Chapter 7: Urban Design and Visual Resources

A. INTRODUCTION

This chapter considers the potential of the proposed actions to impact urban design and visual resources. As defined in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, urban design is the totality of components that may affect a pedestrian's experience of public space. A visual resource can include views of the waterfront, public parks, landmark structures or districts, or otherwise distinct buildings, and natural resources.

The following analysis considers a 400-foot study area around the proposed Vanderbilt Corridor which includes the One Vanderbilt site. The study area considers where the proposed actions would be most likely to influence land use patterns and the built environment (see **Figures 7-1 and 7-2**).[1] This analysis also considers longer views to the One Vanderbilt site, including views along West 42nd Street, from Bryant Park, and from Gantry Plaza State Park in Long Island City, Queens. This analysis addresses the urban design and visual resources of the study area for existing conditions, the future without the proposed actions (the No-Action Condition), and the future with the proposed actions (With-Action Condition) for the 2021 Build year, when the proposed One Vanderbilt development is expected to be completed and occupied.

Based on the *CEQR Technical Manual*, a preliminary assessment of urban design and visual resources 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. Examples include projects that permit the modification of yard, height, and setback requirements, and projects that result in an increase in built floor area beyond what would be allowed "as-of-right" or in the No-Action condition.

This analysis considers the proposed actions and project which involve zoning text changes, special permits, and a City Map amendment. The zoning text changes would create a new Grand Central Public Realm permit that would facilitate the creation of the Vanderbilt Corridor and a City Map amendment would allow for the designation of a public place on Vanderbilt Avenue between East 42nd and East 43rd Streets. The proposed use of the Vanderbilt Corridor special permits would allow for the construction of the proposed One Vanderbilt development. Therefore, as the proposed development would be expected to result in physical alterations beyond that allowed by existing zoning, it would meet the threshold for a preliminary assessment of urban design and visual resources.

The *CEQR Technical Manual* guidelines state that if the preliminary assessment shows that changes to the pedestrian environment are sufficiently significant to require greater explanation and further study, then a detailed analysis is appropriate. Examples include projects that would 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.

[1] **Figures 7-1 through 7-37** can be found at the end of this chapter.

Detailed analyses are also generally appropriate for area-wide rezonings that (1) include an increase in permitted floor area or changes in height and setback requirements; (2) are general large-scale developments; or (3) are projects that would result in substantial changes to the built environment of a historic district or components of a historic building that contribute to the resource's historic significance. Conditions that merit consideration for further analysis of visual resources include (1) when the project partially or totally blocks a view corridor or a natural or built visual resource and that resource is rare in the area or considered a defining feature of the neighborhood; or (2) when the project changes urban design features so that the context of a natural or built visual resource is altered (i.e., if the project alters the street grid so that the approach to the resource changes; if the project changes the scale of surrounding buildings so that the context changes; or if the project removes lawns or other open areas that serve as a setting for the resource).

The proposed actions would facilitate the development of an approximately 1.8-million-gross-square-foot (gsf), (1,299,390-zoning-square-foot [zsf]), 30.0 floor area ratio (FAR) building (the proposed One Vanderbilt development) on the One Vanderbilt site that is owned by Green 317 Madison LLC (317 Madison). The proposed development would contain a mix of uses including offices, trading floors, retail, restaurant, transit access, a transit hall at ground level; and rooftop amenity space, and would utilize floor area bonuses pursuant to the Grand Central Public Realm Improvement for developments in the Vanderbilt Corridor for public place and transit improvements and landmark transfer special permits. As part of the proposed One Vanderbilt development, 317 Madison would provide improvements to the Vanderbilt Avenue public place dedicated to pedestrian uses.

The proposed actions could make noticeable alterations to the One Vanderbilt site and the streetscape of the surrounding area by changing the scale of buildings, as compared with the No-Action condition. Therefore, the proposed actions would meet the threshold for a detailed assessment of urban design and visual resources. This analysis is provided below.

PRINCIPAL CONCLUSIONS

URBAN DESIGN

The proposed actions would not result in significant adverse impacts on urban design or visual resources. As described below, the proposed actions would have beneficial streetscape effects that would improve the pedestrian experience through: the building setback on East 42nd Street at the ground floor that would create a wider sidewalk; the building's angled façade on East 42nd Street that would open up views from the west to Grand Central Terminal; the building setback on Madison Avenue that would create a wider sidewalk; ground-floor and second-floor retail with glazing that would activate the adjacent sidewalks and provide visual interest to pedestrians; new public space within the building's northeast corner that would contribute to the pedestrian experience of the building as this amenity would be accessible to the public; and the Vanderbilt Avenue public place that would contribute to the urban design character of this segment of Vanderbilt Avenue and would provide a new public amenity for pedestrians to experience both the new building on the One Vanderbilt site and Grand Central Terminal immediately to the east.

While the approximately 1.8 million gsf proposed One Vanderbilt development would be larger in terms of floor area than other buildings in the study area, its square footage would be comparable to the square footages of other commercial office towers in the study area with

square footages ranging from 1.2 to 2.3 million gsf. With approximately 65 stories, the proposed One Vanderbilt development would be taller than other buildings in the study area, however, the proposed One Vanderbilt development would generally be consistent with the urban design character of Midtown which is famous for its tall building, with buildings in the study area ranging from 30 to 69 stories, and the Chrysler building at 77 stories (plus spire), which is located approximately 750 feet east of the One Vanderbilt site. Therefore, with the proposed One Vanderbilt development, the introduction of a new, tall tower to this high-density commercial district would be in keeping with the urban design character of Midtown and would not adversely affect a pedestrian's experience of the urban design characteristics of the One Vanderbilt site.

VIEW CORRIDORS AND VISUAL RESOURCES

It is not expected that the proposed actions would have significant adverse impacts on view corridors or visual resources in the 400-foot study area. The proposed One Vanderbilt development, like the No-Action building, would occupy an existing city block and, therefore, would not obstruct any view corridors in the study area, including the view corridors on Madison and Vanderbilt Avenues, and East 42nd Street. Views on 42nd Street to the Chrysler Building from the vicinity of Fifth Avenue and locations to the west would be partially obstructed by the proposed One Vanderbilt development. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, the proposed One Vanderbilt development would not block views of the Chrysler Building. In these view corridors, with either the No-Action building or with the proposed One Vanderbilt development, a new, tall building would replace the four low- and mid-rise buildings. The proposed One Vanderbilt development, like the No-Action building, would be visible from certain vantage points in each of these view corridors. However, in either development scenario, the new building would be a tall building among other tall buildings in the view corridors and would not adversely affect the pedestrian experience along these view corridors. In contrast to the No-Action building that will be built to the sidewalk line with an approximately 120-foot-tall base, the proposed One Vanderbilt development would be set back from Madison Avenue by 7 feet from the property line, creating a wide sidewalk that would enhance views along this portion of the view corridor, including views to the One Vanderbilt development.

With either the No-Action building or with the proposed One Vanderbilt development, eastward and westward views on East 42nd Street would include a new, tall building among other tall buildings on East 42nd Street. While the proposed One Vanderbilt development would partially obstruct certain views of the Chrysler Building on 42nd Street from the vicinity of Fifth Avenue and locations to the west, these views will also be partially obstructed by the No-Action building. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, the proposed One Vanderbilt development would not obstruct views of the Chrysler Building. With both the No-Action building and with the proposed One Vanderbilt development, views to a new, tall building along the view corridors on Madison and Vanderbilt Avenues and East 42nd Street from vantage points closer to the One Vanderbilt site would more prominently feature the new building, while longer views would include the new building in the context of other tall buildings.

With the proposed One Vanderbilt development, the Bryant Park view corridor would continue to provide views to the five tall buildings that are visible in this view from within the park, including views to portions of the Chrysler Building's stainless steel crown and spire in the far distance visible beyond other tall buildings. The height of the proposed One Vanderbilt

development would be prominent in these views; however, the building would be similar in form and massing to these other tall buildings. Views from the Bryant Park view corridor that include portions of the Chrysler Building's stainless steel crown and spire, which are visible in more distant views, would also remain available both with the proposed One Vanderbilt development and with the No-Action building. The proposed One Vanderbilt development would not obstruct any views in this view corridor and the changes to this view corridor would be typical of changes in views that occur with new construction in densely developed East Midtown.

The proposed One Vanderbilt development would not result in any significant adverse impacts on visual resources. One East 42nd Street, the building would angle back from the property line up to 10 feet toward Vanderbilt Avenue, and the building's southeast corner would be further set back from East 42nd Street and from the public place. These design features would create more pedestrian space at the southeast corner of the development and open up views of the west side of Grand Central Terminal from vantage points on East 42nd Street. In contrast, the No-Action building would partially obstruct views to the terminal in views from East 42nd Street, as the No-Action building would have a 120-foot-tall base that would rise flush from the lot lines. While certain views to the Chrysler Building would change with either the No-Action building or with the proposed One Vanderbilt development, these changes would not result in any significant adverse impacts on the Chrysler Building. Other visual resources in the study area would not be affected by the proposed One Vanderbilt development as they are located away from the development site and do not have a significant visual relationship with the development site due to distance and intervening buildings. In addition, with both the No-Action building and with the proposed One Vanderbilt development, longer views to the Chrysler Building in the view corridors from Bryant Park and West 42nd Street would change. With the No-Action building, views from Gantry Plaza State Park that include the Chrysler Building would minimally change the skyline while with the proposed One Vanderbilt development a new tall building would be added to the skyline. However, the Chrysler Building would continue to be viewed among other tall office buildings in the Midtown Manhattan skyline. Therefore, although some views to the Chrysler Building would be more restricted from certain vantage points on West 42nd Street with the proposed One Vanderbilt development compared to the No-Action building, many other views to the Chrysler Building, including views from Bryant Park and Gantry Plaza State Park, would remain available with both the No-Action building and with the proposed One Vanderbilt development.

Therefore, the proposed One Vanderbilt development would not result in any significant adverse impacts to visual resources.

B. METHODOLOGY

This detailed analysis considers the effects of the proposed actions on the experience of a pedestrian in the study areas. The assessment focuses on those project elements that have the potential to alter the built environment, or urban design, of the project area, which is collectively formed by the following components:

- Street Pattern and Streetscape—the arrangement and orientation of streets define location, flow of activity, street views, and create blocks on which buildings and open spaces are arranged. Other elements including sidewalks, plantings, street lights, curb cuts, and street furniture also contribute to an area's streetscape.

- Buildings—a building's size, shape, setbacks, pedestrian and vehicular entrances, lot coverage and orientation to the street are important urban design components that define the appearance of the built environment.
- Visual Resources—visual resources include significant natural or built features, including important views corridors, public parks, landmarks structures or districts, or otherwise distinct buildings.
- Open Space—open space includes public and private areas that do not include structures including parks and other landscaped areas, cemeteries, and parking lots.
- Natural Features—natural features include vegetation, and geologic and aquatic features that are natural to the area.

There are no significant natural features in the study area; therefore, an analysis of natural resources is not warranted. Wind conditions also affect the pedestrian experience of a given area. The size and orientation of the proposed One Vanderbilt development and any buildings constructed in the Vanderbilt Corridor as a result of the proposed actions would be consistent with the general mid- to high-rise character of the area and would not contribute to high-wind conditions. Therefore, a pedestrian wind analysis is not warranted.

Sunlight conditions also affect the pedestrian experience of a given area. The variation in building heights and street widths found in the study areas generally allow sunlight to reach much of the study area throughout the day and this condition would not be significantly altered with the proposed actions. A discussion of the proposed One Vanderbilt development's potential to cast new incremental shadows is discussed in Chapter 5, "Shadows."

This analysis addresses the urban design and visual resources of the One Vanderbilt site and the Vanderbilt Corridor and study area for existing conditions. The analysis considers the No-Action condition and the With-Action condition for the One Vanderbilt site in the 2021 analysis year when the project is expected to be completed. Chapter 19, "Conceptual Analysis," assesses the future conditions both with and without the proposed actions for the Vanderbilt Corridor and larger study area surrounding the Vanderbilt Corridor.

C. EXISTING CONDITIONS

VANDERBILT CORRIDOR

The Vanderbilt Corridor, which consists of portions of five blocks, including the One Vanderbilt site, is located between Madison and Vanderbilt Avenues and extends between East 42nd and East 47th Streets.[1] The One Vanderbilt site is described in more detail in a separate section below.

STREETS

The five Vanderbilt Corridor blocks are small blocks that measure approximately 220 by 200 feet. East 42nd Street, which establishes the Vanderbilt Corridor's southern boundary, is approximately 100 feet wide and is a two-way, east-west street. It is a primary thoroughfare. The other east-west streets in the Vanderbilt Corridor are 60 feet wide and are one-way streets.

[1] These are each half blocks bisected by Madison Avenue, with the eastern portions composing the Vanderbilt Corridor.

Vanderbilt and Madison Avenues, which establish the eastern and western boundaries of the Vanderbilt Corridor, are 80 feet and 60 feet wide, respectively (see **Figure 7-1**). Vanderbilt Avenue between East 42nd and East 43rd Streets is one-way northbound; between East 43rd and East 47th Streets it is two-way. Madison Avenue is a one-way northbound street. Sidewalks on East 42nd Street are wide but are narrow on Madison Avenue; other east-west streets and Vanderbilt Avenue have narrow sidewalks. Street trees are extremely limited within the Vanderbilt Corridor, with most blocks having no greenery apart from a few small street trees on certain sidewalks and planters affixed to street lights at certain locations.

BUILDINGS

Most buildings in the Vanderbilt Corridor are older, early 20th-century buildings ranging in height from seven to 47 stories, and most have ground-floor retail.

Block 1278, Lot 20—the site between East 43rd and East 44th Streets—is 43,313 square feet. It is occupied by a single 28-story building, Bank of America Plaza, at 335 Madison Avenue. Originally built in 1913 as a hotel, the building was thoroughly renovated, reclad with a granite and glass curtain wall, and converted into an office building in 1981–1983. The building has an uninterrupted streetwall on each blockfront. Upper story setbacks break up the building form. The Bank of America Plaza has ground-floor retail on Madison Avenue. The building contains approximately 874,734 gsf; thus, the site is currently developed at approximately 20 FAR (see Views 1 and 2 on **Figure 7-3**).

The site between East 44th and East 45th Streets is Block 1279, Lots 23-25, 28, 45, and 48. It has a site area of 43,261 square feet. This block contains five commercial buildings and a ventilation building on Lot 25 for the Metropolitan Transportation Authority (MTA) East Side Access project currently in construction. The five commercial buildings were constructed between 1916 and 1926 and range in height from 12 to 22 stories. Each building has ground-floor retail. Three of the buildings on the site have large, square footprints, while two smaller buildings facing Madison Avenue have narrower rectangular footprints. The Madison Avenue frontage of the site contains three 12- to 20-story buildings (341, 343, and 347 Madison Avenue) that serve as MTA headquarters. The building at 347 Madison Avenue has a limestone base and brick upper floors. It has a three-story section, and two 12-story sections and then sets back before rising to its full 20 stories. The 12-story building at 343 Madison Avenue rises flush from the sidewalk and has no setbacks. It has a granite and limestone three-story base, with its upper floors faced in tan brick. The 19-story building at 341 Madison Avenue extends mid-block on East 44th Street. The building has a long and narrow footprint with the building rising without setbacks. The base is faced in limestone and the upper floors are tan brick. The Vanderbilt Avenue frontage of this site contains the 20-story office building at 52 Vanderbilt Avenue and the Yale Club, at 50 Vanderbilt Avenue, a 22-story building containing clubhouse facilities and guestrooms. Both buildings are faced in stone and brick and rise flush from the sidewalk without setbacks. In total, the five commercial buildings and the ventilation building on this site contain approximately 700,346 gsf. The property at 341-347 Madison Avenue (Lots 23, 24, and 48), including the excess development rights from the ventilation building at 47 East 44th Street (Lot 25), is subject to redevelopment. The portion of the block that is subject to redevelopment is developed at approximately 14.5 FAR (see **Figures 7-4 and 7-5**).

Block 1281, Lot 21 is located between East 45th and East 46th Streets and has a site area of 43,313 square feet. The site is fully occupied by the 19-story Roosevelt Hotel, which was built in 1922–1924. On its Madison Avenue frontage, the building has three 16-story sections and two

three-story sections and then rises to its overall height of 19 stories. On Vanderbilt Avenue, the building has lower sections of 15, 16, and 3 stories. The frontages on East 45th and East 46th Streets rise flush from the sidewalk without setbacks until the 16th floor. The building has a limestone base with a tan-colored brick façade above. This approximately 598,248 gsf hotel has ground-floor retail along each street frontage. The site is developed at approximately 13.8 FAR (see Views 8 through 10 on **Figure 7-6**).

Block 1282, Lot 21 is located between East 46th and East 47th Streets at the north end of the Vanderbilt Corridor. Its 43,313-square-foot (sf) area is fully occupied by the 47-story 383 Madison Avenue building. Opened in 2004, this office building, which is occupied by J.P. Morgan Chase & Company, has a gray stone and glass curtain wall. The nine-story base is set back from the sidewalk and has chamfered corners. Above the base, the building has set backs at the 12th and 17th floors, above which the building's central tower rises to the overall 47 stories. The building contains approximately 1,174,988 gsf of commercial space. The site is developed at approximately 21.6 FAR. There is ground-floor retail along the Madison Avenue frontage (see View 11 on **Figure 7-7**).

The Vanderbilt Corridor buildings north of East 43rd Street range in height from 12 to 47 stories, with most buildings in the 20- to 30-story range. The buildings in the Vanderbilt Corridor were originally constructed as hotels and office buildings. Most buildings are faced in brick and stone, with large, glass window openings and storefronts at the ground floor. The buildings on Block 1278, Lot 20 and Block 1282, Lot 21 have stone and glass curtain walls. Most buildings have wide street frontages. Three blocks (Block 1278, Lot 20; Block 1281, Lot 21; and Block 1282, Lot 21) are occupied by single buildings. Block 1279 includes larger buildings with square footprints and two smaller buildings on narrow lots. For the most part, streetwalls are consistent throughout the Vanderbilt Corridor and buildings tend to rise flush from the sidewalk with setbacks at the upper floors (see **Figure 7-1**). The two buildings on Block 1278, Lot 20 and Block 1282, Lot 21 each have setbacks above the base and culminate in a tower (see **Figures 7-3 and 7-7**). The buildings in the Vanderbilt Corridor on Blocks 1279, Lots 23-25, 28, 45, and 48 and Block 1281, Lot 21 date to the early 20th century and are ornamented with columns and pilasters, arched openings, rustication, cartouches, keystones, floral carvings, and projecting cornices (see **Figures 7-4 through 7-6**).

ONE VANDERBILT SITE

Located immediately west of Grand Central Terminal, the One Vanderbilt site is bounded by East 42nd and East 43rd Streets and Madison and Vanderbilt Avenues. The One Vanderbilt site is described below.

The One Vanderbilt site has a site area of 43,313 square feet and is occupied by four commercial buildings ranging in height from 7 to 22 stories on its four lots (Block 1277, Lots 20, 27, 46, and 52) (see **Figures 7-8 through 7-10**). Each building has ground-floor retail. The buildings were constructed between 1913 and 1923. One building on the site has a large footprint, while the other three buildings have smaller footprints. Located at the southwest corner of the block, 317 Madison Avenue (Lot 20) contains a 22-story building that has a square footprint with a narrow, 15-story section that extends north where it occupies a mid-block section at 44-46 East 43rd Street. The building has a modern, granite base and red-brick upper floors, with setbacks at the 17th floor. The Vanderbilt Avenue frontage of the block contains the Vanderbilt Avenue Building, a 17-story building on Lot 27 at 51 East 42nd Street. The building has an irregular triangle footprint, with a narrow six-story section of the building at the northeast corner of the

block. The building's long façade is along Vanderbilt Avenue. The building's six-story base is faced in limestone and the upper floors are tan brick. In addition, within the footprint of the building is a stairway connection between the street and the mezzanine level of the 42nd Street Shuttle station, subject to an easement benefiting New York City Transit (NYCT); this stairway is accessed on East 42nd Street through the 51 East 42nd Street building's main entrance. Lot 46 is the smallest lot on the block and has an irregular triangle footprint. This site, at 48 East 43rd Street, contains a seven-story building that rises from the sidewalk without setbacks. The building's lower three floors are faced in limestone; the upper floors are faced in red brick. The 14-story building at 327 Madison Avenue (Lot 52) has a wide rectangular footprint with a three-story base faced in limestone and red brick-faced upper floors. The building has no setbacks. In total, the four commercial buildings on the One Vanderbilt site contain approximately 772,162 gsf.

The One Vanderbilt site also includes the portion of Vanderbilt Avenue adjacent to the development site, located between East 42nd and East 43rd Streets, which is a one-way, 60-foot-wide northbound street (see View 15 of **Figure 7-9**). This portion of the One Vanderbilt site is characterized by parked cars, streetlights, and a Citi Bike station.

In general, pedestrians walking adjacent to One Vanderbilt site encounter buildings built to the sidewalk, with glazed ground-floor retail and office entrances, and service entries. The portion of Vanderbilt Avenue adjacent to the development site is a typical Manhattan street.

VIEW CORRIDORS AND VISUAL RESOURCES

Vanderbilt Corridor and the One Vanderbilt Site

Described in more detail in "Existing Conditions, Study Area," the buildings in the Vanderbilt Corridor and on the One Vanderbilt site contribute to the view corridors on Madison and Vanderbilt Avenues. The East 42nd Street view corridor includes the buildings on the One Vanderbilt site. These view corridors are characterized by the tall buildings forming a consistent, high streetwall that includes both older and newer buildings with large footprints and wide street frontages. Buildings have masonry façades and curtain walls of glass, steel, and stone. Longer views are available at intersections with the east-west streets, where longer east-west views include other buildings in the Vanderbilt Corridor and on the One Vanderbilt site, the study area, and more distant buildings outside the study area.

As defined in the *CEQR Technical Manual*, "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 (p. 10-1)." There are no visual resources on the One Vanderbilt site or in the Vanderbilt Corridor as these buildings are not distinct buildings that are visually prominent.

STUDY AREA

URBAN DESIGN

Vanderbilt Corridor and the One Vanderbilt Site

The 400-foot study area is located in a portion of East Midtown, one of New York City's premier commercial districts. The study area is densely developed with primarily commercial

mid- and high-rise buildings. Grand Central Terminal is located east of Blocks 1277 and 1278 and is an important urban design element of the study area.

Streets

The study area streets are laid out in a grid and most blocks are rectangular (see **Figure 7-1**). There are two superblocks in the study area. Immediately east of the Vanderbilt Corridor is a superblock that contains Grand Central Terminal, a major transportation hub, and the MetLife Building. A second, smaller superblock is located north of the Grand Central superblock and is bounded by East 45th and East 46th Streets between Vanderbilt and Lexington Avenues. Sidewalk widths in the study area vary; they are narrow on the east-west streets except for East 42nd Street which has wide sidewalks. Madison has narrow sidewalks, while Park Avenue's sidewalks are wide. The streets in the study area have a busy character as they are located in the East Midtown commercial district. The presence of Grand Central Terminal, a major commuter train terminal and subway station, the shopping district on Madison Avenue, and tourists in the area also contribute to the busy character of the study area streets.

Most study area streets are narrow, 60-foot-wide, east-west streets. Vanderbilt Avenue, a north-south street located immediately east of the Vanderbilt Corridor, extends from East 42nd to East 48th Street. It is a two-way street apart from the segment between East 42nd and East 43rd Streets. Three major streets extend through the study area—East 42nd Street, a four-lane, east-west street that includes two "bus only" lanes, and Madison Avenue, a five-lane, north-bound street that also includes two "bus only" lanes. The third major street in the study area is the north-south Park Avenue; however, it is interrupted for three blocks in the study area by two superblocks between East 42nd and East 46th Streets. The segment of Park Avenue in the northern part of the study area is wide, with landscaped malls in the median. The small segment of Park Avenue in the southern part of the study area is a wide roadway divided by the Park Avenue Viaduct that ramps down from Grand Central Terminal extending over East 42nd Street. The Park Avenue Viaduct is an elevated steel structure that extends around Grand Central Terminal to the east and west, and continues north through openings in the base of the Helmsley Building before terminating at street level on Park Avenue.

Most buildings in the study area maintain the streetwall, but the streetwall is interrupted in the areas adjacent to Grand Central Terminal. Loading docks and garage ramps create additional breaks in the streetwall.

Examples of street furniture in the study area include decorative and standard street lighting, parking regulation signs, bus stop signs and shelters, fire hydrants, garbage cans, concrete and steel protective bollards, concrete planters, mailboxes, and newspaper boxes. Food carts are numerous along East 42nd Street and Madison Avenue. While the northern segment of Park Avenue in the study area has planted medians, greenery is extremely limited in the study area, with most blocks having no greenery apart from a few small street trees on certain sidewalks and street-light-affixed planters at certain locations. Most streets in the study area have parallel parked vehicles, including cars and trucks.

Buildings

The study area is characterized by primarily commercial office towers, with some smaller commercial buildings, and a few hotels and institutional buildings. Most buildings have high lot coverage and many buildings have an FAR greater than 10.0, with several exceeding 15 FAR.

The superblock immediately east of the One Vanderbilt site contains Grand Central Terminal and the MetLife Building, in addition to a viaduct that extends north to East 46th Street and

south to Pershing Square. At ground level this superblock extends from Vanderbilt to Lexington Avenues. However, above ground level, this superblock includes a smaller area—the area between Vanderbilt Avenue and the east side of the Park Avenue viaduct which separates Grand Central Terminal from the Grand Hyatt New York to the east. Grand Central Terminal, which was completed in 1913, is one of New York City's primary transportation hubs, and carries the Metro-North commuter rail system and several subway lines; it is itself a major tourist attraction. This monumental building has entrances along its south and west façades, which are its most prominently visible façades, and ground-floor retail opening onto East 42nd Street. The building is faced in limestone with fluted columns, large, arched window openings, and elaborate sculptural elements (see View 18 of **Figure 7-11**). Immediately north of Grand Central Terminal is the 59-story MetLife Building, built in 1961. This office tower is built over Grand Central Terminal's commuter rail lines and platforms and connects internally to the terminal concourse. The building has a concrete and glass curtain wall (see View 19 of **Figure 7-11**).

North of the Grand Central superblock is a smaller superblock that includes the 34-story, 2.3-million-square-foot Helmsley Building at 230 Park Avenue (see View 20 of **Figure 7-12**). The other building on this superblock is a 21-story office building located outside the study area. The Helmsley Building was designed by the same architects as Grand Central Terminal and was built in 1928. It is faced in limestone and has an elaborately decorative capital. At its base, the building has two portals where the Park Avenue Viaduct's north- and south-bound lanes traverse below the building.

The small section of the study area north of the Helmsley Building includes the Park Avenue malls and large commercial office buildings, most of which were built in the 1960s (see View 21 of **Figure 7-12**). The two buildings on the east side of Park Avenue—245 Park Avenue and 277 Park Avenue—are both set back from the street by narrow open spaces that include plazas, planters, and seating ledges. The 45-story, 1.7-million-square-foot building at 245 Park Avenue has a wide base with a recessed tower. The building, which was built in 1967, has a brick, stone, and glass curtain wall. The 50-story office building at 277 Park Avenue was built in 1964. It contains 1.5-million square feet and has a primarily glass curtain wall with vertical steel banding. The tower rises from a wide base with setbacks. On the west side of Park Avenue are three office buildings ranging from 20 to 52 stories. Located at 250 Park Avenue, immediately north of the Helmsley Building is a 20-story building containing 540,000 square feet. The building was built in 1924 and has a limestone base, orange brick shaft, and a recessed orange brick capital. The 52-story, 1.5-million-square-foot building at 270 Park Avenue has a glass and steel curtain wall with a tower that rises from a wide base. The building is set away from the sidewalk on three sides by a paved plaza. This office building, the J.P. Morgan Chase Tower, was built in 1960. The 1.2-million-square-foot office tower at 280 Park Avenue is a 28-story building. The east portion of the building that faces Park Avenue was built in 1961 and the west portion was built in 1968. The building has a primarily glass-enclosed ground floor and a concrete and glass curtain wall, with a tower rising from a wide base.

The portion of the study area west of Madison Avenue is characterized by large commercial buildings on Madison Avenue and smaller buildings on the east-west streets (see Views 22 and 23 of **Figure 7-13** and View 24 of **Figure 7-14**). The large commercial buildings on Madison Avenue include both older and newer buildings that have large footprints with bulky forms. These buildings range in height from 20 to 40 stories, with most buildings being in the 20- to 25-story range. Most of the older large buildings have multiple setbacks and are faced in stone or brick, with decorative detailing including arched windows, projecting cornices, cartouches, scrollwork, and corbelling. The newer large buildings generally have a tower that rises from a

wide base and they have primarily glass curtain walls and few decorative elements. The tallest building in the study area on Madison Avenue is the 1.3-million-square-foot, 40-story office tower at 330 Madison Avenue. This building was built in 1962 and was recently extensively renovated and re-clad with glass curtain wall. The Madison Avenue buildings, including both the larger buildings and the smaller buildings, establish a consistent streetwall. Smaller buildings in this part of the study area are more varied in size and form, with several 5- to 18-story buildings with smaller, narrow footprints. These buildings are generally older buildings faced in masonry and are located on the east-west streets.

The study area south of the One Vanderbilt site contains large office towers that characterize the East 42nd Street corridor (see View 25 of **Figure 7-14** and Views 26 and 27 of **Figure 7-15**). All buildings in this part of the study area are built to the sidewalk and create a consistent streetwall. Buildings include both older and newer structures, with older buildings faced in masonry and newer buildings with primarily glass curtain walls. Tall buildings on the East 42nd Street corridor in the study area range in height from 18 to 52 stories. A few older, low-rise buildings with small footprints are located on Madison Avenue south of East 42nd Street and on East 42nd Street west of Madison Avenue. Larger buildings have bulky forms, with setbacks above the base. Newer buildings tend to rise as towers from a wide base. Most buildings have ground-floor retail, including shops and restaurants. On the East 42nd Street corridor is the 53-story, 1.2-million-square-foot Lincoln Building (also known as One Grand Central Place) located at 60 East 42nd Street. This building, located across East 42nd Street from the One Vanderbilt site, was built in 1930 and has elaborate decorative brick and stone elements. Above its base rise two towers that set back into a single tower. Also on East 42nd Street and with a frontage on Madison Avenue is the 38-story, 1.2-million-square-foot office building at 300 Madison Avenue. This building was completed in 2003 and has a wide base above which rises a tower. The building has a primarily glass curtain wall.

Pershing Square is also in the study area south of East 42nd Street. It is characterized by the Park Avenue Viaduct, an elevated vehicular structure that extends south from Grand Central and ramps down to Park Avenue to the south (see View 19 of **Figure 7-11** and View 28 of **Figure 7-16**). Below the viaduct is a small restaurant and the street in this area is part of the Pershing Square Plaza, an open space described below in "Open Space." This part of the study area is characterized by pedestrian activity, outdoor seating, and other outdoor activities.

At the northeast corner of Lexington Avenue and East 42nd Street is the Art Deco-style Chrysler Building which is located approximately 750 feet east of the One Vanderbilt site, with Grand Central Terminal and the 26-story Grand Hyatt New York separating the One Vanderbilt site from the Chrysler Building. The 77-story (plus spire), approximately 1.2 million gsf commercial office building has an overall height of approximately 1,046 feet, including its spire. The Chrysler Building is faced in white and gray brick with a central tower rising from the base. The building's stainless steel crown has a series of stepped arches with triangular windows culminating in a thin spire (see View 13 of **Figure 7-8**). Due to its design and location in the skyline, the Chrysler Building is visually prominent in the Midtown Manhattan skyline.

Open Space

Public open space in the study area is extremely limited as the study area does not contain any public parks. There are eight individual publicly accessible open spaces in the study area that comprise a total of 2.24 acres (see Chapter 4, "Open Space" and Figure 4-2). In general, these sites are privately owned plazas and arcades that are open to the public. They are: the Sculpture Court at Philip Morris International at 120 Park Avenue (0.21 acre); Tower 49 at 12 East 49th

Street (0.27 acre); 280 Park Avenue (0.40 acre); 575 Fifth Avenue (0.23 acre); 245 Park Avenue (0.79 acre); Emigrant Savings Bank at 6 East 43rd Street (0.03 acre); and 275 Park Avenue Plaza (0.13 acre). In addition, the Pershing Square Plaza, located west of Park Avenue between East 41st and East 42nd Streets, is an 8,000-sf open space (0.18 acre) that is a seasonable community programming initiative of the Grand Central Partnership. A small segment of Park Avenue located in the northern part of the study area has landscaped medians.

VIEW CORRIDORS AND VISUAL RESOURCES

Vanderbilt Corridor and the One Vanderbilt Site

The buildings in the Vanderbilt Corridor contribute to the view corridors on Madison and Vanderbilt Avenues. These view corridors are characterized by the tall buildings forming a consistent streetwall that includes both older and newer buildings with large footprints and wide street frontages. Buildings have masonry façades and curtain walls of glass, steel, and stone. Views north and south on Madison Avenue are long views that include the buildings along the avenue, including the buildings on the east side of Madison Avenue that are part of the Vanderbilt Corridor. Views on the Madison Avenue view corridor do not generally include buildings east and west of the avenue due to the height of the buildings on Madison Avenue (see View 22 of **Figure 7-13**). Longer views are available at intersections with the east-west streets, where longer east-west views include other buildings in the study area and at greater distances (see View 23 of **Figure 7-13** and View 24 of **Figure 7-14**).

The view corridor on Vanderbilt Avenue includes the buildings in the Vanderbilt Corridor to the west. Because Vanderbilt Avenue terminates at East 42nd and East 47th Streets, the Vanderbilt Avenue view corridor includes views of the Lincoln Building to the south on East 42nd Street and the mid-block portion of the J.P. Morgan Chase Building on Park Avenue to the north (see View 29 of **Figure 7-16**). The Vanderbilt Avenue view corridor also includes wide views to Grand Central Terminal immediately to the east, the MetLife Building, the Park Avenue viaduct, and the Helmsley Building. East-west views from the Vanderbilt Avenue view corridor are limited as the Park Avenue viaduct obscures eastward views at East 45th Street. Views from other east-west streets are typical views along densely developed narrow streets.

East 42nd Street is another view corridor in the study area (see Views 24 and 25 of **Figure 7-14**). Views east and west on East 42nd Street provide long, uninterrupted views of densely developed East 42nd Street and include tall buildings both in the study area and outside the study area in more distant views. Views east on East 42nd Street include Grand Central Terminal, the Park Avenue Viaduct extending over East 42nd Street at Park Avenue, and the Chrysler Building which is located approximately 750 feet east of the One Vanderbilt site at the northeast corner of Lexington Avenue and East 42nd Street. Other eastward views include the densely developed corridor's variety of high-rises with glass and masonry façades. Views west on East 42nd Street include various high-rises, most of which have glass curtain wall façades. The approximately 300-foot-tall spire of the 51-story, 945-foot-tall Bank of America Tower at One Bryant Park is also visible in westward views.

Another view corridor that was analyzed is from Bryant Park, which is a public open space located outside the study area to the southwest. Views northeast from Bryant Park toward the One Vanderbilt site include the 58-story, tan-brick-faced building at 500 Fifth Avenue, the 27-story building with a glass curtain wall at 6 East 43rd Street, the 40-story office tower with a glass curtain wall at 330 Madison Avenue, and the 38-story building with a glass curtain wall at

300 Madison Avenue. In the far distance, portions of the 77-story Chrysler Building's stainless steel crown and spire are visible beyond other tall buildings (see View 39a of Figure 6-23).

Two additional views along West 42nd Street were analyzed to consider longer views to the Chrysler Building. Views from the south sidewalk of West 42nd Street and Sixth Avenue include portions of the Chrysler Building's tower and stainless steel crown and spire (see View 30 of **Figure 7-17**). Views to the Chrysler Building from West 42nd Street and Sixth Avenue are not available from the north side of West 42nd Street. Further west, from West 42nd Street and Broadway, eastward views on West 42nd Street include a narrow portion of the Chrysler Building's tower and stainless steel crown and spire; however, these views are also limited to only vantage points on the south sidewalk of West 42nd Street. Further, in views from Broadway, the Chrysler Building is viewed among other tall office buildings in the foreground (see View 31 of **Figure 7-18**).

In addition, longer views to the One Vanderbilt site were also considered, including views from a vantage point in Gantry Plaza State Park in Long Island City, Queens (see View 32 of **Figure 7-18**). This more distant view contains several tall buildings in the Midtown Manhattan skyline, including: the Chrysler Building and the MetLife Building; the United Nations Secretariat; the Empire State Building to the south; and to the north, Trump World Tower, 601 Lexington Avenue, and 432 Park Avenue, which is currently under construction. The variety of taller buildings among shorter and mid-rise buildings represents the gradual and ongoing development of Manhattan's evolving skyline. The Chrysler Building, therefore, is one of several tall buildings visible from longer views from Gantry Plaza State Park.

Visual resources in the study area are primarily older, historic buildings, but also include newer, tall buildings that are visually prominent. Located across Vanderbilt Avenue from the Vanderbilt Corridor and One Vanderbilt site are four visual resources: Grand Central Terminal; the MetLife Building at 200 Park Avenue; the Helmsley Building at 230 Park Avenue; and the Park Avenue Viaduct (see **Figures 7-11 and 7-12**). Although Grand Central Terminal is a low-rise building, it is visually prominent from many nearby vantage points due to its location on a superblock and at the terminus of Park Avenue to the south. The MetLife Building and the Helmsley Building are also visually prominent from both nearby and more distant vantage points in the study area, due in large part to their height and locations adjacent to Grand Central Terminal and the Park Avenue malls, respectively. The visibility of the Park Avenue Viaduct is generally limited to vantage points within one to two blocks because of its low height and intervening buildings; however, because it extends several blocks and wraps around Grand Central, its visibility is broader than most low height structures.

In the southeast portion of the study area are the 18-story Bowery Savings Bank Building at 110-120 East 42nd Street and the 52-story Chanin Building at 122 East 42nd Street/374 Lexington Avenue. Although the Bowery Savings Bank Building is a tall structure, its visibility is limited to nearby vantage points on East 42nd Street. The Chanin Building is more visually prominent due to its corner location. Other visual resources in the study area are the Frederick F. French Building at 547-551 Fifth Avenue at the corner of East 45th Street and the Park Avenue Malls. The Frederick F. French Building is a 38-story historic building characterized by a series of setbacks. Due to its height and location in the study area, it is not visually prominent, with views limited to the immediately surroundings streets. A small segment of the Park Avenue Malls is located in the study area. Views to this visual resource are most prominent on Park Avenue, however, views within the study area to this visual resource are limited by the Helmsley Building and other tall buildings (see **Figure 7-12**).

As described in "Existing Conditions," approximately 750 feet east of the One Vanderbilt site is the 77-story (plus spire) Chrysler Building at 395-405 Lexington Avenue, which is a prominent visual resource that can be seen from many vantage points in the study area due to its height and its location in the skyline. Views to this visual resource from the study area include views from East 42nd and East 43rd Streets, along with certain eastward views from Vanderbilt Avenue. These views to the Chrysler Building are generally partially obstructed by existing intervening buildings resulting in partial views to the building's upper portions. Views of the Chrysler Building's upper tower and spire are also available from many more distant vantage points, including views from Bryant Park, West 42nd Street and Sixth Avenue, West 42nd Street and Broadway, and more distant views from Gantry Plaza State Park in Long Island City, Queens, as noted above.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

Absent the proposed actions, the properties in the Vanderbilt Corridor and the properties on the One Vanderbilt site are expected to remain in their current condition through 2021. Chapter 19, "Conceptual Analysis," provides a discussion of potential development scenarios that could occur on these sites in 2021 and by 2033 absent the proposed actions. See **Figures 7-19** for a comparison of the No-Action building and the proposed One Vanderbilt development, and **Figures 7-28 through 7-37** which show illustrative No-Action and With-Action views of the One Vanderbilt site.

ONE VANDERBILT SITE

In the future No-Action condition, the four buildings located on the One Vanderbilt site will be demolished and it is expected that the 43,313-sf One Vanderbilt site will be redeveloped with a single office tower built to the maximum as-of-right density permitted under the existing C5-3 and Midtown Special District zoning regulations (15.0 FAR) (see **Figures 7-19 through 7-22**). The No-Action building would be approximately 678 feet tall and total approximately 811,034 gsf of space[1] including 636,312 gsf of office space, 83,648 gsf of retail space, and 91,074 gsf of mechanical space. The No-Action building will have a rectilinear massing and the tower portion of the building will have upper-floor setbacks. The 120-foot-tall base will be built to the lot lines and conform to the existing streetwall requirements. Although the No-Action building will be a modern office building, it will not provide appropriate square footages and spatial configurations for the desired commercial office uses for this site (in particular, it will not contain floorplates of a size and configuration suitable for trading floors due to existing height and setback controls). The No-Action building also will not include a public transit hall within the building. However, the No-Action building will provide a replacement stairway connecting to the mezzanine level of the 42nd Street Shuttle station in accordance with the existing NYCT easement in order to maintain the access provided by the existing subway stair on the site. The No-Action building also will not provide new additional pedestrian circulation improvements, as the floor area bonus generated by pedestrian improvements under the Grand Central Subdistrict of the Midtown Special District are only available through a separate discretionary approval (a City Planning Commission special permit). Like the proposed One Vanderbilt development, the No-Action building will have typical security bollards at the outer edge of the sidewalk surrounding the site.

[1] Approximately 649,695 zsf.

The bollards will require a revocable consent from DOT and would also be subject to PDC approval. The No-Action building is expected to be constructed and occupied by 2021.

The No-Action condition does not include an amendment to the City Map to map Vanderbilt Avenue between East 42nd and East 43rd Streets as a public place. That section of Vanderbilt Avenue will, therefore, remain in its current condition as a street that is open to vehicles and no new public open space will be created. Therefore, in the No-Action condition there will be no improvements to the pedestrian experience of this segment of Vanderbilt Avenue.

STUDY AREA

VANDERBILT CORRIDOR

This analysis focuses on the One Vanderbilt site. Future development in the No-Action condition for the four other blocks in the Vanderbilt Corridor is analyzed in Chapter 19, "Conceptual Analysis."

ONE VANDERBILT SITE

As described in Chapter 2, "Land Use, Zoning and Public Policy," there are no development projects in the study area that are expected to be complete by 2021, the proposed One Vanderbilt development's analysis year.[1]

Additional projects located within the study area include the MTA's East Side Access project currently under construction. This project includes the excavation of new tunnels (connecting to the existing East 63rd Street tunnel under the East River) and the construction of new platforms and concourse space beneath Grand Central Terminal to create a new terminal for two Long Island Rail Road (LIRR) commuter lines, which would relieve congestion at Pennsylvania Station and improve transit access to the East Midtown area. As part of the Public Plaza Program operated by the New York City Department of Transportation (DOT), southbound lanes of Park Avenue located adjacent to Grand Central Terminal between East 42nd and East 41st Streets, known as Pershing Square, are expected to be closed to traffic and redeveloped into a pedestrian plaza with landscaping and seating, including a terrace with seating for the Pershing Square café (located underneath the Park Avenue viaduct). These two project locations are shown in Figure 2-3 of Chapter 2, "Land Use, Zoning, and Public Policy".

Urban Design

The No-Action building's footprint will occupy the entire site and will maintain the existing sidewalk widths on East 42nd Street and Madison Avenue, with the Madison Avenue sidewalk remaining narrow at approximately 13 feet wide. While the No-Action building will have ground-floor retail with glazing, no new public space will be created within the building or on Vanderbilt Avenue. Therefore, the No-Action building will not contribute new public amenities on the One Vanderbilt site or in the immediate vicinity. Further, the new building will not enhance the pedestrian experience of the One Vanderbilt site as the No-Action building will be

[1] For the purposes of this analysis, only projects expected to be complete by 2021 are considered; additional projects that may be completed within the study area by 2033, the proposed actions' Build year, are considered in Chapter 19, "Conceptual Analysis."

built to the sidewalk and will not open up views to Grand Central Terminal to the east (see **Figures 7-21 through 7-23**).

In the No-Action condition, the new tall building's height and bulk will be similar to other tall buildings in the study area, which is consistent with the high-density urban design character of Midtown. In addition, the No-Action building will have a minimum streetwall height of 120 feet at its podium, as permitted by in the Grand Central Subdistrict. Therefore, the No-Action building will not adversely affect the built environment's arrangement, appearance, or functionality. Although the No-Action building will not result in any significant adverse urban design impacts, improvements to the pedestrian experience of the One Vanderbilt site will not occur in the No-Action condition.

View Corridors and Visual Resources

Occupying an existing city block, the No-Action building will not obstruct any view corridors in the study area including the view corridors on Madison and Vanderbilt Avenues and East 42nd Street (see **Figures 7-28 through 7-37**). Views on 42nd Street to the Chrysler Building from the vicinity of Fifth Avenue and locations to the west will be partially obstructed by the No-Action building. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, the No-Action building will not block views of the Chrysler Building. In these view corridors, the No-Action building will be a tall building among other tall buildings on Madison Avenue and East 42nd Street. The changes to these view corridors are typical of changes in views that occur with new construction in densely developed East Midtown. Therefore, the No-Action building will not adversely affect the pedestrian experiences of these view corridors.

In the No-Action condition, the Bryant Park view corridor will continue to include views to the five tall buildings described in "Existing Conditions," including views to the Chrysler Building in the distance. The No-Action building will be taller than two of the other existing taller buildings in this view corridor and the No-Action building will be similar in height, form, and massing to the other existing tall buildings seen in this view corridor (see **Figure 7-34**). The No-Action building will not obstruct any views in this view corridor and the changes to this view corridor are typical of changes in views that occur with new construction in densely developed East Midtown. Further, with the No-Action building, portions of the Chrysler Building's stainless steel crown and spire will still be visible from within Bryant Park in the far distance beyond other tall buildings.

In the No-Action condition, views to the Chrysler Building from the south sidewalk of West 42nd Street and Sixth Avenue will be partially obstructed by the No-Action building. Only a narrow portion of the Chrysler Building's tower and the uppermost portion of the spire will be visible from this vantage point. Eastward views from West 42nd Street and Broadway in the No-Action condition will be further limited to a narrow portion of the Chrysler Building's tower and the upper portion of the spire. The visibility of the Chrysler Building from these vantage points will be substantially limited with the No-Action building (see **Figures 7-35 and 7-36**).

Longer views to the No-Action building from a vantage point in Gantry Plaza State Park in Long Island City, Queens will remain similar to existing conditions and will continue to contain several tall buildings in the Midtown Manhattan skyline, including: the Chrysler Building and the MetLife Building; the United Nations Secretariat; the Empire State Building to the south; and to the north, Trump World Tower, 601 Lexington Avenue, and 432 Park Avenue which is currently under construction. The No-Action building will have limited visibility in this more distant view corridor due to the No-Action building's height, massing, and form (see **Figure 7-37**).

Views to visual resources in the study area in the No-Action condition were also considered. The No-Action building will have a massing at the base that will be similar to existing conditions with the building being built to the sidewalk, and views to Grand Central Terminal from vantage points on East 42nd Street will continue to be partially obscured by a building on the One Vanderbilt site. The No-Action building will be located on an existing block and will replace other tall buildings on this block; therefore, existing views to the four visual resources located across Vanderbilt Avenue from the One Vanderbilt site will remain available and will not be substantially altered with the addition of a new, tall building on the One Vanderbilt site. Other visual resources in the study area located at greater distances do not have a visual relationship to the One Vanderbilt site and, therefore, will not be adversely affected by a new, tall building on the site.

The other visual resources in the study area will not be affected by the No-Action building as they are located away from the One Vanderbilt site and do not have a meaningful visual relationship with the site due to distance and intervening buildings.

The No-Action building will be located two blocks west of the Chrysler Building and will not result in new obstructions of existing views to the Chrysler Building from within the study area. Longer views to the Chrysler Building in the view corridors from Bryant Park, West 42nd Street, and Gantry Plaza State Park will change in the No-Action condition, as described above, however, the Chrysler Building will continue to be viewed among other tall office buildings in in the Midtown Manhattan skyline. Therefore, the No-Action building will not result in any significant adverse impacts to visual resources in the study area or in longer view corridors.

E. THE FUTURE WITH THE PROPOSED ACTIONS

The proposed One Vanderbilt development is described and assessed below. See **Figures 7-19 through 7-22** for elevations showing the proposed building, **Figure 7-23** for a ground-floor plan, and **Figures 7-24 through 7-27** for illustrative renderings of the proposed One Vanderbilt development. **Figures 7-28 through 7-37** show illustrative No-Action and With-Action views of the One Vanderbilt site.

The section below describes the development that would result from the proposed actions on the One Vanderbilt site and assesses the potential impacts of the proposed development on the urban design and visual resources of the One Vanderbilt site and the study area. This analysis focuses on the One Vanderbilt site. As any future development on each of the four other blocks in the Vanderbilt Corridor would require separate, site-specific environmental reviews; such development is analyzed in Chapter 19, "Conceptual Analysis."

In summary, the proposed actions would not result in significant adverse impacts on urban design and visual resources.

VANDERBILT CORRIDOR

With the proposed actions, the floor area bonus mechanisms utilized for the proposed One Vanderbilt development (the Public Realm Improvement Bonus and the expansion of the bonus generated by the acquisition of unused development rights from landmarks within the Grand Central Subdistrict of the Midtown Special District) would also become available to other development sites within the Vanderbilt Corridor. This would allow these other development sites to be redeveloped to a maximum commercial FAR of 30.0, above the base 15.0 FAR maximum or the 21.6 FAR maximum for sites that use the existing landmark development right

transfer special permit. Two Vanderbilt Corridor sites, the MTA properties on Block 1279 and the Roosevelt Hotel on Block 1281, are expected to be redeveloped with 30.0 FAR buildings utilizing these new bonus mechanisms; because full plans for these two sites have not yet been developed, they are discussed in Chapter 19, "Conceptual Analysis."

ONE VANDERBILT SITE

With the proposed actions, the four buildings on the One Vanderbilt site would be demolished and their sites would be redeveloped with the proposed approximately 65-story One Vanderbilt development (see **Figures 7-19 through 7-22**). The new tower would have a 30 FAR and would contain approximately 1.8 million gsf. It is anticipated that the proposed One Vanderbilt development would contain the following components:

- Approximately 1,079,000 gsf of office space,
- Approximately 246,000 gsf of trading floors,
- Approximately 53,000 gsf of retail,
- Approximately 27,000 gsf of restaurant space, and
- Approximately 55,000 gsf of rooftop amenity space, which may include a tenant amenity, restaurant, and potentially a public observation deck.
- Approximately 343,500 square feet of space for circulation, mechanical, core, back-of-house, and loading uses.
- It is anticipated that most of the new retail would be located on the building's first floor along Madison Avenue, with possible additional retail on the second floor and on the building's first below-grade level.

The proposed One Vanderbilt development would occupy the entire block and would have street frontages on East 42nd and East 43rd Streets and Madison and Vanderbilt Avenues. It is being designed to have a tapered form that reaches an approximate height of up to 1,414 feet to the top of the building structure with an approximately 100-foot spire above (see **Figures 7-19 and 7-20**). At the top of the spire, the building would reach a total height of up to approximately 1,514 feet.[1] The proposed building height reflects floor-to-floor heights on the office floors averaging 14.5 feet and the floor-to-floor heights of the trading floors averaging 20 feet combined with average mechanical floor heights of 30 feet and a building crown to accommodate the intended program.

The building's tapered form would result from angled, receding planes and would be similar to other office towers near Grand Central Terminal and along East 42nd Street, in particular the Chrysler Building, which has a similar projecting spire and reaches an overall height of approximately 1,046 feet. It is currently anticipated that the building would have a primarily clear glass curtain wall to provide maximum visibility to Grand Central from inside the building and through the glass corners of the building (see **Figures 7-24 and 7-27**). The façades would have glazed terracotta tiles or other suitable materials in a diagonal pattern reminiscent of the pedestrian circulation ramps in Grand Central and the Guastavino tiles used for certain ceilings and walls in Grand Central Terminal.

[1] For purposes of analysis, this design represents the maximum building envelope that would be set by the Grand Central Public Realm Improvement Bonus special permit. The building envelope assumes a tower that is slightly wider (by approximately 10 feet) and taller than the current building design.

Pursuant to the proposed text amendment creating the Vanderbilt Corridor, which includes a requirement that all developments provide for widened sidewalks in the heavily trafficked area along Madison Avenue (a minimum width of 20 feet), on Madison Avenue, the podium of the One Vanderbilt development would be set back 7 feet from the property line. Above approximately the third floor, the upper portion of the building on Madison Avenue would cantilever over the lower floors. On East 42nd Street, the building has been designed with an angled podium set back from the property line up to 10 feet toward Vanderbilt Avenue to provide a widened sidewalk along East 42nd Street. The building's southeast corner would be further set back from East 42nd Street and from the public place. These design features would create more pedestrian space at the southeast corner of the development and open up pedestrian views of the west façade of Grand Central Terminal from vantage points on East 42nd Street (see **Figure 1-3**, above). The setbacks at grade on Madison Avenue and East 42nd Street and the streetwalls and recesses up to the approximate level of the third floor (the top of the podium) would enhance the pedestrian experience of the One Vanderbilt development (see **Figure 7-24**).

Within the building's northeast corner would be a new, primarily glazed approximately 4,000-sf enclosed public space (the transit hall) fronting on East 43rd Street and Vanderbilt Avenue that would provide expansive views of the upper and lower west façades of Grand Central Terminal and the proposed public place that would be created on Vanderbilt Avenue between East 42nd and East 43rd Streets, as described below (see **Figure 7-26**). The transit hall could serve as a waiting area for the LIRR East Side Access, provide a connection leading to those trains several levels below, and include an interior feature wall.

The proposed One Vanderbilt development would have entrances opening into lobbies from the building's Madison and Vanderbilt Avenue façades. Two retail entrances would be on Madison Avenue and two would be on East 42nd Street. An MTA access point would be located mid-block on East 42nd Street. Service entrances would be mid-block on East 43rd Street. As part of the ongoing design, security bollards may be installed surrounding the One Vanderbilt site. Although the specific bollard designs have not yet been developed, they are typically approximately one foot in diameter and placed five to six feet apart.

The proposed development would have two levels below grade. The building's first below-grade level would lead to a new Grand Central Terminal entrance located on East 42nd Street on the ground floor of the building and would connect to the below-grade pedestrian circulation network serving Grand Central Terminal. The new Grand Central Terminal entrance from the proposed development would provide direct access to the 42nd Street Shuttle with access to the Nos. 4, 5, 6, and 7 Subway lines, the Metro-North commuter lines, and the LIRR commuter lines (via the East Side Access concourse level described above). The second below-grade level would contain a loading dock accessible from East 43rd Street via a new curb cut and two truck elevators. The Grand Central Public Realm Improvement Bonus special permit will define the building's site plan, height, and envelope.

In both the No-Action and With-Action conditions, the proposed One Vanderbilt development would replace the four lower-height structures on the site and would result in an increase in density of the One Vanderbilt site. In both scenarios, the redevelopment of the site would result in a new, high-density commercial office building with associated retail. In the No-Action condition, the site would be redeveloped with an approximately 678-foot-tall modern building compared with the approximately 1,414-foot-tall (1,514-foot-tall to the top of the spire), approximately 65-story building that would be developed in the With-Action condition. Although the building that would be developed in the With-Action condition would be taller

than in the No-Action condition, in the With-Action condition, the proposed One Vanderbilt development would feature transparent and active ground floors, and would include a public space within the building. The podium of the proposed One Vanderbilt development that would establish the building's streetwall would be higher than the permitted streetwall height in the Grand Central Subdistrict and would also be higher than the streetwall of the No-Action building. However, the higher streetwall of the proposed One Vanderbilt development would be consistent with higher streetwall heights of nearby buildings in the study area, including the Biltmore Hotel to the north. Further, the widened sidewalks on Madison Avenue and East 42nd Street and the recessed façade on East 42nd Street, along with the public space on Vanderbilt Avenue and East 43rd Street and the MTA access point on East 42nd Street, would blend the edges of the site with the surrounding area, and open views to Grand Central Terminal, resulting in a more pedestrian-friendly streetscape. Therefore, the proposed actions would not have significant adverse impacts on the urban design of the One Vanderbilt site.

Proposed Public Place

As part of the proposed One Vanderbilt development, the portion of Vanderbilt Avenue located immediately to the east of the One Vanderbilt site (between East 42nd and East 43rd Streets) would be closed to vehicular traffic—except for emergency vehicles—and mapped as a public place (see **Figure 7-28**). This would provide approximately 12,820 square feet of pedestrian circulation space around Grand Central Terminal under the jurisdiction of DOT. The proposed public place would be similar to other pedestrian plazas located in areas of high pedestrian activity in Manhattan, such as the Pershing Square plaza described above, and would include amenities such as seating and lighting.

Off-Site Transit Improvements

In addition to the on-site transit- and pedestrian-related improvements described above, the proposed One Vanderbilt development would provide funding for additional off-site improvements in connection with the Public Realm Improvement Bonus, which are described in Chapter 2, "Land Use, Zoning, and Public Policy."

STUDY AREA

The proposed actions would not result in any significant adverse impacts to the urban design or visual resources of the study area.

URBAN DESIGN

As described above, the proposed actions would have beneficial streetscape effects in the areas closest to the One Vanderbilt site as the new building would angle back from the East 42nd Street property line toward Vanderbilt Avenue and the building's southeast corner would be further recessed at an angle of approximately 10 feet from East 42nd Street. These design features would create more pedestrian space at the southeast corner of the development and open up views of the west side of Grand Central Terminal from vantage points on East 42nd Street The building would also be set back 7 feet from the property line on Madison Avenue, creating a wider sidewalk. Above approximately the third floor of the One Vanderbilt development, the upper portion of the building on Madison Avenue would cantilever over the lower floors. The building would have ground-floor and second-floor retail with glazing that would activate the adjacent sidewalks and would provide visual interest to pedestrians. The widened sidewalks on both East 42nd Street and Madison Avenue and the glazed façades would enhance the pedestrian

experience of the One Vanderbilt development. Further, the public space within the building's northeast corner would contribute to the pedestrian experience of the building as this amenity would be accessible to the public. The Vanderbilt Avenue public space would also contribute to the urban design character of this segment of Vanderbilt Avenue by providing a new public amenity for pedestrians to experience both the new building on the One Vanderbilt site and Grand Central Terminal immediately to the east (see **Figures 7-24 through 7-27**).

The approximately 1.8 million gsf tower that would be developed on the One Vanderbilt site would be larger in terms of floor area than other buildings in the study area. However, its square footage would be comparable to the square footages of other commercial office towers in the northeast section of the study area, including: the 2.3-million-square-foot, 34-story Helmsley Building at 230 Park Avenue, the 1.7-million-square-foot, 45-story office building at 245 Park Avenue, 1.5-million-square-foot, 50-story office building at 277 Park Avenue, the 52-story, 1.5-million-square-foot, office building at 270 Park Avenue. Other large towers in the study area include the 1.3-million-square-foot, 40-story office tower at 330 Madison Avenue, the 1.2-million-square-foot, 53-story, Lincoln at 60 East 42nd Street, and the 1.2-million-square-foot, 38-story, office building at 300 Madison Avenue.

Similar to the No-Action condition, the redevelopment of the One Vanderbilt site with a new tall building would not adversely affect the built environment's arrangement, appearance, or functionality. The height of the proposed One Vanderbilt development would be taller than other buildings in the study area but would generally be consistent with the urban design character of Midtown which is famous for its tall buildings, including the 59-story, approximately 769-foot-tall MetLife Building northeast across Vanderbilt Avenue, the 53-story, approximately 671-foot-tall Lincoln Building across East 42nd Street to the south, the approximately 945-foot-tall 51-story (plus approximately 300-foot-tall spire) Bank of America Tower at One Bryant Park two blocks to the west at West 42nd Street and Sixth Avenue, and the approximately 1,046-foot-tall 77-story (plus spire) Chrysler Building located approximately 750 feet east of the One Vanderbilt site on East 42nd Street and Lexington Avenue. Other tall buildings ranging in height from 30 to 69 stories are characteristic of Midtown, as it is a high-density commercial district. Therefore, the introduction of a new tall tower, with either the No-Action building or the proposed One Vanderbilt development, would be in keeping with the urban design character of Midtown and would not adversely affect a pedestrian's experience of the urban design characteristics of the One Vanderbilt site.

VIEW CORRIDORS AND VISUAL RESOURCES

Occupying an existing city block, the proposed One Vanderbilt development, like the No-Action building, would not obstruct any view corridors in the study area including the view corridors on Madison and Vanderbilt Avenues and East 42nd Street (see **Figures 7-28 through 7-37**). Views on 42nd Street to the Chrysler Building from the vicinity of Fifth Avenue and locations to the west would be partially obstructed by the proposed One Vanderbilt development. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, the proposed One Vanderbilt development would not block views of the Chrysler Building. In these view corridors, with the either the No-Action building or with the proposed One Vanderbilt development, a new tall building would replace the four low- and mid-rise buildings on the One Vanderbilt site. With the proposed One Vanderbilt development, the new building would have active and transparent ground floors. The proposed One Vanderbilt development, like the No-Action building, would be visible from south of East 42nd Street in the northward view corridor on Madison Avenue and from north of East 42nd Street in the southward view corridor on

Madison Avenue; however, in either scenario, the building would be a tall building among other tall buildings on Madison Avenue and would not adversely affect the pedestrian experience along this view corridor. In contrast to the No-Action building that will be built to the sidewalk line with an approximately 120-foot-tall base, the proposed One Vanderbilt development would be set back from Madison Avenue by 7 feet from the property line, creating a wide sidewalk that would enhance views along this portion of the view corridor, including views to the One Vanderbilt development. With the proposed One Vanderbilt development, views on Vanderbilt Avenue would include the new tower in the context of other towers immediately adjacent to this section of Vanderbilt Avenue, including the Helmsley Building, the MetLife Building, and the Lincoln Building.

With either the No-Action building or with the proposed One Vanderbilt development, eastward and westward views on East 42nd Street would include a new tall building among other tall buildings on East 42nd Street. While the proposed One Vanderbilt development would partially obstruct certain views of the Chrysler Building on 42nd Street from the vicinity of Fifth Avenue and locations to the west, these views will also be partially obstructed by the No-Action building. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, the proposed One Vanderbilt development would not obstruct views of the Chrysler Building. On the other east-west streets in the study area, apart from East 42nd Street, the proposed One Vanderbilt development, like the No-Action building, would have less visibility due to intervening buildings. With both the No-Action building and with the proposed One Vanderbilt development, views to a new tall building along the view corridors on Madison and Vanderbilt Avenues and East 42nd Street from vantage points closer to the One Vanderbilt site would more prominently feature the new building, while longer views would include the new building in the context of other tall buildings.

With the proposed One Vanderbilt development, the Bryant Park view corridor would continue to provide views to the five tall buildings seen from within the park, as described in "Existing Conditions," including views to portions of the Chrysler Building's stainless steel crown and spire in the far distance visible beyond other tall buildings. The height of the proposed One Vanderbilt development would be prominent in views from the Bryant Park view corridor as the building would be taller than four of the other existing tall buildings in this view corridor, however, it would be similar in form and massing to these buildings. Views from the Bryant Park view corridor that include portions of the Chrysler Building's stainless steel crown and spire, which are visible in more distant views, would also remain available in the No-Action condition (see **Figure 7-34**). The new tower would not obstruct any views in this view corridor and the changes to this view corridor would be typical of changes in views that occur with new construction in densely developed East Midtown.

With the proposed One Vanderbilt development, views to the Chrysler Building from the south sidewalk of West 42nd Street and Sixth Avenue and also from the south sidewalk of West 42nd Street and Broadway would be obstructed by a new tall building (see **Figures 7-35 and 7-36**). From both of these vantage points on West 42nd Street, the proposed One Vanderbilt development would be a new tall, modern building located among other tall buildings on 42nd Street. Further, views to the Chrysler Building would remain available from many other existing vantage points, including from vantage points closer to the Chrysler Building in views north and south on Lexington Avenue and eastward and westward views from East 42nd and East 43rd Streets.

Longer views to the proposed One Vanderbilt development were also considered, including a vantage point in Gantry Plaza State Park in Long Island City, Queens. With the proposed One Vanderbilt development, the Midtown Manhattan skyline will continue to contain views to several tall buildings, including: the Chrysler Building located among the MetLife Building; the United Nations Secretariat; the Empire State Building to the south; and to the north, Trump World Tower, 601 Lexington Avenue, and 432 Park Avenue which is currently under construction (see **Figure 7-37**). The proposed One Vanderbilt development would add a new tall, modern building to the skyline which is already characterized by a variety of buildings from different development periods and of varying heights, massings, and styles. The proposed One Vanderbilt development would be located west of the Chrysler Building; therefore, views to the Chrysler Building from the east would be maintained. While the proposed One Vanderbilt development would be taller than the Chrysler Building, the Chrysler Building, including its architecturally distinguished tower and spire, would remain a prominent visual resource in the Midtown Manhattan skyline from vantage points to the east where wide, open views to this visual resource are available.

Views to visual resources in the study area with the proposed One Vanderbilt development were also considered. The new development would not result in any significant adverse impacts on visual resources. The proposed One Vanderbilt development would angle back from the property line up to 10 feet toward Vanderbilt Avenue. The building's southeast corner would be further set back from East 42nd Street and from the public place. These design features would create more pedestrian space at the southeast corner of the development and open up views of the west side of Grand Central Terminal. In contrast, the No-Action building would partially obstruct views to the terminal, as it would have a 120-foot-tall base built to the lot lines. Therefore, unlike with the No-Action building, the proposed One Vanderbilt development would not obstruct eastward views to Grand Central Terminal. With either the No-Action building or with the proposed One Vanderbilt development, no existing views to the Helmsley Building, the MetLife Building, or the Park Avenue Viaduct would be obstructed as new development would be located on an existing block and would replace other tall buildings on this block. Other visual resources in the study area do not have a visual relationship to the One Vanderbilt site and, therefore, would not be adversely affected by the new building.

The proposed One Vanderbilt development would not result in new obstructions of existing views to the Chrysler Building from within the study area. As described above, certain views to the Chrysler Building would change with either the No-Action building or with the proposed One Vanderbilt development. These changes would not result in any significant adverse impacts on the Chrysler Building.

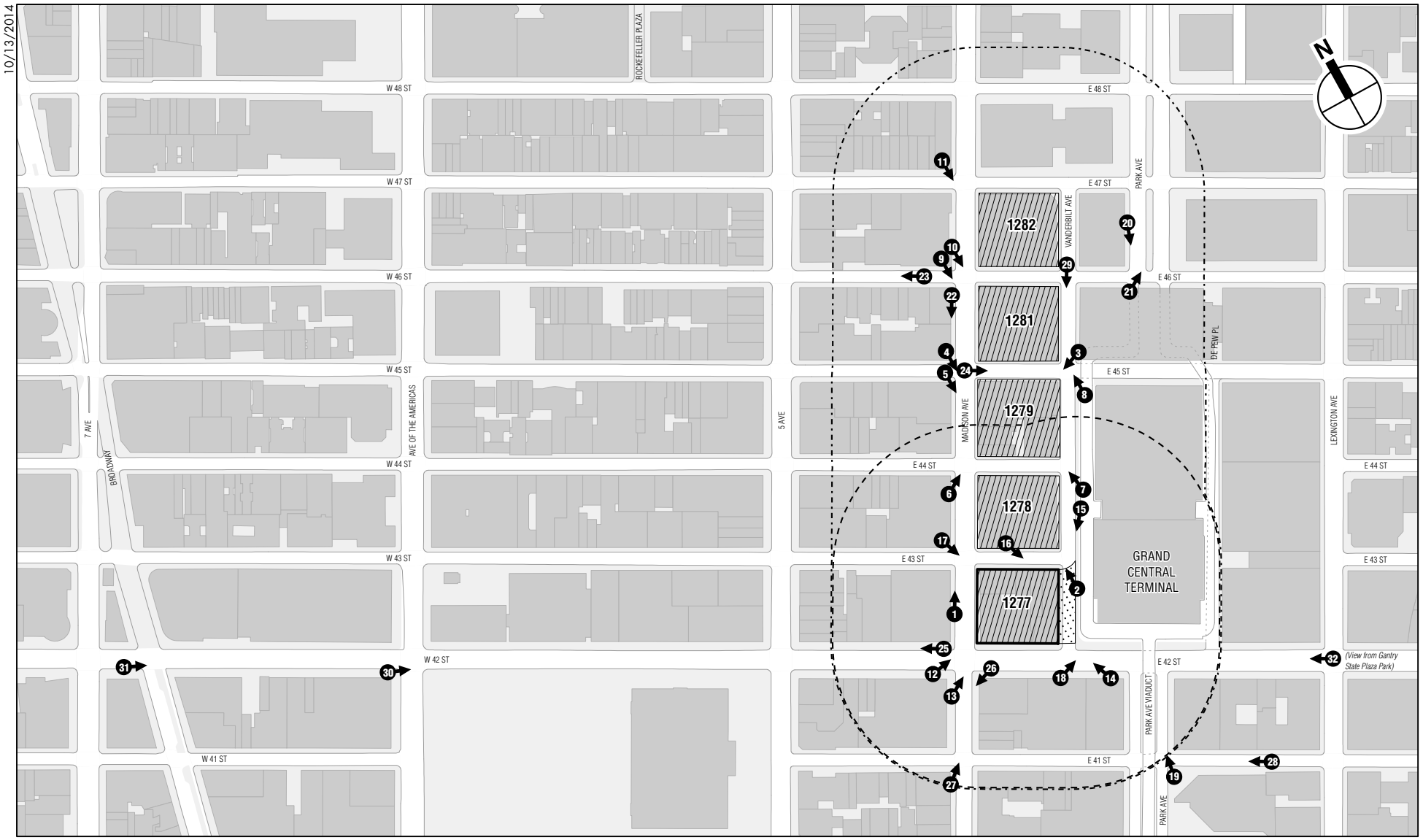
In addition, as described above, visual resources in the study area are primarily older, historic buildings, but also include newer, tall buildings that are visually prominent. With the proposed One Vanderbilt development, views to the four visual resources located across Vanderbilt Avenue from the One Vanderbilt site—Grand Central Terminal; the MetLife Building at 200 Park Avenue; the Helmsley Building at 230 Park Avenue; and the Park Avenue Viaduct—would remain available and would not be substantially altered with the new building. Further, as described above, the new building has been designed to angle back from the property line up to 10 feet toward Vanderbilt Avenue, and the building's southeast corner would be further set back from East 42nd Street and from the public place, opening up views to Grand Central Terminal from vantage points west on East 42nd Street. In contrast, as noted above, the No-Action building's 120-foot-tall base would be built to the lot lines and would partially obstruct views to the terminal. Further, with the proposed One Vanderbilt development, views to Grand Central

Terminal and the other three visual resources east of Vanderbilt Avenue would be enhanced by the new public open space on Vanderbilt Avenue that would be created by the proposed One Vanderbilt development.

The other visual resources in the study area—the Bowery Savings Bank Building, the Chanin Building, the Frederick F. French Building, and the Park Avenue Malls—would not be affected by the proposed One Vanderbilt development as they are located away from the development site and do not have a significant visual relationship with it due to distance and intervening buildings. The Chrysler Building, which is located approximately 750 feet east of the One Vanderbilt site on East 42nd Street on the east side of Lexington Avenue, also does not have a significant visual relationship with the development site. The proposed One Vanderbilt development would be located two blocks west of the Chrysler Building and would be a new tall structure on the East 42nd Street view corridor. Though the new building would partially obstruct longer views of the Chrysler Building on 42nd Street from the vicinity of Fifth and Sixth Avenues, Broadway, and locations further west, these views will also be partially obstructed by the No-Action building.

As with the No-Action building, as described above, longer views to the Chrysler Building in the view corridors from Bryant Park and West 42nd Street would change with the proposed One Vanderbilt development. With the No-Action building, views from Gantry Plaza State Park that include the Chrysler Building would minimally change the skyline while with the proposed One Vanderbilt development, a new tall building would be added to the skyline. However, the Chrysler Building would continue to be viewed among other tall office buildings in the Midtown Manhattan skyline. Although some views to the Chrysler Building would be more restricted from certain vantage points on West 42nd Street with the proposed One Vanderbilt development compared to the No-Action building, many other views to the Chrysler Building, including views from Bryant Park and Gantry Plaza State Park, would remain available with both the No-Action building and with the proposed One Vanderbilt development. Therefore, the proposed One Vanderbilt development would not result in any significant adverse impacts to the Chrysler Building.

Therefore, the proposed One Vanderbilt development would not result in any significant adverse impacts to visual resources in the study area. ✷



Proposed Vanderbilt Corridor

Vanderbilt Corridor Study Area Boundary (400-Foot Perimeter)

One Vanderbilt Development Site

Proposed Public Place

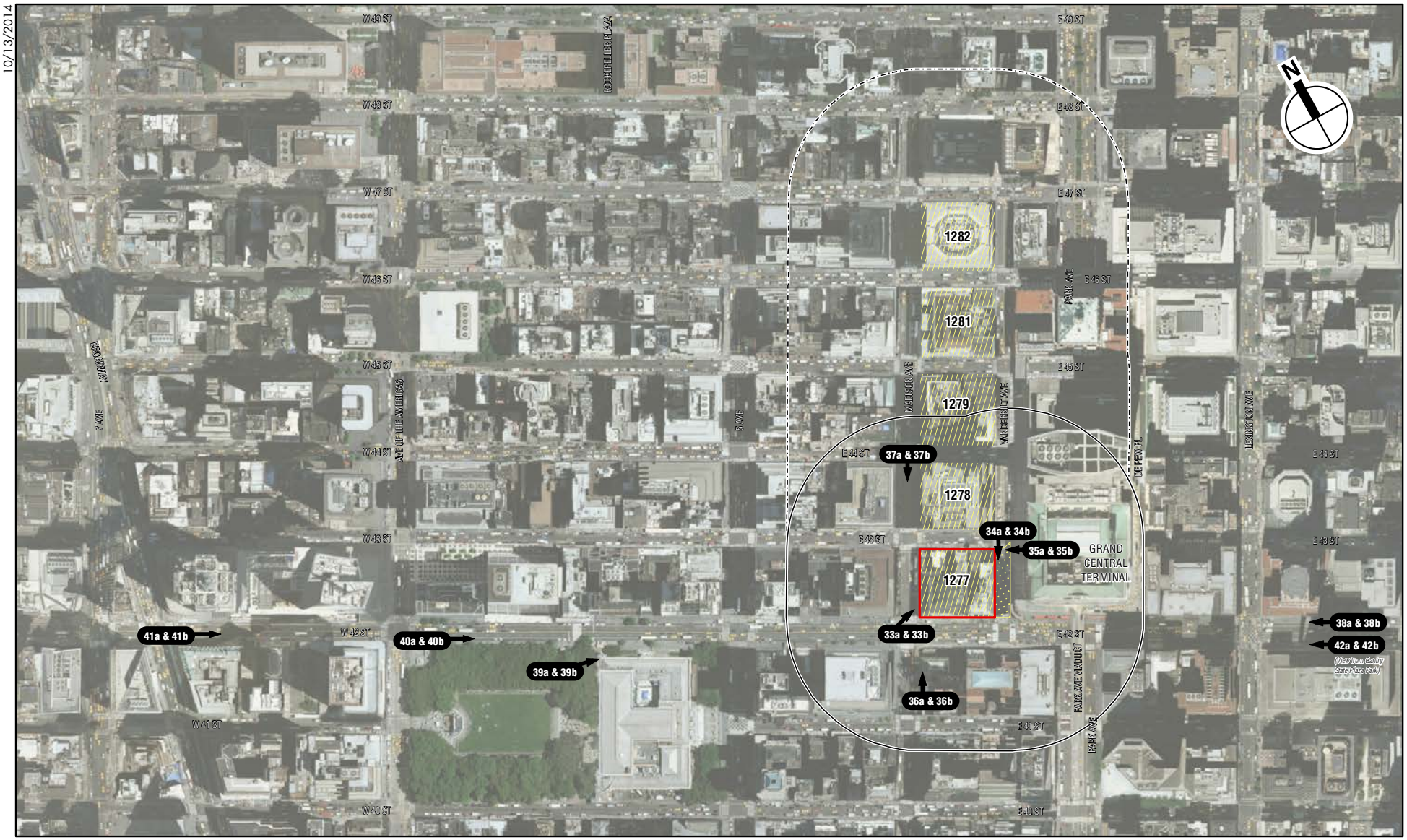
One Vanderbilt Study Area Boundary (400-Foot Perimeter)

Photograph View Direction and Reference Number

Vanderbilt Corridor and One Vanderbilt

Urban Design and Visual Resources—
Site Location Map
Figure 7-1

10/13/2014



Proposed Vanderbilt Corridor

Vanderbilt Corridor Study Area Boundary (400-Foot Perimeter)

One Vanderbilt Development Site

Proposed Public Place

One Vanderbilt Study Area Boundary (400-Foot Perimeter)

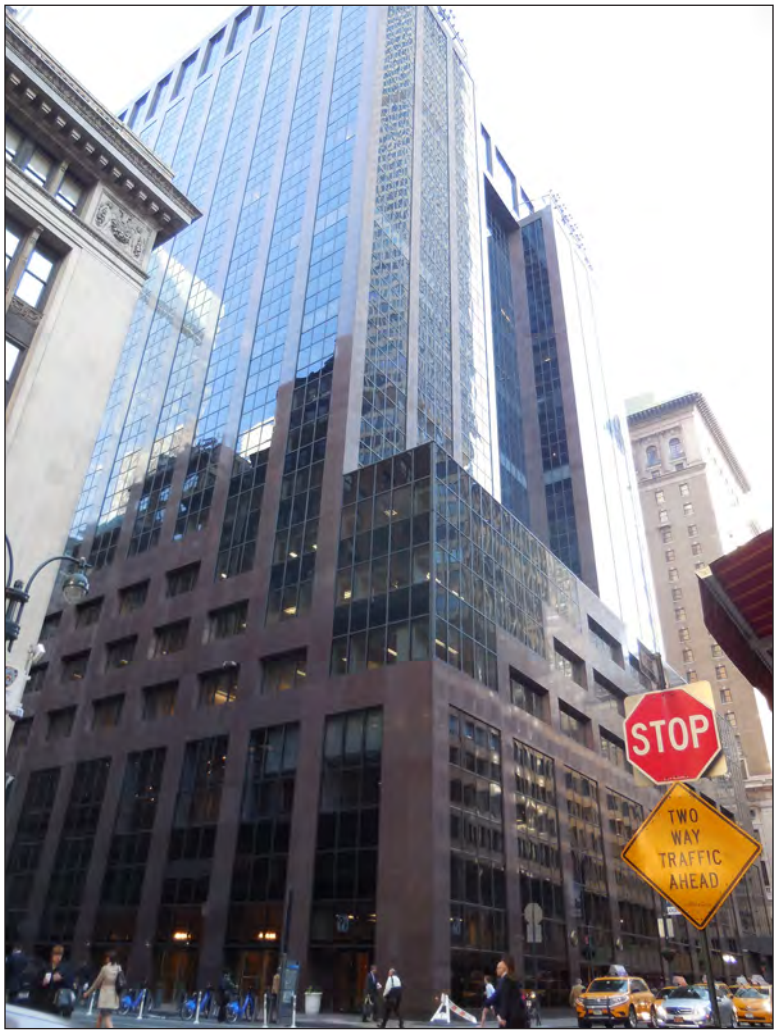
30a & 30b *Photograph View Direction and Reference Number*

0 400 FEET

Vanderbilt Corridor and One Vanderbilt

Urban Design and Visual Resources—
Aerial Site Location Map
Figure 7-2

Northeast view on Madison Avenue to the Bank of America Plaza, 335 Madison Avenue **1**



Northwest view on Vanderbilt Avenue to the Bank of America Plaza, 335 Madison Avenue **2**

Southwest view on Vanderbilt Avenue to the northeast corner of Block 1279 **3**

Southeast view on Madison Avenue to the northwest corner of Block 1279 **4**

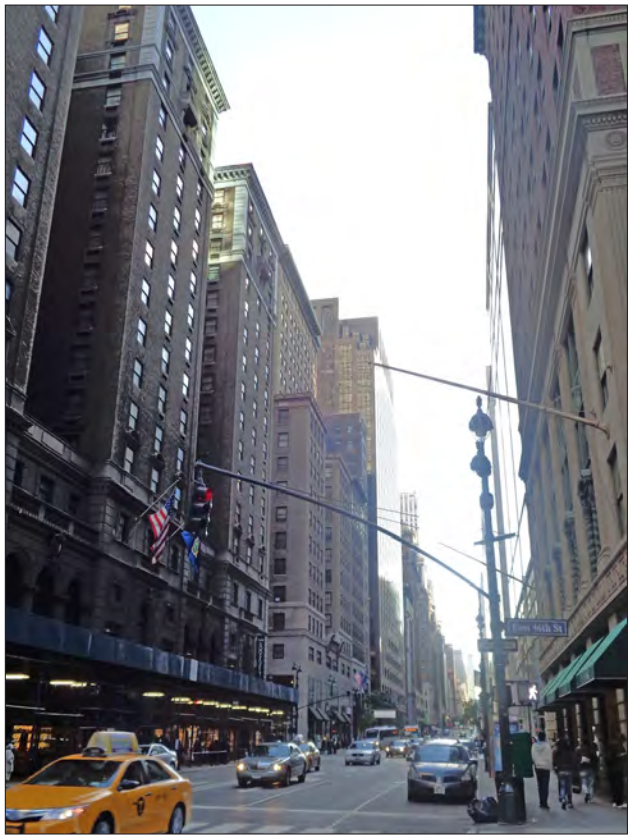
Southeast view on Madison Avenue to the southwest corner of Block 1279 **5**

Northeast view on Madison Avenue to the southwest corner of Block 1279 **6**

Northwest view on Vanderbilt Avenue to the southeast corner of Block 1279 **7**

Northwest view on Vanderbilt Avenue to the southeast corner of Block 1281 to the Roosevelt Hotel **8**

Southeast view on Madison Avenue to the northwest corner of Block 1281 to the Roosevelt Hotel **9**



Southeast view on Madison Avenue with the Roosevelt Hotel in the foreground and more distant views to other Vanderbilt Corridor buildings **10**

Southeast view on Madison Avenue with the Roosevelt Hotel in the foreground and more distant views to other Vanderbilt Corridor buildings **11**

Vanderbilt Corridor—Block 1282

8.11.14

Northeast view on Madison Avenue to 317 Madison Avenue **12**

Northeast view from Madison Avenue to East 42nd Street **13**

Vanderbilt Corridor—
One Vanderbilt Site (Block 1277)
Figure 7-8

8.11.14

Northwest view from East 42nd Street to the east façade of the Vanderbilt Avenue building at 51 East 42nd Street **14**

Southwest view on Vanderbilt Avenue to the east façade of the Vanderbilt Avenue building at 51 East 42nd Street **15**

Vanderbilt Corridor—
One Vanderbilt Site (Block 1277)
Figure 7-9

Southwest view on East 43rd Street to the north façade of 48 East 43rd Street **16**

Southeast view on Madison Avenue to the north and west facades of 327 Madison Avenue **17**

Vanderbilt Corridor and One Vanderbilt

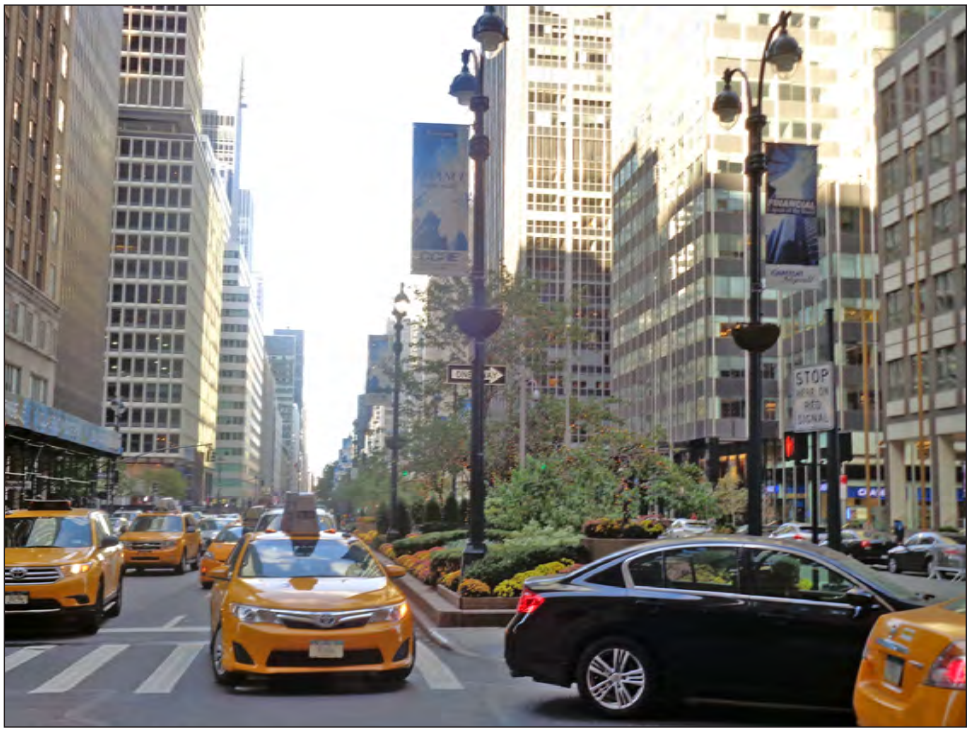
Vanderbilt Corridor—
One Vanderbilt Site (Block 1277)
Figure 7-10

Grand Central Terminal, view northeast from East 42nd Street **18**

View north to Grand Central Terminal, Pershing Square Plaza,the Park Avenue Viaduct, and the MetLife Building **19**

8.11.14

View south on Park Avenue to the Helmsley Building at 230 Park Avenue **20**



View north to the Park Avenue malls **21**

Vanderbilt Corridor and One Vanderbilt

Study Area
Figure 7-12

8.11.14

Madison Avenue view south from East 46th Street **22**

View west on East 46th Street from Madison Avenue **23**

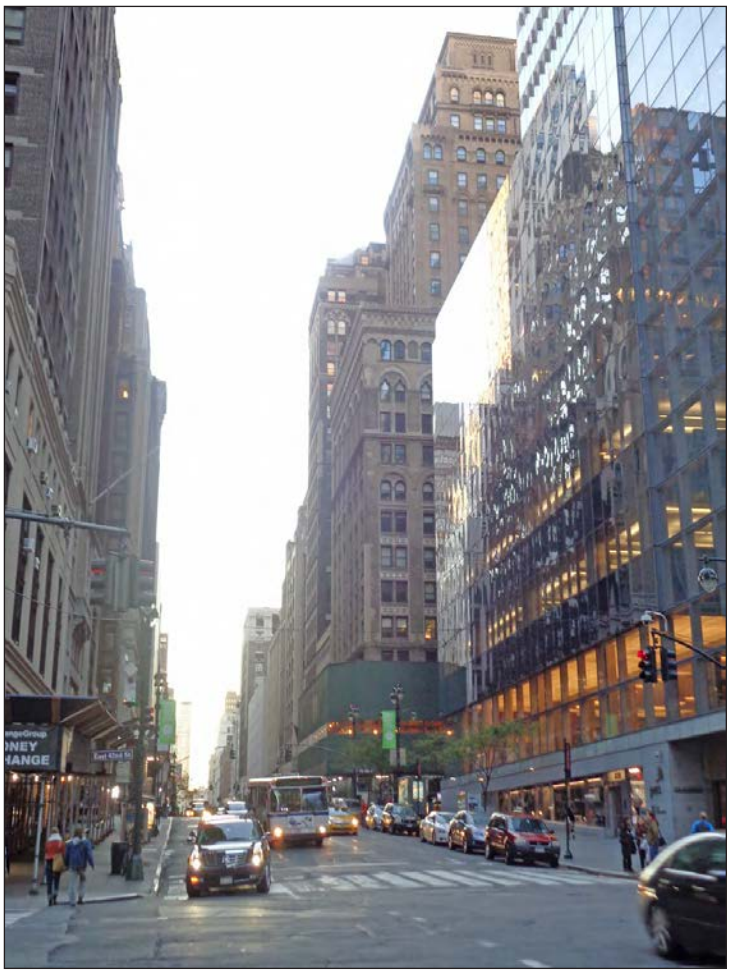
Vanderbilt Corridor and One Vanderbilt

Study Area
Figure 7-13

View east on East 45th Street from Madison Avenue **24**

View west on East 42nd Street from Madison Avenue **25**

8.11.14



View southwest on Madison Avenue from East 42nd Street **26**

View northeast on Madison Avenue from East 41st Street **27**

View west on East 42nd Street from east of Park Avenue **28**

View south on Vanderbilt Avenue from East 45th Street **29**

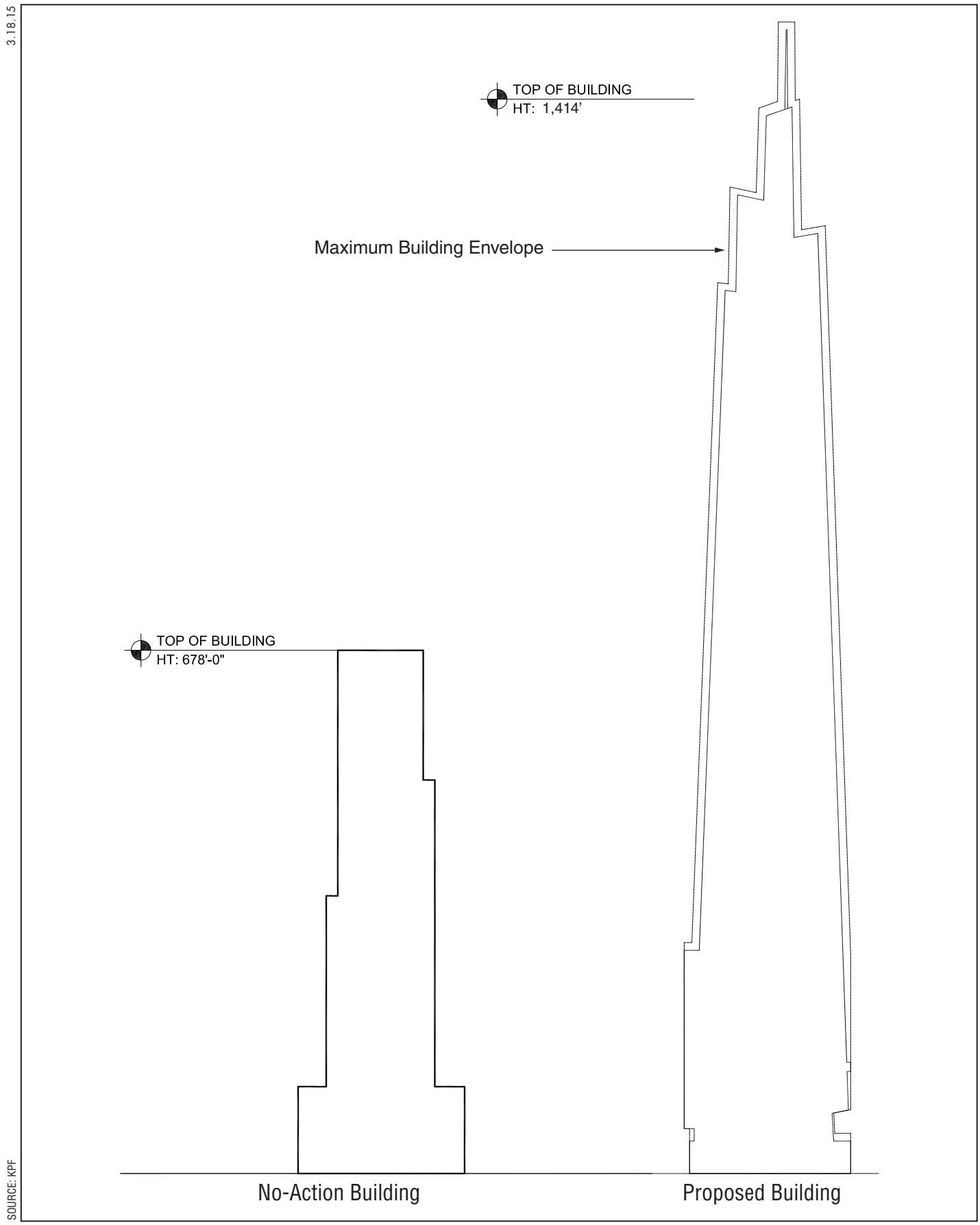
View east on West 42nd Street from the South Sidewalk at Sixth Avenue **30**

View east on West 42nd Street from the South Sidewalk at Broadway **31**

View West from Gantry State Plaza Park in Long Island City, Queens **32**

Vanderbilt Corridor and One Vanderbilt

Longer Views
Figure 7-18

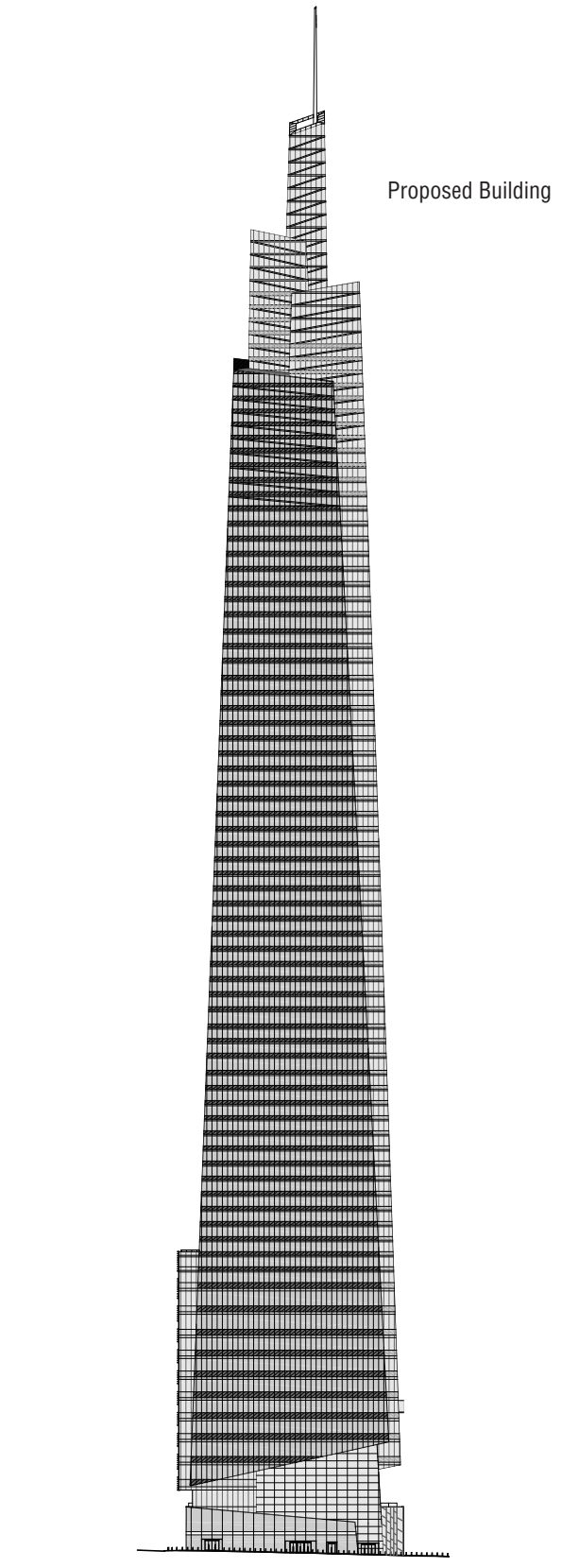


NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Comparison of No-Action Building to Proposed One Vanderbilt

Figure 7-19

10.13.14

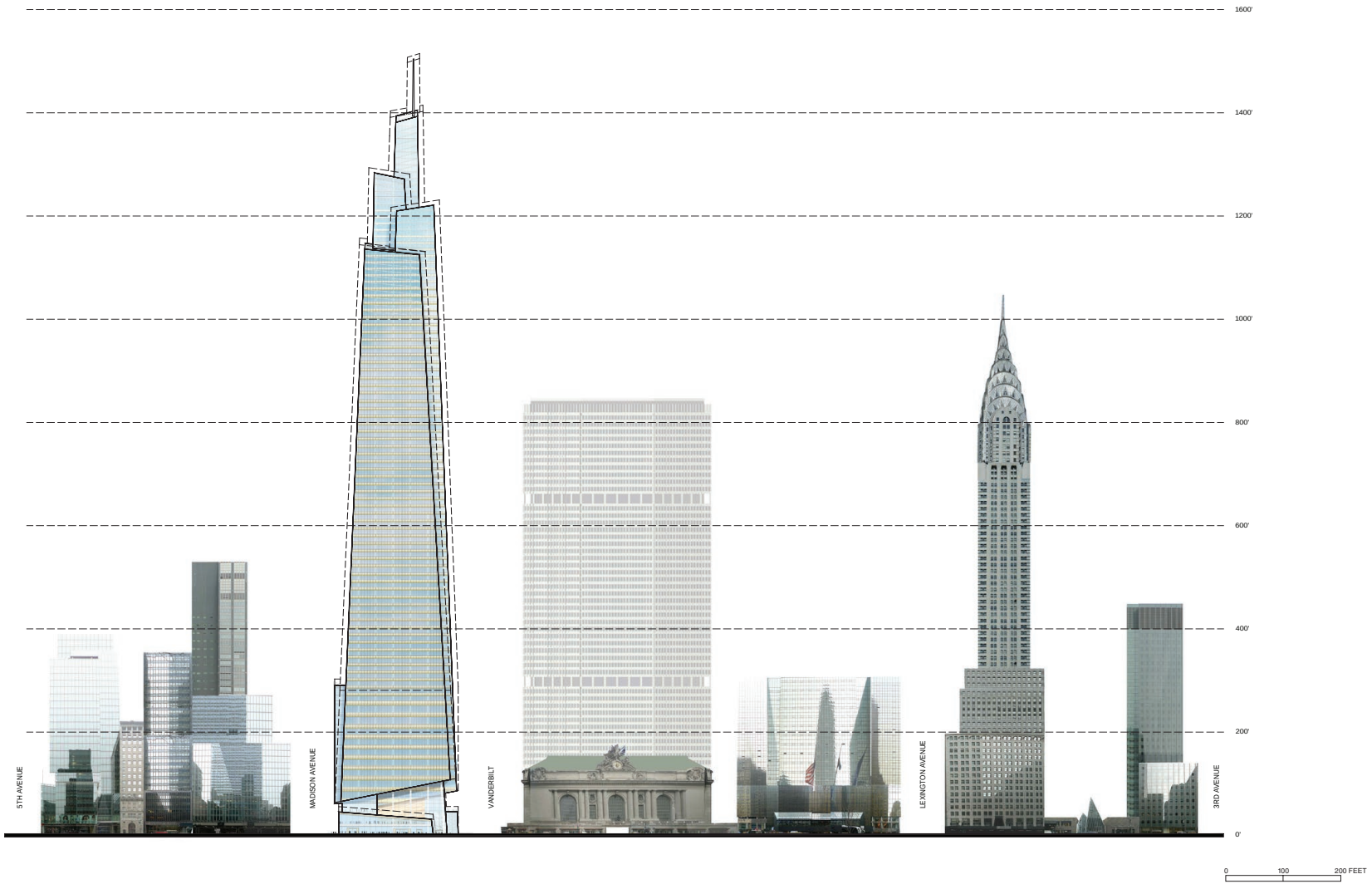


SOURCE: KPF

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed One Vanderbilt
East 42nd Street Elevation

3.18.15



SOURCE: Kohn Pederson Fox Associates PC

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

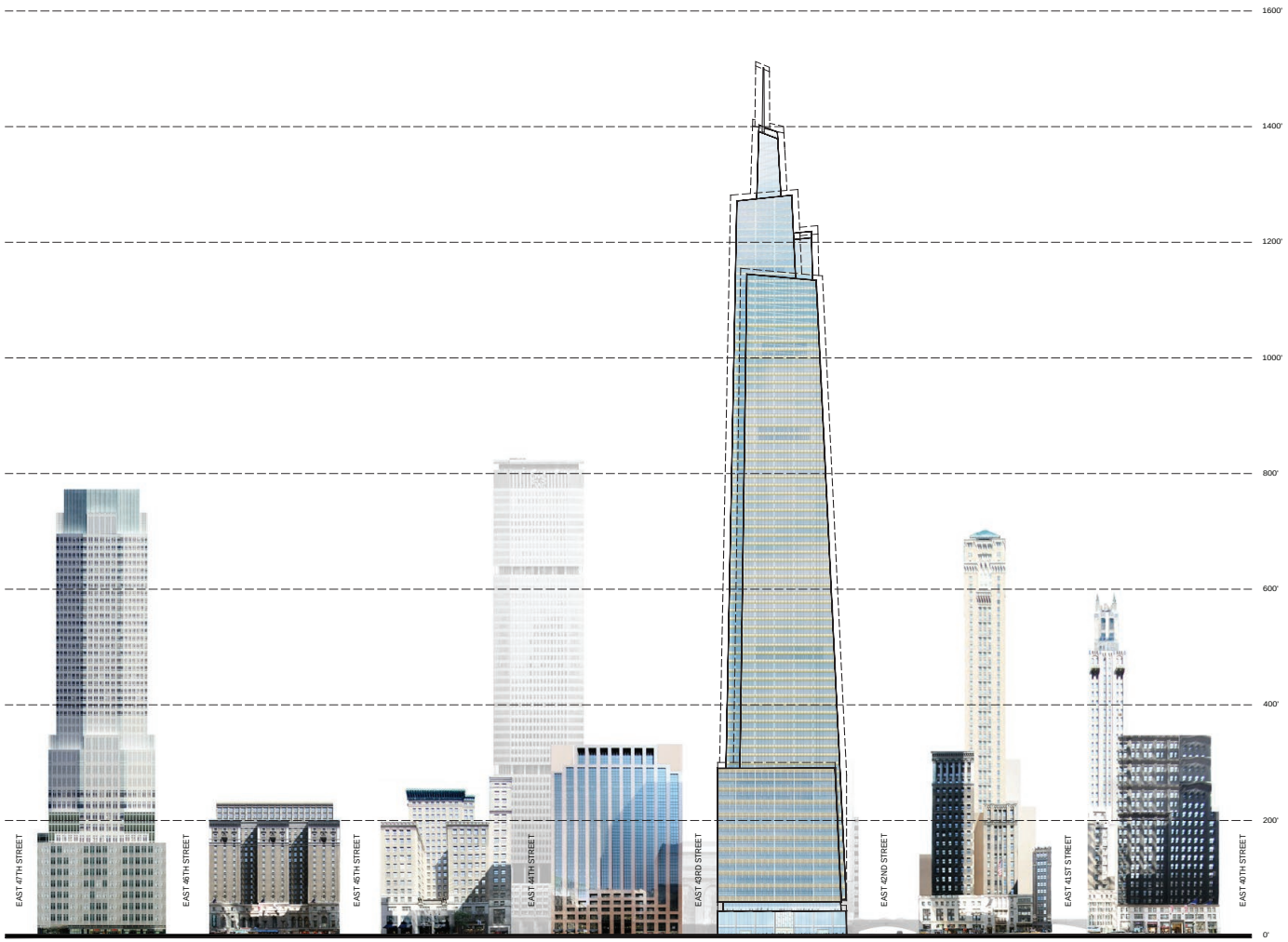
Proposed East 42nd Street Elevation

Figure 7-21

Vanderbilt Corridor and One Vanderbilt

This figure has been updated for the FEIS

3.18.15



SOURCE: Kohn Pedersen Fox Associates PC

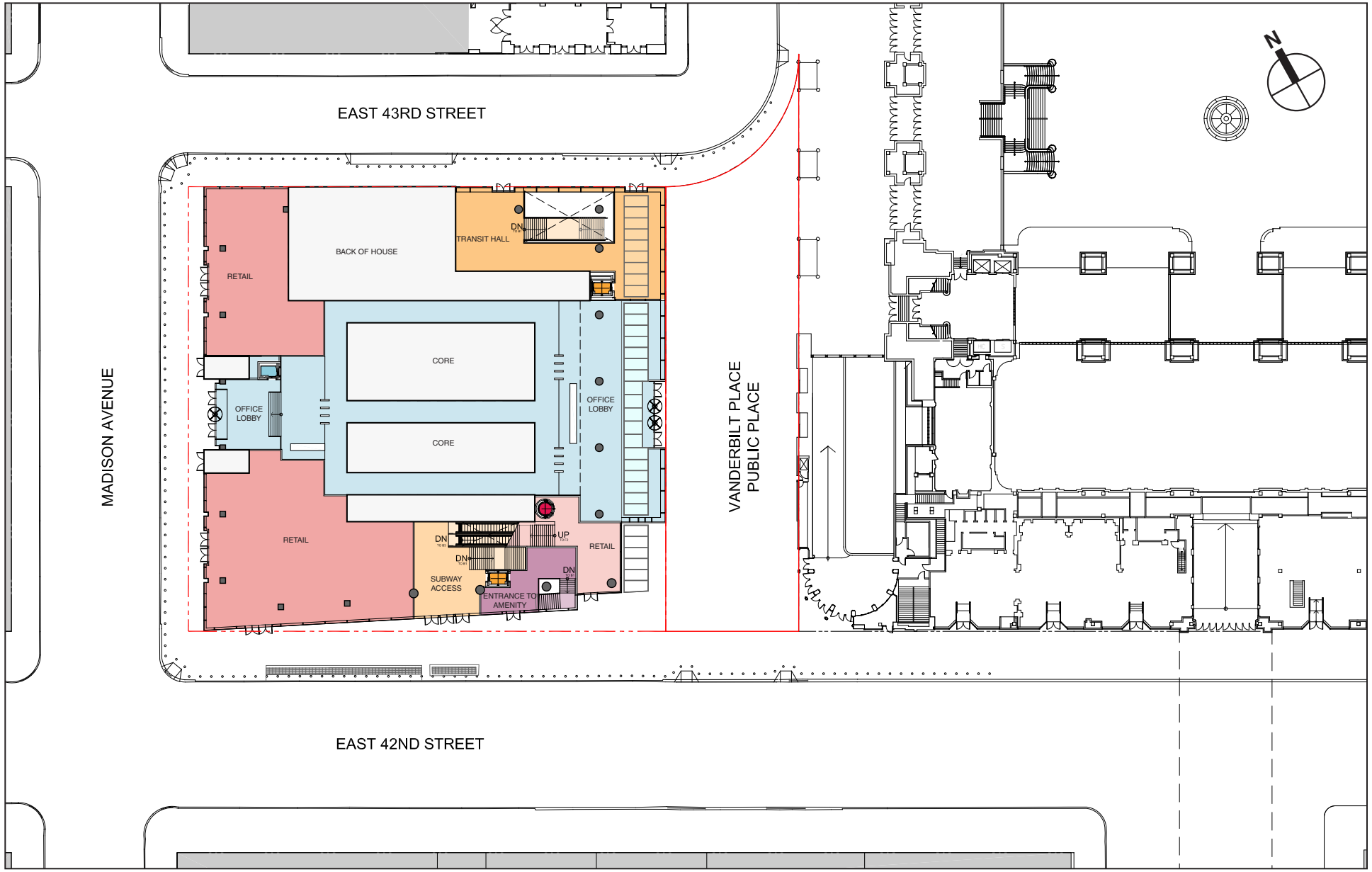
NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed Madison Avenue Elevation

Figure 7-22

Vanderbilt Corridor and One Vanderbilt

This figure has been updated for the FEIS



SOURCE: KPF

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

One Vanderbilt Development Site

Proposed Public Place

Vanderbilt Corridor and One Vanderbilt

Proposed One Vanderbilt
Ground Floor Plan and Public Place
Figure 7-23

SOURCE: KPF

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed One Vanderbilt
View Looking East on East 42nd Street

10.13.14

SOURCE: KPF

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed One Vanderbilt
View Looking East on East 42nd Street

SOURCE: KPF

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed One Vanderbilt
View Looking East in Transit Hall

SOURCE: KPF

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

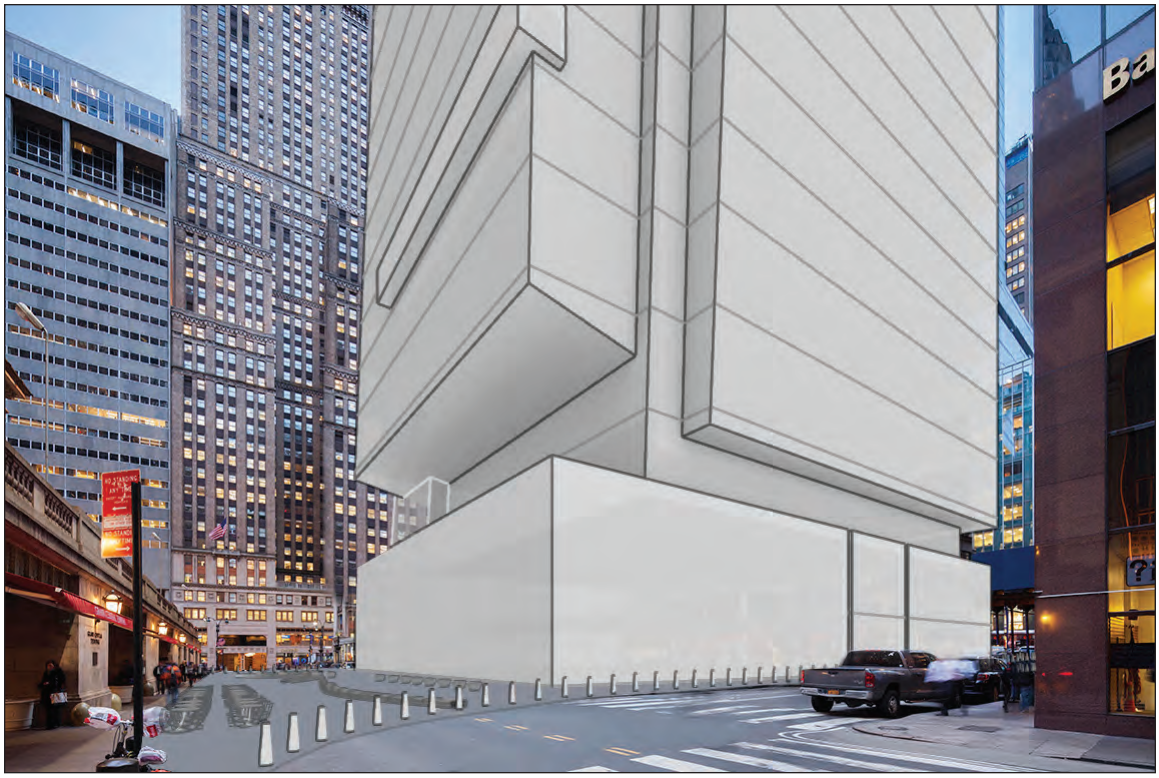
Proposed One Vanderbilt
View of Proposed Public Place

No-Action View **33a**

With-Action Illustrative View **33b**

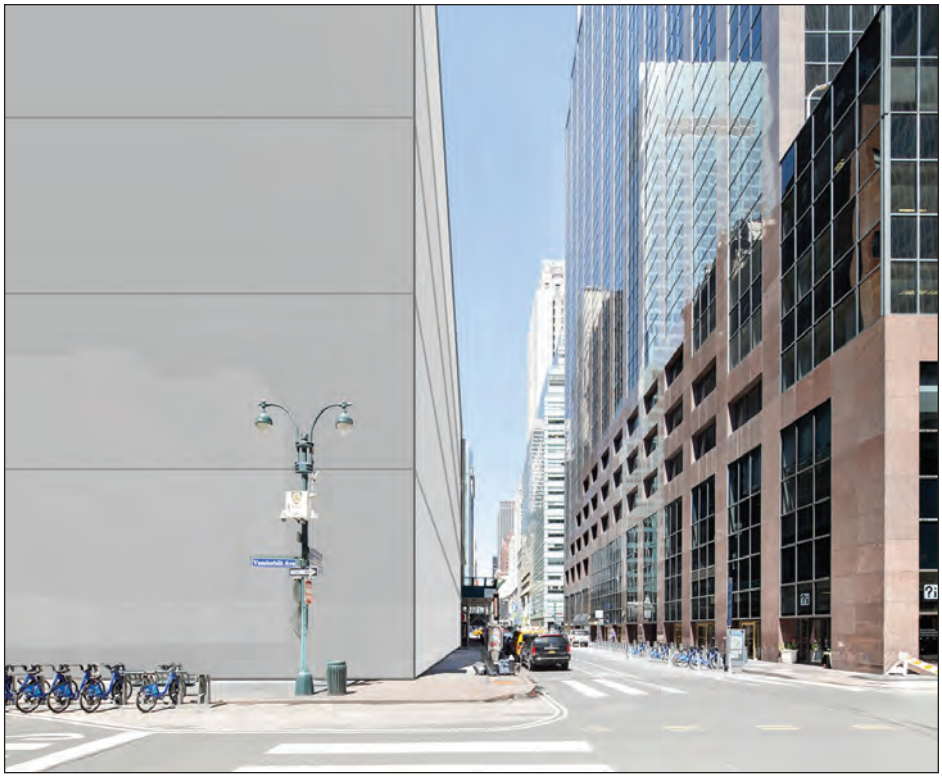
No-Action and With-Action Comparative Views—
East 42nd Street View East from Madison Avenue

No-Action View **34a**



With-Action Illustrative View **34b**

No-Action and With-Action Comparative Views—
Vanderbilt Avenue View South from East 43rd Street



No-Action View **35a**

With-Action Illustrative View **35b**

No-Action and With-Action Comparative Views—
East 43rd Street View West from Vanderbilt Avenue

No-Action View **36a**

With-Action Illustrative View **36b**

No-Action and With-Action Comparative Views—
Madison Avenue View North from East 41st Street

No-Action View **37a**

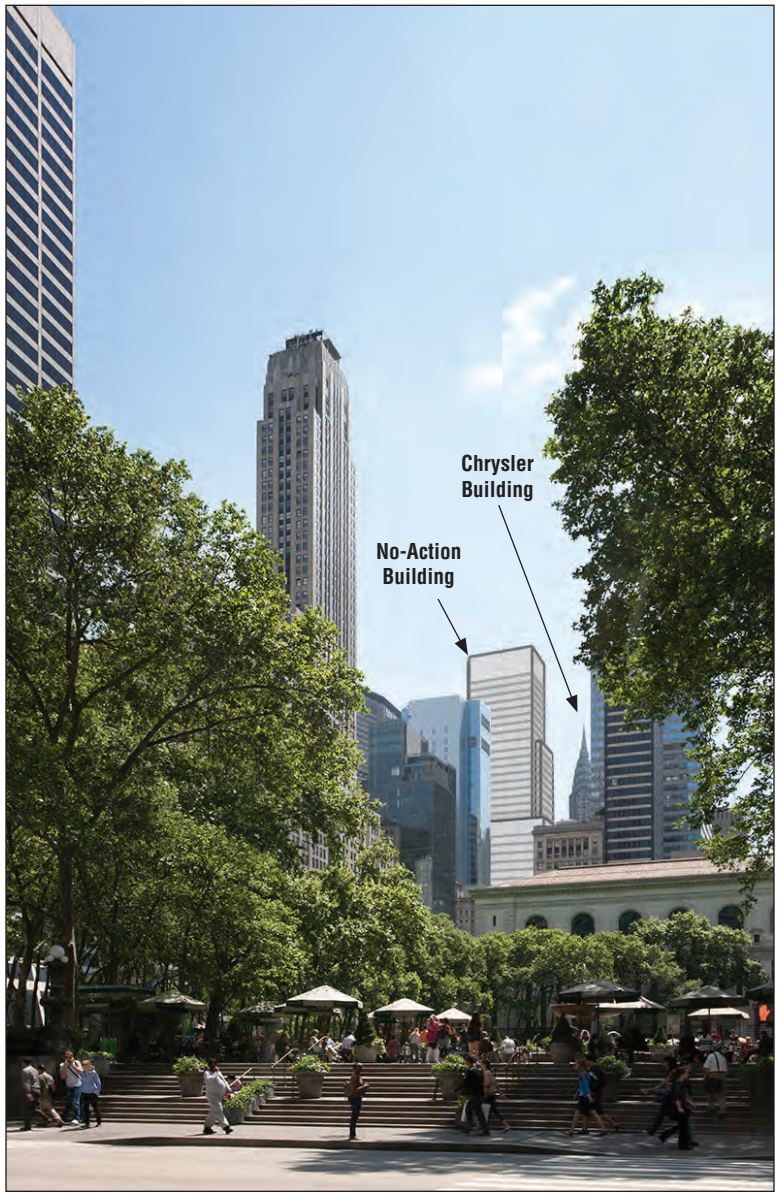
With-Action Illustrative View **37b**

No-Action and With-Action Comparative Views—
Madison Avenue View South from East 44th Street

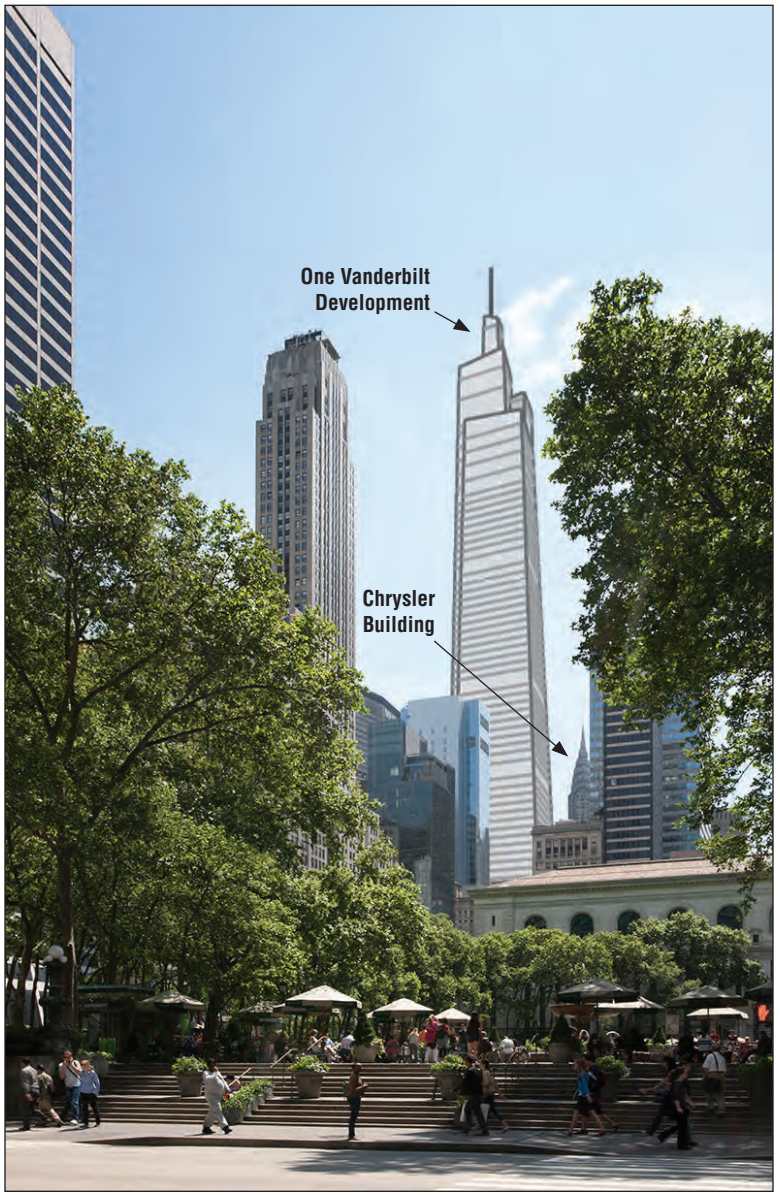
No-Action View **38a**

With-Action Illustrative View **38b**

No-Action and With-Action Comparative Views—
East 42nd Street View West from 3rd Avenue



No-Action View **39a**



With-Action Illustrative View **39b**

No-Action and With-Action Comparative Views—
Bryant Park View Northeast toward One Vanderbilt

Figure 7-34

10.15.14

No-Action View **40a**

With-Action Illustrative View **40b**

No-Action and With-Action Comparative Views—
View East on West 42nd Street from the South Sidewalk at Sixth Avenue

Vanderbilt Corridor and One Vanderbilt

Figure 7-35

No-Action View **41a**

With-Action Illustrative View **41b**

No-Action and With-Action Comparative Views—
View East on West 42nd Street from the South Sidewalk at Broadway

No-Action View **42a**

With-Action Illustrative View **42b**

No-Action and With-Action Comparative Views—
View West from Gantry Plaza State Park in
Long Island City, Queens