traffic, and East 42nd Street serves as a link for two-way, cross-town travel. Both Third Avenue and 42nd Street are mapped local truck routes. Both Third Avenue and East 42nd Street are important pedestrian corridors, particularly in the vicinity of storefront retail and bus stops in the analysis area.

Third Avenue provides six lanes for one-way northbound vehicular traffic in the analysis area; its right lane is designated as a bus-only lane, depending on day and time, and the center lane on Third Avenue is designated as a fire lane.

East 42nd Street, which runs east-west, has three eastbound travel lanes and three westbound travel lanes within the analysis area. The right travel lane in each direction is designated as a bus-only lane, depending on day and time. On the south side of East 42nd Street, at the midblock between Second and Third Avenues, there is exiting vehicular traffic from the Queens-Midtown Tunnel exit street.

Streetscape Features and Aesthetic Conditions

Conventional streetscape features are present in the analysis area include bus stop signs and shelters, Muni Meters, mail boxes, and fire hydrants, with street cart vendors and payphones at several intersections.

Most of the analysis area is located within the boundaries of the Grand Central Partnership BID, which provides improvements and upkeep for such features as potted plants and street trees with a variety of ornamental tree pits, elevated baskets, lampposts, waste receptacles, multi-publication news racks, and bicycle racks.

Buildings

Buildings in the analysis area comprise primarily post-war, high-rise office buildings with ground-floor retail, though pre-war buildings of less than five stories are present throughout the analysis area, and even line some of the blocks along the Third Avenue corridor. As shown on Figure 7-4, building height along the avenue frontage varies from 1 and 2 stories at a number of locations up to 40 stories at the northeast corner of East 48th Street (767 Third Avenue). Along the southernmost two blocks of the analysis area—on the west side of the street between East 40th Street and East 42nd Street—there are two buildings that exceed 40 stories in height; these buildings are the 41-story office building at 622 Third Avenue, which has a 2-story wing that fronts Third Avenue, and the 42-story Socony-Mobil Building (150 East 42nd Street), which has a 13-story wing along Third Avenue.

Some buildings in the analysis area reach their full height without setback, although others are configured as towers with multiple setbacks; generally, this type of development contributes to a consistent streetwall at the pedestrian level. For example, most buildings along Third Avenue occupy the entirety of their respective lots and are built to the sidewalk. There are, however, several interruptions in the streetwall caused by public plazas along the avenue frontage; one example is between East 46th Street and East 47th Street (747 Third Avenue) (photo 12 on Figure 7-5b). However, there is a uniform streetwall along much of the Third Avenue corridor. Similarly, the buildings between Second and Third Avenues and East 42nd and East 43rd Streets exhibit a development pattern of high-lot coverage with a uniform streetwall.

The development pattern of high-density office buildings, with many rising above 20 stories on large lots, is interrupted on the west side of Third Avenue between East 43rd Street and East 45th Street, and on the east side between East 45th Street and East 46th Street, where there are pre-war, low-rise buildings on small lots.

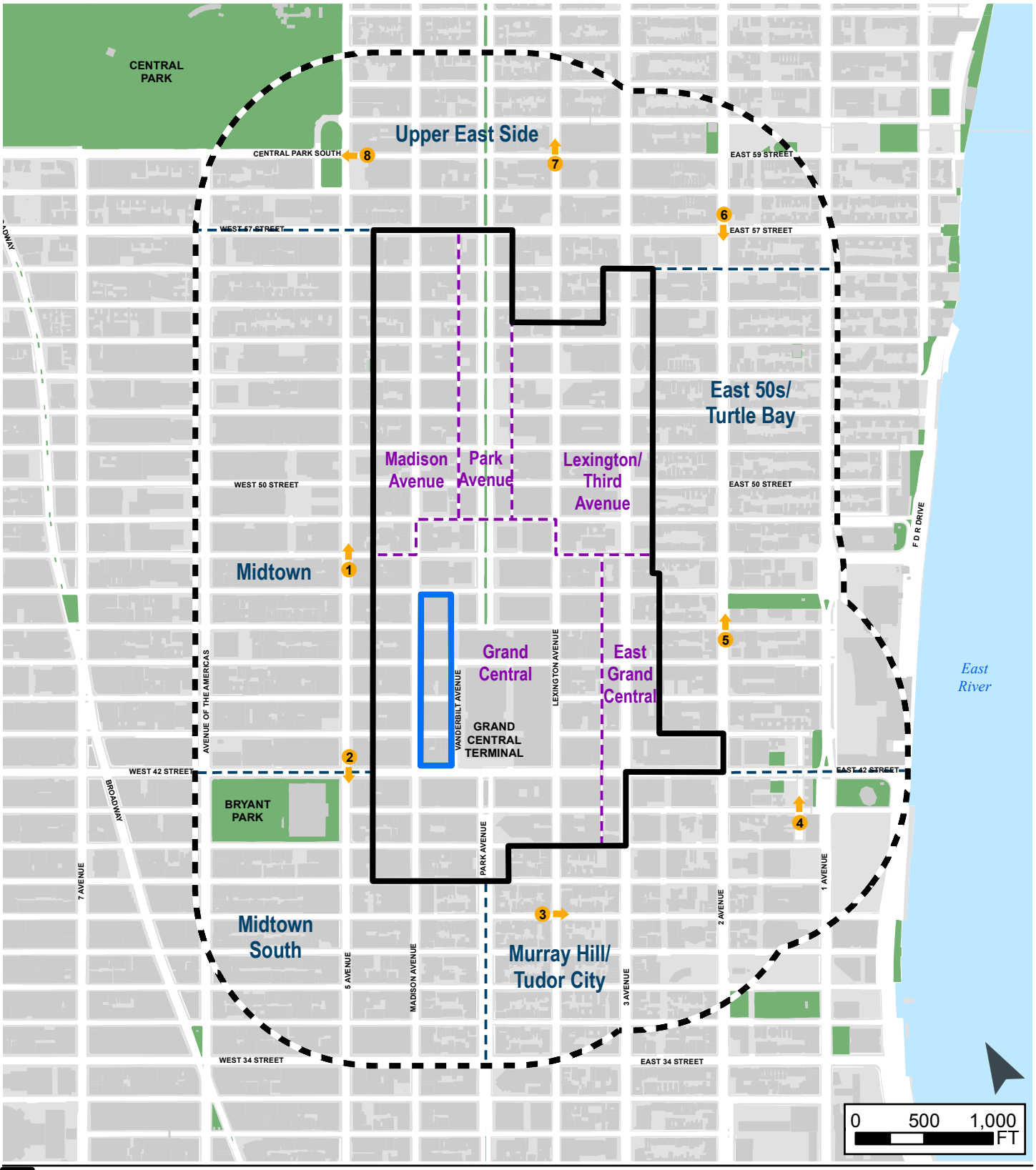
No material or pattern of materials is dominant or characteristic throughout the analysis area; buildings are clad in a variety of materials, including limestone, granite, steel, and glass. There is also wide variation in the buildings' architectural expression. This analysis area features a number of post-war, high-rise office buildings made of steel and glass in the analysis area, most notably the aforementioned Socony-Mobil Building, whose curtain wall of embossed stainless steel panels gives the building a unique visual presence on streetscape.

Secondary Study Area

Figure 7-3, "Existing Density (FAR) in Primary and Secondary Study Areas," shows the existing density in FAR for the primary and secondary study areas, and Figure 7-4, "Existing Building Height (Number of Floors) in Primary and Secondary Study Areas," shows the existing building heights. Photographs of the built context within the secondary study area are presented in Figure 7-6, "Views of the Built Context within the Secondary Study Area." A discussion of urban design elements in the secondary study area follows.

Land Use Types, Zoning Controls, and Urban Form

As described in Chapter 2, "Land Use, Zoning, and Public Policy, zoning classifications within the secondary study area consist of a mix of high-density commercial and residential zoning districts, with one light manufacturing zoning district in the southwest portion of the study area. The areas of the secondary study area that are located to the west and north of the primary study area are



Greater East Midtown Rezoning
Manhattan, New York

Secondary Study Area Views

Figure 7-6a

vhb



Photo 1: View of the built context along Fifth Avenue, looking north from West 48th Street



Photo 2: View of the built context along Fifth Avenue, looking south from West 42nd Street



Photo 3: View of the built context along East 38th Street, looking east from Lexington Avenue



Photo 4: View of the built context along Tudor City Place, looking north from East 41st Street

Greater East Midtown Rezoning
Manhattan, New York

Views of the Built Context within the Secondary Study Area

Figure 7-6b



Photo 5: View of the built context along Second Avenue, looking north from East 46th Street



Photo 6: View of built context along Second Avenue, looking south from East 57th Street



Photo 7: View of the built context along Lexington Avenue, looking north from East 59th Street



Photo 8: View of the built context along Central Park South, looking west from Fifth Avenue

Greater East Midtown Rezoning
Manhattan, New York

Views of the Built Context within the Secondary Study Area

Figure 7-6b

vhb

predominantly mapped with commercial zoning districts, while the areas to the east and south are predominantly residential zoning districts, with some mapped commercial overlays:

- A C1-5 overlay is mapped between Tudor City Place, First Avenue, East 40th Street, and East 43rd Street; along First Avenue, north of East 49th Street; along Lexington Avenue between East 38th Street to a point midblock between East 39th Street and East 40th Street; and on East 59th Street, between Second Avenue and Third Avenue.
- A C2-5 overlay is mapped on the southeastern corner of the secondary study area, along Second Avenue between East 35th Street and East 36th Street, and along the south side of East 59th Street, between First Avenue and Second Avenue.

Both of these commercial overlays allow the same maximum residential and community facilities FAR permitted in the underlying residential zoning district. In R10 districts, a maximum 2.0 FAR is permitted for commercial uses. C2 districts permit a slightly wider array of commercial uses than C1 districts, including funeral homes and repair services.

Special Purpose Districts

As described in Chapter 2, "Land Use, Zoning and Public Policy," the secondary study area includes portions of the following Special Purpose Districts, in addition to the Special Midtown District and the Special Transit Land Use District (both described previously in this chapter as part of the discussion of the primary study area):

- The **Special United Nations Development District (U)** is a development plan for the area adjacent to the UN, consisting primarily of the UN Plaza buildings. A unified design concept is a major feature of the district regulations.
- The **Special Madison Avenue Preservation District (MP)** located along the northern border of the secondary study area, preserves and reinforces the unique retail and residential character of Madison Avenue and the surrounding area from East 61st Street to East 96th Street. Select retail uses that promote and strengthen the existing commercial character of the MP Special District area are mandated for the ground floor. These commercial uses include hotels and select retail and service establishments such as antique stores, art galleries, book stores, florist shops, and food stores. Additional bulk and streetwall regulations limit the height of new development in the MP Special District to the scale of existing buildings, but allow for greater lot coverage, with a maximum FAR of 10.0. The location and setback requirements are for streetwalls of buildings fronting side streets, providing a smooth transition to the lower buildings typically found on the midblocks between Madison Avenue, Fifth Avenue, and Park Avenue.
- The **Special Park Improvement District (PI)** located along the northern border of the secondary study area, is intended to preserve the residential character and architectural quality of Fifth and Park Avenues from East 59th Street to East 111th Street. Within this district, building heights are limited to 210 feet or 19 stories (whichever is less) and streetwall continuity is mandated.

Additionally, small portions of the northern edge of the secondary study area in the midblock areas between Fifth Avenue and Lexington Avenues, north of East 61st Street, are within an LH-1A limited height district. The limited height district is superimposed over much of the Upper East Side Historic District, designated by LPC in 1981. This district limits the maximum height of buildings to 60 feet.

As described in Chapter 2, "Land Use, Zoning and Public Policy," the Fifth Avenue and Preservation Subdistricts of the Special Midtown District are located within the secondary study area. The Fifth Avenue Subdistrict runs the length of Fifth Avenue between 33rd and 58th Streets. Special use regulations in the Fifth Avenue Subdistrict reinforce its tourist and shopping character. The Preservation Subdistrict (midblock between Fifth Avenue and Sixth Avenue, along West 54th Street, West 55th Street, and West 56th Street) has the lowest permitted FAR of the Special Midtown District and does not allow floor area bonuses.

Business Improvement Districts

As described in Chapter 2, "Land Use, Zoning and Public Policy," portions of the secondary study area are located within six BIDs, including the 47th Street BID, Fashion Center BID, and Madison Avenue BID, the Bryant Park Corporation, the 34th Street Partnership, and the Times Square Alliance.

Secondary Study Area Analysis Areas - While the direct effects related to the development of Projected and Potential Development Sites would be almost entirely limited to the primary study area, it is important to understand how any changes to the urban design of the primary study area that may result with the Proposed Action would relate to the greater urban context of Midtown Manhattan. Therefore, streets and buildings, as well as land use types, zoning controls, and overall urban form, are described for each analysis area comprising the secondary study area in order to illustrate the broader, established context surrounding the rezoning area. As shown on previous Figure 7-2, "Primary and Secondary Study Areas," the secondary study area is divided into five analysis areas, each of which is described below.

Midtown Analysis Area

The Midtown Analysis Area comprises most of the western section of the secondary study area and includes 14 blocks between Sixth Avenue and Fifth Avenue, as well as the western ends of 14 blocks lining the east side of Fifth Avenue (Figure 7-2).

Streets

Street Pattern and Block Formation

The avenues form a regular street grid with the side streets, though the general grid is interrupted Rockefeller Center superblock that extends West 51st Street to West 48th Street, between Fifth Avenue and Sixth Avenue.

Traffic, Pedestrians, and Parking

Fifth Avenue, the main thoroughfare within the analysis area carries southbound traffic, while Sixth Avenue carries northbound traffic along the western edge of the analysis area. Side streets carry one-way, cross-town traffic, with the exception of 42nd Street, 57th Street, and 59th Street, which are two-way.

Land Use Types, Zoning Controls, and Urban Form

As reported in Chapter 2, "Land Use, Zoning, and Public Policy," this analysis area is characterized by tall office and commercial buildings. The Fifth Avenue retail district, characterized by high-end retail

brands, extends generally between 49th Street and 59th Street. The buildings of Rockefeller Center lie along the exterior of a superblock between Fifth Avenue and Sixth Avenue and West 51st Street and West 48th Street, forming the southern anchor of the Fifth Avenue retail district. Rockefeller Center buildings are large-scale Art Deco structures; the tallest (the Comcast Building, formerly the General Electric Building) rises to 70 stories. These buildings and those along the surrounding streets and avenues are occupied primarily by offices. Retail and food service uses are located at the ground floor and cellar levels, in addition to other theater, television and entertainment-centered commercial uses (including Radio City Music Hall) and public open spaces at the street level. Rockefeller Center is a major tourist destination, and, as such, a heavily trafficked area.

The Diamond District comprises West 47th Street and the vicinity, and the Little Brazil commercial neighborhood is located along West 46th Street. Buildings along these streets typically have restaurants and retail uses on the ground floor and light, high-performance, manufacturing (such as jewelry and clothing fabrication) above. These areas are also characterized by smaller lots as compared to the larger lots within the primary study area.

Institutional uses clustered along West 43rd Street and West 44th Street include university clubs, while the Museum of Modern Art and Saint Thomas Episcopal Church are located between West 53rd Street and West 54th Street in the analysis area. Residential buildings in the analysis area typically include ground floor retail.

With the exception of the northernmost block, this analysis area is included in the Special Midtown District. The Fifth Avenue corridor is zoned C5-3, the Sixth Avenue corridor is alternately zoned C6-6 and C5-3, and the midblocks typically vary between C6-4.5, C5-2.5, and C5-P. The Fifth Avenue corridor is part of the Fifth Avenue Subdistrict, which limits the FAR on zoning lots located in the underlying C5-P District to a maximum of 8.0 and also includes mandatory streetwall requirements. In addition, the blocks between West 53rd Street and West 57th Street are part of the Preservation Subdistrict, which includes special regulations on permitted and required uses as well as special streetwall requirements.

There is notable variation in building height and FAR throughout the analysis area (Figure 7-3 and Figure 7-4). The corridors along Fifth Avenue and Sixth Avenue, as well as the side streets, comprise primarily post-war, high-rise commercial buildings, though there are also several pre-war, low-rise buildings that line the avenues and midblocks. There is also a variety of lot sizes, building footprints, and building configurations, and there is no uniformity in the visual character of the buildings. Of particular note is Rockefeller Center and its immediate vicinity; Rockefeller Center consists of a monumental 70-story central building (the General Electric Building, formerly the RCA Building) surrounded by smaller office towers, low-rise buildings on Fifth Avenue, strategically placed open spaces, and a sunken plaza. Across from the highrise commercial buildings that comprise Rockefeller Center is the historic St. Patrick's Cathedral.

Midtown South Analysis Area

The Midtown South Analysis Area, in the southwestern section of the secondary study, area includes Fifth Avenue south of 42nd Street, as well as seven blocks west of Fifth Avenue (the New York Public Library and Bryant Park) and the western end of the three blocks east of Fifth Avenue, south of East 42nd Street, and the entirety of each of the ten blocks between Fifth Avenue, Madison Avenue, and Park Avenue south of East 39th Street (Figure 7-2).

Streets

Street Pattern and Block Formation

The avenues form a regular street grid with the side streets, though the general grid is interrupted by the New York Public Library and Bryant Park superblock between West 42nd Street and West 40th Street. The block and street pattern west of Fifth Avenue in the study area resembles the blocks and streets to the north in the Midtown analysis area, while the block between Fifth Avenue, Madison Avenue, and Park Avenue are shorter blocks.

Traffic, Pedestrians, and Parking

Fifth Avenue, the main thoroughfare within the analysis area carries southbound traffic, while Sixth Avenue carries northbound traffic along the western edge of the analysis area. Madison Avenue carries northbound traffic, and Park Avenue carries northbound and southbound traffic on a wide avenue separated by medians. Side streets carry one-way, cross-town traffic, with the exception of 42nd Street at the northern edge of the analysis area and 34th Street at the southern edge of the analysis area, which are two-way streets.

Land Use Types, Zoning Controls, and Urban Form

As reported in Chapter 2, "Land Use, Zoning, and Public Policy," this analysis area is characterized by mixed-use office/retail uses, with uses including restaurants, retailers, and beauty salons on the first floor, and uses such as real estate offices, showrooms, media, and architecture firms on the floors above. Lord and Taylor's New York City flagship store is notable because it occupies an entire block along Fifth Avenue between West 38th Street and West 39th Street. A few light manufacturing uses (including jewelers, and fabric and clothing designers) are located in the area, generally midblock. This analysis area also includes several hotels between Fifth Avenue and Sixth Avenue.

The northern border of this analysis area is defined by the presence of Bryant Park and the adjacent New York Public Library. Bryant Park is a popular tourist destination. Other open spaces within this analysis area include smaller, privately owned public spaces. Other major institutional uses include the Pierpont Morgan Library and the Business and Industry Library along Madison Avenue.

This analysis area, part of which is included in the Special Midtown District, is zoned C5-3 along Fifth Avenue and part of Sixth Avenue, M1-6 along several midblocks between Fifth Avenue and Sixth Avenue, and C5-2 along the west side of Madison Avenue.

As shown on Figure 7-3 and Figure 7-4, there is great range in building height and FAR, both along the avenues and within individual midblocks. There is a continuous streetwall throughout much of the analysis area, on both the avenues and side streets, but there is little or no uniformity in the visual character of the buildings within the analysis area (photo 2 on Figure 7-6b). Buildings typically have small footprints at the midblock, while there are a variety of small and large building footprints along the avenue frontage. While many buildings have rectangular massing with minimal use of upper story setbacks, other buildings have multiple setbacks and are configured as towers.

Murray Hill/Tudor City Analysis Area

The Murray Hill/Tudor City analysis area comprises the southeastern section of the secondary study area and includes the twelve blocks on either side of Lexington Avenue south of East 40th Street, seven

full blocks east of Third Avenue, south of East 42nd Street, all or part of seven blocks east of Second Avenue, south of East 42nd Street, and the area east of First Avenue developed as Tudor City (the portion South of east 42nd Street) (Figure 7-2).

Streets

Street Pattern and Block Formation

The avenues form a regular street grid with the side streets in the western portion of the analysis area, though the general grid is interrupted at the eastern edge by the Tudor City development north of East 40th Street. Also, between First Avenue and Third Avenue, the regular street grid is interspersed with the Queens-Midtown Tunnel ramp network; the access and egress ramps are located between East 36th Street and East 37th Street, with dedicated north-south side streets providing one-way access to the tunnel. The block and street pattern in the western portion of the analysis area, between Park Avenue and Lexington Avenue resembles the eastern portion of the adjacent Midtown South analysis area, described previously, with blocks between Park Avenue and Third Avenue being shorter than blocks east of Third Avenue.

Traffic, Pedestrians, and Parking

First Avenue, Second Avenue, Third Avenue, and Lexington Avenue are prominent north-south thoroughfares within the analysis area. First Avenue and Third Avenue carry northbound traffic, while Second Avenue and Lexington Avenue carry southbound traffic. At the western edge of the analysis area, Park Avenue carries northbound and southbound traffic on a wide avenue separated by medians. In addition, a small portion of FDR Drive is included at the easternmost edge of the analysis area, where the secondary study area extends just about to the East River. Side streets carry one-way, cross-town traffic, with the exception of East 42nd Street at the northern edge of the analysis area and East 34th Street at the southern edge of the analysis area, which are two-way streets.

Land Use Types, Zoning Controls, and Urban Form

As reported in Chapter 2, "Land Use, Zoning, and Public Policy," this analysis area is characterized by residential land uses reflective of the area's mid-nineteenth century development, with smaller apartment buildings, tenements, brownstones, and rowhouses lining the analysis area's east-west streets and interspersed along Second Avenue. This analysis area has a mix of zoning designations, including R10 along Park Avenue and Lexington Avenue and in Tudor City, and C1-9 along much of Third Avenue and Second Avenue.

Several formerly residential buildings are now mixed-use, with commercial office uses on the first floor. Office uses typically found in this area include legal, medical, real estate, and consulting offices. Similar commercial uses are found on the first floor of the larger residential buildings, located along the avenues. Retail storefronts and more varied commercial uses are found along Third Avenue and East 34th Street.

Other land uses in this analysis area include institutional uses and transportation and utility infrastructure. Institutional uses include the Ford Foundation headquarters at 320 East 43rd Street, Yeshiva University, religious buildings, and diplomatic missions and consulates. Transportation and utility infrastructure includes a Verizon building, located on the block bounded by East 37th Street and East 38th Street, and Second Avenue and Third Avenue; and a ventilation structure for the Queens Midtown Tunnel, on East 41st Street between First Avenue and the FDR Drive. A vacant development

site, formerly occupied by Con Edison, is located on First Avenue, between East 38th Street and East 41st Street.

North of East 39th Street, there is more of a commercial presence, with a combination of office and mixed-use commercial/residential buildings. As shown on Figure 7-3 and Figure 7-4, the buildings north of East 39th Street generally have larger footprints, higher FAR, and greater height than do buildings south of East 39th Street. South of East 39th Street, avenues are lined mostly with post-war, high-rise residential buildings with ground-floor retail, while pre-war, low-rise residential brownstones and row houses are found along cross streets.

As reported in Chapter 2, a number of large-scale residential buildings have been constructed in, and immediately to the south of, this analysis area since the 1980s; these developments have taken advantage of the plaza bonus provisions under the New York City Zoning Resolution. These developments are concentrated on First Avenue and Second Avenue, between East 37th Street and East 41st Street, and include the 53-story Corinthian Apartments on East 37th Street, the 42-story Horizon on 37th Street, the 37-story Manhattan Place Condominiums and the 35-story Rivergate Apartments, both on First Avenue.

There are three LPC-designated and State/National Register (S/NR)-listed historic districts within this analysis area, each of which maintains an established urban design and streetscape character.

- The Murray Hill Historic District, located between East 34th Street and East 39th Street, and Park Avenue and Lexington Avenue, consists primarily of mid-nineteenth-century row houses along tree-lined blocks; the brownstone-fronted buildings have low stoops with Italianate details.
- East of the Murray Hill Historic District is the Sniffen Court Historic District, which consists of 10 two-story brick buildings erected on a small court and set perpendicular to East 36th Street, between Lexington Avenue and Third Avenue.
- The Tudor City Historic District is located at the northeastern edge of the analysis area, north of East 40th Street between First and Second Avenues. Tudor City is a complex of Tudor-style apartment houses, ranging in height from 10 to 32 stories and collectively comprising 3,000 apartments and 600 hotel rooms. The complex has a unique character due to its location on a bluff set apart from its surroundings (overlooking FDR drive and the East River to the east), the absence of through streets, and the presence of two small parks (photo 4 on Figure 7-6b).

East 50s/Turtle Bay Analysis Area

The East 50s/Turtle Bay analysis area comprises most of the eastern section of the secondary study area; it is centered on Second Avenue, north of East 42nd Street, and includes most of each of the 13 blocks lining the west side of Second Avenue, the entirety of each of the 14 blocks to the east, between First Avenue and Second Avenue, as well as a substantial portion of the UN Headquarters complex east of First Avenue, south of East 48th Street (Figure 7-2).

Streets

Street Pattern and Block Formation

The avenues form a regular street grid with the side streets, though the general grid is interrupted the UN Headquarters complex superblock that extends between East 42nd Street and East 48th Street, between First Avenue and the FDR Drive.

Traffic, Pedestrians, and Parking

First Avenue and Second Avenue are the primary north-south thoroughfares within the analysis area. First Avenue carries northbound traffic, while Second Avenue carries southbound traffic. In addition, a small portion of FDR Drive is included at the easternmost edge of the analysis area, where the secondary study area extends just about to the East River in the vicinity of the UN Headquarters complex. Side streets carry one-way, cross-town traffic, with the exception of East 57th Street and East 59th Street, which are two-way streets.

Land Use Types, Zoning Controls, and Urban Form

As reported in Chapter 2, "Land Use, Zoning, and Public Policy," this analysis area is characterized by a mix of building types and streetscapes, ranging from tall office towers, to the UN Headquarters complex, local commercial uses and residential areas, including landmark residential districts with distinct streetscapes. Consequently, there is little uniformity in the visual character of the buildings throughout the entirety of the analysis area, but rather, a few distinct streetscapes.

This analysis area has a mix of zoning designations, including C5-2 along First Avenue, C1-9 along Second Avenue, predominantly R8B along the midblocks from First Avenue to Third Avenue, predominantly C5-2 along Third Avenue and Lexington Avenue, C5-3 along Park and Madison Avenues, and C5-2 and C5-2.5 along the midblocks from Third Avenue to Fifth Avenue. In addition, parts of Second Avenue are included in the Special Transit Land Use District (TA), and the area in the vicinity of the United Nations complex on First Avenue is included in the Special United Nations Development District (U).

Much of the analysis area is dominated by high-rise commercial buildings on large lots, which generally range in height from 20 to 50 stories. For example, the 55-story Bloomberg Tower (731 Lexington Avenue) and the 50-story General Motors Building (767 Fifth Avenue) individually occupy entire blocks. Additionally, large-scale residential buildings are also present in the analysis area, including the 72-story Trump World Plaza at First Avenue and East 48th Street. Otherwise, with the exception of the area surrounding the UN Headquarters complex, commercial uses in this analysis area tend to be neighborhood-oriented stores, restaurants, and service uses on the ground floor of residential buildings.

The UN Headquarters complex, which incorporates four large-footprint modernist buildings set back from the street, along with a park and paved courtyards, represents a distinct urban form; it is located on First Avenue, between East 42nd Street and East 48th Street, with associated institutional uses also located in the surrounding area. As reported in Chapter 2, "Land Use, Zoning and Public Policy," north of East 42nd Street, between First Avenue and Second Avenue, buildings and offices are largely characterized by humanitarian groups, and international political and government organizations. Since the construction of the UN Headquarters complex, the United Nations Development Corporation (UNDC), a New York State agency, has developed buildings across First Avenue, within the Special

United Nations Development District, to serve the UN community, including additional office space for UN agencies and missions, a hotel, and apartments to house UN and mission staff.

The UN Headquarters complex is visually linked to Dag Hammarskjold Plaza, located on the south side of East 47th Street, between First Avenue and Second Avenue, is the largest public open space in this analysis area. While a number of small privately owned public spaces are scattered through the analysis area, Dag Hammarskjold Plaza creates the largest break in the streetwall along the avenue frontage (photo 5 on Figure 7-6b).

In addition, as shown on Figure 7-3 and Figure 7-4, many of the midblocks, as well as stretches of the avenue corridors, also contain low-rise buildings on small lots; this type of urban form in the analysis area is exemplified by the LPC-designated and S/NR-listed Turtle Bay Gardens Historic District, which is located between Second Avenue and Third Avenue, and East 48th Street and East 49th Street. This historic section of Turtle Bay comprises 20 houses, each four stories in height, with a shared Italian Renaissance-inspired garden in the rear.

Upper East Side Analysis Area

The Upper East Side analysis area comprises the northern section of the secondary study area; it is centered on Park Avenue, north of East 57th Street, but it also includes most full bocks as far east as First Avenue and as far west as Sixth Avenue. In all, the analysis area includes all or portions of twelve blocks west of Park Avenue, as well as the southeast corner of Central Park, and all or part of 25 blocks east of Park Avenue (Figure 7-2).

Streets

Street Pattern and Block Formation

The avenues form a regular street grid with the side streets, with the street pattern and block form in this analysis area, extending northward outside the secondary study area to include the remainder of the Upper East Side (which extends northward up to East 96th Street).

Traffic, Pedestrians, and Parking

First Avenue, Third Avenue, Madison Avenue, and Sixth Avenue carry northbound traffic, while Second Avenue, Lexington Avenue, and Fifth Avenue carry southbound traffic. Park Avenue carries northbound and southbound traffic on a wide avenue separated by medians. Side streets carry one-way, cross-town traffic, with the exception of East 57th Street and East 59th Street, which are two-way streets.

Land Use Types, Zoning Controls, and Urban Form

As reported in Chapter 2, "Land Use, Zoning, and Public Policy," this analysis area is characterized by a mix of residential and commercial uses, with many mid-rise late nineteenth century masonry mixed-use commercial-residential buildings and apartment buildings. The commercial/office portions of the mixed-use buildings typically include medical offices, which lack active street-level storefronts. There are a number of commercial and residential zoning districts mapped in this analysis area, and no single zoning designation is dominant; additionally, parts of the analysis area are also located in the Special Madison Avenue Preservation District (MP) and the Special Park Improvement District (PI).

The analysis area consists of a mix of residential and commercial uses, including several private clubs and hotels in the vicinity of Central Park, including the Knickerbocker Club, located at the southeast corner of East 62nd Street and Fifth Avenue; and the Metropolitan Club, located at 1-11 East 60th Street. Central Park, though extending only partly within the western portion of the analysis area, is a defining open space feature; it is a major tourist destination and is a registered scenic landmark.

While there are a number of late-nineteenth-century masonry, mixed-use commercial/residential buildings and apartment buildings, there is no uniformity in the visual character of the buildings throughout the analysis area. There is a mix of pre- and post-war buildings, and building heights and FAR vary throughout the analysis area (Figure 7-3 and Figure 7-4). There are many low-rise buildings on both the avenues and side streets. On individual blocks, there are examples of buildings less than five stories in height that are adjacent to buildings taller than 10 stories. There is also a variety of lot sizes and building configurations within the analysis area. Building footprints are generally larger along the avenue frontage than at the midblock. Madison Avenue is lined with upscale retail and restaurant uses, anchored by the Bloomingdale's flagship department store on the block bounded by East 59th and East 60th Streets, and Lexington Avenue and Third Avenue. East of Madison Avenue, this analysis area is defined by ground-floor retail, though Bloomingdale's department store occupies the entire block bounded by East 59th Street and East 60th Street, and Lexington Avenue and Third Avenue.

As reported in Chapter 2, the Decorative Arts District represents a concentration of home décor and interior design showrooms between Lexington Avenue and Second Avenue north of East 57th Street. This district houses approximately 100 independent, street-level showrooms as well as the Decoration and Design Building at 979 Third Avenue, and the Architects and Designers Building at 150 East 58th Street.

Open Space

As described in Chapter 4, "Open Space," the Proposed Action would not result in any significant adverse impacts to publicly accessible open space (including privately owned public open space), including no direct effect on identified open space resources, as it would not result in physical loss of open space, nor significant shadow impacts on open space, nor noise impacts that would significantly impair the use of the open spaces.

The Open Space analysis conducted for this EIS identified 99 open space resources in the corresponding open space study area, which is roughly equivalent to the combined primary and secondary study areas considered for land use and also for urban design. (See Chapter 4, "Open Space," Table 4.6, "Inventory of Existing Open Space Resources included in Quantitative Analysis" and the corresponding Figure 4-2, "Existing Open Space Resources included in the Quantitative Analysis.") Of these existing public open space resources, 14 are indoor open spaces (indoor plazas); 78 are outdoor plazas (including one courtyard); and 7 are parks: Central Park (#2), Paley Park (#26), Greenacre Park (#43), vest-pocket park (Pfizer, Inc.) (#74), Tudor City Greens (two park areas, #79 and #84), Bryant Park (#81).

While there is a concentration of indoor public plazas within the East Midtown area, as reported in Chapter 4, "Open Space," these generally do not contribute to the urban design of the area, particularly as they are not integrated into the streetscape and typically neither important visual elements to the streetscape, nor substantial components of the general pedestrian experience. Further, as reported in Chapter 4, "Open Space," the Proposed Action would result in no significant adverse direct impacts to

any public open space, including indoor public open space. Therefore, the primary concern of the urban design analysis, with regard to the open space is how the pedestrian experience of open space would be expected to change with the Proposed Action. Pedestrian experience of the open space could include actively walking through or near, resting on benches, and also admiring the visual effects associated with attractive landscaping, public art, and other elements, such as ornate fencing, that may contribute to the visual character of these areas. The public plazas in the primary and secondary study areas typically feature landscaping, fixed seating (such as seating walls), and moveable tables and chairs.

Given the density of development, as well as the overall building height, mass, and limited setback that characterizes East Midtown, generally, views from public open space in East Midtown are typically characterized by views of the dense urban development that is adjacent to and immediately surrounding them. Many of the plazas, whether they comprise a direct portion of the streetscape and/or sidewalk area, or whether they are nestled among buildings, are defined by the adjacent buildings and the surrounding streetwall defined by the dense development. (To the extent that open spaces may afford views of visual resources, including toward iconic skyline elements, such views are considered in the visual resources presented in the second part of this chapter, "Detailed Analysis, Part II – Visual Resources.")

Existing open space resources that may have direct or partially obscured pedestrian-level views (though not entirely obstructed views) of projected and/or potential development sites include 16 outdoor public plazas and parks, 11 of which are in the Primary Study area and three of which are in the Secondary Study Area:

- Within the Grand Central analysis area, there are three plaza areas (resources identified as #73, #77, and #86 in the discussion of open space resources; see Chapter 4, "Open Space," Figure 4-2, "Existing Open Space Resources included in the Quantitative Analysis," and the corresponding Table 4.6, "Inventory of Existing Open Space Resources included in the Quantitative Analysis"). The Pershing Square plaza area, directly south of Grand Central Terminal, along Park Avenue between East 41st Street and East 42nd Street is one example of a type of open space that may otherwise be characterized as a temporary "public realm improvement"; this is a seasonal community programming initiative of the Grand Central Partnership, in cooperation with the Pershing Square Café and the City of New York.
- Within the Madison Avenue analysis area, there is one plaza (resource #52);
- Within the Park Avenue analysis area, there are three plazas (resources #21, #36, and #42);
- Within the Lexington Avenue/Third Avenue analysis area, there are two plazas (resources #22 and #37), as well as Greenacre Park (resource #43)
- Within the East Grand Central analysis area there is one plaza (resource #65);
- In the secondary study area, within the Midtown South analysis area, is Bryant Park and the adjacent New York Public Library plaza (resources, #81 and #82, respectively); within the East 50s/Turtle Bay analysis area, there is one plaza (resource #75) and the northern portion of Tudor City Greens (resource #79), while the southern portion of Tudor City Greens (identified by the separate resource number, #84) is located in the Murray Hill/Tudor City analysis area.

Though not included in the open space analysis presented in Chapter 4, "Open Space," other publicly accessible open space in the primary study area includes landscaped median along Park Avenue north

of East 46 Street (in the Grand Central and Park Avenue analysis areas). The Park Avenue medians in the rezoning are provide visual interest and define the linearity of the avenue with attractive and well-maintained landscaping (trees, shrubs, and herbaceous plantings) and public art installations. Similarly landscaped medians are present in the secondary study area, along the remaining extent of Park Avenue to the north, in the Upper East Side analysis area, and south of East 39th Street – forming the border between the Midtown South and Murray Hill/Tudor City analysis areas.

Private open space in study area generally comprises privately owned public open space, which is included among the full inventory of public open spaces already noted. However, there are limited areas of open space particularly associated with residential uses (apartment buildings) that are present throughout the secondary study area, including several residential historic districts found in portions of the Upper East Side, Murray Hill, Tudor City, and Turtle Bay neighborhoods. In these areas, the setbacks and architectural styles of individual buildings may lend a unique appearance to landscaped garden areas, but these and other privately owned open space throughout East Midtown are generally of limited size and not directly accessible. However, these areas are typically well designed and maintained to provide visual interest.

The Future without the Proposed Action (No-Action Condition)

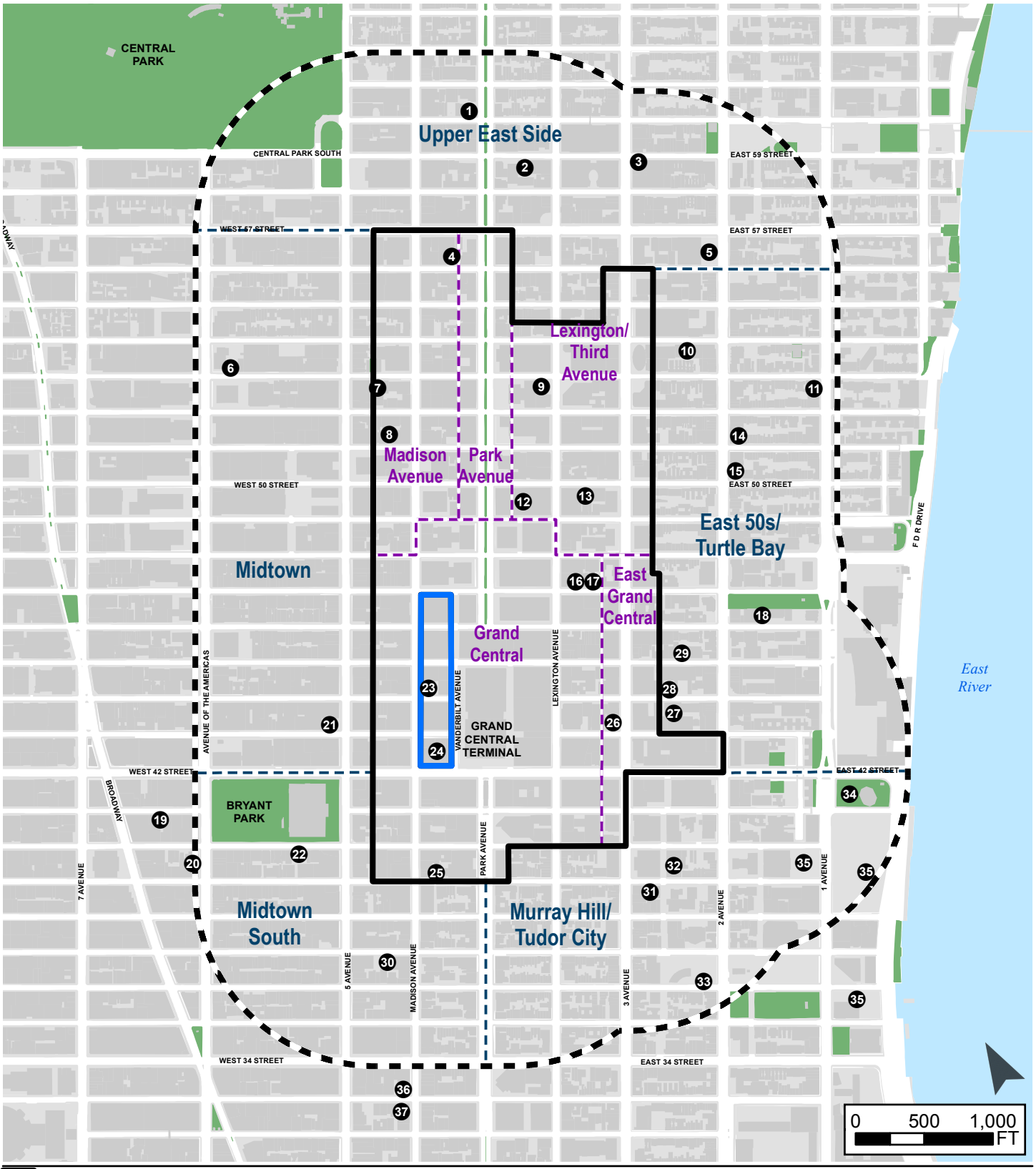
In the future without the Proposed Action (analysis year 2036), the established land use pattern and urban form that characterizes both the primary and secondary study areas are expected generally to resemble Existing Conditions. No-Action Condition developments that have been identified will reinforce the density that characterizes the urban design of East Midtown, as well as introduce buildings of type and size similar to many of the more recently constructed buildings in East Midtown today.

As listed in Table 7.1, "Development Projects in the 2036 Future without the Proposed Action," and shown on the corresponding Figure 7-1, "Development and Transportation Projects in the Future without the Proposed Action," a total of 37 development projects and four transportation projects are expected to be complete by 2036. The building development projects are distributed throughout both the primary and secondary study areas in a fairly uniform fashion.

As described in detail in Chapter 2, "Land Use, Zoning, and Public Policy," all but two of the 37 development projects will be new construction. The two projects that will not result in new buildings will be the development of a physical culture establishment within an existing commercial building (project #7 in Table 7.1 and on Figure 7-7), and the conversion of the Waldorf-Astoria Hotel (project #12) to a mixed use building that will include residential units (though it will maintain a reduced number of hotel rooms).

Twenty-five of the 35 other new developments will entail new buildings that are exclusively or primarily residential, though most of these residential buildings will be "mixed use" and include some commercial space as well:

- There will be nine residential-only projects: projects #1, #5, #10, #11, #16, #18, #30, #32, #33 – all of which are located in the secondary study area, except for #16, which would be on East 47th Street and Lexington Avenue (in the Grand Central analysis area).



Proposed Greater East Midtown Rezoning Boundary
Vanderbilt Corridor (Existing Regulations Apply)
Quarter-Mile Secondary Study Area
Primary Analysis Area Boundary (w/ Neighborhood Label)
Seconday Study Area Boundary (w/ Neighborhood Label)
1 No Build Development Site (w/ I.D. Label)

Greater East Midtown Rezoning
Manhattan, New York

Development and Transportation Projects in the Future without the Proposed Action

Figure 7-7

vhb

- There will be ten mixed-use residential and commercial projects: projects #4 and #8 will both be located in the primary study area (both in the Madison Avenue analysis area), while projects #2, #3, #14, #15, #27, and #31 will be located in the secondary study area; projects #36 and #37 will be located just south of the study area on East 33rd Street, west of Madison Avenue. There will also be one residential project, #35, located in the secondary study area, which will include a community facility, together with a mix of residential and commercial space.
- There will be 12 hotel-related development projects:
  - five mixed-use hotel and residential projects (#9 and #12, the previously described Waldorf-Astoria conversion, both in the Lexington Avenue/Third Avenue analysis area of the Primary Study area, and also #6, #21, and #22, which will be constructed in the secondary study area);
  - two new hotels will include limited residential units, #17 (in the primary study area) with one residential unit, and #28 (in the secondary study area) with eleven residential units;
  - four hotels, including #13 in the primary study area, and #25 and #29 in the secondary study area; and #19, just outside the secondary study area; and
  - one hotel, #26 in the primary study area, which will include retail space.
- Two new commercial office buildings, #20 and #34, will be developed in the primary study area; and two mixed commercial office/retail buildings will be constructed within the Vanderbilt Corridor (#23 and #24). It is noted that proposed UNDC project (#34) represents the effect of one change to zoning anticipated in the future without the Proposed Action; to facilitate this particular project, the Special UN District will be expanded to include the western portion of Robert Moses Playground.

Table 7.1: Development Projects in the 2036 Future without the Proposed Action

Map No.	Project Name/Address	Development Proposal Program
1	520 Park Avenue (43 East 60th Street)	Residential building with 33 dwelling units
2	118 East 59th Street	Mixed-use building with 29 residential dwelling units and 6,326 sf (square feet) of retail space
3	200 East 59th Street	Mixed-use building with 67 residential dwelling units and 9,733 sf of retail space
4	434 Park Avenue	Mixed-use building with 144 residential dwelling units and 75,000 sf of retail space
5	Art & Design HS & PS 59, 252 East 57th Street	Residential building with 320 dwelling units
6	53 West 53rd Street (Tower Verre)	Mixed-use building with 300 residential dwelling units and 167 hotel rooms
7	10 East 53rd Street (near 5th Avenue)	23,909 sf physical culture establishment within an existing commercial building
8	John Pierce Residences, 11 East 51st Street	Mixed-use building with 269 residential dwelling units and 19,322 sf of retail space
9	614 Lexington Avenue (100 East 53rd Street)	Mixed-use building with 48 residential dwelling units and 347 hotel rooms
10	232 East 54th Street	Residential building with 75 dwelling units
11	959 First Avenue	Residential building with 113 dwelling units

Table 7.1: Development Projects in the 2036 Future without the Proposed Action (Continued)

Map No.	Project Name/Address	Development Proposal Program
12	Waldorf-Astoria Hotel	Conversion of hotel building with 1,413 rooms to mixed-use building with 1,349 residential dwelling units and 400 hotel rooms
13	138 East 50th Street	Hotel building with 764 rooms
14	303 East 51st Street	Mixed-use building with 112 residential dwelling units and 8,036 sf of retail space
15	301 East 50th Street	Mixed-use building with 54 residential dwelling units and 6,200 sf of retail space
16	131-141 East 47th Street	Residential building with 137 dwelling units
17	145 East 47th Street	Mixed-use building with 1 residential dwelling unit and 93 hotel rooms
18	313-317 East 46th Street	Residential building with 75 dwelling units
19	Stanford Hotels, 120 West 41st Street	Hotel building with 130 rooms
20	7 Bryant Park	471,000 sf commercial office building
21	516-520 Fifth Avenue	Mixed-use building with 145 residential dwelling units, 234 hotel rooms, and 35,000 sf of retail space
22	14-20 West 40th Street	Mixed-use building with 91 residential dwelling units, 215 hotel rooms, and 4,500 sf of retail space
23	343 Madison Avenue	Mixed-use building with 914,361 sf of commercial office space and 25,051 sf of retail space
24	One Vanderbilt	Commercial building with 1.8 million sf of office, retail, and restaurant components
25	23 East 39th Street	Hotel building with 98 rooms
26	686-700 Third Avenue	Mixed-use building with 361 hotel rooms and 7,500 sf of retail space
27	212-214 East 44th Street	Mixed-use building with 429 residential dwelling units and 2,300 sf of retail space
28	219 East 44th Street	Mixed-use building with 11 residential dwelling units and 230 hotel rooms
29	227-235 East 44th Street	Hotel building with 130 rooms
30	12 East 37th Street	Residential building with 65 dwelling units
31	210 East 39th Street	Mixed-use building with 57 residential dwelling units and 7,929 sf of retail space
32	225 East 39th Street	Residential building with 372 residential dwelling units
33	Perlbinder, 245 East 36th Street	Residential building with 480 dwelling units
34	UNDC Project/Robert Moses Playground	950,000 sf commercial office building
35	First Avenue Properties	Mixed-use development with 4,166 residential dwelling units, 1,532,437 sf of commercial office space, 71,167 sf of retail space, and 119,936 sf of community facility space
36	172 Madison Avenue	Mixed-use building with 69 residential dwelling units and 4,388 sf of retail space
37	160 Madison Avenue	Mixed-use building with 319 residential dwelling units and 13,422 sf of retail space
Other No-Action Condition (Transportation) Projects Related to Urban Design		
• Pershing Square Pedestrian Plaza (Park Avenue between East 41st and East 42nd Streets)		
• Vanderbilt Avenue Pedestrian Plaza (between East 42nd and East 43rd Streets)		

Sources: New York City Department of Buildings website; New York City Department of City Planning; New York City Department of Transportation.

While these new developments constructed in the No-Action Condition are heavily residential and hotel-oriented in use, uses such as these are already present in the primary and secondary study areas.

Therefore, these new developments will not represent an overall change to the composition of East Midtown, as such land uses and corresponding building types already characterize much of the study area. Considering the primary and secondary study areas on the whole, these projects that will be constructed in the No-Action Condition would not be expected to alter urban design substantially. Further, the array of No-Action projects is distributed fairly uniformly throughout the entire primary and secondary study areas, which comprise densely developed urban core neighborhoods in Manhattan. Therefore, the overall pattern of development will not change as a result, nor will developments occur in close enough proximity to one another to represent a substantial change to the pedestrian streetscape experience in East Midtown.

None of the projects that will be constructed in the No-Action Condition will result in changes to the established street pattern (rectilinear grid throughout most of the primary and secondary study areas), or to the typically rectangular block forms. As described in Chapter 2, "Land Use, Zoning and Public Policy," existing zoning designations and applicable public policy are anticipated to remain the same as in Existing Conditions, and so all new development will be in conformance with existing policy through which urban design is effectuated.

Virtually all of these No-Action Condition projects will reinforce existing patterns of dense development in Midtown Manhattan. Notably, however, two of these projects, #23 and #24, will be constructed within the Vanderbilt Corridor directly west of Grand Central Terminal; their development in the No-Action Condition will represent an intensity of development—in terms of FAR and height—that otherwise was not part of development trends in this specific area prior to the associated rezoning action in 2015 (see Chapter 2, "Land Use, Zoning, and Public Policy" for additional information on the creation of the "Vanderbilt Corridor" zoning area).

These two projects that will be constructed in the No-Action Condition will represent substantial new height and mass within this core section of the primary study area considered in the assessment of urban design and visual resources (though the five small blocks comprising the Vanderbilt Corridor are excluded from the Proposed Action rezoning area). The pedestrian experience will be changed to some extent, though primarily through positive improvements to the streetscape in the vicinity of these projects; in the vicinity of Vanderbilt Corridor, two other No-Action projects—Vanderbilt Avenue Pedestrian Plaza and the Pershing Square Pedestrian Plaza—will be notable improvements to the streetscape.

Therefore, in summary, while these 35 new developments will comprise a range of building uses and scales, including residential buildings and hotels, the primary study area will continue to be defined by high-density commercial development characterized predominantly by mid- and high-rise office buildings. As described in the second part of this chapter, "Detailed Analysis, Part II – Visual Resources," existing views of visual resources within or from the proposed rezoning area in the future without the Proposed Action will generally remain the same as in Existing Conditions, though views of some visual resources from certain vantage points will be partially obstructed by new buildings, and the taller buildings (new development in the Vanderbilt Corridor, in particular) will contribute to the Midtown Manhattan skyline.

The No-Action Condition is presented below in a format that corresponds to the analysis areas, as previously described for the Existing Conditions assessment of urban design, beginning with the primary study area. As no changes to street patterns (arrangement or orientation of streets, or direction of traffic) or block formations are expected in the future without the Proposed Action, only the No-Action Condition related to buildings and plazas are discussed in detail (e.g., creation of pedestrian

plaza areas on Vanderbilt Avenue and at Pershing Square, both in the Grand Central analysis area of the primary study area).

Primary Study Area - Analysis Areas

Grand Central Analysis Area

No-Action projects #16 and #17 will be constructed near one another at the northeastern corner of the analysis area, midblock East 47th Street, between Lexington Avenue and Third Avenue. While No-Action project #16 will result in an exclusively residential building, #17 will result in mixed-use hotel and residential building; both uses will resemble surrounding uses and likely be of similar building types. These two No-Action projects will be constructed directly north of a site identified as Projected Development Site 9. Similarly, though at the most southern end of the analysis area, No-Action project #25 will be a hotel, constructed on midblock on East 39th Street, between Madison Avenue and Park Avenue. These No-Action residential and hotel developments likely will further contribute to the existing density and heights characteristic of their respective blocks, thereby reinforcing the established urban design of this analysis area.

No-Action projects #23 and #24 represent the only two commercial office buildings to be constructed in the future without the proposed action in either the primary or secondary study area. As noted previously, these two buildings will be constructed as part of the Vanderbilt Corridor (which is not part of the Proposed Action rezoning area). These two No-Action Condition development sites are just east of Projected Development Sites 3, 4, and 5. Aside from these notably tall buildings to be constructed in the Vanderbilt Corridor, urban design conditions in this analysis area are otherwise expected to resemble Existing Conditions—though enhanced through the development of the pedestrian plazas along Vanderbilt Avenue and Pershing Square Pedestrian Plaza on Park Avenue (discussed further in the subsequent section of this chapter dedicated to the consideration of open space, specifically).

Madison Avenue Analysis Area

No-Action project #7 represents a conversion of an existing building, which would not be expected to result in any change to urban design in this analysis area. However, No-Action projects #4 and #8 both represent new mixed-use residential/commercial buildings in the analysis area, with #4 to be located on East 56th Street, on the same block as Potential Development Site G. Located at 434 Park Avenue, No-Action project #4 will be constructed next to the recently constructed 432 Park Avenue residential skyscraper, which stands nearly 1,400 feet tall. The No-Action developments further establish the density and height characteristic of this block, thereby reinforcing recent trends in urban design characteristic of Midtown, and particularly exemplified by this block. Especially in combination with recent construction in this analysis area, it is expected that development of #4 and #8 will result in an attractive pedestrian environment. Except for these developments, urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

Park Avenue Analysis Area

No developments occurring in the future without the Proposed Action will be within the Park Avenue analysis area. Therefore, urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

Lexington Avenue/Third Avenue Analysis Area

No-Action projects #9 and #12 both represent mixed-use residential and hotel development, #12 being the conversion of the Waldorf-Astoria Hotel. While such building conversions are not likely to result in substantial changes to urban design, the development of #9 on the west side of Lexington Avenue, just south of East 53rd Street will stand adjacent to the Seagram Building; #9 will be a development of the Lexington Avenue end of the block, however, and thereby contribute to the urban design experience of Lexington Avenue corridor but not directly relate to the Seagram Building-dominated Park Avenue (western) end of the block. As this block and those surrounding are among those developed with iconic East Midtown buildings, many with substantial setbacks, this new development will likely establish a streetwall on the western side of Lexington Avenue that is not present on the eastern side.

Another hotel building, No-Action project #13, will be developed to the south, midblock, just east of Projected Development Site 11. This building will contribute the characteristic height of the area, as well as contribute to the streetwall on the sidestreets in this analysis area. Except for these developments, urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

East Grand Central Area

No-Action project #26 will be developed on the west side of Third Avenue, between East 43rd Street and East 44th Street, replacing multiple vestigial mixed-use residential walk-up tenement buildings located on the site with a single tall building the mass and height that will resemble other buildings in the area. It is likely streetwall continuity on this block-end will be maintained for this portion of the Third Avenue corridor. Except for these developments, urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

Secondary Study Area – Analysis Areas

Midtown Analysis Area

Two No-Action projects will be developed in the Midtown Analysis area: #6 on the Sixth Avenue end (western end) of the block between West 53rd Street and West 54th Street, and #21 on the Fifth Avenue end (eastern end) of the block between West 43rd Street and West 44th Street. Both new developments will introduce mixed-use hotel/residential buildings to the analysis area. No-Action project #21 will be constructed in the vicinity of identified Projected Development Sites 3, 4, and 5 (which are located to the east, along Madison Avenue). The two No-Action Condition developments are expected to be in keeping with the established urban design pattern of their respective blocks and not otherwise contribute to any substantial change to urban design in the analysis area. Therefore, urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

Midtown South Analysis Area

The construction of No-Action project #19 (a hotel), as well as #36 and #37 (mixed-use residential buildings across the street from one another), will occur just outside the secondary study area. Similarly, No-Action project #20 will be constructed on the very edge of the secondary study area, on the west side of Sixth Avenue, between West 39th Street and West 40th Street. This No-Action project will represent one of only two exclusively commercial office buildings to be constructed in the future without the future without the Proposed Action. It will be to the southwest of, and visible from, Bryant Park. No-Action project #22, a mixed-use building with a hotel, residences, and commercial uses, will also be located near and visible from Bryant Park, midblock on West 40th Street between Fifth Avenue and Sixth Avenue. Both of these projects are expected to maintain the urban form of the block frontages, and they will both likely provide for a pedestrian streetscape experience that resembles Existing Conditions.

No-Action project #30 will be a residential building on East 37th Street, midblock between Fifth Avenue and Madison Avenue. It will likely contribute to the existing streetwall at this location and provide for a pedestrian experience in the immediate vicinity that is in keeping with Existing Conditions in the analysis area.

Overall, the No-Action developments that will be constructed throughout this analysis area are expected to be in keeping with the established urban design pattern of their respective blocks and not otherwise contribute to any substantial change to urban design in the analysis area. Urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

Murray Hill/Tudor City Analysis Area

No-Action project #31 (a mixed-use residential project) and No-Action project #32 (a residential building) will be constructed on two sites, each midblock on East 39th Street, between Second Avenue and Third Avenue. Several blocks to the south, on East 36th Street, also between Second Avenue and Third Avenue, another residential building (No-Action project #33) will be constructed. All three of these projects are expected to maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles Existing Conditions.

The proposed UNDC project (No-Action project #34) represents the effect of one change to zoning anticipated in the future without the Proposed Action; to facilitate this particular project, the Special UN District will be expanded to include the western portion of Robert Moses Playground. The nearby sites for the construction of No-Action project #35, along First Avenue to the south, will represent new mixed-use development in a part of the analysis area that has not been fully developed as part of the fabric characteristic analysis area. Thus, in the future without the proposed action, the urban design in the vicinity of these sites in particular will be notably enhanced.

Except for these developments, urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

East 50s/Turtle Bay Analysis Area

Three No-Action projects (#27, #28, and #29) will be developed within the southwestern portion of the analysis area, on blocks between Second Avenue and Third Avenue; as such, they will be in the vicinity

of sites to the west on the same blocks within the rezoning are (primary study area – East Grand Central analysis area) that have been identified as Projected Development Site 16 (west of No-Action project #28), and Potential Development Sites L and M (to the west of No-Action projects #27 and #29, respectively). No-Action project #27 will be a mixed-use residential building; No-Action project #28 will be a hotel development, with residential units; and No-Action project #29, will be a hotel. All three of these projects are expected to maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles Existing Conditions.

No-Action projects #14 and #15 both will be mixed-use residential buildings, and they will be constructed near each other on the eastern side of Second Avenue between East 50th Street and East 52nd Street. In addition, three No-Action projects will entail construction of exclusively residential buildings (No-Action projects #10, #11, and #18). None of these five No-Action projects are in the vicinity of any identified Projected or Potential Development Sites, and aside from #14 and #15, will not be located in proximity to one another. All five of these projects are expected to maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles Existing Conditions.

Overall, the No-Action developments that will be constructed in this analysis area are expected to be in keeping with the established urban design pattern of their respective blocks and not otherwise contribute to any substantial change to urban design in the analysis area. Urban design conditions in this analysis area in the No-Action Condition are generally expected to resemble Existing Conditions.

Upper East Side Analysis Area

Four No-Action projects will be constructed in this analysis area, including two residential-only buildings (No-Action projects #1 and #5) and two mixed use residential/commercial buildings (No-Action projects #2 and #3). None of these four No-Action projects are in the vicinity of any identified Projected or Potential Development Sites, or located in proximity to one another. All four of these projects are expected to maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles Existing Conditions; none are expected to contribute to any substantial change to urban design in the analysis area.

Open Space

All existing public open spaces—including the 16 outdoor public parks and plazas that may have direct or partially obscured pedestrian-level views (though not entirely obstructed views) of Projected and/or Potential Development Sites—are expected to remain in place in the future without the Proposed Action.

In addition, as reported in Chapter 4, "Open Space," four additional open space resources are expected be developed in the future without the Proposed Action. (See Chapter 4, "Open Space," Figure 4-3, "New Open Space Resources in the No-Action Condition," and the corresponding Table 4.9, "New Open Space Resources in the Future without the Proposed Action.")

These new open spaces include three new outdoor plazas: resource #100 (owner not determined), #104 (a NYCDOT plaza project on Vanderbilt Avenue between East 42nd Street and East 43rd Street), #105 (a NYCDOT plaza project at Pershing Square Plaza, on Park Avenue between East 41st Street and East 42nd Street—effectively making the temporary "public realm improvement" currently in the same general location, permanent), and #106 (a new landscaped area at 685 First Avenue).

Of these only #105 (Pershing Square Plaza) is likely to have (oblique) views toward a Projected or Potential Development Site (easterly toward Potential Development Site H and Projected Development Site 8; and southeasterly views toward Potential Development Site A; and from its southernmost/sidewalk point, possibly westerly views toward Projected Development Site 2). However, it is notable that both Pershing Square Plaza (#105) and Vanderbilt Plaza (#104) will be located proximate to one another in the Grand Central analysis area; Vanderbilt Plaza will be located just northwest of Pershing Square, across East 42nd Street, and together these two new plaza areas will contribute new pedestrian amenities to the highly active streetscape surrounding the southern and western entrances to Grand Central Terminal. Along with "container plantings" and other moveable landscaping, these plaza areas are also likely to include moveable tables and seating.

The other two public open space resources expected in the future without the Proposed Action (#100 in the Madison Avenue analysis area, and #106 in the Murray Hill/Tudor City analysis area) will contribute to the established pattern of small plaza areas that characterize East Midtown. It is expected that these new open space resources will resemble many of the more recently developed plazas in East Midtown, with good pedestrian access and amenities including landscaping and seating.

Private open space in the study area, which comprises both privately owned public open space and the gardens and landscaping associated with residential uses, particularly in the secondary study area neighborhoods, are expected generally to resemble Existing Conditions in the No-Action Condition. Although plantings may change, the locations and general appearance and aesthetic contribution to the pedestrian experience is expected to remain similar to Existing Conditions.

The Future with the Proposed Action (With-Action Condition)

As described in Chapter 1, "Project Description," the proposed zoning text amendment would establish the East Midtown Subdistrict within the Special Midtown District (the "Subdistrict"). The new Subdistrict would supersede and subsume the existing Grand Central Subdistrict. This amendment would focus new commercial development on sites that are near transit stations and along wide streets. The greatest as-of-right density would be focused around Grand Central Terminal, with slightly lower densities allowed along the Park Avenue corridor and elsewhere.

With the Proposed Action, most of the underlying zoning districts would remain in place within the proposed rezoning area (with the exception of the proposed zoning map amendment). However, bulk regulations would be amended to increase the as-of-right maximum FARs to between 18.0 and 27.0. As described in Chapter 2, "Land Use, Zoning and Public Policy," the as-of-right maximum densities would be achievable via three as-of-right mechanisms: the district-wide transfer of unused Landmark development rights (Transfer of Landmark Development Rights); permission for overbuilt buildings to reconstruct to their overbuilt density (Existing Overbuilt Buildings); and the requirement for new developments in close proximity to transit nodes to complete pre-identified transit infrastructure projects in exchange for 10 to 20 percent of maximum permitted potential floor area, depending on the scale of the improvement (Pre-identified Transit Improvements).

The achievable FARs would be determined by location within the Subdistrict, described in detail in Chapter 1, "Project Description," and Chapter 2, "Land Use, Zoning and Public Policy," and summarized as follows:

- In the immediate vicinity of Grand Central Terminal and along Park Avenue between East 45th and East 47th Street, the maximum permitted FAR would be 27.0, thus along wide streets and in the vicinity of a commuter rail transit hub with the best transportation access in East Midtown.
- Park Avenue north of East 47th Street would have a maximum permitted FAR of 25.0 to allow limited new development on Projected Development Sites, reflecting Park Avenue's role as one of New York's most iconic business districts. Park Avenue's overall width (the widest avenue in Midtown) makes it an appropriate location for high-density development.
- A maximum FAR of 23.0 would be permitted on the west side of Madison Avenue between East 43rd Street and East 47th Street; the east side of Lexington Avenue between East 43rd Street and East 45th Street; both the east and west side of Lexington Avenue between East 45th Street and East 47th Street; and in the area surrounding the Lexington Avenue-51st/53rd Streets and Fifth Avenue-53rd Street stations. These areas along wide streets with adjacencies to transit services allow for new, higher density development. The areas of the Subdistrict with a 23.0 or 27.0 FAR are further defined as Transit Improvement Zones.
- The wider area to the south and east of Grand Central Terminal, as well as the east side of Madison Avenue and west side of Lexington Avenue between East 47th and East 49th Streets, would have a maximum permitted FAR of 21.6. All remaining areas, primarily along Third and Madison Avenues, would have a maximum permitted FAR of 18.0.

In addition, the following mechanisms would be effectuated:

- Transfer of Landmark Development Rights: Under the Transfer of Landmark Development Rights regulations, each landmark development rights transfer transaction would generate a contribution to the Public Realm Improvement Fund that would facilitate improvements to the area. The contribution rate would be a percentage of the sale of each development rights transfer from a landmark. This as-of-right mechanism also supports landmark restoration and maintenance; sale of development rights would aid landmark property owners in funding preservation plans and help to ensure that landmarked structures continue their significant contribution to the Subdistrict's overall character.
- To account for the large number of office buildings predating, and therefore not complying with, the 1961 Zoning Resolution, the Proposed Action would allow for the amount of floor area that exceeds the permitted FAR to be utilized as-of-right in a new development on the site, eliminating the requirement that 25 percent of a building's structure be retained. However, the amount of non-complying floor area rebuilt on these sites would also be subject to a contribution to the Public Realm Improvement Fund.
- Under the Proposed Action, these areas have been designated as Transit Improvement Zones (TIZs). Specifically, these areas are the blocks or portions of blocks directly above the Grand Central Terminal's below-grade network; the blocks or portions of blocks flanking Grand Central Terminal's below-grade network to the east and west (collectively the "Grand Central TIZ"); and the blocks or portions of blocks directly above the below grade networks of the Fifth Avenue-53rd Street (the "Fifth Avenue-53rd Street TIZ") and Lexington Avenue-51st/53rd Streets (the "Lexington Avenue-51st/53rd Streets TIZ") subway stations (collectively the "Transit Improvement Zones"). These areas coincide with the 23.0 or 27.0 FAR areas within the Subdistrict. Future developments that would located in Transit Improvement Zones would

be required to generate between 10 and 20 percent of the development's maximum permitted floor area through direct transit improvements. For developments in 23.0 FAR districts, this would equate to between 2.3 and 4.6 FAR of transit improvements, and for developments in the 27.0 FAR district, this would equate to between 2.7 and 5.4 FAR of transit improvements. All permitted floor area above these amounts would be through the transfer of unused floor area from the area's landmarks. Development sites located outside of the TIZs would not be required, or permitted, to undertake transit improvements.

- New developments that utilize the proposed as-of-right framework described above would finance improvements under the Concept Plan (refer to Chapter 1, "Project Description,") to the public realm either directly, as is the case for new developments in Transit Improvement Zones, or through a contribution to the Public Realm Improvement Fund (the "Fund"), as is the case for developments utilizing landmark development rights and/or floor area from an overbuilt building.

Other components of the Proposed Action that would specifically alter aspects of zoning directly related to urban design include:

- Height and Setback Modifications – To extend existing flexibility to the as-of-right framework as part of the Proposed Action, limited modifications to the underlying height and setback regulations would be granted to eligible sites so as to permit as-of-right development at the levels allowed through the proposed framework and to better take account of the smaller development sites and higher street walls found in the East Midtown area.
- Urban Design and Height and Setback Controls – a series of requirements tailored to the unique conditions of the area. These include special street wall, pedestrian circulation space, and loading requirements. With the Proposed Action, these requirements would be modified to ensure appropriate as-of-right development in the East Midtown Subdistrict, and would include elements such as the following:
  - Sidewalk widening requirement – While existing street wall requirements for Madison and Lexington Avenues permit sidewalk widenings of up to 10 feet along these streets, full-frontage sites would now be required to provide sidewalk widenings that would translate into sidewalks with a minimum width of 20 feet along these streets.
  - Retail continuity – Existing retail requirements on wide streets (including Madison and Lexington Avenues) would be maintained, but developments in the area around Grand Central Terminal would also be required to devote a minimum of 50 percent of their side street frontage to retail uses.
- Public Concourse Special Permit – the Concept Plan envisions opportunities for above-grade public realm improvements on city-owned land; however, private property can also play a vital role in providing publicly accessible space. The design guidelines would allow these spaces to be enclosed or unenclosed and would reflect contemporary best practices in urban design. This special permit would allow a 20 percent increase of the maximum permitted base FAR in exchange for providing a covered publicly accessible area within a new development site. This bonus of up to 3.0 FAR would be in addition to the proposed as-of-right maximum FAR.

- Transit Improvement Special Permits – Special permits allow a 20 percent increase of the maximum permitted FAR in exchange for improvements to transit infrastructure. This bonus of up to 3.0 FAR would be in addition to the proposed as-of-right maximum FAR.
- Special Permit Modification of Subdistrict Regulations - This special permit would primarily allow modifications to the proposed subdistrict's provisions governing height and setback, the definition of a Qualifying Site, and may extend to use and additional bulk regulations as appropriate.
- Authorization for enlargements - The Proposed Action permits enlargements to use the Qualifying Site provisions by CPC Authorization. The enlargement must include significant renovations to the existing building that will bring it up, to the greatest extent possible, to contemporary standards.

These special permits and authorization are further analyzed in Chapter 21, "Conceptual Analysis."

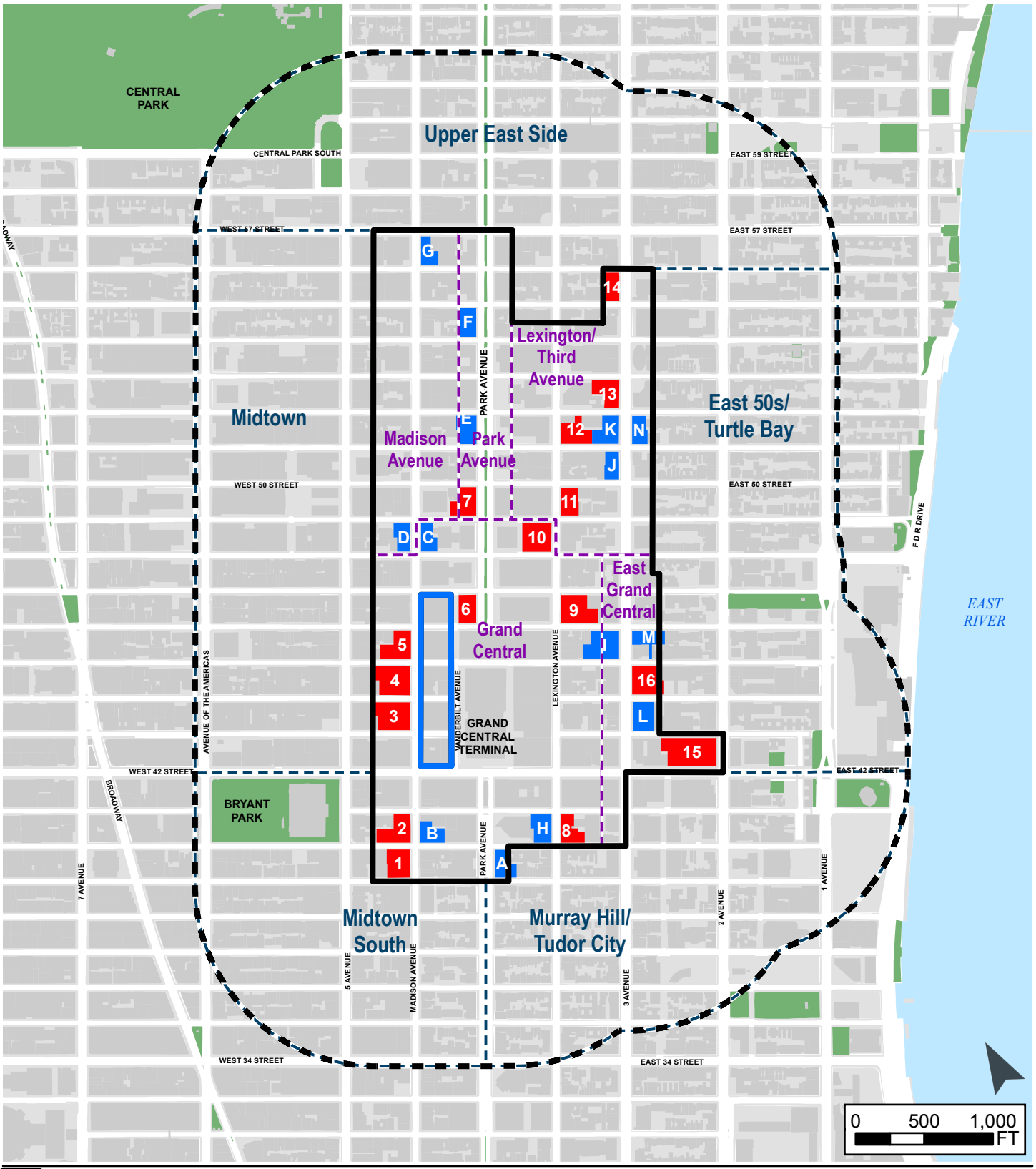
The Proposed Action would not alter zoning designations within the secondary study area. The current mix of residential, commercial, special district, and light manufacturing zoning would remain, as described above under "Existing Conditions."

Primary Study Area

The Proposed Action would not introduce land uses that are not already present in the rezoning area; rather, as it is the intent of the City to further develop the area as a "premiere" commercial core by encouraging commercial land uses in a manner that is consistent with the established development pattern of the area. Further, the Proposed Action would not result in changes to the established, street pattern (rectilinear grid throughout most of the primary and secondary study areas), or to the typically rectangular block forms. It is primarily through the allowance of construction at greater heights and bulk than is currently permitted that this already established commercial core is expected to be enhanced through the Proposed Action. Therefore, this assessment of the potential effects of the Proposed Action, with regard to urban design, begins with a detailed consideration of the assumed forms of buildings (mass, height, and arrangement on the block) that would be expected with the Proposed Action.

As detailed in Chapter 1, "Project Description," 16 sites have been identified as Projected Development Sites and 14 as Potential Development Sites in the Reasonable Worst-Case Development Scenario (RWCDS) (see Figure 7-8, "Primary Study Area Analysis Areas – Projected and Potential Development Sites"). The array of 16 Projected Development Sites and the array 14 Potential Development Sites can be sorted into groupings according to the five FARs that will be in place with the Proposed Action at these sites:

- One Projected Development Site (14) and seven Potential Development Sites would be developed at the lowest FAR (approximately 18.0) proposed for any of these identified sites;
- Six Projected Development Sites (1, 2, 8, 10, 15, and 16) and five Potential Development Sites (A, B, C, H, and L) would be developed at an FAR of approximately 21.6;
- Seven Projected Development Sites (3, 4, 5, 9, 11, 12, and 13) would be developed at an FAR of approximately 23.0;



Proposed Greater East Midtown Rezoning Boundary
Vanderbilt Corridor (Existing Regulations Apply)
Quarter-Mile Secondary Study Area
Primary Analysis Area Boundary (w/ Neighborhood Label)
Seconday Study Area Boundary (w/ Neighborhood Label)
1 Projected Development Sites (w/ I.D. Label)
A Potential Development Sites (w/ I.D. Label)

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Urban Design Primary and Secondary Study Area

Figure 7-8

vhb

- One Projected Development Site (7) and two Potential Development Sites (E and F) would be developed at an FAR of approximately 25.0; and
- One Projected Development Site (6) would be developed at approximately 27.0 FAR, the highest FAR.

Heights of buildings constructed on the Projected Development Sites would range from approximately 524 feet to 846 feet, while the heights of buildings constructed on Potential Development Sites would range from approximately 510 feet to 790 feet. The shortest building in both cases would also be constructed at the lowest FAR (18.0), as would the tallest building among Potential Development Sites; however, the tallest building among Projected Development Sites would be developed at an FAR of approximately 23.0.

All Projected and Potential Development Sites are located within the primary study area:

- Six Projected Development Sites (1, 2, 3, 4, 5, and 6) are located in the Grand Central analysis area, together with the entirety of each of 4 Potential Development Sites (A, B, C, and H) and a portion of Potential Development Site I;
- The Madison Avenue analysis area contains no Projected Development Sites (though a small portion of 7), but it contains Projected Development Sites D and G;
- One Projected Development Site (7) is located in the Park Avenue analysis area, together with Potential Development Sites E and F;
- Four Projected Development Sites (11, 12, 13, and 14) are located in the Lexington Avenue/Third Avenue analysis area, together with Potential Development Sites J, K, and N; and
- The East Grand Central analysis area contains two Projected Development Sites (15 and 16), as well as the entirety of Projected Development Sites D and G.

The development that would be expected to occur on each of the Projected and Potential Development Sites is discussed below in greater detail, according to the Primary Study Area analysis areas.

Primary Study Area – Analysis Areas

Grand Central Analysis Area

The three Projected Development Sites (1, 2, and 8) and three Potential Development Sites (A, B, and H) in the southern portion of the analysis area (all south of East 41st Street) would all be developed at an FAR of approximately 21.6, with heights ranging from approximately 566 feet (Projected Development Site 1) to 720 feet (Projected Development Site 8). Although development at the FAR of approximately 21.6 may represent a higher FAR than would be the case in the future without the Proposed Action at these locations, it would not be inconsistent with the overall density of the respective blocks, which are already developed to an FAR of 15.0 or greater. Similarly, the heights at these locations would generally be taller than surrounding development but not inconsistent, as these blocks already are developed with buildings taller than 40 stories in height. Further, it is expected that development of these sites would maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles No-Action Conditions; none are expected to contribute to any substantial change to urban design in the analysis area. Therefore, no

significant adverse impacts to urban design would result with development of any or all of these sites as a result of the Proposed Action.

Directly west of Grand Central Terminal, along Madison Avenue, west of the Vanderbilt Corridor, are the Projected Development Sites 3, 4, and 5; Projected Development Site 6 is just north of Grand Central and the Helmsley Building, east of the northern end of the Vanderbilt Corridor. As described in the future without the Proposed Action, two Vanderbilt Corridor sites are expected to be fully developed in the future without the Proposed Action, thereby introducing notable height and FAR not already present in this part of the analysis area. Development of Projected Development Sites 3, 4, and 5, all at FARs of approximately 23.0, and Site 6 at the highest FAR resulting with the Proposed Action (approximately 27.0), would be consistent with this new development, though the heights of development on the four sites with the Proposed Action would be less (between approximately 748 feet and 776 feet). Further, it is expected that development of these sites would maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles conditions in the future without the Proposed Action, which will include the pedestrian plaza enhancements along Vanderbilt Avenue. Development at these four Projected Development Sites in the future with the Proposed Action would reinforce recent City efforts to introduce mass and height to this particular part of Midtown, and especially support the goals of the Proposed Action. Therefore, no significant adverse impacts to urban design would result with development of any or all of these sites as a result of the Proposed Action.

Projected Development Site 10, in the northeastern portion of the analysis area, would be developed at an FAR of approximately 21.6 and a height of approximately 580 feet; although this represent a higher FAR and greater height than would be the case in the future without the Proposed Action on this particular site, it would not be inconsistent with the overall density of the remainder of the block and those blocks surrounding, which are already developed to an FAR of 15.0 or greater, nor surrounding building heights, which are in excess of 40 stories in height. Further, it is expected that development of this site would maintain the urban form of its respective block frontage and likely provide for a pedestrian streetscape experience that resembles No-Action Conditions. Development at this location as part of the Proposed Action would not contribute to any substantial change to established urban design of the analysis area, whether alone or considered in combination with nearby Projected Development Site 11 to the northeast in Lexington Avenue/Third Avenue analysis area. Therefore, no significant adverse impacts to urban design would result with the Proposed Action.

Madison Avenue Analysis Area

Potential Development Site C on the east side of Madison Avenue between East 48th Street and East 49th Street (technically located in the Grand Central analysis area) and Potential Development Site D, directly west on the opposite side of Madison Avenue (in the Madison Avenue analysis area) would be developed at FARs of 21.6 and 18.0, respectively. Site C would represent a continuation of the FAR of the buildings on the block to the east and surrounding in the Grand Central analysis area, and though Site D would be developed at a lesser FAR, the two sites together would represent a more consistent density along this portion of Madison Avenue.

Similarly, Potential Development Site G on Madison Avenue at the northern end of the analysis area between East 56th Street and East 57th Street, would also be developed at an FAR of approximately 18.0, which would not be dissimilar from the existing development there and would be consistent with its surroundings. At a height of approximately 790 feet, it would be taller than many nearby buildings; however, it would not by any means approach the height of the tallest building in the general vicinity,

which is one of the tallest in the entire city: the nearly 1,400-foot tall residential skyscraper at 432 Park Avenue. Given this context, Potential Development Site G would not be out of character but rather may effect a transition between the exceptionally tall 432 Park Avenue property and surrounding areas. Further, it is expected that development of this site would maintain the urban form of its respective block frontage and likely provide for a pedestrian streetscape experience that resembles No-Action Conditions. Therefore, development of any of these three Potential Development Sites as a result of the Proposed Action, would not contribute to any substantial change to established urban design of the analysis area and no significant adverse impacts to urban design would result with the Proposed Action.

Park Avenue Analysis Area

Similar to Madison Avenue analysis area, the built context of the Park Avenue Analysis area features tall buildings, including 432 Park Avenue, as well as many iconic buildings constructed along Park Avenue. Therefore, the construction of Projected Development Site 7, at an FAR of approximately 25.0 (the building with the second-highest FAR anticipated in the future with the Proposed Action) and a height of approximately 818 feet, would not be out of character for height and FAR in this analysis area. It would be taller than the Waldorf-Astoria Hotel directly opposite Park Avenue, as well as taller than other buildings in the immediate vicinity, but it would be consistent with the development of the Park Avenue corridor, where the highest FARs (over 15.0) are to be found. As such, development of this Projected Development Site as a result of the Proposed Action, would not contribute to any substantial change to established urban design of the analysis area and no significant adverse impacts to urban design would result.

Potential Development Sites E and F would also be developed at an FAR of 25.0 along Park Avenue, north of East 51st Street and East 54th Street, respectively. The height of the buildings constructed at Site E and Site F would be approximately 776 feet and 664 feet, respectively. As with the Projected Development Site 7 to the south, these new buildings would be taller than their immediate neighbors and the buildings constructed on these sites currently, but they would not be out of character with the analysis area overall. Further, with the Proposed Action, the FAR at each of these Potential Sites would remain among the larger FARs in the analysis area, and not inconsistent with the surrounding development.

It is expected that development of these sites would maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles No-Action Conditions. Therefore, development of these Projected and Potential Development Sites as a result of the Proposed Action would not contribute to any substantial change to established urban design of the analysis area; no significant adverse impacts to urban design would result from the Proposed Action in this analysis area.

Lexington Avenue/Third Avenue Analysis Area

A concentration of Projected Development Sites 12 and 13 and Potential Development Sites J, K, and N is found in the vicinity of the intersection of Lexington Avenue with East 52nd Street. These two Projected Development Sites 12 and 13, on the north and south sides of East 52nd Street, respectively, would be developed at an FAR of approximately 23.0, as would a Projected Development Site further south in the analysis area (Site 11). The three Potential Development Sites would all be developed at the lower FAR of approximately 18.0, as would one Projected Development Site (14) at the far northern edge of the analysis area. None of these FARs would be out of character with the surrounding

development, though Projected Development Sites 11 and 14 would both represent an increase of FAR on their respective sites, compared to the No-Action Condition. Heights for these seven sites in the Lexington Avenue/Third Avenue analysis area would range from approximately 510 feet to 552 feet for the Potential Development Sites and approximately 720 feet to 818 feet for the Projected Development Sites.

Further, it is expected that development of these Projected and Potential Development Sites would maintain the urban form of their respective block frontages and likely provide for a pedestrian streetscape experience that resembles No-Action Conditions. Development at this location as part of the Proposed Action would not contribute to any substantial change to established urban design of the analysis area whether alone or considered in combination, including combination with nearby Projected Development, including Site 10 to the southwest in the Grand Central analysis area. Therefore, no significant adverse impacts to urban design would result with the Proposed Action.

East Grand Central Analysis Area

Projected Development Site 15, which would comprise most of the block between East 42nd Street and East 43rd Street, at the extreme southeastern edge of the analysis area, would represent the largest lot area to be developed with the Proposed Action, at an FAR of approximately 21.6 and height of approximately 692 feet. Although its height would be greater than typical height of the immediately surrounding buildings, particularly those to the north, outside the rezoning area it would not be out of scale with the East 42nd Street corridor, which includes the Chrysler Building to the west. In addition, its FAR would remain generally consistent with the surrounding buildings, which are built in excess of 15.0 FAR.

Located northwest of Projected Development Site 15, along Third Avenue between East 43rd Street and East 46th Street, are Projected Development Site 16 and Potential Development Sites I, L, and M. Similar to Projected Development Site 15, Projected Development Site 16 and Potential Development Site L would be developed at an FAR of approximately 21.6, and at a slightly lower height of approximately 650 feet and 566 feet respectively; these two sites would be developed on the east side of Third Avenue, on either side of East 44th Street, where FARs on the site and in the immediate vicinity are 15.0 and greater. These two sites would be somewhat taller than their immediate neighbors, though as with Projected Development Site 15, this section of Third Avenue is characterized by the Chrysler Building and Socony-Mobil building to the south. Thus, these sites—Projected Development Sites 15 and 16, and Potential Development Site L—taken together, represent a cohesive contribution of FAR and height to this portion of the analysis area near Grand Central Terminal (to the west), thereby supporting the goals of the Proposed Action.

Further north along Third Avenue, Potential Development Sites I and M would be developed at a slightly lower FAR (18.0, which is the lowest FAR resulting on the Projected or Potential Development Sites in the proposed rezoning area). Potential Development Site M would have the lowest height (approximately 482 feet) of any building expected in the future as a result of the Proposed Action, and Potential Development Site I would be approximately 566 feet in height. These FARs and heights would be slightly higher than what is present on the sites otherwise but more in keeping with the greater mass and height of the buildings to the west along Lexington Avenue in the Grand Central analysis area. Thus, these Potential Development Sites also would represent a cohesive contribution of FAR and height to this portion of the analysis area near Grand Central Terminal (to the west), thereby supporting the goals of the Proposed Action.

It is expected that development of these sites in the East Grand Central analysis area would contribute positively to the urban form of their respective block frontages along East 42nd Street and Third Avenue, as well as likely provide for a positive pedestrian streetscape experience in the vicinity of Grand Central Terminal. The Projected Development Sites and the Potential Development Sites in the East Grand Central analysis area, like the development expected as a result of the Proposed Action in the Grand Central analysis area to the west, would be consistent with urban design in the vicinity of Grand Central Terminal. Therefore, development of any of these Sites, whether alone or considered in combination with nearby development sites in the vicinity of Grand Central Terminal would not contribute to any substantial change in urban design of the analysis area, and no significant adverse impacts to urban design would result with the Proposed Action.

Secondary Study Area

The Proposed Action would not alter zoning designations within the secondary study area. The current mix of residential, commercial, special district, and light manufacturing zoning would remain, as described above under "No-Action Conditions." Further, as described in Chapter 2, "Land Use, Zoning and Public Policy," new development anticipated within the primary study area as a result of the Proposed Action would not disrupt the existing pattern of development in the surrounding area. Land uses within the secondary study area would not be displaced. The Proposed Action would not alter zoning designations within the secondary study area, future development in the secondary study area would be consistent with existing land use and development trends in the area.

None of the Projected or Potential Development Sites identified in the RWCDS are located in the secondary study area; as a result, the buildings (considered specifically as a component of the area's urban design context) would remain unchanged from the No-Action Condition, and there would be no direct effects on urban design within the secondary study area.

Generally, the pedestrian experience of streetscapes and urban design throughout the secondary study area would be unaffected by the Proposed Action. From the perspective of a pedestrian in the secondary study area, the Projected and Potential Development Sites identified in the RWCDS would not significantly change the high-rise commercial character of East Midtown. Further, as described in Part II of this chapter, although some views of visual resources would be partly obstructed from certain vantage points in the secondary study area as a result of the Proposed Action, similar views would remain widely available from other locations, and no visual resources impacts would result.

The Proposed Action would result in no change to the streets, buildings, or open space elements of urban design in the secondary study area. Therefore, the urban design of the secondary study area is expected to resemble conditions in the future without the Proposed Action, and no significant adverse impact to urban design in the secondary study area would result.

Public Realm Improvements

As described in Chapter 1, "Project Description," various public realm improvements presented in the Concept Plan would be facilitated through a mechanism that would be implemented as part of the Proposed Action. DOT has identified a suite of above-grade public realm improvements that fall into four general categories, including: (1) plazas, (2) shared streets, (3) median widenings, and (4) thoroughfare improvements. All projects must meet a set of criteria outlined in the Zoning Resolution and be a capital project under Section 210 of the New York City Charter.

As described in Chapter 1, "Project Description," and as shown on Figure 7-9a, "Public Realm Improvements," ten potential locations for future public realm improvements have been identified in the vicinity of existing subway station entrances throughout the primary study area (rezoning area) and the secondary study area. Illustrative examples are shown on Figures 7-9b and 7-9c. The locations in the primary study area include:

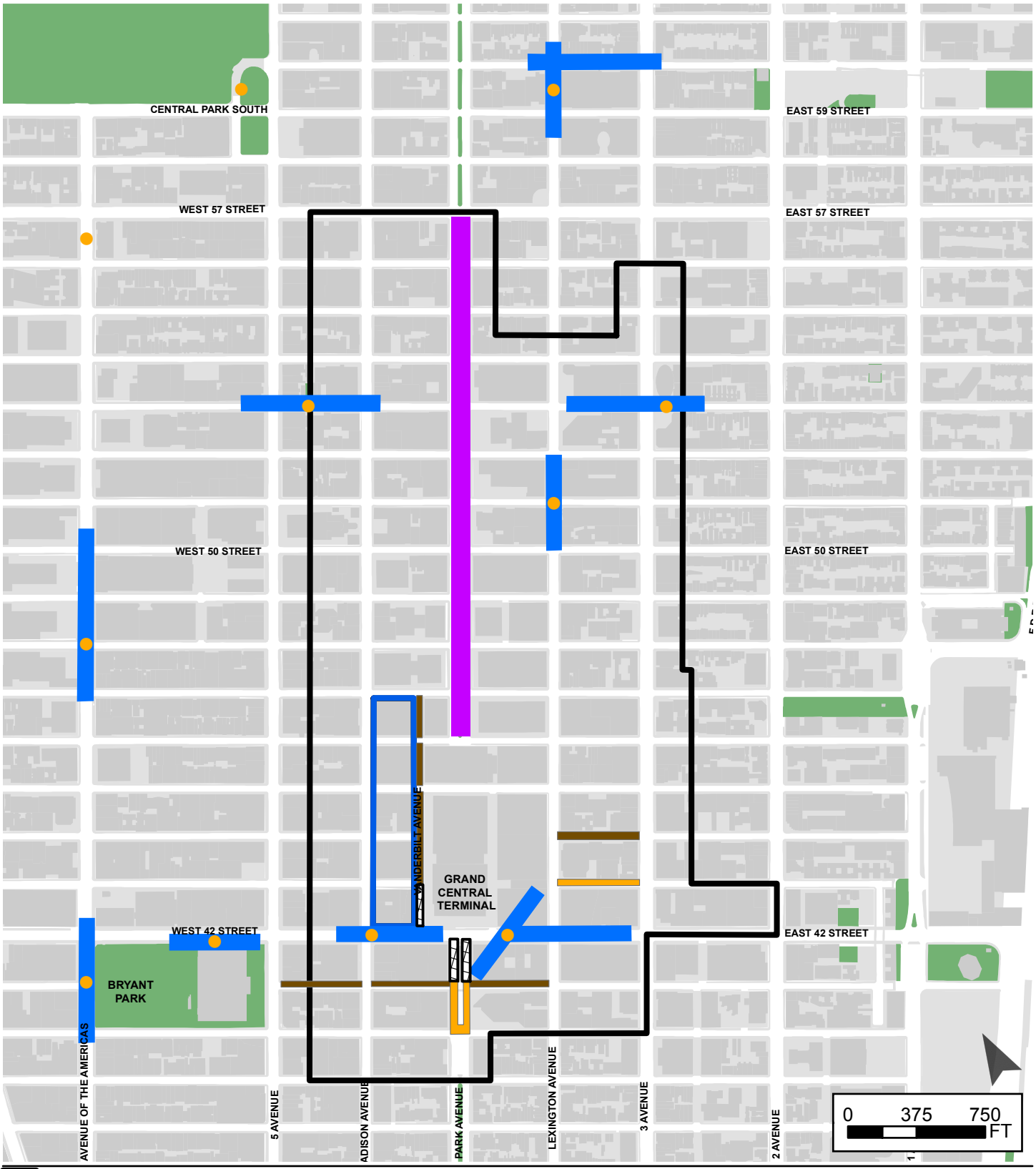
- Lexington Avenue and East 53rd Street, along East 53rd Street (in the Lexington Avenue/Third Avenue analysis area);
- Lexington Avenue and East 51st Street, along Lexington Avenue (in the Lexington Avenue/Third Avenue analysis area);
- Fifth Avenue and East 53rd Street, along East 53rd Street (in the Madison Avenue analysis area);
- Fifth Avenue and West 42nd Street, at the New York Public Library, along West 42nd Street/northern face of the library building (in the Grand Central analysis area);
- West 42nd Street and Vanderbilt Plaza (in the Grand Central analysis area), along West 42nd Street, between Grand Central Terminal and West 42nd Street frontage to the west, connecting to the planned One Vanderbilt plaza that will already be in place to the north, and proximate to the planned Pershing Square that will already be in place directly south of Grand Central Terminal, along Park Avenue); and
- East 42nd Street, along East 42nd Street, between approximately Park Avenue at the location of the planned Pershing Square that will already be in place, and Third Avenue (in the Grand Central analysis area).

In the secondary study area, the subway access locations identified in the Concept Plan for improvement include:

- Lexington Avenue and East 59th Street, along both Lexington Avenue and East 59th Street (in the Upper East Side analysis area);
- Sixth Avenue (Avenue of the Americas) and West 48th Street, at Rockefeller Center, along Sixth Avenue (in the Midtown analysis area);
- Sixth Avenue (Avenue of the Americas) and 41st Street, at Bryant Park, along Sixth Avenue/western end of Bryant Park (in the Midtown South analysis area);

In addition, as illustrated on Figure 7-9a, "Public Realm Improvements" and Figure 7-9c, "Park Avenue Improvements," public realm improvements (in the Park Avenue analysis area) would also include the provision of benches and additional plaza space, together with new landscaping, along the Park Avenue median in the primary study area (rezoning area) north of Grand Central Terminal and the Helmsley Building, extending between East 57th Street on the north and East 46th Street on the south.

Throughout the primary study area, a combination of new plazas, shared streets, and subway station access points would integrate the planned Pershing Square Plaza and One Vanderbilt Plaza with one another and Grand Central Terminal (in the Grand Central and East Grand Central analysis areas). Other Concept Plan improvements would further enhance the streetscape and pedestrian realm in the vicinity of transit access points as well as major City institutions, including Rockefeller Center and the block developed with the New York Public Library/Bryant Park (Midtown and Midtown South



Greater East Midtown Rezoning
Manhattan, New York

Public Realm Improvements

Figure 7-9a



FOR ILLUSTRATIVE PURPOSES ONLY

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Pedestrian Plaza Illustration

Figure 7-9b

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FOR ILLUSTRATIVE PURPOSES ONLY

Greater East Midtown Rezoning
Manhattan, New York

Park Avenue Improvements

Figure 7-9c

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analysis areas, respectively), while the improvements to the Park Avenue median (in the Park Avenue analysis area) will notably enhance this prominent streetscape in the study area.

Considered both as individual improvement projects and as a collection of improvements, the public realm improvements that would be facilitated by the Proposed Action would expand on similar public realm improvements already expected in and around the rezoning area. In summary, the effects of public realm improvements would be positive enhancements to the streetscape, as well as open space features, throughout all five analysis areas in the primary study area. In addition, all analysis areas in the secondary study area for which public realm improvements are planned would benefit from planned public realm improvements. Ultimately, these public realm improvements would not result in any significant adverse impact to urban design, but instead would result in a more integrated network of attractive streetscape and open space amenities to enhance the pedestrian experience throughout Greater East Midtown.

Open Space

As described in Chapter 4, "Open Space," the Proposed Action would result in no significant adverse direct impacts to public open space; specifically, the Proposed Action would not physically change publicly accessible open space resources expected to be in place in the future without the Proposed Action. Thus, in future with the Proposed Action, all publicly accessible open space resources in the primary and secondary study areas utilized for the assessment of urban design would remain physically unchanged with the build-out of the Projected and Potential Development Sites. Further, based on the findings of the analyses presented in Chapter 4, "Open Space," the Proposed Action would not result in any noise, shadow, or other effects, on either a permanent or temporary basis, that would affect the use or enjoyment of these public open spaces.

Therefore, the assessment of open space as an element of urban design in the future with the Proposed Action focuses on whether the proposed developments on the Projected and Potential Development Sites may contribute to substantial change in the character of the open space resources in their vicinity, particularly as experienced by the pedestrian in the vicinity of these public open spaces. To this end, the public open spaces that are in the vicinity of the Projected and Potential Developments Sites are considered specifically.

As described previously in the discussion of Existing Conditions, there are 16 outdoor public plazas and parks that may have direct or partially obscured pedestrian-level views (though not entirely obstructed views) of Projected and/or Potential Development Sites, 11 of which are in the Primary Study area and three of which are in the Secondary Study Area. (See Chapter 4, "Open Space," Figure 4-2, "Existing Open Space Resources included in the Quantitative Analysis," and the corresponding Table 4.6, "Inventory of Existing Open Space Resources included in the Quantitative Analysis," for a description of open space resources, described according to the inventory numbers, e.g. "resource #73" used following in this discussion).

Given the density of development, as well as the overall building height, mass, and limited setback that characterizes East Midtown, views from public open space in East Midtown are typically characterized by views of the dense urban development adjacent to or immediately surrounding them. As such, new development that generally maintains this urban form, as discussed previously with regard to the consideration of streets and buildings, specifically, is unlikely to affect the character of these urban plazas in any substantial way.

Potential effects associated with each plaza are described following, according to analysis areas. As described following, the potential effects are limited to views of new buildings associated with the Projected and Potential Development Sites; except where specifically noted, views toward new development are considered to be generally consistent with the views that would otherwise be available in the future without the Proposed Action. (Please note that views from open spaces toward visual resources are considered separately in the focused assessment of visual resources presented in the second part of this chapter, "Detailed Analysis, Part II – Visual Resources.") Thus, for each park described following, the pedestrian experience is generally expected to be unaffected by the Proposed Action; therefore, no significant adverse impact to open space as an element of urban design would result with the Proposed Action.

Grand Central Analysis Area

- Pedestrians in the Plaza (resource #73) and its immediate vicinity would have direct views of development (Potential Development Site "I") directly across East 45th Street, to the north; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians in the Plaza (resource #77) and its immediate vicinity may have partial views of development directly across East 43rd Street, to the north; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians in the Pershing Square Plaza area (resources #77 and resource #105) are likely to have (oblique) easterly views toward Potential Development Site H and Projected Development Site 8; southeasterly views toward Potential Development Site A; and from its southernmost/sidewalk point, the pedestrian in this plaza area may also have westerly views toward Projected Development Site 2. The visual character of this plaza area would not be altered substantially as a result.

Madison Avenue Analysis Area

- Pedestrians in the Plaza (resource #52) and its immediate vicinity may have partial views of development to the east on the same block (Potential Development Site "D"); the visual character of this plaza would not be altered substantially as a result.

Park Avenue Analysis Area

- Pedestrians in the Plaza (resource #21) and its immediate vicinity may have partial views of development to the southeast on Potential Development Site "F"; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians in the Plaza (resource #36) and its immediate vicinity may have partial views of development to the southwest on Potential Development Site "E"; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians in the Plaza (resource #42) and its immediate vicinity may have partial views of development to the west on Potential Development Site "E"; the visual character of this plaza would not be altered substantially as a result.

Lexington Avenue/Third Avenue Analysis Area

- Pedestrians in the Plaza (resource #22) and its immediate vicinity may have partial views of development to the west on Projected Development Site "14"; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians in the Plaza (resource #37) and its immediate vicinity may have partial views of development to the east on Projected Development Site "13" and to the south on Projected Development Site "12"; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians in Greenacre Park (resource #43) and its immediate vicinity may have partial views of development to the west on Potential Development Site "N"; the visual character of this plaza would not be altered substantially as a result.

East Grand Central Analysis Area

- Pedestrians in the Plaza (resource #65) and its immediate vicinity may have partial views of development to the south on Potential Development Site "I" and Potential Development Site "M"; the visual character of this plaza would not be altered substantially as a result.

Midtown South Analysis Area (Secondary Study Area)

- Pedestrians within or in the vicinity of Bryant Park and the adjacent New York Public Library plaza (resources, #81 and #82, respectively) may have partial views of development to the east on Projected Development Site "1" and Projected Development Site "2"; the visual character of this plaza would not be altered substantially as a result.

East 50s/Turtle Bay Analysis Area (Secondary Study Area)

- Pedestrians in the Plaza (resource #75) and its immediate vicinity may have views of development to the southwest on Projected Development Site "15"; the visual character of this plaza would not be altered substantially as a result.
- Pedestrians within or in the vicinity of Tudor City Greens (identified as two resources, #79 and #84) may have partial views of development to the west on Projected Development Site "15"; the visual character of these open spaces would not be altered substantially as a result.

Of the four open spaces that will be developed in the future without the Proposed Action, only #105 (Pershing Square Plaza) is likely to afford pedestrians views toward a Projected or Potential Development Site, as described previously, and the visual character of this plaza area would not be adversely affected as a result of the Proposed Action. Regarding the other two public open space resources that will be developed in the future without the Proposed Action (#100 in the Madison Avenue analysis area, and #106 in the Murray Hill/Tudor City analysis area), their contribution to the established pattern of small plaza areas that characterize the urban design of East Midtown would be maintained with the Proposed Action. Neither of these two resources would not be directly affected with the Proposed Action, nor would their visual character be changed, as they would not likely have views toward any Projected or Potential Development Site or Public Realm Improvement. As would be the case with the other small park and plaza resources identified throughout the East Midtown area

(see Chapter 4, "Open Space") the contribution of these two resources to the pedestrian experience and to the urban design of East Midtown would not be affected with the Proposed Action.

The Proposed Action would not result in significant adverse impacts to the four new open space resources that will be developed in the future without the Proposed Action (#100, #104, #105, and #106, as described previously in the discussion of the No-Action Condition for urban design and also as described in detail in Chapter 4, "Open Space"). Rather, the No-Action plaza projects within the Grand Central analysis area – Pershing Square Plaza (#105) and Vanderbilt Plaza (#104) – would be expanded, in effect, through a series of coordinated Public Realm Improvements that would be facilitated by the Proposed Action (see immediately previous Section of this Chapter for a detailed discussion of the Public Realm Improvements).

Thus, with regard to the effect of the Proposed Action on open space, as an element of urban design, the Proposed Action would result in an improved network of integrated open space amenities aimed at improving the pedestrian experience in Midtown. This positive improvement to the pedestrian experience would be in keeping with recent trends, wherein the City has implemented similar improvements, on both a permanent and temporary basis.

Private open space in study area, which comprises both the privately owned public open space, as well as the gardens and landscaping associated with residential uses (particularly those residential uses in the secondary study area neighborhoods), would not be affected by the Proposed Action; the effects of the proposed action with regard to open space (considered specifically as an element of urban design) would be limited to the enhancements to some areas of public right-of-way (streets, sidewalks, and subway entrances) as part of the Public Realm Improvements. Therefore, the Proposed Action would have no significant adverse impact on the contribution of private open space to the urban design of East Midtown.

Park Avenue medians along Park Avenue to the north of East 49th Street in the rezoning area and north into the secondary study area, in the Upper East Side analysis area, would be reconfigured with public realm enhancements. Thus, their existing contribution to the urban design of East Midtown would be reinforced with new landscaping similar to existing landscaping (trees, shrubs and other perennials, as well as annuals), together with enhanced pedestrian amenities, such as additional pavement and seating. It is expected that public art installations would continue to be present in the future with the Proposed Action. The Park Avenue medians south of East 39th Street—forming the border between the Midtown South and Murray Hill/Tudor City analysis areas—would not be changed with the Proposed Action. Therefore, the Proposed Action would have no significant adverse impact on the contribution of Park Avenue medians to the urban design of East Midtown.

In summary, the pedestrian experience of public open space is generally expected to be unaffected by the development anticipated at the Projected and Potential Development Sites. The character of the urban plazas and parks present within the study area and having views of new development on the Projected and Potential Development Sites would not be substantially altered, and the overall pattern of small urban plazas and parks in East Midtown would be maintained with the Proposed Action. Further, the Public Realm Improvements (described previously this chapter) are expected to contribute to the pedestrian enjoyment of public open space in the study area. Finally, the Proposed Action would result in no change to the private open space in the study area. Therefore, the Proposed Action would not result in any significant adverse impact to open space in the study area, particularly with regard to its contribution to urban design; rather, the Proposed Action would maintain the pedestrian experience of public and private open space throughout the study area and enhance and reinforce the positive

pedestrian experience of open space and streetscape, generally, where Public Realm Improvements may be implemented.

7.5 Detailed Analysis, Part II – Visual Resources

Introduction

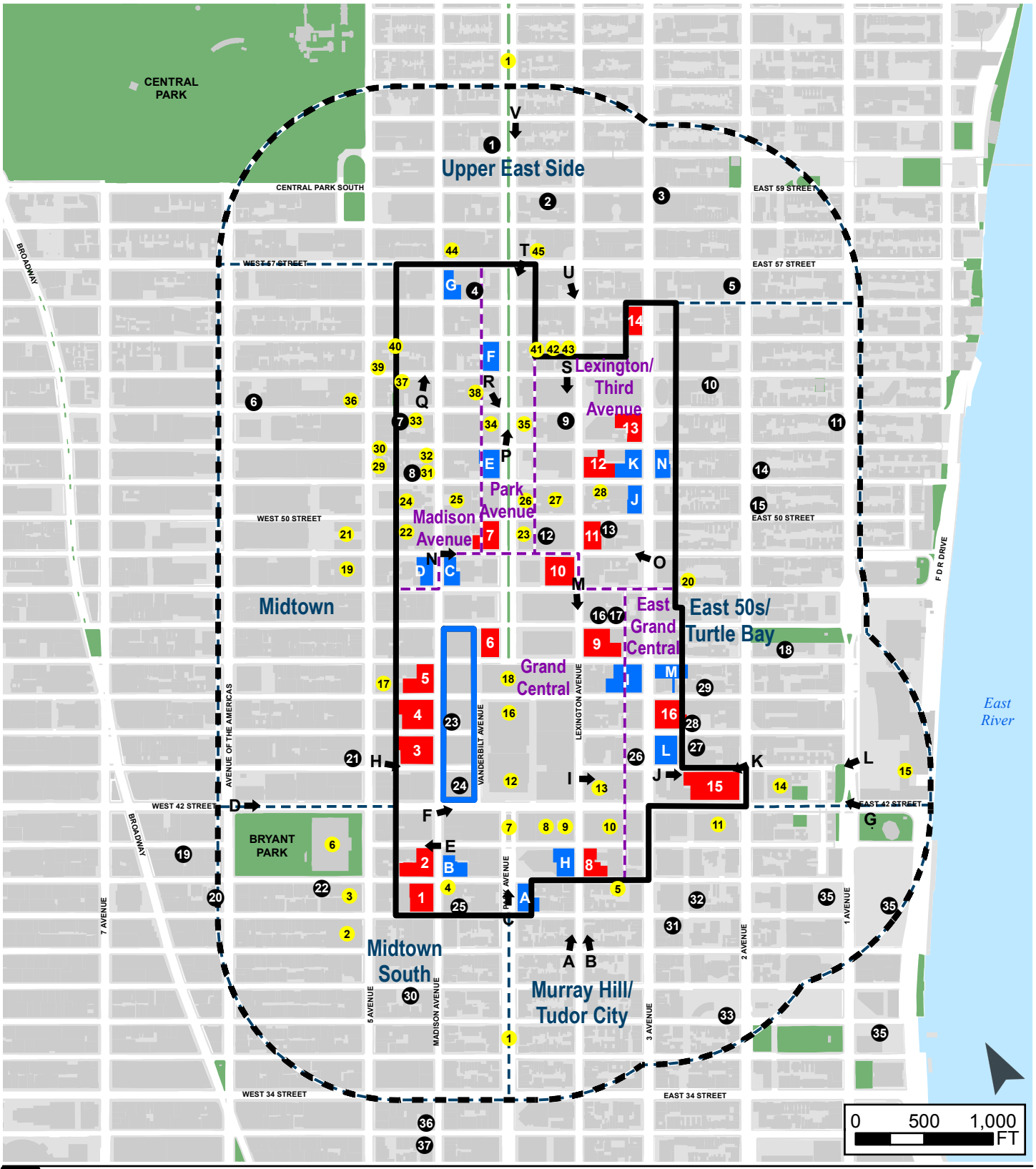
This section, 7.5, "Detailed Analysis, Part II – Visual Resources," presents the visual resources assessment, which focuses on views of landmark structures and other distinct buildings within or viewable from the public realm of the same primary study area as for the detailed urban design analysis (see previous Figure 7-2, "Primary and Secondary Study Areas). (The detailed analysis urban design is presented in the previous section, 7.4, "Detailed Analysis, Part I – Urban Design: Streets, Buildings, and Open Space.")

Midtown Manhattan is fully developed and characterized by buildings that, all together, represent greater height and bulk than is present in neighborhoods surrounding it. Given the critical mass of buildings that are constructed with such height and bulk characteristic of Midtown Manhattan, the view corridors providing the most representative views of visual resources located within Midtown Manhattan are also largely limited to within Midtown, itself. Further, views of visual resources in this densely development environment are typically limited to a distance of a couple blocks and from sides of the street opposite the resource.

There are a few notable exceptions to this rule, however, such as the Chrysler Building and UN Secretariat which are visible and recognizable from considerable distances, given their respective heights compared to their context and their distinctive styling. Even the more moderately sized Stephen A. Schwarzman Building (New York Public Library) and Grand Central Terminal are visible as recognizable elements of key view corridors in the densely development neighborhoods, given the placement of each on blocks that interrupt the street grid. Thus, visual resources such as these contribute to the distinctive sense of place that is attributable to Midtown Manhattan and that, especially, helps to orient pedestrian directionally. Given their exceptional importance to the pedestrian experience in this part of the City, view corridors that include such visual resources are assessed in detail.

In the discussion of visual resources that follows, visual resources are inventoried in Table 7.2, "Figure 7-10, "Visual Resources – Photo Key." These visual resources are mapped together with No-Action and With-Action development sites on Figure 7-10, "Visual Resources and Photo Key for Figure 7-11." Figure 7-10 also indicates the photograph locations (vantage points) from which they be viewed and which are subject to analysis herein; the series of photographs/renderings that follows (Views 7-11A through 7-11W) illustrates pedestrian views of the associated view corridors in the No-Action and With-Action Conditions.

The analysis of each view corridor is presented in accordance with these respective graphic materials developed to represent the expected changes to view corridors from Existing Conditions to the No-Action Condition, and then from the No-Action Condition to the With-Action Condition. The analyses are presented following Table 7.2 and Figure 7-10; the photos and renderings Figures 7-11A through 7-11W follow thereafter.



Greater East Midtown Rezoning
Manhattan, New York

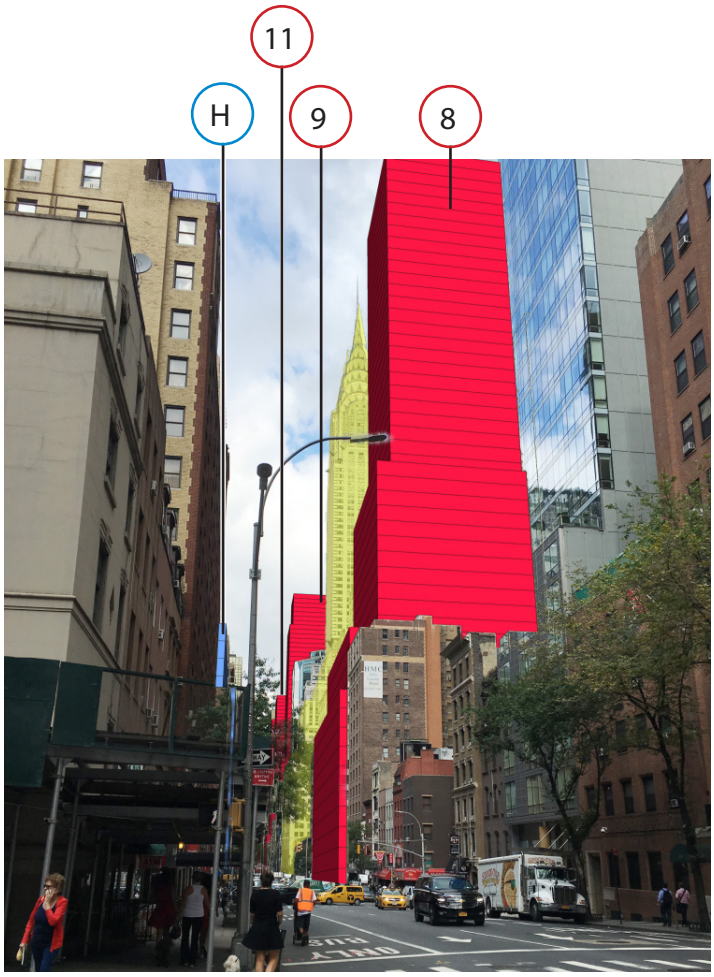
Visual Resources and Photo Key for Visual Resources Figures (7-11)

Figure 7-10

vhb



No-Action View



With-Action View

Visual Resource
No-Action Development
Projected Development
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of the Chrysler Building and Socony-Mobil Building along Lexington Ave. corridor, looking north from East 38th

Figure 7-11A

vhb



No-Action View



With-Action View

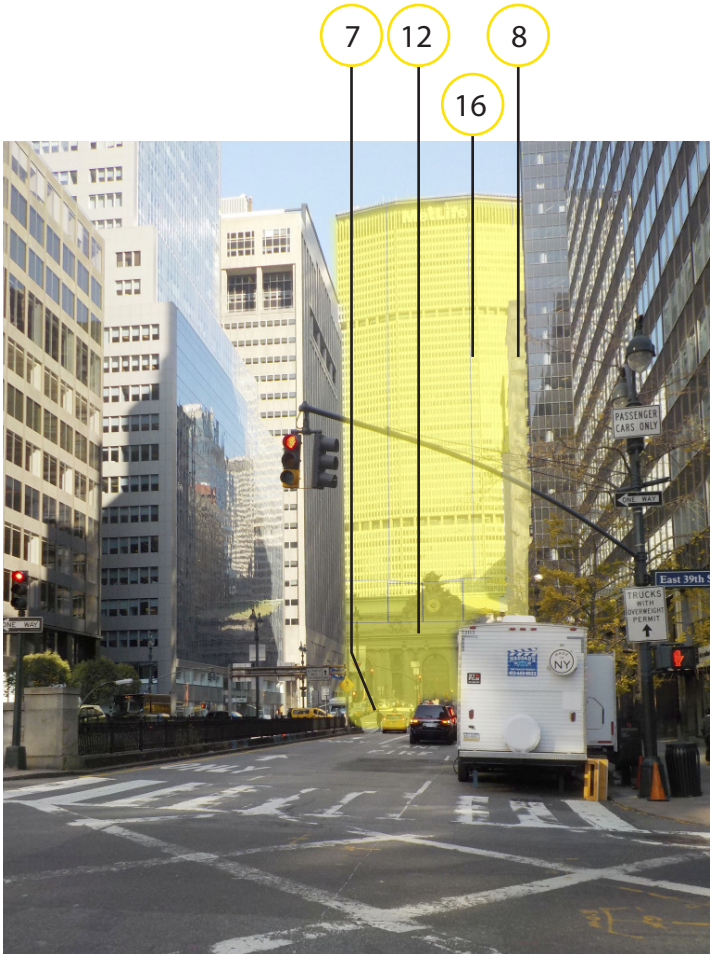
Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

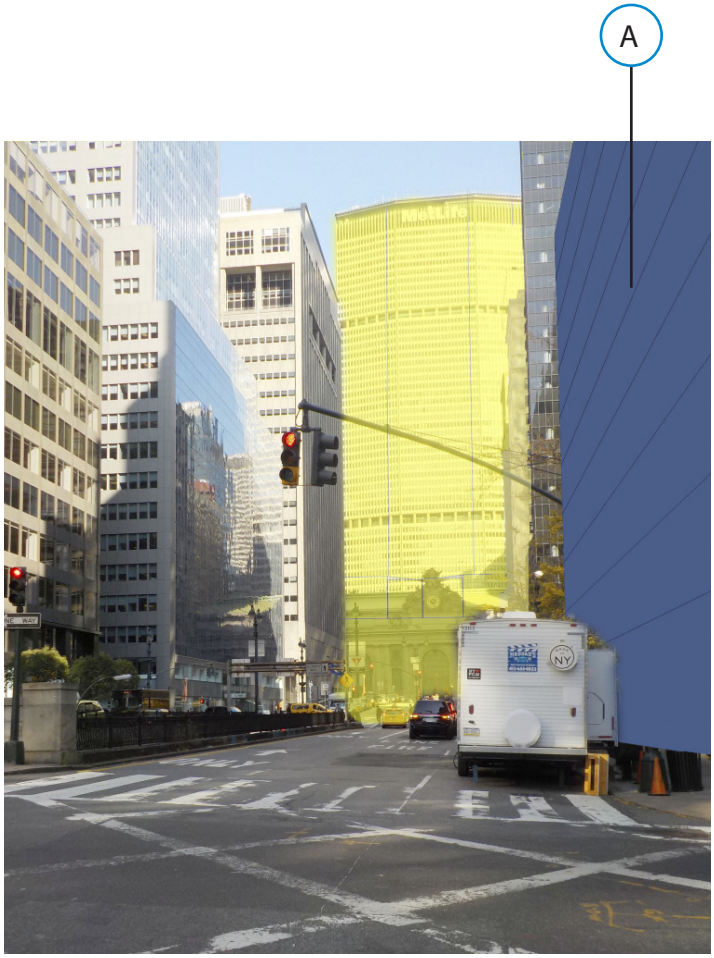
View of the Chanin Building and Chrysler Building along the Lexington Avenue corridor, looking north from East 38th Street

Figure 7-11B

vhb



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

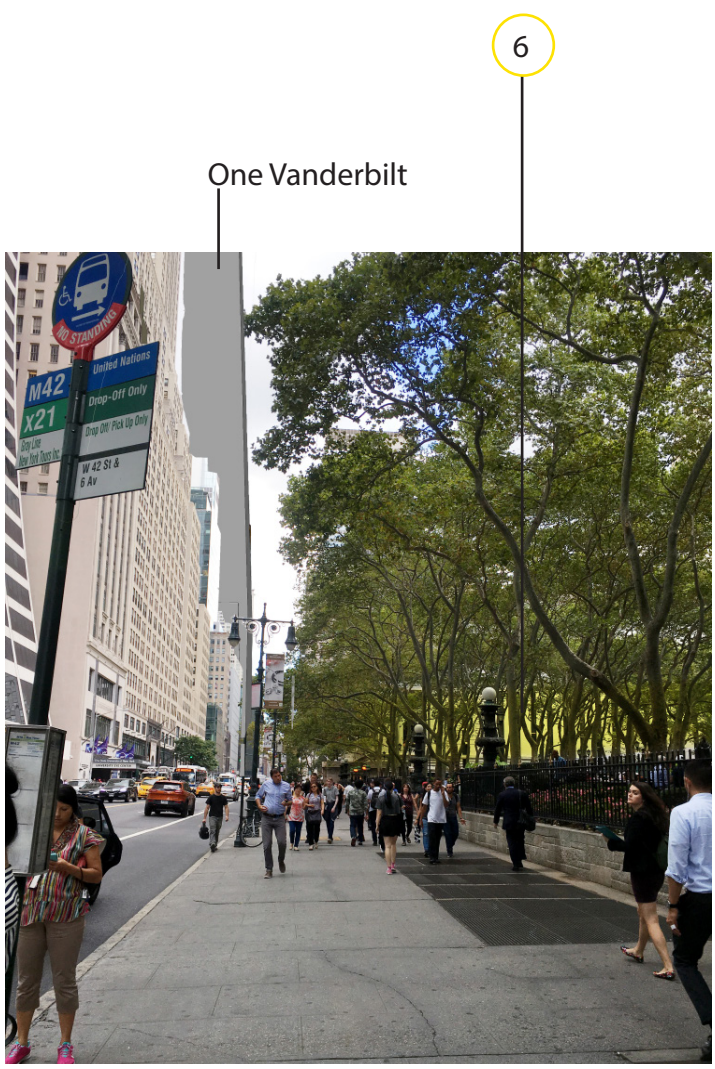
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of MetLife along Park Ave view corridor, looking north from East 39th Street

Figure 7-11C

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

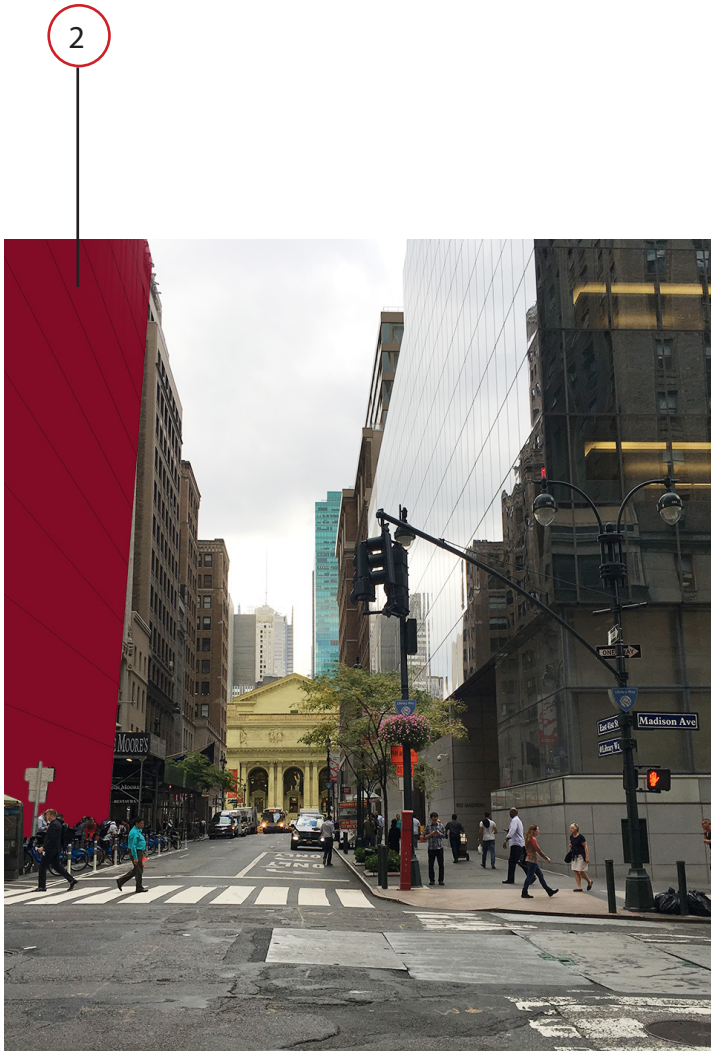
View of the Stephen A. Schwarzman Building and Bryant Park along the 42th Street view corridor, looking east from Bryant Park near 6th Avenue

Figure 7-11D

vhb



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

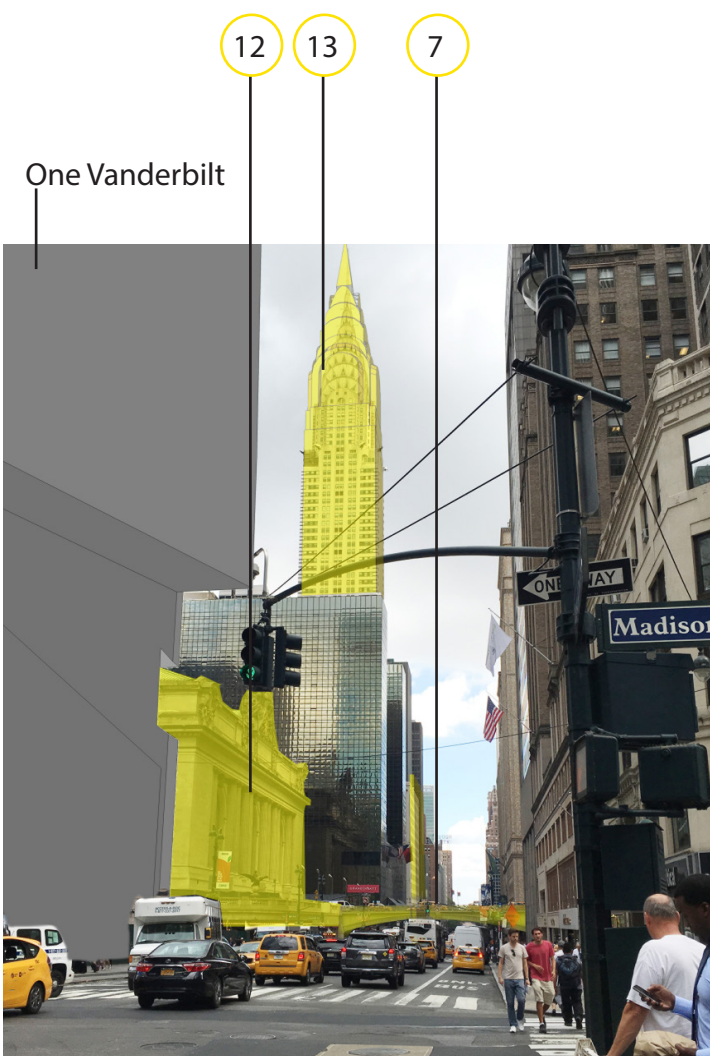
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of the Stephen A. Schwarzman Building along the East 41st Street view corridor, looking west from Madison Avenue

Figure 7-11E

vhb



No-Action View



With-Action View

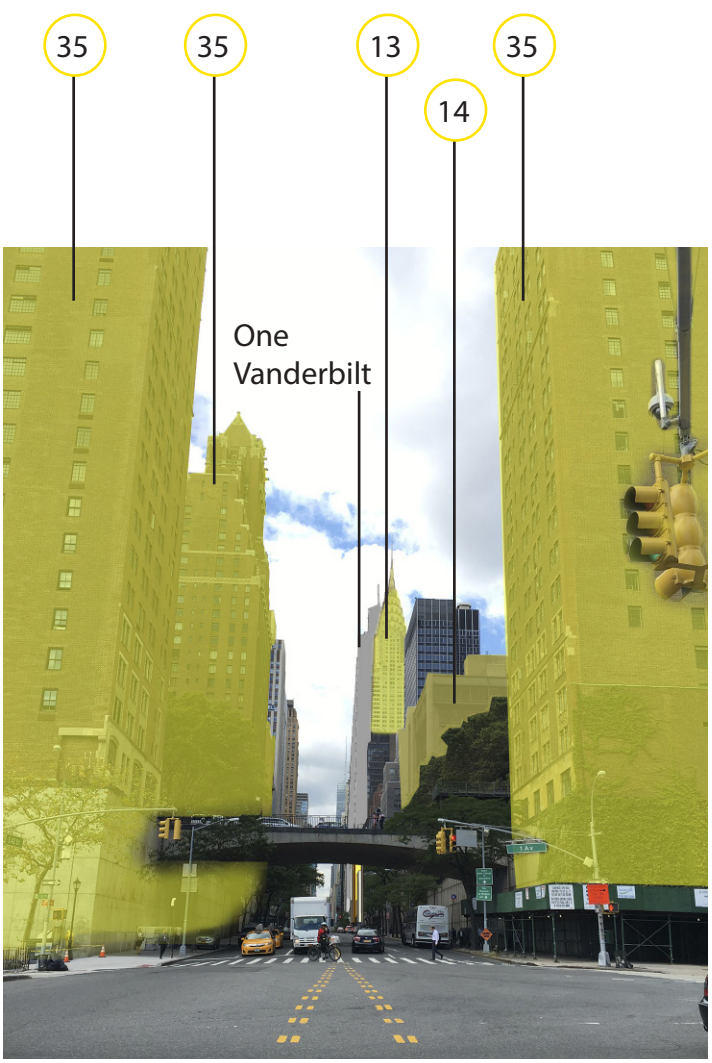
Visual Resource
No-Action Development
Projected Development
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

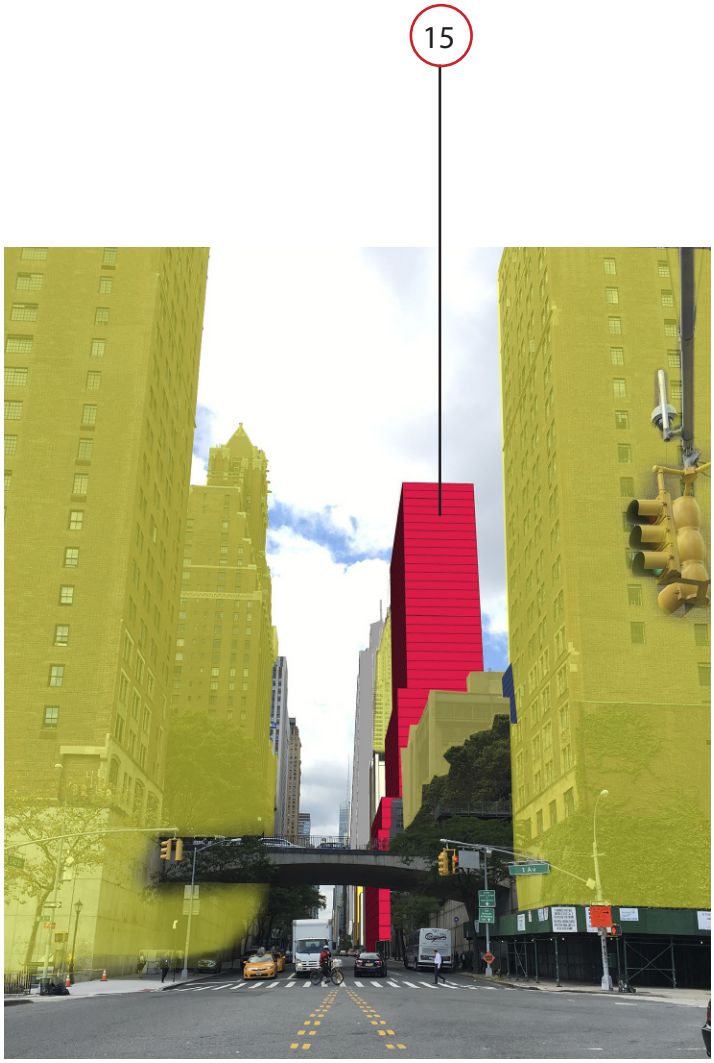
View of Grand Central Terminal, Pershing Square Viaduct and the Chrysler Building along 42nd Street view corridor, looking east from Madison Avenue

Figure 7-11F

vhb



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

Potential Development

Greater East Midtown Rezoning
Manhattan, New York

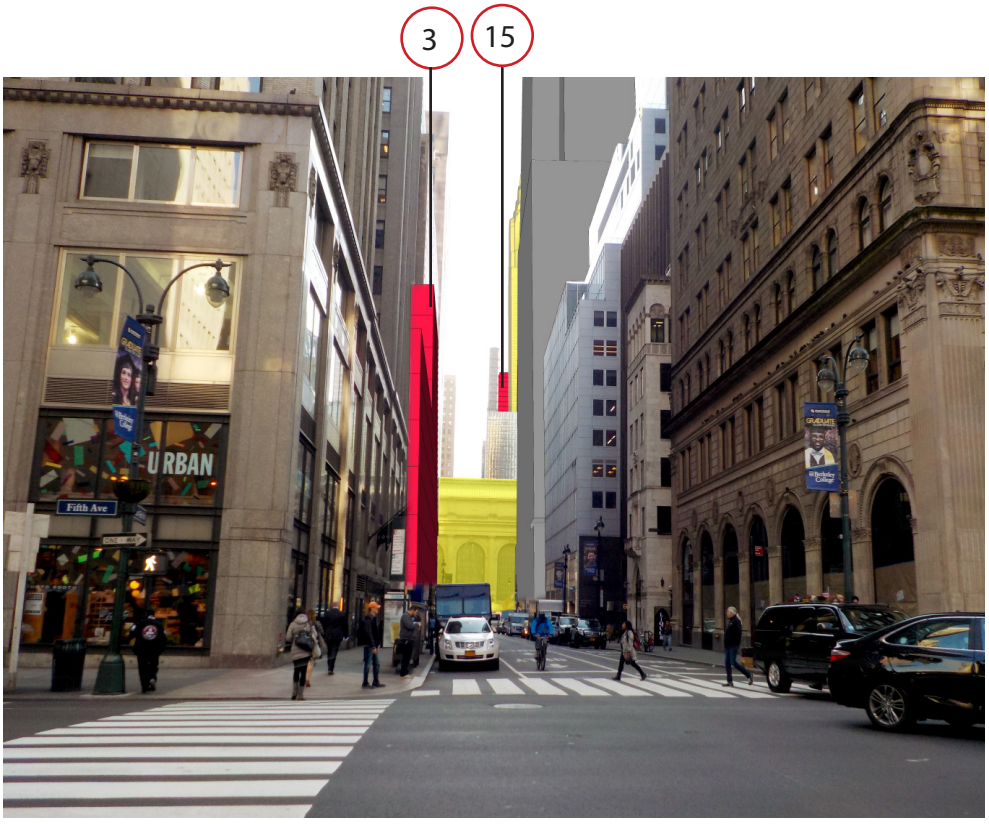
View of the Chrysler Building along 42nd Street view corridor, looking west from First Avenue

Figure 7-11G

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

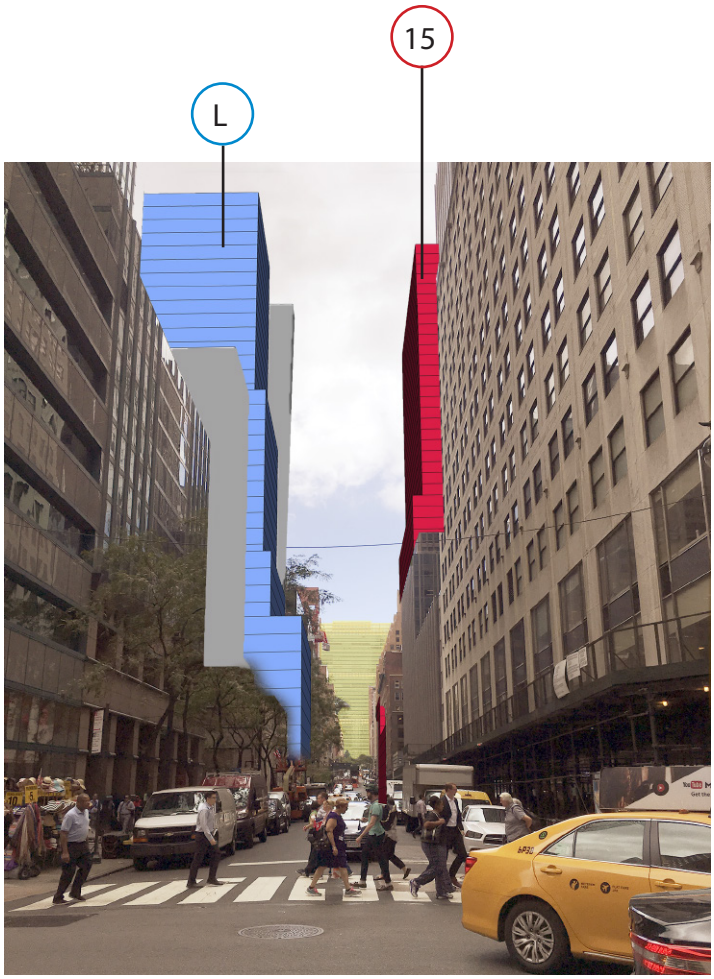
Greater East Midtown Rezoning
Manhattan, New York

View along 43rd Street, looking east from Fifth Avenue

Figure 7-11H



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of the United Nations Secretariat building along the East 43rd Street view corridor, looking east from Lexington Avenue

Figure 7-11l

vhb



No-Action View



With-Action View

Visual Resource
No-Action Development
Projected Development
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

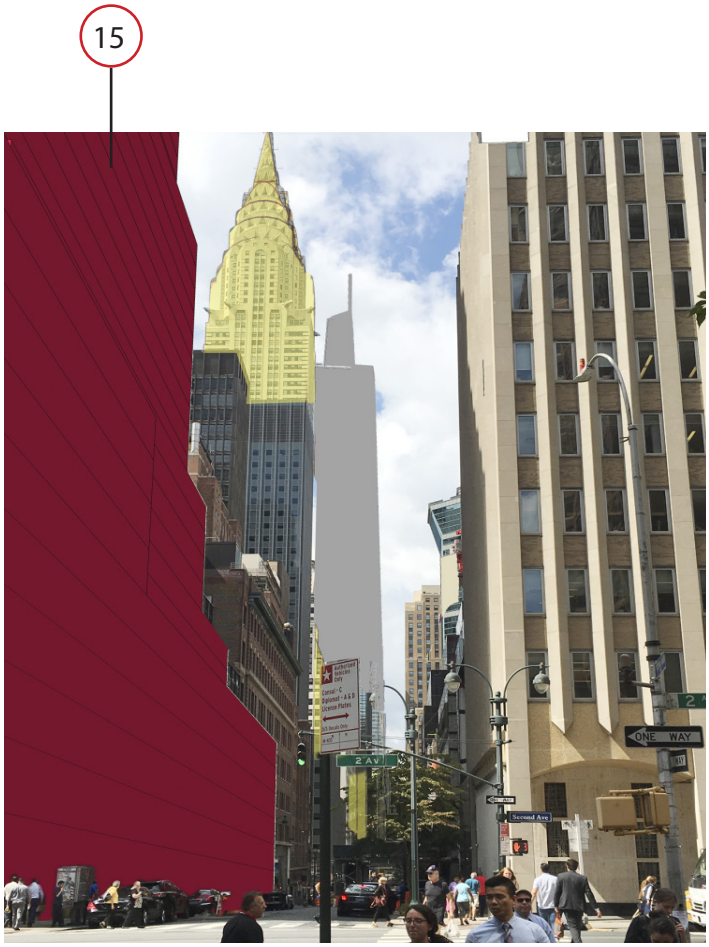
View of the United Nations Secretariat building along the East 43rd Street view corridor, looking east from 3rd Avenue

Figure 7-11J

vhb



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of the Chrysler Building along the 43rd Street view corridor, looking west from 2nd Avenue

Figure 7-11K

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

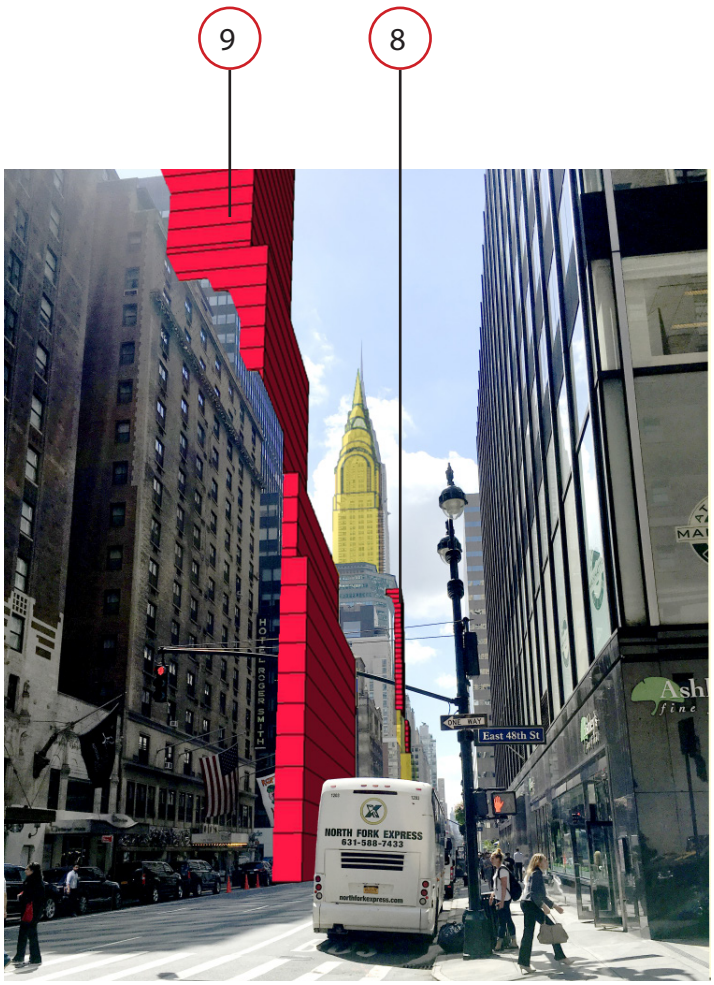
View of the Chrysler Building along the 43th Street view corridor, looking west from 1st Avenue

Figure 7-11L

vhb



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

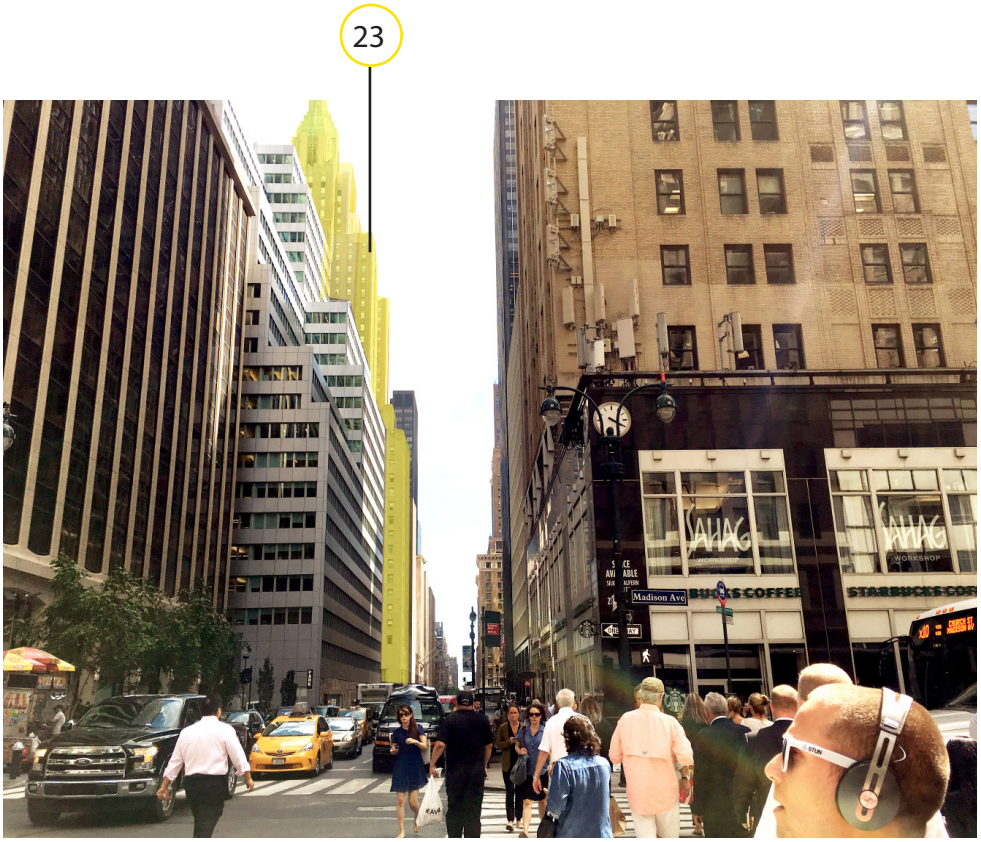
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

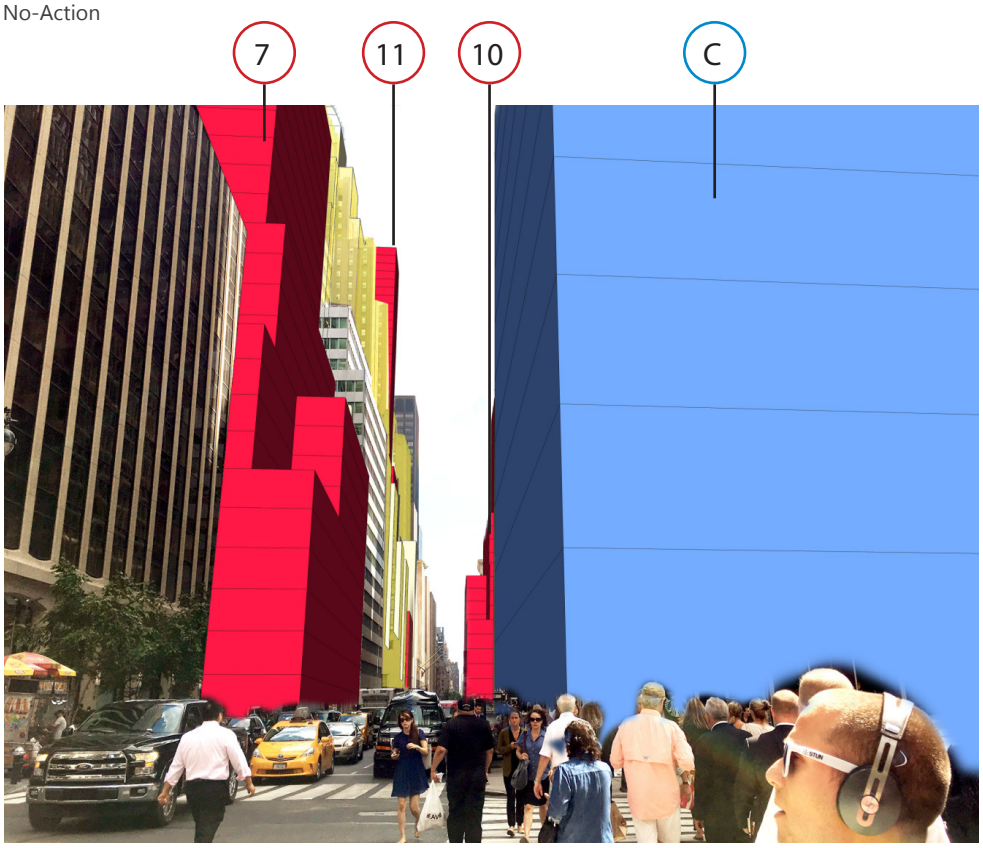
View of the Chrysler Building along Lexington Avenue view corridor, looking south from East 48th Street

Figure 7-11M

vhb



No-Action



With-Action View

Visual Resource
No-Action Development
Projected Development
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

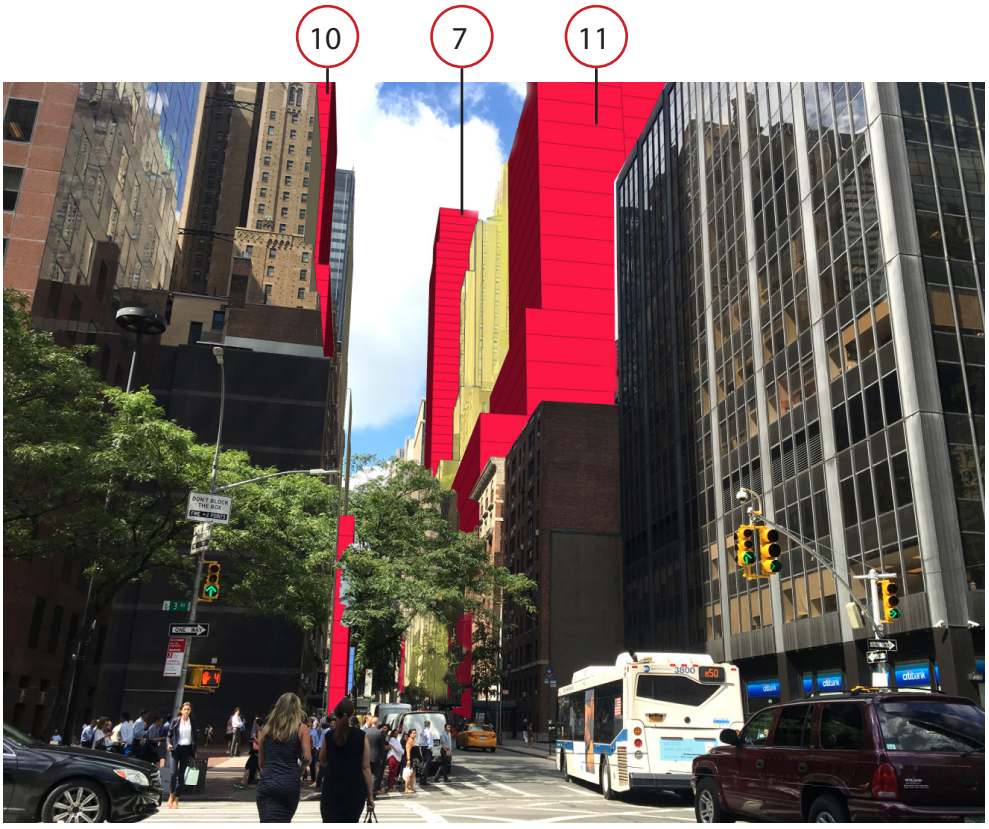
View of the Waldorf-Astoria Hotel along the 49th Street view corridor, looking east from Madison Avenue

Figure 7-11N

vhb



No-Action View



With-Action View

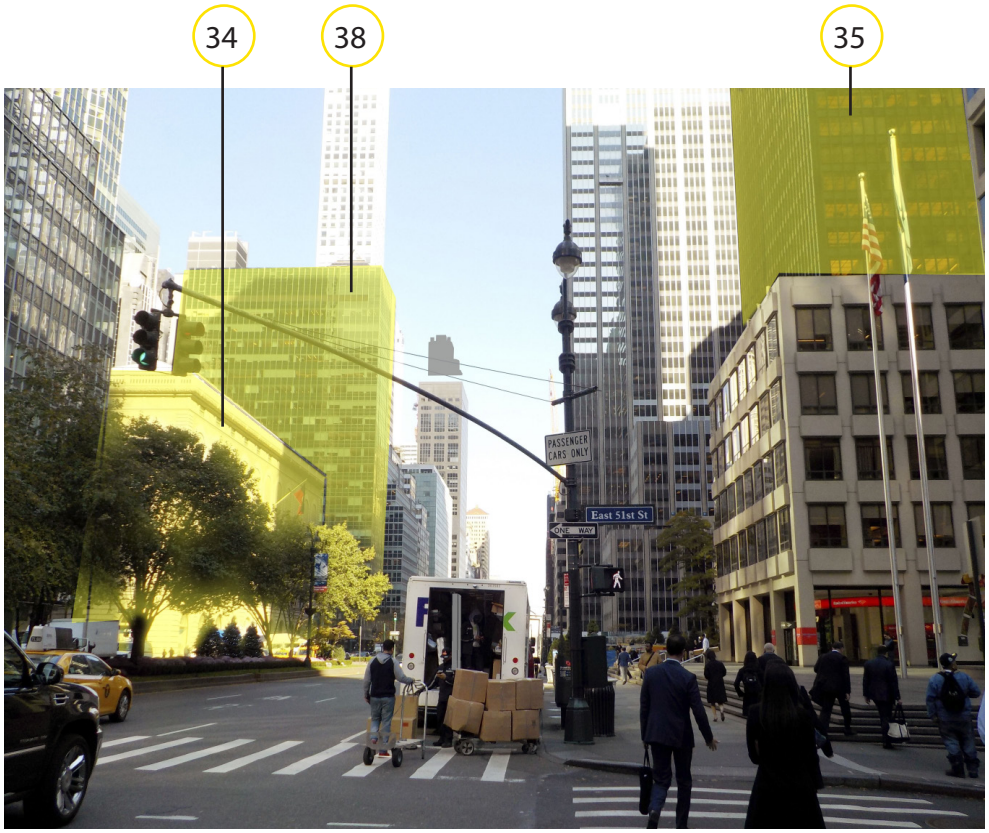
Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

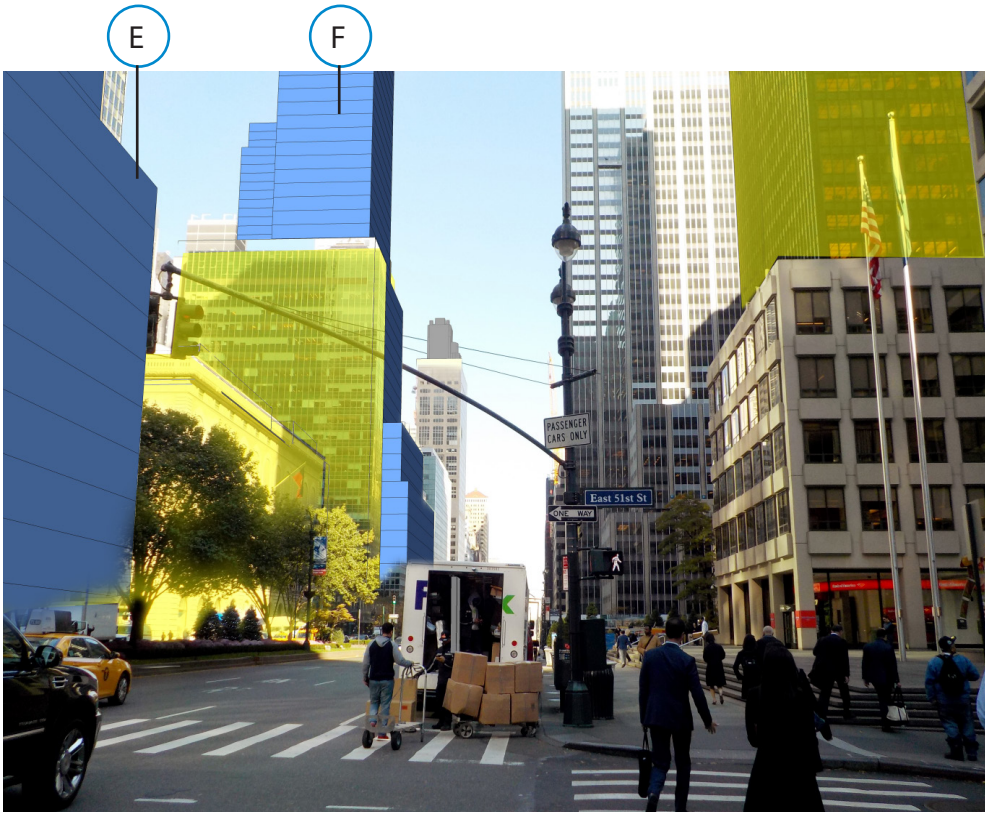
View of the Waldorf-Astoria Hotel along the 49th Street view corridor, looking west from 3rd Avenue

Figure 7-110

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

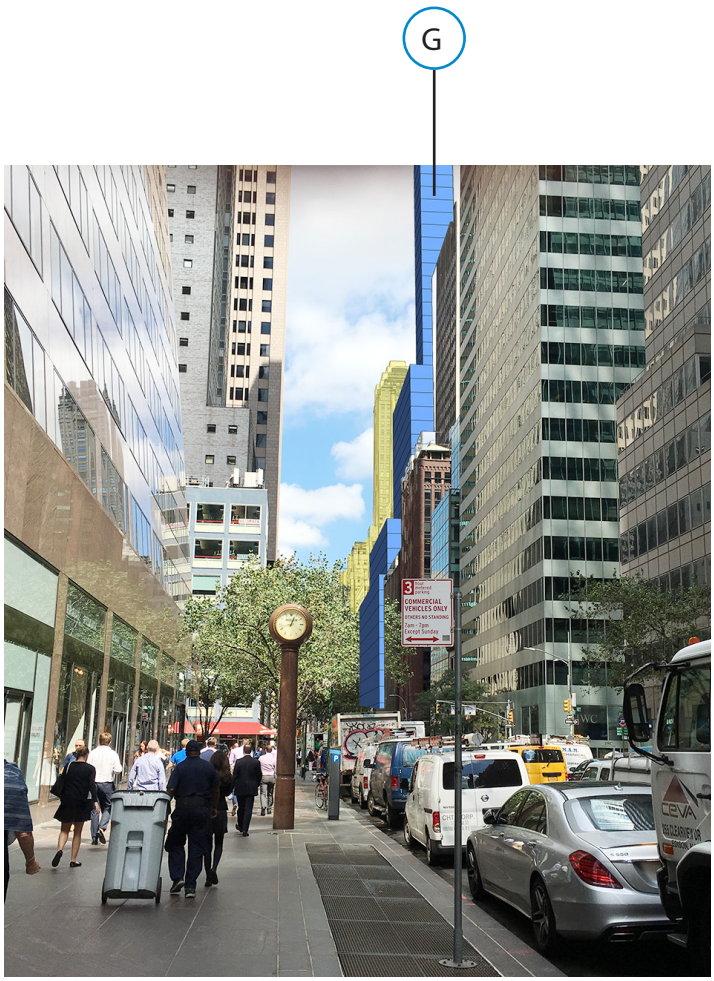
View along Park Ave view corridor, looking north from east 51th Street

Figure 7-11P

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

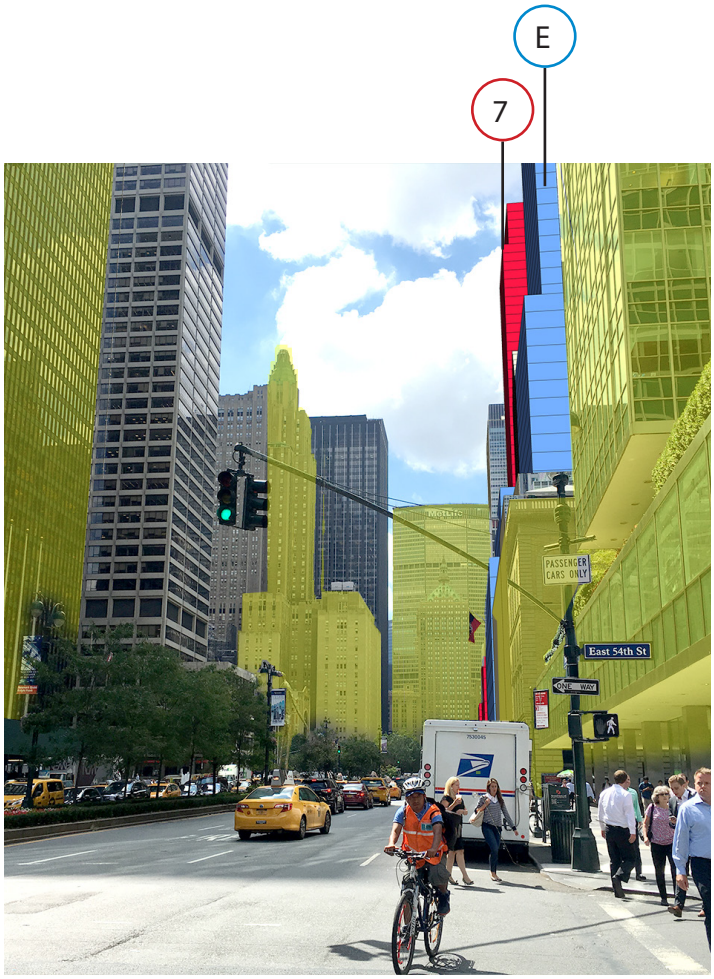
View of the Fuller Building along the Madison Avenue view corridor, looking north from East 53rd Street

Figure 7-11Q

vhb



No-Action View



With-Action View

Visual Resource
No-Action Development
Projected Development
Potential Development

Greater East Midtown Rezoning
Manhattan, New York

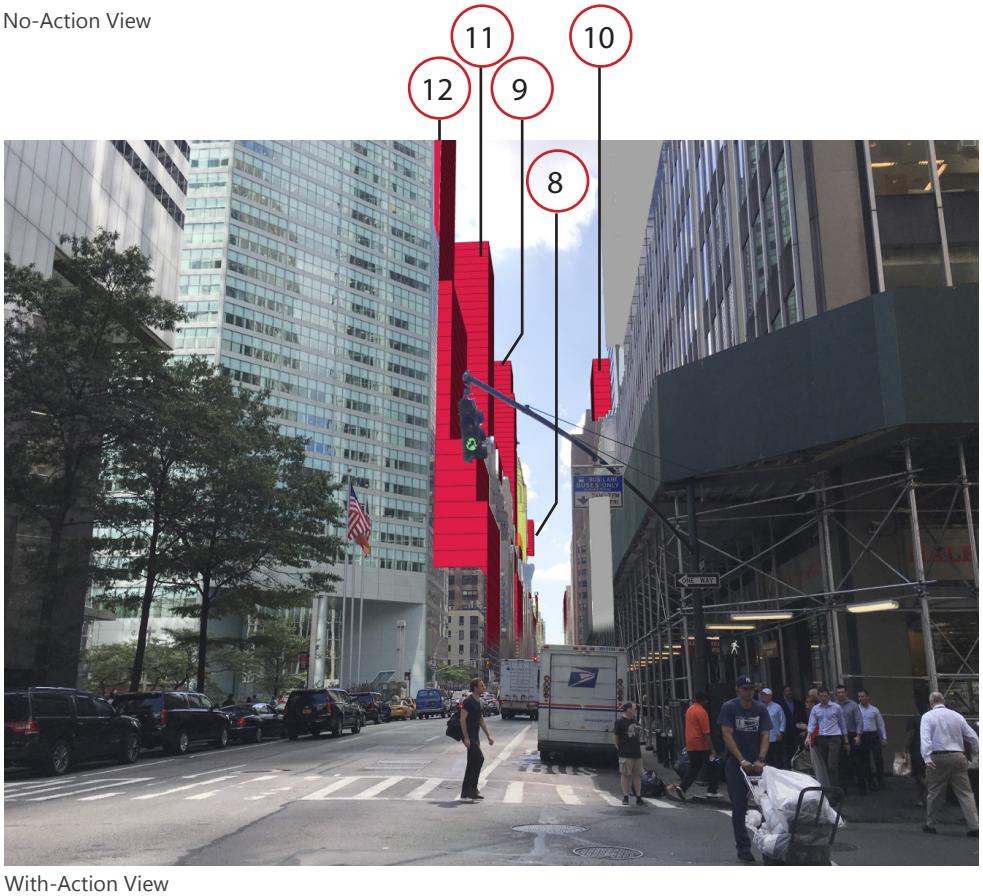
View along the Park Avenue view corridor, looking south from East 54th Street

Figure 7-11R

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View of the Chrysler Building along the Lexington Avenue view corridor, looking south from East 54th Street

Figure 7-11S



No-Action View



With-Action View

Visual Resource

No-Action Development

Projected Development

Potential Development

Greater East Midtown Rezoning
Manhattan, New York

View along the Park Avenue view corridor, looking south from East 57th Street

Figure 7-11T

vhb



No-Action View



With-Action View

Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

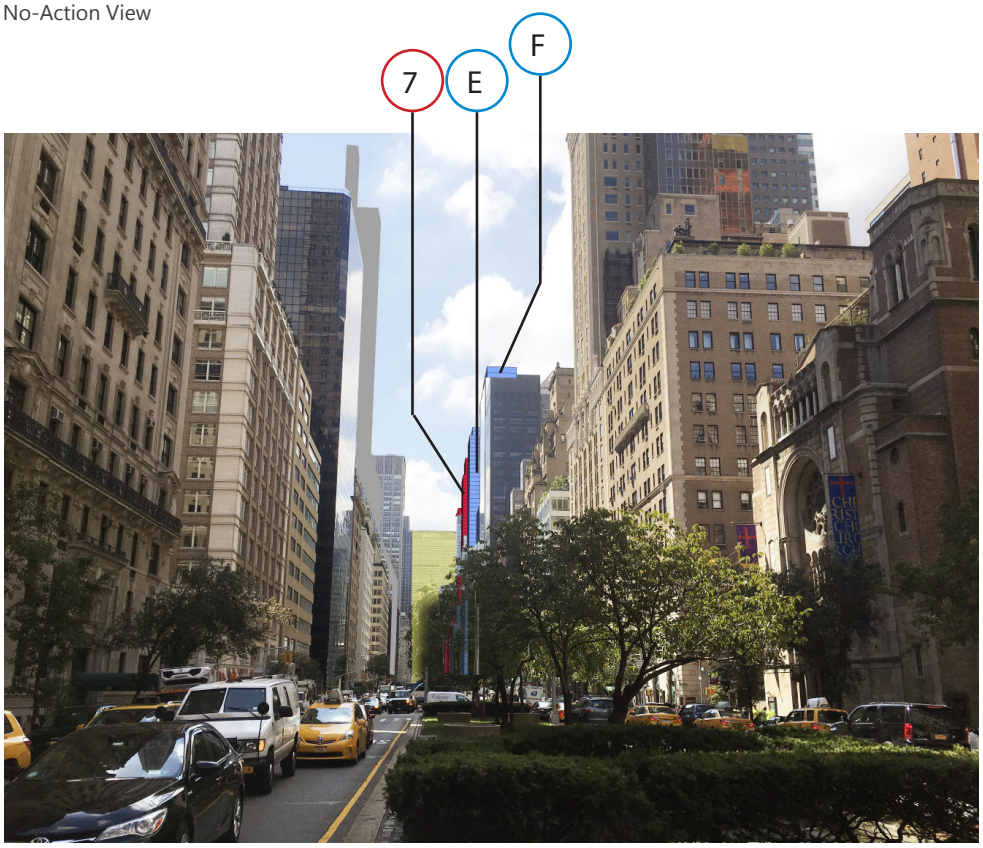
View of the Chrysler building and Double Hilton Hotel – Metropolitan along the Lexington Avenue view corridor, looking south from East 57th Street

Figure 7-11U

vhb



No-Action View



With-Action View

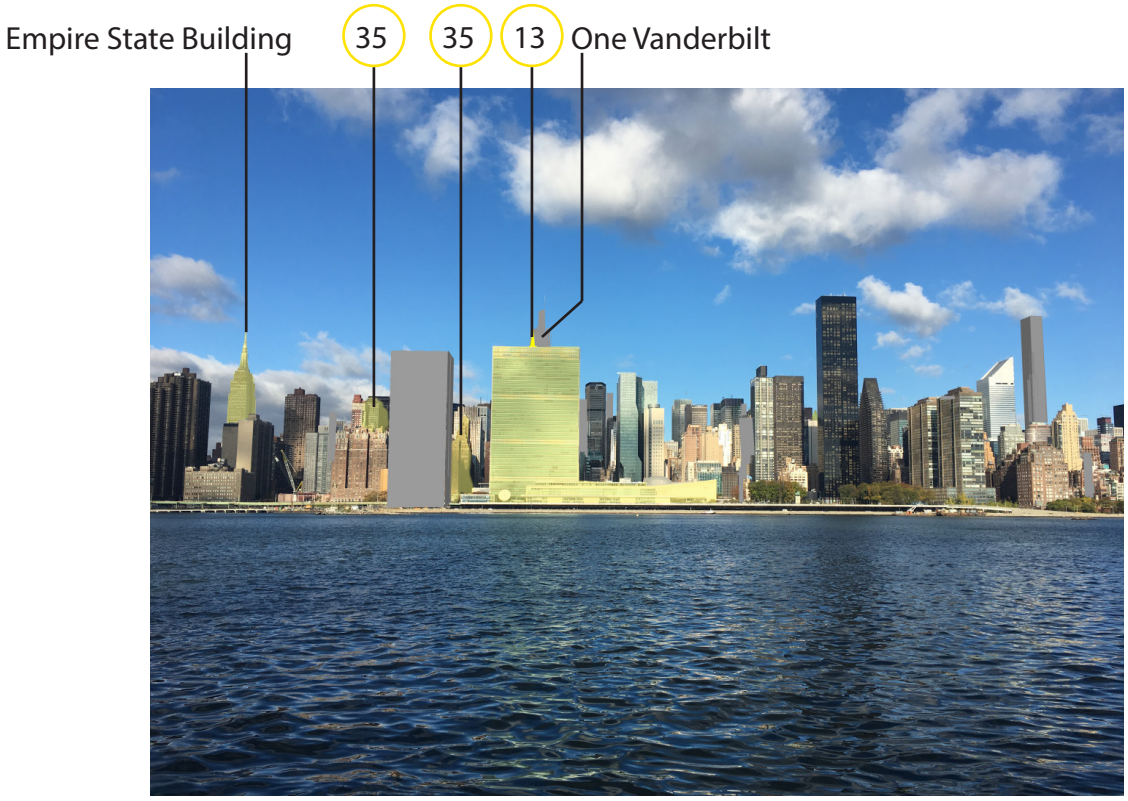
Visual Resource | No-Action Development | Projected Development | Potential Development

Greater East Midtown Rezoning
Manhattan, New York

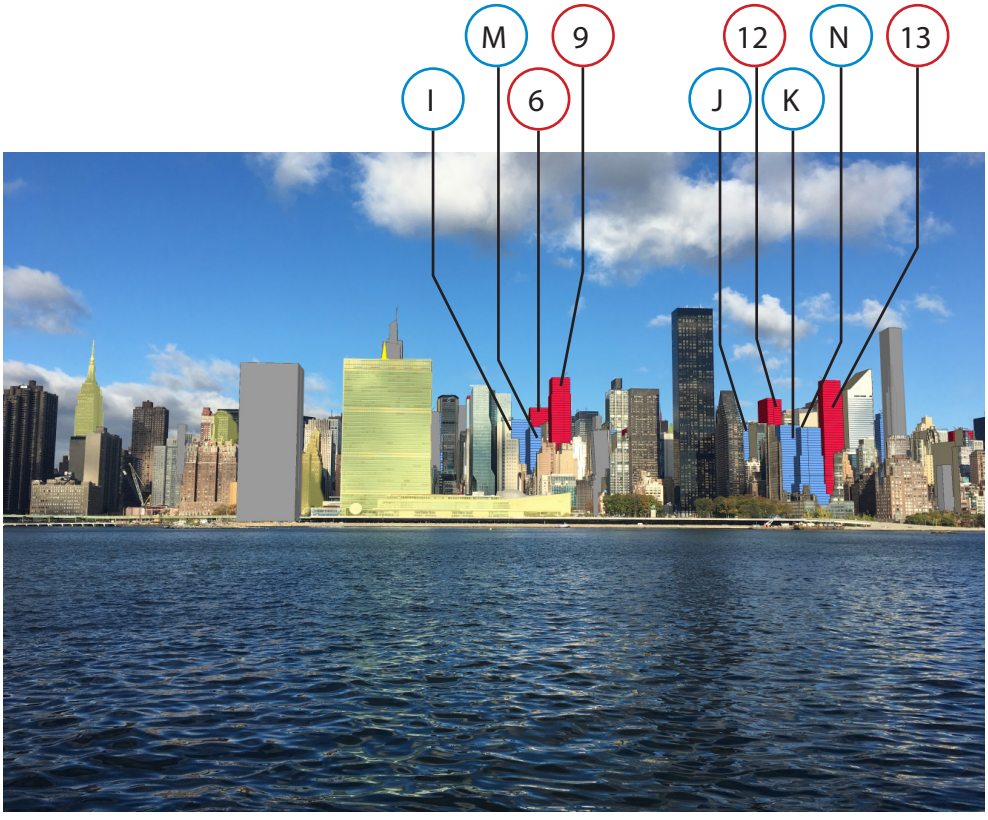
View of the Helmsley Building and Met Life Building along the Park Avenue corridor, looking south from the median at East 61st street

Figure 7-11V

vhb



No-Action View



With-Action View

Visual Resource

Projected Development Site

Potential Development Project

No Action Development Site

Greater East Midtown Rezoning
Manhattan, New York

View of Skyline from Gantry Plaza State Park in Queens, New York City, westward across East River

Figure 7-11W

vhb

Table 7.2: Visual Resources (Refer to Figure 7-10, and Figures 7-11A-W)

Visual Resource			Analysis Area(s)			Figure Ref. (Views)
#	Name	Address	... within which Resource is located	... to which Resource is directly adjacent	... from which Resource is also visible	
1	Park Avenue Malls	Park Avenue, from East 46th Street to East 57th Street (and also outside rezoning area)	Grand Central Park Avenue Upper East Side	NA	Park Avenue Malls (landscaped medians) extend north and south of secondary study area along Park Avenue.	C, P, R, T, V
2	Lord & Taylor Building	424 Fifth Avenue	Midtown South	NA	Grand Central	(1)
3	Knox building	452 Fifth Avenue	Midtown South	NA	Grand Central	(1)
4	275 Madison Avenue Building	275 Madison Avenue	Grand Central	NA	NA	Refer to Figure 7-6b #1
5	Jonathan w. Allen Stable	148 East 40th Street	Murray Hill/Tudor City	Grand Central East Grand Central	NA	(2)
6	Stephen A. Schwarzman Building (New York Public Library, Fifth Avenue)	476 Fifth Avenue	Midtown South	Midtown	Grand Central	D, E
7	Pershing Square Viaduct	Park Avenue, from East 40th Street to East 42nd Street	Grand Central	NA	NA	C, F
8	Bowery Savings Bank Building	110-120 East 42nd Street	Grand Central	NA	NA	C
9	Chanin Building	374 Lexington Avenue / 122 East 42nd Street	Grand Central	NA	Murray Hill/Tudor City	B
10	Socony-Mobil Building	150 East 42nd Street	Grand Central East Grand Central	Murray Hill/Tudor City	NA	A
11	Daily News Building	777 Second Avenue / 220 East 42nd Street	Murray Hill/Tudor City	East Grand Central	NA	(4)

Table 7.2: Visual Resources (Refer to Figure 7-10, and Figures 7-11A-W) (Continued)

Visual Resource			Analysis Area(s)			Figure Ref. (Views)
#	Name	Address	... within which Resource is located	... to which Resource is directly adjacent	... from which Resource is also visible	
12	Grand Central Terminal	77 East 42nd Street	Grand Central	NA	Murray Hill/Tudor City Midtown South	C, F, H
13	Chrysler Building	395-405 Lexington Avenue	Grand Central	NA	East Grand Central Lexington Avenue/Third Avenue East 50s/Turtle Bay Murray Hill/Tudor City Midtown South From outside study areas	A, B, F, G, K, L, M, S, U, W
14	Ford Foundation Building	303 East 42nd Street	East 50s/Turtle Bay	Murray Hill/Tudor City	East Grand Central	G
15	United Nations Secretariat	405 East 42nd Street	East 50s/Turtle Bay	Murray Hill/Tudor City	East Grand Central Grand Central From outside study areas	I, J, W
16	MetLife Building (fka PanAm Building)	200 Park Avenue	Grand Central	NA	Midtown South Murray Hill/Tudor City Park Avenue Upper East Side From outside study areas	C, R, T, V
17	Frederick F. French building	547-551 Lexington Avenue	Midtown	Grand Central	NA	(1)
18	Helmsley Building	230 Park Avenue	Grand Central	NA	Midtown South Murray Hill/Tudor City Park Avenue Upper East Side	R, T, V
19	Goelet Building	608 Fifth Avenue	Midtown	NA	Madison Avenue	(1)
20	Lescaze House	211 East 48th Street	East 50s/Turtle Bay	NA	East Grand Central Lexington Avenue/Third Avenue	(2)
21	Rockefeller Center	West 48th Street to West 51st Street, between Fifth Avenue and Sixth Avenue	Midtown	NA	Madison Avenue From outside study areas	(1)
22	Saks Fifth Avenue	611 Fifth Avenue	Madison Avenue Midtown	NA	NA	(1)

Table 7.2: Visual Resources (Refer to Figure 7-10, and Figures 7-11A-W) (Continued)

Visual Resource			Analysis Area(s)			Figure Ref. (Views)
#	Name	Address	... within which Resource is located	... to which Resource is directly adjacent	... from which Resource is also visible	
23	Waldorf-Astoria Hotel	301 Park Avenue	Park Avenue Lexington Avenue/Third Avenue	Grand Central	NA	N, O, R
24	St. Patrick's Cathedral	631 Fifth Avenue	Madison Avenue Midtown	NA	NA	(1)
25	Henry Villard Houses	451 Madison Avenue	Madison Avenue	NA	NA	(3)
26	St. Bartholomew's Church & Community House	321 Park Avenue / 109 East 50th Street	Park Avenue	Lexington Avenue/Third Avenue	NA	R
27	General Electric Building	566-570 Lexington Avenue	Lexington Avenue/Third Avenue	Park Avenue	NA	Refer to Figure 7-6b #9
28	Doubletree-Hilton Hotel Metropolitan (former Summit Hotel)	569 Lexington Avenue	Lexington Avenue/Third Avenue	NA	NA	U
29	George W. Vanderbilt Residence	647 Fifth Avenue	Midtown	Madison Avenue	NA	(1)
30	Cartier, Inc. (former Morton F. Plant House)	649 Fifth Avenue	Midtown	Madison Avenue	NA	(1)
31	John Pierce Residence	11 East 51st Street	Madison Avenue	NA	NA	(2)
32	Look Building	488 Madison Avenue	Madison Avenue	NA	NA	(3)
33	Fisk-Harkness House	12 East 53rd Street	Madison Avenue	NA	Midtown	(2)
34	Racquet & Tennis Club Building	360-370 Park Avenue	Park Avenue	Madison Avenue	NA	P, R, T
35	Seagram Building	375 Park Avenue	Park Avenue Lexington Avenue/Third Avenue	NA	Madison Avenue Upper East Side Grand Central	P, R
36	St. Thomas Church and Parish House	1 West 53rd Street	Midtown	NA	Madison Avenue	(1)

Table 7.2: Visual Resources (Refer to Figure 7-10, and Figures 7-11A-W) (Continued)

Visual Resource			Analysis Area(s)			Figure Ref. (Views)
#	Name	Address	... within which Resource is located	... to which Resource is directly adjacent	... from which Resource is also visible	
37	America-Israel Cultural Foundation (William H. and Ada S. Moore House)	4 East 54th Street	Madison Avenue	Midtown	NA	(1)
38	Lever House	380-390 Park Avenue	Park Avenue	Madison Avenue	Upper East Side Lexington Avenue/Third Avenue Grand Central	R, V
39	Aeolian Building	689-691 Fifth Avenue / 1 East 54th Street	Midtown	Madison Avenue	NA	(1)
40	St. Regis Hotel	699 Fifth Avenue	Madison Avenue Midtown	NA	NA	(1)
41	William & Helen Martin Murphy Ziegler, Jr. House	116 East 55th Street	Upper East Side	Lexington Avenue/Third Avenue Park Avenue	NA	(2)
42	Mary Hale Cunningham House	124 East 55th Street	Upper East Side	Lexington Avenue/Third Avenue	NA	(2)
43	Central Synagogue	646-652 Lexington Avenue	Upper East Side	Lexington Avenue/Third Avenue	NA	(2)
44	Fuller Building	597 Madison Avenue	Upper East Side	Madison Avenue	NA	Q
45	Ritz Tower	465 Park Avenue / 101 East 57th Street	Upper East Side	Park Avenue	NA	P

Notes:

(1) No Projected or Projected Development Site is identified along Fifth Avenue, and so this important corridor and the visual resources located along it would not be affected by, nor would their respective contributions to the streetscape be altered by, the Proposed Action.

(2) Given its limited height and mass, the identified Visual Resource its distinctive façade is visible only from the immediate block frontages and not as part of an extended view corridor; further, it is part of an established aesthetic context that would not be altered by any new development of the type anticipated for Projected or Potential Development Sites in the rezoning area.

(3) No Projected or Projected Development Site is identified along this portion of Madison Avenue, and so this important corridor and the visual resources located along it would not be affected by, nor would their respective contributions to the streetscape be altered by, the Proposed Action.

Please refer to Chapter 6, "Historic and Cultural Resources," for further information about all the above historic resources.

Views **7-11A** through **7-11M** represent important view corridors in the southern portions of the primary and secondary study areas, including the Grand Central analysis area; the Midtown South and Murray Hill/Tudor City analysis areas; and the southern portions of the Midtown and East Grand Central analysis areas. View corridors and the visual resources to which they relate are described following; conditions both without and with the Proposed Action are compared and the effect is assessed in each case.

- **7-11A**: This northward view along Lexington Avenue, from the west side of the intersection at East 38th Street provides a view that includes much of the iconic Chrysler Building (Visual Resource #13), including a full view of its notable spire. The top part (approximately 13 stories) of the metal-clad Socony-Mobil Building (Visual Resource #10) is visible in front of the Chrysler Building (the building to the right of the Chrysler Building in the photo). Though the Socony-Mobil Building may be recognizable to pedestrians familiar with the immediate area (or those with a particular interest in architectural history), the Chrysler Building may be more generally recognizable to pedestrians, facilitating their orientation, and contributing to the pedestrian sense of location within a neighborhood; as such, a view of the Chrysler Building is a meaningful component of view corridors, thus contributing to its value as a visual resource.

  Note that views of the Chanin Building, Visual Resource #9, which is located to the west of the Socony-Mobil Building, are not available from this vantage point, given the intervening buildings on the west side of Lexington Avenue. Views of visual resources throughout East Midtown, are typically not available to the pedestrian standing some distance from a resource (typically more than a block away from the resource) and on the same side of the avenue or street as the resource. Except in rare circumstances (in vicinities of buildings with extensive plaza areas, for example) views toward any building from such a vantage point are entirely obstructed, given the fully built streetscapes and the height and mass of intervening buildings, which are generally constructed at or very near lot line.

  In the No-Action Condition this view, which is from a point five blocks south of the Chrysler Building (four blocks south of the Socony-Mobil Building), will generally resemble Existing Conditions.

  With the Proposed Action, the view of the Chrysler Building from this location would be further obscured by Projected Development Site 8, though enough of the Chrysler Building and its spire would be visible to remain recognizable. Projected Development Site 8 would entirely block views of the Socony-Mobil Building from this vantage point; this effect generally represents the fact that given the density of development in East Midtown, one building constructed in close proximity to another often entirely obstructs or obscures views of the building behind it, except in cases where the building in the foreground is notably shorter or has substantial setbacks. Unobstructed views of the Socony-Mobil building would still remain from other points along the view corridor. Note that just as existing views of the Chanin Building are not available from this location, Potential Development Site H, which would be located directly west of Projected Development Site 8, on the west side of Lexington Avenue – on the same side of the avenue as the pedestrian experiencing this particular view – would not be visible to the pedestrian here in the With-Action Condition.

  While the Proposed Action would represent a change to the overall composition of the northward view along Lexington Avenue from this location, the effect would not be significant.

The Chrysler Building would remain substantially visible in the With-Action Condition, and the pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered. Therefore, no significant adverse impact related to visual resources would result.

- **7-11B**: This northward view along Lexington Avenue, from the east side of the intersection at East 38th Street provides a view that includes part of the iconic Chrysler Building located five blocks to the north (Visual Resource #13), including much of its notable spire. Much of the Chanin Building (Visual Resource #9), located four blocks to the north, is visible on the west side of the avenue (the tall building to the left of the Chrysler Building. Though the Chanin Building may be recognizable to pedestrians familiar with the immediate area (or those with a particular interest in architectural history), the Chrysler Building may be more generally recognizable to pedestrians, facilitating their orientation, and contributing to the pedestrian sense of location within a neighborhood; as such, a view of the Chrysler Building is a meaningful component of view corridors, thus contributing to its value as a visual resource. (In comparison to the view 7-11A, note that views of the Socony-Mobil Building, Visual Resource #10, which is located to the east of the Chanin Building, are not available from this vantage point, given the intervening buildings on the east side of Lexington Avenue.)

  In the No-Action Condition this view will generally resemble Existing Conditions.

  With the Proposed Action, the view of the Chrysler Building from this location would be further obscured by Projected Development Site 8, though enough of the Chrysler Building and its spire would be visible to remain recognizable. As noted previously for View 7-11A, the Chrysler Building would also remain visibly identifiable from a vantage point directly west, across Lexington Avenue. Potential Development Site H (which would not be visible from the previous View 7-11A) would be visible from this location in the future, and it would block much of the Chanin Building from view. The Chanin Building would remain identifiable, however, given the required setbacks for Potential Development Site H. Notably, the variations in building materials, fenestration patterns, as well as overall form, contributes to the identity of buildings in East Midtown and makes many of the visual resources recognizable from a distance and even when views are partly obstructed.

  While the Proposed Action would represent a change to the overall composition of the northward view along Lexington Avenue from this location, the effect would not amount would not be significant. Both the Chrysler Building and the Chanin Building would remain partly visible in the With-Action Condition, and the pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11C:** This northward view along Park Avenue, from the southeast corner of its intersection with East 39th Street, provides a view of Grand Central Terminal (Visual Resource #12) and the MetLife Building (Visual Resource #16) behind it. The Park Avenue Malls (Visual Resource #1) are visible in the foreground, comprising the landscaped median area of Park Avenue. In addition, a portion of the Bowery Savings Bank (Visual Resource #7) is visible to the right.

  In the No-Action Condition this view will generally resemble Existing Conditions.

With the Proposed Action, the views of these visual resources from this location would remain unaffected and resemble the No-Action conditions. Potential Development A, located at the northeast corner of Park Avenue and East 39th Street would be visible in the immediate foreground, at right in image; however, its contribution to the Park Avenue Streetscape would be consistent with the built context that has been established. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor, would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11D**: This eastward view along 42nd Street, from the east side of the intersection at Sixth Avenue provides a view that includes part of the Bryant Park to the right. Beyond Bryant Park, almost entirely obscured by deciduous park trees in summer season stands the Stephen A. Schwarzman Building (New York Public Library, Visual Resource #6); without the leaves on the trees the rear façade the building would be more visible but still largely obscured.

  It is expected that there will be no change to this view including Bryant Park and toward the Stephen A. Schwarzman Building in the No-Action Condition. However, as illustrated in gray, the One Vanderbilt project will be constructed on the north side of 42nd Street in the No-Action Condition; Grand Central Terminal (Visual Resource #12), which is located east of the One Vanderbilt Project will not be visible from this location in the future without the Proposed Action. (It is noted, however, that given its limited height and bulk of the Grand Central Terminal, only its façade is partly visible to pedestrians familiar with it in Existing Conditions.)

  With the Proposed Action, the visual character of Bryant Park, as it would remain visible along this streetscape, would not be affected, nor would visibility of the Stephen A. Schwarzman Building be affected. As illustrated, however, Projected Development Sites 1 and 2, which would be constructed on Madison Avenue, a block east of Stephen A. Schwarzman Building, may be partly visible the beyond. Although the heights of the two Projected Development Sites 1 and 2 may contribute to their visibility from this location, buildings of this height would not be out of character with general context of the view corridor. Similarly, Potential Development Site B would also be visible from this vantage point; though located east of the Projected Development Sites 1 and 2, views toward it would be more greatly obscured from this location. (Projected Development Site 15 at the easternmost extent of the rezoning area would also be partly visible from this location, though such a limited portion of it and at such a distance, its contribution to the streetscape viewed from this location would likely be imperceptible to most pedestrians.) Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11E**: This westward view along East 41st Street, from the east side of the intersection at Madison Avenue provides a partly obscured though distinctly recognizable view of front façade (main entry) of the Stephen A. Schwarzman Building (New York Public Library, Visual Resource #6). Although the northern and southern extents of the façade are out of view, given the intervening buildings constructed on the northern and southern sides of East 41st Street between Madison Avenue and Fifth Avenue, much of the central pediment, some columns, and stairs are visible at the end of the street, given the placement of this historic structure.

  In the No-Action Condition this view will generally resemble Existing Conditions.

With the Proposed Action, the notably distinctive view of this part of the Stephen A. Schwarzman Building façade would remain the same as in No-Action Conditions. Projected Development Site 2, which would be constructed on the southwest corner of Madison Avenue and East 41st Street, would be visible in the immediate foreground, at left in image; however, its contribution to the East 41st Streetscape would be consistent with the built context that has established this view corridor including the views of the Stephen A. Schwarzman Building façade. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11F**: This eastward view along East 42nd Street, from the southwest corner of the intersection at Madison Avenue, provides a view that includes the both Grand Central Terminal (Visual Resource #12) and the Chrysler Building (Visual Resource #13). From this vantage point along the southern side of East 42nd Street, the main (southern) façade of Grand Central Terminal is visible and recognizable. Similarly, views of the iconic spire of the Chrysler building and much the building tower are largely unobstructed from this vantage point and easily discernible; a portion of the base of the Chrysler Building is also visible. In addition, though lacking the height of either the Grand Central Terminal Building or the Chrysler Building, the Pershing Square Viaduct (Visual Resource #7) is also visible as the bridge structure crossing East 42nd Street directly in front of Grand Central Terminal.

  It is expected that views of the Grand Central Terminal Façade and the Chrysler Building in the No-Action Condition will resemble the same views available in Existing Conditions. However, as illustrated in gray, the One Vanderbilt project will be constructed on the north side of 42nd Street (at left in image).

  With the Proposed Action Projected Development Site 15, which would be constructed on the north side of East 42nd Street, east of the Chrysler Building, would be visible to from this location. However, neither the views of the Grand Central Terminal nor of the Chrysler Building would be affected by the With-Action development. Both of these visual resources would remain just as visible in the With-Action Condition as they will otherwise be in the No-Action Condition; views from this location of the Pershing Square Viaduct would also remain unaffected by the Proposed Action. Further, the development of Projected Development Site 15 would be consistent with the built context of this view corridor. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11G:** This westward view along East 42nd Street is from the east side of First Avenue, in the immediate vicinity of the UN Secretariat (Visual Resource #15). This vantage point on First Avenue is at the same elevation as East 42nd Street (compare to View 7-11L, from East 43rd Street). The buildings in the foreground to the left and to the right (south and north of East 42nd Street, respectively) are among the easternmost buildings in the Tudor City Historic District; the viaduct (bridge) in the foreground carries the Tudor City Place roadway over East 42nd Street, directly connecting the northern and southern portions of Tudor City. This view provides a largely unobstructed, though somewhat distant, view of the Chrysler Building (Visual Resource #13), including much of its tower and its recognizable spire. The view toward the Chrysler Building from this location reinforces the pedestrian sense of location (as would corresponding views eastward, facing the opposite direction, with views toward the East River).

  It is expected that this view of the Chrysler Building in the No-Action Condition will resemble the view available in Existing Conditions. However, the No-Action development, One Vanderbilt, will be visible behind the Chrysler Building in the distance. While this No-Action project will not alter views of the Chrysler Building from this vantage point, the height and mass of One Vanderbilt will extend the upper portion of the apparent view corridor further westward. It will also further establish the visual presence of East Midtown skyscraper buildings as part of the Tudor City aesthetic context.

  With the Proposed Action Projected Development Site 15, would be constructed at the easternmost extent of the rezoning area, at Second Avenue, between East 42nd Street and East 43rd Street. It would be visible as part of this view corridor and from this vantage would partly obstruct views of the Chrysler Building that would otherwise be available in the No-Action Condition. However, enough of the Chrysler Building would remain visible from this location to be recognizable to the pedestrian; moreover, a With-Action view of the Chrysler Building from a point just a few feet to the south along First Avenue, would be similar to the No-Action view. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11H:** This eastward view along East 43rd Street, from Fifth Avenue, provides a partly obstructed, though recognizable, view of the western façade of Grand Central Terminal (Visual Resource #12) along Vanderbilt Avenue. Although the northern and southern extents of the façade are out of view, given the intervening buildings constructed on the northern and southern sides of East 43rd Street between Fifth Avenue and Vanderbilt Avenue, enough of the distinctive columns and windows of Grand Central Terminal façade remain visible to be recognizable to pedestrians.

  It is expected that the view of Grand Central Terminal Façade as experienced from this vantage point in the future without the Proposed Action will generally resemble Existing Conditions. However, the No-Action project, One Vanderbilt, will be visible (illustrated in gray, at right in the photo). Further, One Vanderbilt will almost entirely obstruct views of the Chrysler Building from this vantage point.

With the Proposed Action Projected Development Site 3, which would be constructed on the north side of East 43rd Street, between Madison Avenue and Fifth Avenue, would be visible the pedestrian at this location (at the left, in photo); however, its contribution to the East 43rd Streetscape would be consistent with the built context that has established this view corridor toward this façade of Grand Central Terminal. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11I:** This eastward view from Lexington Avenue, along the section of East 43rd Street (identified as United Nations Way) (looking east from the Graybar Building entrance to Grand Central Terminal), provides a partly obscured though recognizable view of the western façade of UN Secretariat (Visual Resource #15), which stands on the eastern side of First Avenue. Although the northern and southern extents of its façade are out of view, given the intervening buildings constructed on the northern and southern sides of East 43rd Street between Lexington Avenue and First Avenue, enough of its distinctive modernist glass façade remain visible to be recognizable to pedestrians.

  This view of the UN Secretariat in the No-Action Condition is expected to resemble Existing Conditions. However, two No-Action developments (#26 and #27, as identified in Part I of this chapter, which will be constructed north of East 43rd Street, west and east of Third Avenue, respectively), will be visible along this view corridor.

  With the Proposed Action Projected Development Site 15, which would be constructed between East 42nd Street and East 43rd Street, between Second Avenue and Third Avenue (the easternmost extent of the rezoning area), would be visible along this view corridor. Similarly, Potential Development Site L, which would be constructed on the north side of East 43rd Street, between Second Avenue and Third Avenue, would also be visible along this view corridor. Neither With-Action development would obstruct or obscure views of the UN Secretariat from this vantage point, nor would they be inconsistent with the built context that has established this view corridor toward the UN Secretariat. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11J:** This eastward view from Third Avenue, along the section of East 43rd Street (identified as United Nations Way), provides a partly obscured though recognizable view of the western façade of UN Secretariat (Visual Resource #15), which stands on the eastern side of First Avenue. This view is provided as an example of a view that is less distant than the view provided in previous view 7-11J but which also demonstrates how pedestrian-level views nearer even such a large building can be obscured by the presence of building awnings, or similar building protrusions that may be present in the foreground. The overall view provided however, is similarly defined by the UN Secretariat.

  This view of the UN Secretariat in the No-Action Condition is expected to resemble Existing Conditions. Further, compared to previous view 7-11I, the two No-Action developments (26 and 27, indicated in gray in Figure 7-11) that will be visible from a distance, will not be visible along this view corridor from Third Avenue.

With the Proposed Action Projected Development Site 15, which would be constructed between East 42nd Street and East 43rd Street, between Second Avenue and Third Avenue (the easternmost extent of the rezoning area), would be visible along this view corridor. Similarly, Potential Development Site L, which would be constructed on the northeast corner of East 43rd Street and Third Avenue, would also be visible along this view corridor. Neither With-Action development would obstruct views of the UN Secretariat from this vantage point. Further, although both With-Action projects would be visibly prominent from this location, they would be consistent with the built context that has established this view corridor toward the UN Secretariat. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11K:** This westward view from Second Avenue, along the section of East 43rd Street (identified as United Nations Way), provides a largely unobstructed view of the Chrysler Building (Visual Resource #13), including its recognizable spire, much of the tower and some of its base.

  This view of the Chrysler Building in the No-Action Condition will resemble Existing Conditions. However, the No-Action development, One Vanderbilt, will be visible behind the Chrysler Building in the distance. While this No-Action project will not alter views for the Chrysler Building from this vantage point, its height will represent a notable and substantial building mass thereby extending the apparent skyline view corridor further westward.

  With the Proposed Action Projected Development Site 15, would be constructed at the easternmost extent of the rezoning area, with frontage on Second Avenue and East 42nd Street and East 43rd Street. It would be visible as part of this view corridor (in foreground at left), and from this vantage point represent a street-level contribution to the view corridor resembling Existing Conditions. Although this With-Action project would be visibly prominent from this location, it would be consistent with the built context that has established this view corridor. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11L:** This westward view is from the east side of First Avenue, directly opposite Ralph Bunche Park (identified in Chapter 4, "Open Space," as Park Resource #80) and in the immediate vicinity of the UN Secretariat (Visual Resource #15). This vantage point on First Avenue, is at a slightly lower elevation than East 43rd Street which terminates at the top of the park area wall. The buildings in the foreground to the left and to the right (south and north of East 43rd Street, respectively) are among the easternmost buildings in the Tudor City Historic District. This view provides a largely unobstructed, though somewhat distant,

  view of the Chrysler Building (Visual Resource #13), including its recognizable spire, much of the tower and some of its base. Although a pedestrian at this particular location is more likely oriented according to the UN Secretariat Building and the park area, both of which are in the immediate vicinity, the view toward the Chrysler Building reinforces the sense of distance between this location and the approximate center of the rezoning area.

This view of the Chrysler Building in the No-Action Condition will resemble Existing Conditions. However, the No-Action development, One Vanderbilt, will be visible behind the Chrysler Building in the distance, and No-action projects 26 and 27 will be visible in the distance (to the right of the Chrysler Building in the photo). While these No-Action projects will not alter views of the Chrysler Building from this vantage point, the height and mass of these No-Action projects represent a visible building mass that would extend the apparent skyline view corridor further westward. These No-Action projects will also further establish the visual presence of East Midtown skyscraper buildings as part of the Tudor City aesthetic context.

With the Proposed Action Projected Development Site 15, would be constructed at the easternmost extent of the rezoning area, at Second Avenue, between East 42nd Street and East 43rd Street. It would be visible as part of this view corridor and from this vantage would partly obscure, though not entirely obstruct, views of the Chrysler Building that would otherwise be available in the No-Action Condition. The pedestrian sense of orientation and place, as well as the pedestrian perception of the built form characteristic of this view corridor would not be substantially altered with the Proposed Action. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11M**: This southward view along Lexington Avenue, from the east side of the intersection at East 48th Street provides a view that includes part of the iconic Chrysler Building located six blocks to the south (Visual Resource #13), including its notable spire and much of the tower. As discussed, previously (see 7-11A and B) the Chrysler Building is generally recognizable to pedestrians, facilitating their orientation, and contributing to the pedestrian sense of location within a neighborhood; as such, a view of the Chrysler Building is a meaningful component of view corridors, thus contributing to its value as a visual resource.

  In the No-Action Condition this view will generally resemble Existing Conditions.

  With the Proposed Action, the view of the Chrysler Building from this location would not be affected by Projected Development Site 9 (at left in photo), which would be constructed on the east side of Lexington Avenue, between East 46th Street and East 47th Street. A small portion of Projected Development Site 8, which would be constructed on the east side of Lexington Avenue, south of East 41st Street would also be visible in the distance beyond the Chrysler building. While the Proposed Action would represent a change to the overall composition of the southward view along Lexington Avenue from this location, the effect would not be significant nor would views of the Chrysler Building be affected. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

Views **7-11N** through **7-11V** represent important view corridors in the northern portions of the primary and secondary study areas, including the Grand Central, Madison Avenue, Park Avenue, and Lexington Avenue/Third Avenue, and the Upper East Side analysis areas. View corridors and the visual resources to which they relate are described following; conditions both without and with the Proposed Action are compared and the effect is assessed in each case.

- **7-11N**: This eastward view along East 49th Street, from the west side of the intersection at Madison Avenue provides a view that includes part of the southern façade of Waldorf-Astoria

Hotel (Visual Resource #23). Though adjacent buildings largely obstruct views of this art deco hotel, with its distinctive setbacks, the hotel remains partly visible pedestrians at this location.

In the No-Action Condition this view will generally resemble Existing Conditions.

While several Projected and Potential Development Sites would be visible from this location in the future with Proposed Action, the view of Waldorf-Astoria, albeit already limited in the No-Action Condition, would not be affected. As illustrated, Projected Development Site 7 (left in photo) would be constructed to the west of the Waldorf-Astoria Hotel on the north side of East 49th Street, but it, too, would have setbacks and thereby obstruct the No-Action view from this location only slightly. Projected Development Site 11, which would be constructed east of the Waldorf-Astoria Hotel (directly east, across Lexington Avenue) would be visible in the background. Projected Development Site 10, which would be constructed south of the Waldorf-Astoria Hotel (directly south, across East 49th Street) would be partly visible from this location, as would Potential Development Site C (in the immediate foreground, at right in photo).

- While the view of Waldorf-Astoria Hotel would be obstructed slightly more, with the Proposed Action than without it, partial views would remain. The overall concentration of new development in its vicinity would comprise a substantial part of the view corridor but the arrangement of these buildings would be consistent with the established patterns of dense development in this view corridor. The With-Action development, though visible, would not be out of character with general context of the view corridor. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result. **7-11O**: This westward view along East 49th Street, from the east side of the intersection at Third Avenue provides a view that includes part of the southern façade of Waldorf-Astoria Hotel (Visual Resource #23). The entirety of the upper portion of the hotel is both visible and recognizable from this distance (approximately one full block length), given the relatively modestly sized buildings that line the northern side of East 49th Street between Lexington Avenue and Third Avenue.

  In the No-Action Condition this view will generally resemble Existing Conditions.

  Several Projected Development Sites would be visible from this location in the future with Proposed Action. A small portion of Projected Development Site 10, which would be located directly south of the Waldorf-Astoria Hotel would be visible, as would be a portion of Projected Development Site 7, which would be constructed west of the hotel, on the opposite side of Park Avenue. Neither of these Projected Development Sites would alter the visibility of the Waldorf-Astoria Hotel from this location.

  However, Projected Development Site 11, which would be located directly east of the Waldorf-Astoria Hotel (on the east side of Lexington Avenue), would block much of the hotel from view of a pedestrian at this particular location. With Projected Development Site 11 in place the relatively full view of the Waldorf-Astoria Hotel would no longer be available to pedestrians at this location. However, the hotel would still remain partly visible from this same location and it would not be atypical of side-street views toward this hotel, particularly given its Art Deco setbacks, that are available elsewhere in the study area (see 7-11N); further, relatively clear views of the Hotel would remain to pedestrians nearer to it, along Lexington Avenue and Park Avenue (see 7-11S).

Therefore, the Proposed Action would result additional development density visible in this particular view corridor associated with the Waldorf-Astoria Hotel; such density and corresponding further limitation in view of the hotel would be consistent with the established pattern of development in the immediate vicinity. Further, the arrangement of the With-Action buildings would be consistent with the established patterns of dense development in this view corridor, and though visible, would not be out of character with general context of the view corridor. Therefore, the pedestrian experience of visual resources would not be greatly altered, and no significant adverse impact related to visual resources would result.

- **7-11P**: This northward view along Park Avenue, from the southeast corner of its intersection with East 51st Street includes the Racquet & Tennis Club (Visual Resource #34) at left in the image; the Park Avenue Malls (Visual Resource #1), the landscaped medians along Park Avenue, visible to the right of it; Lever House just behind it (Visual Resource #38). Along the east side of Park Avenue, to the right in the image, is the Seagram Building (Visual Resource #35) and its accompanying plaza area.

  In the No-Action Condition this view will generally resemble Existing Conditions.

  No Projected Development Sites would be visible from this location in the future with Proposed Action. However, Potential Development Sites E and F would be visible, though neither would obstruct views of visual resources, as seen from this vantage point. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11Q**: This northward view along Madison Avenue, from the southwest corner of East 53rd Street includes the Fuller Building (Visual Resource #44) in the distance. A recognizable portion of this towering structure is distinctly visible from this vantage point about four blocks away.

  In the No-Action Condition this view will generally resemble Existing Conditions.

  The northernmost development that would result with the Proposed Action, Potential Development Site G, would be visible from this location in the future with Proposed Action. It would partly obstruct the view of the Fuller Building from this location. However, views of the Fuller Building similar to the No-Action Condition view from East 52nd Street would remain available from points north in the future with the Proposed Action. Further

  development of Potential Development Site G would be similar to other buildings already in place in the vicinity and as such it would not substantially alter the character of this particular view corridor. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11R**: This southward view along Park Avenue, from the southwest corner of East 54th Street includes the Waldorf-Astoria Hotel (Visual Resource #23), the Helmsley Building (Visual Resource #18) and the MetLife Building (Visual Resource #16) directly behind it, and comprising the landscaped medians to the left, the Park Avenue Malls (Visual Resource #1). In addition, the Lever House (Visual Resource #38) is visible directly in the foreground, at right, and the Racquet & Tennis Club (Visual Resource #34) is visible (though obliquely) just beyond

it; and the Seagram Building (Visual Resource #35) is visible to the left in the photo. Just past the Seagram Building, though much less massive than all visual resources surrounding it in this view corridor, is St. Bartholomew's Church & Community House (Visual Resource #26).

The views of all these visual resources from this location are will remain relatively unobstructed in the future without the Proposed Action.

With the Proposed Action, Potential Development Site E and Projected Development Site 7 would be visible within this view corridor, constructed on the east side of Park Avenue south of East 52nd Street and East 50th Street, respectively. They would not obstruct views of any of the identified resources, as seen from this vantage point. Further, the mass and height of these two With-Action developments would be similar to other buildings already in place in the vicinity and as such it would not substantially alter the character of this particular view corridor. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11S**: This southward view along Lexington Avenue, from the east side of the intersection at East 54th Street provides a distant of part of the iconic Chrysler Building (Visual Resource #13) located twelve blocks to the south, including most of its notable spire and much of the tower. As discussed, previously (see 7-11A, B, and M) the Chrysler Building is generally recognizable to pedestrians, facilitating their orientation, and contributing to the pedestrian sense of location within a neighborhood; as such, a view of the Chrysler Building is a meaningful component of view corridors, thus contributing to its value as a visual resource.

  In the No-Action Condition this view will generally resemble Existing Conditions.

  With the Proposed Action, the view of the Chrysler Building from this location would be partly obstructed by Projected Development Sites 9, 11, and 12, (at left in photo), which would be constructed on the east side of Lexington Avenue, south of East 47th Street, East 50th Street, and East 52nd Street, respectively. A small portion of Projected Development Site 8, which would be constructed on the east side of Lexington Avenue, south of East 41st Street would also be visible in the distance beyond the Chrysler building. A small portion of Projected Development Site 19, which would be constructed on the west side of Lexington Avenue, south of East 49th Street (just southeast of Projected Development Site 11) would also be visible.

  While the Proposed Action would represent a change to the overall composition of the southward view along Lexington Avenue from this location, the effect would not be significant. Further, given that even this distant view of the Chrysler Building would remain partly visible, with the Proposed Action, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11T**: This southward view along Park Avenue, from the northeast corner of East 57th Street includes the Helmsley Building (Visual Resource #18) and the MetLife Building (Visual Resource #16) directly behind it, in the farthest distance, and the landscaped the Park Avenue Malls (Visual Resource #1). In addition, the tower portion of Lever House (Visual Resource #38) is visible at right, and the shorter Racquet & Tennis Club building (Visual Resource #34) is visible just beyond it.

The views of all these visual resources from this location are relatively unobstructed and will remain so in the future without the Proposed Action. (A small portion of No-Action site #4 is visible directly to the right in the photo.)

With the Proposed Action, and Projected Development Sites 6 and 7, and Potential Development Sites E and F, all of which would be constructed along the east side of Park Avenue, would be visible within this view corridor. Potential Development Site F (nearest to foreground in photo) would obscure a small part of Lever House from view, but not substantially more than would be obscured in the No-Action Condition. All visual resources would remain as visible and recognizable with the Proposed Action developments in place and without them. Further, the mass and height of these four With-Action developments would be similar to other buildings already in place in the vicinity and as such it would not substantially alter the character of this particular view corridor. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11U**: This southward view along Lexington Avenue, from the northwest corner of East 57th Street includes the Doubletree-Hilton Hotel Metropolitan (Visual Resource #28), which is the building with the façade that reveals its plan askew to the grid (center of photo), just south of East 51st Street. In addition, a distant view of the Chrysler Building (Visual Resource #16) is visible – standing a point 15 blocks away; though the view is distant, its iconic spire is fully visible from this location.

  The views of both these visual resources from this location will remain the same in the future without the Proposed Action as in Existing Conditions.

  With the Proposed Action, Projected Development Sites 9, 11, and 12 would be constructed on the east side of Lexington Avenue, south of Doubletree-Hilton Hotel Metropolitan; views of this particular visual resource would be unaffected. However, the construction of Projected Development Site 9 – the southernmost of the three, between East 46th Street and East 47th Street – would partly obstruct the view of the Chrysler Building that would be available from this vantage point in the future without the Proposed Action.

  While the Proposed Action would represent a change to the overall composition of the southward view along Lexington Avenue from this location, the effect would not be significant. Further, given that even this distant view of the Chrysler Building would remain partly visible, with the Proposed Action, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- **7-11V:** This southward view along Park Avenue, from within the median (Park Avenue Malls, Visual Resource #1) just south of East 61st Street includes the MetLife Building (Visual Resource #16); the Helmsley Building (Visual Resource #18), which is shorter than and stands in front of (north of) the MetLife Building could also be visible from approximately this location, but median trees block it from this particular view.

  The views of these visual resources from this location will remain the same in the future without the Proposed Action as in Existing Conditions.

With the Proposed Action, small portions of Projected Development Site 6 and Potential Development Sites E and F, all of which would be constructed along the east side of Park Avenue, would be visible within this view corridor. All visual resources would remain as visible and recognizable with the Proposed Action developments in place and without them. Further, the mass and height of these four With-Action developments would be similar to other buildings already in place in the vicinity and as such it would not substantially alter the character of this particular view corridor. Therefore, the pedestrian experience of visual resources visible from this location would be unaffected by the Proposed Action, and no significant adverse impact related to visual resources would result.

- View **7-11W** represents a distant, wide perspective of the Midtown Manhattan skyline as viewed facing eastward from Gantry Plaza State Park in Queens, directly across the East River from midtown. This vantage point offers one of the clearest, and most direct and distinctive views of this portion of the Manhattan skyline that is available from public open space in New York City. Several notable buildings are visible from this location, including the Empire State Building to the left (which is located south of West 34th Street and west of Fifth Avenue, just beyond the Midtown South analysis area), as well as two visual resources identified within the study area: there is a direct and unobstructed view of the UN Secretariat (Visual Resource #15) within the East 50s/Turtle Bay analysis area , and just behind it is visible the top portion of the Chrysler Building spire (Visual Resource #13)

  While No-Action projects will be visible throughout (No-Action project #34 being the most visible – located at the East River waterfront, just south of the UN Secretariat), none will obstruct views of the most prominent visual resources otherwise enjoyed from this location. Rather, the dense development of tall buildings with typically narrow profiles will contribute to the broader silhouette of the skyline.

  Proposed Action developments would comprise to the pattern of development in Midtown Manhattan that from this location is already apparent in views from this location, and which as part of a decades-long development trend will be reinforced in the future without the Proposed Action. From this vantage point, four of the 16 total Projected Development Sites would be visible (6, 9, 12, and 13) and five of the 14 total Potential Development Sites would be visible (I, J, K, M, N). These would appear in one cluster near East 45th Street (the first group of With-Action sites just to the right of the UN Secretariat in the photo: I, M, 6, and then 9 in order from left to right) and a second cluster in the vicinity of East 51st Street (the second group of With-Action sites, farthest right in the photo: J, 12, K, N, and then 13).

  Taken together, all the With-Action projects, as viewed from this location, would contribute to the skyline in a visible way, but not in a substantial way. Only the four Projected Development Sites that would be visible from this location would be at a height exceeding the immediately adjacent buildings, thereby altering the skyline silhouette to a limited extent; however, none would appear taller than other buildings that define the skyline when viewed from this location, nor would any of the With-Action developments obstruct or obscure the views toward the iconic and recognizable building forms otherwise available in the No-Action Condition. As shown on Figure 7-11W, the Proposed Action would not result in a substantial effect on the overall appearance character of the skyline, or in any way affect the distinctive and recognizable building elements that will otherwise comprise the skyline in the No-Action Condition; therefore, the Proposed Action would not result in any significant adverse impact to Visual Resources in terms of potential effects to the skyline.