Chapter 17: Alternatives to the Proposed Actions

A. INTRODUCTION

This chapter considers alternatives to the proposed City actions with respect to the Vanderbilt Corridor and the proposed 317 Madison actions with respect to the One Vanderbilt development. The purpose of an analysis of alternatives, as set forth in the *City Environmental Quality Review (CEQR) Technical Manual*, is to provide the decision makers with the opportunity to consider practicable alternatives that are consistent with the goals and objectives of the project sponsor and that could potentially reduce or eliminate significant adverse environmental impacts identified in the Environmental Impact Statement (EIS).

This chapter considers:

- A No-Action Alternative, which is mandated by the State Environmental Quality Review Act (SEQRA) and CEQR, and is intended to provide the lead and involved agencies with an assessment of the consequences of not selecting the proposed actions. In this case, the zoning text amendments would not be made, and the City Map amendment would not be made. No special permits would be requested, and the building built on the One Vanderbilt site would have a floor area ratio (FAR) of 15.0 consistent with existing zoning.
- A Lesser Density (20.7 FAR) Alternative, which utilizes existing special permits for subway improvement bonus and development rights from the Bowery Savings Bank. It would provide some subway improvements, but it would not provide the same level of improvements as required with the Grand Central Public Realm Improvements Bonus. It would also not create and improve a public place on Vanderbilt Avenue between East 42nd and East 43rd Streets.
- A Modified Ground Floor Alternative was added following the issuance of the Notice of Completion for the DEIS. 317 Madison submitted a modified special permit application, ULURP No. 150130(A) ZSM, that would allow for relocation of a proposed entrance space to the rooftop observation deck. The modified application requires a waiver of mandatory district plan elements (i.e., Section 81-42 of the Zoning Resolution, Retail Continuity along Designated Streets). The potential environmental effects of the modified application were considered in a Technical Memorandum dated January 16, 2015, and are also contained in this chapter. The modified application is under consideration by the City Planning Commission (CPC).

PRINCIPAL CONCLUSIONS

NO-ACTION ALTERNATIVE

The No-Action Alternative is the "Future Without the Proposed Actions" described in each of the analysis chapters of this document. As noted above, the zoning text and City Map amendments would not be made. No special permits would be requested, and a 15 FAR building

consistent with all existing zoning regulations would be built on the One Vanderbilt site. The No-Action Alternative would be 15 FAR smaller than the proposed One Vanderbilt development at 30.0 FAR. There would be no public place created on Vanderbilt Avenue between East 42nd and East 43rd Streets and none of the other Grand Central Public Realm Improvements (as described in Chapter 1,"Project Description,") would be made. There would be no possibility of further development requiring Grand Central Public Realm Improvements elsewhere in the Vanderbilt Corridor.

Above its base, the No-Action Alternative would have floor plates (approximately 20,000 gsf) suitable for office use. However, existing bulk regulations would preclude the even larger floor plates (approximately 40,000 gsf or more) needed for modern trading facilities. Further, compared with the proposed actions, the No-Action Alternative would not be required by zoning to have a distinguished architectural design, and it would not provide any of the significant public benefits associated with the proposed One Vanderbilt development.

The No-Action Alternative would avoid increases in the shadows on the Grand Central Terminal windows, on the Stephen A. Schwarzman Building of the New York Public Library, Bryant Park, and other open spaces which last more than 10 minutes, none of which are considered significant adverse impacts. The No-Action Alternative would also avoid any significant adverse traffic and pedestrian impacts associated with the proposed One Vanderbilt development.

LESSER DENSITY ALTERNATIVE

The Lesser Density (20.7 FAR) Alternative assumes a subway improvement bonus and a transfer of development rights from the Bowery Savings Bank, under the existing mechanism for such transfers. As this alternative requires discretionary actions, it is provided for comparative purposes only. This alternative cannot be adopted at this time because it entails additional discretionary actions that are outside the scope of the current application. This existing subway improvement bonus mechanism has lesser requirements compared with the proposed Grand Central Public Realm Improvement Bonus. Therefore, the improvements with the Lesser Density Alternative would be reduced in number and scale. The improvements provided would be limited to the new ground-level entrance with stairs, escalators, and an elevator on East 42nd Street, providing direct access to the 42nd Street Shuttle with access to the Nos. 4, 5, 6, and 7 subway lines and Metro-North commuter lines. There would be no transit hall, no connection to East Side Access, and no north-south corridor, and none of the off-site improvements. The Lesser Density Alternative would not map or improve a public place on Vanderbilt Avenue between East 42nd and 43rd Streets. There would be no possibility of further development requiring Grand Central Public Realm Improvements elsewhere in the Vanderbilt Corridor.

The Lesser Density Alternative would use existing special permits and would not rely on the text amendment proposed by the City in connection with the Vanderbilt Corridor and the proposed actions by 317 Madison in connection with the One Vanderbilt development. The FAR would be 9.3 less than the FAR of the proposed One Vanderbilt development. The Lesser Density Alternative would be 724 feet in height, or 672 feet shorter than the proposed One Vanderbilt development.

As compared with the proposed One Vanderbilt development, the Lesser Density Alternative would not result in any significant adverse traffic and transit impacts and would reduce or avoid significant adverse impacts on pedestrian conditions. In regards to shadows, the Lesser Density Alternative would result in less incremental shadow on the New York Library's Stephen A. Schwarzman Building, Bryant Park, and other open spaces. In addition, with a lower base than

the proposed One Vanderbilt development, the Lesser Density Alternative would result in less shadow on the west-facing windows of the Grand Central Terminal main concourse than the proposed One Vanderbilt development. Therefore, as with the proposed action, the Lesser Density Alternative would not result in significant adverse shadow impacts.

MODIFIED GROUND FLOOR ALTERNATIVE

The Modified Ground Floor Alternative, which would relocate the entrance to the observation deck from East 42nd Street to the building's northwest corner, would not result in any significant adverse environmental impacts not already identified the proposed One Vanderbilt development. For transportation, the redistribution of pedestrian trips resulting from the relocation of the observation deck entrance is expected to result in nominal increases and decreases of pedestrian volumes at specific sidewalks, corners, and crosswalks surrounding the One Vanderbilt project site. At the Madison Avenue and East 43rd Street intersection, the proposed actions would result in significant adverse impacts at the northeast and southwest corners (see Chapter 10, "Transportation). Compared with the proposed actions, the Modified Ground Floor Alternative would also result in an impact to the south crosswalk at this intersection, during the weekday AM peak hour only. This impact can be mitigated with a 2-foot crosswalk widening, similar to how projected impacts at other study area crosswalks would be mitigated.

B. NO-ACTION ALTERNATIVE

DESCRIPTION OF THE NO-ACTION ALTERNATIVE

Throughout the earlier chapters of this EIS (excluding Chapter 12, "Greenhouse Gas Emissions"), the No-Action Alternative is considered under "The Future Without the Proposed Actions," as the baseline for determining impacts.

Under the No-Action Alternative, the Department of City Planning (DCP) proposed actions would not be adopted. The Vanderbilt Corridor consisting of the five blocks along the west side of Vanderbilt Avenue between East 42nd and East 47th Streets would not be created. A new special permit—under which CPC could (1) approve bonus floor area up to a maximum floor area ratio (FAR) of 30.0 (the "Grand Central Public Realm Improvement Bonus") in connection with public space and transit improvements related to development within the Vanderbilt Corridor; (2) increase the maximum FAR of 21.6 to 30.0 for sites in the Vanderbilt Corridor utilizing the existing Landmark transfer special permit available in the Grand Central Subdistrict; and (3) modify the uses permitted in the Vanderbilt Corridor to allow the development, conversion, or enlargement of hotels only by a new special permit established by the proposed text amendment—would not be created. The City Map amendment to designate the portion of Vanderbilt Avenue between East 42nd and East 43rd Streets as a "public place" dedicated to pedestrian uses would not be adopted.

No special permits pursuant to the proposed Grand Central Public Realm Improvement Bonus and Landmark FAR transfer would be granted for the One Vanderbilt site. None of the public realm improvements contemplated with the proposed One Vanderbilt development would be made. However, the No-Action building will provide a replacement stairway connecting to the mezzanine level of the 42nd Street Shuttle station in accordance with an existing New York City Transit (NYCT) easement in order to maintain the access provided by the existing subway stair on the site. Remaining development rights belonging to the New York City Landmark Bowery

Savings Bank located at 110 East 42nd Street would not be transferred and used and consequently, a maintenance agreement for the Bowery Savings Bank (which is required for such a transfer) would not be provided.

317 Madison would not construct an approximately 1,414-foot-tall, approximately 1.8 million-gsf (1,299,390-zoning-square-foot [zsf]) 30.0 FAR building containing a mix of uses including office, trading floors, retail, restaurant, transit access, a transit hall at ground level, and rooftop amenity space. Absent the proposed actions, 317 Madison would instead redevelop the 43,313-square-foot One Vanderbilt site with a commercial building under the existing C5-3 and Special Midtown District regulations, which permit commercial development up to a maximum FAR of 15.0. The No-Action Alternative would be approximately 678 feet tall and total approximately 811,034 gsf of space (approximately 649,695 zsf) including 636,312 gsf of office space, 83,648 gsf of retail space, and 91,074 gsf of mechanical space (see **Table 17-1**). Existing height and setback controls would not permit the No-Action Alternative to have enough floorplates that would be of a size (40,000 gsf[1]) and configuration (67 feet of clearance between the exterior wall and the core) sufficient to accommodate modern trading floors. At approximately 678 feet tall, the No-Action Alternative would not be tall enough to provide panoramic views over surrounding buildings. Therefore, the No-Action Alternative would not contain a rooftop amenity space. As a Grand Central Public Realm Bonus would not be sought, it would not provide the transit hall that would be provided under the proposed actions (see **Table 17-1**).

Table 17-1
Comparison of the Future Without and With the Proposed One Vanderbilt Development

Components	Future Without the Proposed Project (No-Action)	Future With the Proposed Project (With-Action)	Differential
Office gsf	636,312	1,079,000	442,688
Roof top amenity space gsf	0	55,000	55,000
Restaurant (gsf)	0	27,000	27,000
Destination Retail (gsf)	62,736	40,000	-22,736
Local Retail (gsf)	20,912	13,000	-7,912
Trading Floor (gsf)	0	246,000	246,000

Source. Green 317 Madison LLC, 2013.

Since it would not be seeking the proposed special permit, 317 Madison would not provide any of the proposed Grand Central Public Realm Improvements with the No-Action Alternative. None of the transit improvements on or off site would be made. The 12,820-square-foot public place on Vanderbilt Avenue would not be created. On-site transit-related improvements that are part of One Vanderbilt would not be provided:

- A new ground-level entrance with stairs, escalators and elevator on East 42nd Street, providing direct access to the 42nd Street Shuttle with access to the Nos. 4, 5, 6, and 7 Subway lines, Metro-North commuter lines, and the Long Island Rail Road commuter lines.
- A new below-grade corridor and escalators connecting to the Long Island Rail Road East Side Access concourse level currently under construction, providing access to the 42nd

[1] Floorplates of a minimum of 40,000 gsf are considered necessary for efficient and modern trading floors as well as other high-density office uses.

Street Shuttle, Metro-North trains at Grand Central Terminal, the Nos. 4, 5, 6, and 7 subway lines, and street level.

- A new ground-level transit hall and waiting area with entrances at East 43rd Street, providing stairway connections to the new below-grade corridor, with connections to Long Island Rail Road East Side Access, the 42nd Street Shuttle, Metro-North trains at Grand Central Terminal, and the Nos. 4, 5, 6, and 7 subway lines.

The off-site pedestrian circulation improvements specific to the IRT Lexington Avenue subway station that are part of the One Vanderbilt Development would not be provided:

- A new stair in the basement of the Pershing Building to connect the IRT Lexington Avenue subway mezzanine to the platform;
- A new street-level subway entrance in the sidewalk at the southeast corner of East 42nd Street and Lexington Avenue to connect to an existing below-grade passageway;
- Narrowing of stairs and columns between the IRT Lexington Avenue subway mezzanine paid area and platform level to provide more platform area and improved pedestrian flow;
- Replacement of an existing street-level subway entrance at the northwest corner of East 42nd Street and Lexington Avenue with new stairs and an elevator;
- Creation of a new IRT Lexington Avenue subway mezzanine paid area in the basement of the Grand Hyatt Hotel with two new stairs to the subway platform; and
- Conversion of existing enclosed spaces into new circulation areas on the mezzanine level of the IRT Lexington Avenue station.

Conditions with the No-Action Alternative as compared with the probable impacts of the proposed projects are summarized below.

LAND USE, ZONING, AND PUBLIC POLICY

As with the proposed actions, the No Action Alternative would not result in significant adverse effects related to land use, zoning, and public policy.

LAND USE

A new 15 FAR office building would be constructed in place of the proposed 30.0 FAR One Vanderbilt development. As shown in **Table 17-1**, the building would contain less office space, but somewhat more retail space. It would not contain trading floors, roof top amenity space, or restaurants. The portion of Vanderbilt Avenue between East 42nd and 43rd Streets would not be mapped as a public place and would not be improved, and the widened sidewalks along East 42nd Street and Madison Avenue included with the proposed One Vanderbilt development would not be created. Similarly, the No-Action Alternative would not include below-grade circulation space connecting to Grand Central Terminal with an additional Terminal entrance located on East 42nd Street. Therefore, the No-Action Alternative would not contribute to the goal of improving above- and below-grade pedestrian circulation in and around Grand Central Terminal. However, the No-Action building will provide a replacement stairway connecting to the mezzanine level of the 42nd Street Shuttle station in accordance with an existing NYCT easement in order to maintain the access provided by the existing subway stair on the site.

ZONING

The No-Action Alternative would be consistent with existing zoning. The DCP-proposed actions would not be adopted, and the Vanderbilt Corridor consisting of the five blocks along the west side of Vanderbilt Avenue between East 42nd and East 47th Streets would not be created. A new special permit would not be created under which CPC could (1) approve a Grand Central Public Realm Improvement Bonus up to a maximum FAR of 30.0 in connection with public space and transit improvements related to development within the Vanderbilt Corridor; (2) increase the maximum FAR of 21.6 to 30.0 for sites in the Vanderbilt Corridor utilizing the existing Landmark transfer special permit available in the Grand Central Subdistrict; and (3) modify the uses permitted in the Vanderbilt Corridor to allow the development, conversion, or enlargement of hotels only by a new special permit established by the proposed text amendment.

PUBLIC POLICY

Under the No-Action Alternative, the building constructed on the One Vanderbilt site would not acquire unused development rights from the landmark Bowery Savings Bank and a continuing maintenance program for the landmark would not be undertaken. In contrast to the proposed actions, the No-Action Alternative would not support the goal of landmark preservation within the Grand Central Subdistrict.

Vanderbilt Avenue between East 42nd and East 43rd Streets would not be mapped as a public place. Additional pedestrian space would not be provided at-grade, and the City's goal to create public open space resources within the right-of-way would not be supported by the No-Action Alternative.

SOCIOECONOMIC CONDITIONS

As with the proposed One Vanderbilt development, the No-Action Alternative would not result in any substantial socioeconomic changes or significant adverse impacts related to either direct or indirect displacement of residences or businesses or impacts on specific industries.

OPEN SPACE

As with the proposed actions, the No-Action Alternative would not have a significant, adverse impact on open space. It would have a smaller population than the proposed One Vanderbilt development, and unlike the proposed One Vanderbilt development it would not provide any publicly accessible open space, but would result in the same total, active, and passive open space ratios as under the proposed actions.

The No-Action Alternative would not amend the City Map to create a public place on a 12,820-square-foot section of Vanderbilt Avenue between East 42nd and East 43rd Streets. It would remain in its current condition—open to vehicles and unimproved for pedestrians.

As the building on the One Vanderbilt site would be 15 FAR smaller than the proposed One Vanderbilt development and would lack trading floors and the observation deck, the No-Action Alternative would introduce a smaller non-residential population. The estimated population would be 2,796 workers as compared with 10,879 workers and visitors with the proposed One Vanderbilt development, reducing the open space user population by 8,083 from 286,064 to 277,981 (see **Tables 17-2 and 17-3**).

Table 17-2
No-Action Condition: Adequacy of Open Space Resources

Total Population		Open Space Acreage			Open Space Ratios per 1,000 People			Open Space Goals		
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
Non-Residential (1/4-Mile) Study Area										
Non-Residents	277,981	11.43	0.25	11.18	0.04	0	0.04	N/A	N/A	0.15

Notes: Ratios in acres per 1,000 people.
Sources: DPR open space data base; *East Midtown Rezoning and Related Actions FEIS;* AKRF, Inc. field survey, April and July, 2014.

Table 17-3
With-Action Condition: Adequacy of Open Space Resources

Total Population		Open Space Acreage			Open Space Ratios per 1,000 People			Open Space Goals		
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
Non-Residential (1/4-Mile) Study Area										
Non-Residents	286,064	11.71	0.25	11.46	0.04	0	0.04	N/A	N/A	0.15

Notes: Ratios in acres per 1,000 people.
Sources: DPR open space data base; *East Midtown Rezoning and Related Actions FEIS;* AKRF, Inc. field survey, April and July, 2014.

With a total non-residential population of 277,981 and 11.18 acres of passive open space, the incremental decrease in the passive open space ratio that would result from the proposed One Vanderbilt development would not occur, although the passive open space ratio would remain at 0.04 acres of passive open space per 1,000 non-residents, below the City's goal of 0.15 acres of passive open space per 1,000 non-residents.

SHADOWS

As compared with the One Vanderbilt development, the No-Action Alternative would be approximately 718 feet shorter. As with the proposed actions, the No-Action Alternative would not result in any significant adverse shadow impacts. However, unlike the proposed actions, it would not result in any incremental shadows on Bryant Park, the Stephen A Schwarzman Building façade, terraces and steps, the 275 Park Avenue Plaza, the Westvaco Building plaza, Grace Plaza, Dag Hammarskjold Plaza, Emigrant Savings Bank Plaza, the East River, and the west-facing windows of the Grand Central Terminal main concourse.

HISTORIC AND CULTURAL RESOURCES

Neither the No-Action Alternative nor the One Vanderbilt development would affect archaeological resources. The Landmarks Preservation Commission (LPC) has indicated that the blocks in the Vanderbilt Corridor and Vanderbilt Avenue between East 42nd and East 43rd Streets have no archaeological significance.

Similar to proposed One Vanderbilt development, the No-Action Alternative would remove the Vanderbilt Avenue Building, which is eligible for listing on the State and National Registers of Historic Places (S/NR-eligible).

317 Madison would not be required under the No-Action Alternative to develop and implement a construction protection plan (CPP) to avoid inadvertent construction-period damage to Grand Central Terminal (New York City Landmark [NYCL], S/NR, National Historic Landmark [NHL]). Nevertheless, 317 Madison has committed to developing and implementing a CPP for Grand Central Terminal in consultation with the Metropolitan Transportation Authority (MTA). As under the proposed actions, under the No-Action Alternative, any work that may affect portions of the NYCL-designated portions of the Terminal would also be coordinated with LPC. Because there would be no construction near the Pershing Square Building (NYCL-eligible, S/NR-eligible) and the Socony-Mobil Building (NYCL, S/NR-eligible), there would be no need for CPPs for those structures.

Without a transfer of development rights from the Bowery Savings Bank, which would occur under the proposed actions, there would be no requirement under the No-Action Alternative for an on-going maintenance program for this historic resource and no outside funding for such a program.

Similar to the proposed One Vanderbilt development, the No-Action Alternative is not expected to result in any contextual impacts on architectural resources. The No-Action Alternative would be of a lesser scale than the proposed One Vanderbilt development. Similar to the proposed One Vanderbilt development, it would not adversely affect the visual prominence or the visual context of any building, structure, object, or landscape feature. Similar to the One Vanderbilt development, the No-Action building would block eastward views of the Chrysler Building from west of Madison Avenue, and these blocked views would be more pronounced from farther away. However, with the No-Action Alternative as with the One Vanderbilt development, views to the Chrysler Building would remain available from 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.

Constructed pursuant to existing zoning, the No-Action Alternative would have a rectilinear massing with an approximately 120-foot-tall base. The tower portion of the building would be massed with upper-floor setbacks, and the base would be built to the lot lines and conform to the existing streetwall requirements. The No-Action Alternative would not provide any of the design elements required under the proposed One Vanderbilt development special permit approvals, including those that would ensure that the proposed development be deferential to Grand Central Terminal. These design elements consist of: low streetwalls of varying height and recessed sections that would pull the mass of the base away from Grand Central Terminal and create a sense of openness on the proposed public place on the west side of Grand Central in Vanderbilt Avenue between East 42nd and East 43rd Streets; a setback of 10 feet from the East 42nd Street lot line at an angle and a setback at the southeast corner of the building that would open street-level views to Grand Central Terminal on East 42nd Street; and a transit hall that would provide expansive views to Grand Central Terminal and the proposed public place from within the proposed One Vanderbilt development. Therefore, the No-Action Alternative would not relate as well to Grand Central Terminal as the proposed One Vanderbilt development, and it would not provide improved pedestrian-level views to Grand Central Terminal from sidewalk locations on East 42nd Street between Vanderbilt and Fifth Avenues.

The shadows cast by the No-Action Alternative would be shorter that those cast by the proposed One Vanderbilt development. In terms of historic resources this would mean there would be no incremental shadow on Bryant Park; the Stephen A Schwarzman Building façade, terraces and

steps; and the west-facing windows of the Grand Central Terminal main concourse, none of which are considered significant adverse impacts.

URBAN DESIGN AND VISUAL RESOURCES

As with the proposed actions, the No-Action Alternative would not result in significant adverse impacts on urban design or visual resources. The No-Action Alternative would result in a new, tall building with a height and bulk that would be similar to other tall buildings in the study area and would be consistent with the high-density urban design character of Midtown. In addition, the No-Action building would have a minimum streetwall height of 120 feet at its podium, as permitted in the Grand Central Subdistrict. The No-Action Alternative would not have certain beneficial streetscape effects that would improve the pedestrian experience as the No-Action Alternative would not be setback on East 42nd Street at the ground floor, would not include set backs at the southeast corner, and would not create a wider sidewalk and open up views from the west to Grand Central Terminal. Nor would the No-Action Alternative building be set back on Madison Avenue to create a wider sidewalk. There would not be a transit hall at the corner of East 43rd Street and Vanderbilt Avenue to contribute to the pedestrian experience of the Grand Central Terminal. The No-Action Alternative also would not create and improve the Vanderbilt Avenue public place. However, this alternative could provide ground-floor and second-floor retail with glazing to activate the adjacent sidewalks and provide visual interest to pedestrians.

With approximately 811,034 gsf of floor area and a height of 678 feet, the No-Action Alternative would be considerably smaller than the proposed One Vanderbilt development at approximately 1.8 million gsf and a height of 1,414 feet. It would also be smaller in terms of square footage than 383 Madison Avenue at 1.6 million gsf and other commercial office towers in the study area with square footages ranging from 1.2 to 2.3 million gsf. At 38 stories, the No-Action Alternative would be shorter than the proposed One Vanderbilt development (which would have approximately 65 stories) but would be in keeping with the variety of building heights in the study area which includes taller buildings ranging in height from 30 stories to 53 stories. However, the No-Action Alternative would not provide the unique design features anticipated with the One Vanderbilt development, nor would the No-Action Alternative create and improve the Vanderbilt Avenue public space that is part of the proposed One Vanderbilt development. The anticipated enhancements to this public space would not occur with the No-Action Alternative.

VIEW CORRIDORS AND VISUAL RESOURCES

The No-Action Alternative would occupy an existing city block whereas the proposed One Vanderbilt development would include setbacks on Madison Avenue and East 42nd Street. However, neither the No-Action Alternative nor the proposed One Vanderbilt development would obstruct any view corridors in the study area, including those on Madison and Vanderbilt Avenues and East 42nd Street. In these view corridors, with either the No-Action Alternative or the proposed One Vanderbilt development, a new tall building would replace the four low- and mid-rise buildings. The No-Action Alternative would be visible from certain vantage points in each of these view corridors similar to the proposed One Vanderbilt development. With the No-Action Alternative, a new tall building would be built to the sidewalk and would have a minimum 120-foot-tall streetwall. This new tall building would be among other existing tall buildings in the view corridors. Similar to the proposed One Vanderbilt development, it would not adversely affect the pedestrian experience along these view corridors.

With either the No-Action Alternative 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. The No-Action Alternative would obscure less of the view of Chrysler Building than the proposed One Vanderbilt development on 42nd Street from the vicinity of Fifth Avenue and locations to the west. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, neither the No-Action Alternative nor the proposed One Vanderbilt development would obstruct views of the Chrysler Building. With both the No-Action Alternative and 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.

At a much lower height, the No-Action Alternative would be less prominent in more distant views along West 42nd Street and views from Gantry Plaza State Park in Queens. The No Action Alternative would be less prominent than the proposed One Vanderbilt development due to its lower height and rectilinear form. The Bryant Park view corridor also includes views to portions of the Chrysler Building's upper tower and spire which would remain available both with the No-Action Alternative and the proposed One Vanderbilt development. With the No-Action Alternative, longer views to the Chrysler Building from West 42nd Street would be less restricted than with the proposed One Vanderbilt development. Views to the Chrysler Building from West 42nd Street and Sixth Avenue would be largely unobstructed with the No Action Alternative as compared with the proposed One Vanderbilt development, while longer views on West 42nd Street from Broadway would be obscured with both the No-Action Alternative and the proposed One Vanderbilt development. In views from Gantry Plaza State Park that include the Chrysler Building, the No Action Alternative would be minimally visible in the visible skyline while with the proposed One Vanderbilt development, a new, tall building would be added to the skyline. In either case, the Chrysler Building would continue to be viewed among other tall office buildings in the Midtown Manhattan skyline. Neither the No-Action Alternative nor the proposed One Vanderbilt development would result in any significant adverse impacts to the Chrysler Building.

The No-Action Alternative would not have the angled setback of the proposed One Vanderbilt development or the corner that is set back from East 42nd Street and Vanderbilt Avenue. Its 120-foot-tall square podium built to the lot line would not open up views to Grand Central Terminal. Therefore, the No-Action Alternative would not substantially improve closer views to Grand Central Terminal along nearby 42nd Street sidewalks as compared with the proposed One Vanderbilt development. While certain views to the Chrysler Building would change with either the No-Action Alternative 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 adversely affected by the No-Action Alternative or 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. The No-Action Alternative would not significantly improve views or view corridors in the area as compared with the proposed One Vanderbilt development.

HAZARDOUS MATERIALS

Similar to the proposed One Vanderbilt development, the No-Action Alternative would demolish all the existing buildings on the One Vanderbilt site. Subsurface disturbance would be somewhat reduced due to reduced improvements in below grade areas. Nevertheless, the

identified potential for subsurface contamination related to on-site petroleum storage, historical railroad usage of the site, and nearby off-site uses would be a concern. Given the age of the buildings, asbestos-containing materials (ACMs), lead-based paint (LBP), and polychlorinated biphenyls (PCBs) may be present in the existing structures and would also be concerns.

With the No-Action Alternative there would be no requirement for additional Phase II subsurface investigation (i.e., collection and laboratory analysis of subsurface samples) in accordance with a scope pre-approved by the New York City Department of Environmental Protection (DEP). There would be no requirement for a Remedial Action Plan (RAP) to address requirements for items such as soil stockpiling, soil disposal, and transportation; dust control; dewatering procedures; quality assurance; procedures for the closure and removal of the known petroleum storage tanks; and contingency measures, should other petroleum storage tanks or contamination be unexpectedly encountered. There would be no requirement for a Construction Health and Safety Plan (CHASP) to identify potential hazards that may be encountered during construction and specify appropriate health and safety measures to be undertaken to ensure that subsurface disturbance is performed in a manner protective of workers, the community, and the environment (such as personal protective equipment, air monitoring including community air monitoring, and emergency response procedures). For the No-Action Alternative, similar to the proposed One Vanderbilt development, regulatory requirements pertaining to the transportation and disposal of hazardous materials—ACMs, LBP, and PCBs—would be followed. Further it is anticipated that a Health and Safety Plan would be developed regardless on DEP involvement.

WATER AND SEWER INFRASTRUCTURE

As with the proposed One Vanderbilt development, the No-Action Alternative would not have an exceptionally large incremental demand for water or an exceptionally large incremental increase in sanitary sewage generation. Because the No-Action Alternative would not include the widened sidewalks along East 42nd Street and Madison Avenue included in the proposed One Vanderbilt development, it would not result in a slight reduction in fully impervious rooftop area.

Similar to the proposed One Vanderbilt development, construction of the No-Action Alternative would require the removal of a sewer line located underneath the One Vanderbilt site and the re-pitching of the East 43rd Street sewer to direct flow south and west with the flow continuing to be directed to Regulator NC-M45 and the First Avenue interceptor. During wet weather, combined sewer overflow (CSO) would continue to be directed to outfall NCM-037 in either case.

TRANSPORTATION

Under the No-Action Scenario, the significant, adverse traffic and pedestrian impacts resulting from the proposed action would not occur. Being smaller than the proposed One Vanderbilt development, the No-Action Alternative would generate fewer person-trips to and from the building. There would be fewer office employees, no traders, and no observation deck drawing visitors. Without the special permit requirements of the proposed actions, the No-Action Alternative would not provide Grand Central Public Realm Improvements including the East Side Access connection, the transit hall, and the north-south corridor.

Vanderbilt Avenue between East 42nd and East 43rd Streets would not be mapped as a public place, traffic would not be diverted from this block of Vanderbilt Avenue, and additional

pedestrian space would not be provided in a public place. Vanderbilt Avenue would remain open.

TRAFFIC

Under the No-Action Alternative, traffic volumes in the study area would be expected to increase as a result of redevelopment of the project site into a 15 FAR building, general background growth, and other planned developments in the study area. As presented in Chapter 10, "Transportation," certain intersection approaches/lane groups already operate at congested levels under existing conditions, such that even small increases in traffic volumes could further worsen traffic conditions, as would occur under the No-Action Alternative. Nonetheless, with lower overall volumes of traffic on the street system than with the proposed One Vanderbilt development, the No-Action Alternative would not result in the significant adverse traffic impacts at 14 intersections during the weekday AM peak hour, 6 intersections during the weekday midday peak hour, 14 intersections during the weekday PM peak hour, and 2 intersections during the Saturday midday peak hour, as the With Action condition would.

TRANSIT

As with the proposed actions the No-Action Alternative would not result in significant, adverse transit impacts. The No-Action Alternative would result in up to approximately 1,800 fewer peak hour subway trips and up to approximately 550 fewer peak hour bus trips than the proposed One Vanderbilt development. As would occur with the One Vanderbilt development, several station improvements at the Grand Central-42nd Street subway station would also occur with the No-Action Alternative, including a new street-level stair, a new fare array, and a new platform-level stair. These improvements were identified as required mitigation in the *East Side Access FEIS* and *No. 7 Extension-Hudson Yards Rezoning and Development Program Final Generic EIS (FGEIS)*. Although station congestion would worsen as compared to existing conditions, the No-Action Alternative would not result in any significant adverse transit impacts.

However, the No-Action Alternative would also not provide any of the Grand Central Public Realm Improvements on-site or off-site. On-site transit-related improvements that are part of the One Vanderbilt development and would not be provided under the No-Action Alternative include:

- A new ground-level entrance with stairs, escalators and elevator on East 42nd Street, providing direct access to the 42nd Street Shuttle with access to the Nos. 4, 5, 6, and 7 Subway lines, Metro-North commuter lines, and the Long Island Rail Road commuter lines.
- A new below-grade corridor and escalators connecting to the Long Island Rail Road East Side Access concourse level currently under construction, providing access to the 42nd Street Shuttle, Metro-North trains at Grand Central Terminal, the Nos. 4, 5, 6, and 7 subway lines, and street level.
- A new ground-level transit hall and waiting area with entrances at East 43rd Street, providing stairway connections to the new below-grade corridor, with connections to Long Island Rail Road East Side Access, the 42nd Street Shuttle, Metro-North trains at Grand Central Terminal, and the Nos. 4, 5, 6, and 7 subway lines.

The off-site pedestrian circulation improvements specific to the IRT Lexington Avenue subway station that are part of the One Vanderbilt development and would not be provided under the No-Action Alternative include:

- A new stair in the basement of the Pershing Building (located at the southeast corner of Park Avenue and East 42nd Street) to connect the IRT Lexington Avenue subway mezzanine to the platform;
- A new street-level subway entrance in the sidewalk at the southeast corner of Lexington Avenue and East 42nd Street to connect to an existing below-grade passageway;
- Narrowing of stairs and columns between the IRT Lexington Avenue subway mezzanine paid area and platform level to provide more platform area and improved pedestrian flow;
- Replacement of an existing street-level subway entrance at the northwest corner of Lexington Avenue and East 42nd Street with new stairs and an elevator;
- Creation of a new IRT Lexington Avenue subway mezzanine paid area in the basement of the Grand Hyatt Hotel with two new stairs to the subway platform; and
- Conversion of existing enclosed spaces into new circulation areas on the mezzanine level of the IRT Lexington Avenue station.

Absent the above improvements that would be provided by the proposed One Vanderbilt development, certain station elements within Grand Central Terminal would operate at more congested levels under the No-Action Alternative than with the One Vanderbilt development, even though there would be overall less transit trips made.

PEDESTRIANS

Similar to what was described above for traffic, certain pedestrian elements in the study area already operate at congested levels under existing conditions. With increased pedestrian volumes from the redevelopment of the project site into a 15 FAR building, general background growth, and other planned developments in the area, service levels under the No-Action Alternative are expected to further deteriorate. As compared with the proposed One Vanderbilt development, the No-Action Alternative with lower overall volumes of pedestrians would not result in the significant adverse impacts that were identified for one sidewalk, four corners, and six crosswalks in the study area with the proposed One Vanderbilt development. However, as noted above, the pedestrian experience walking west from or east to Grand Central Terminal would not be improved by the creation of a public place on Vanderbilt Avenue between East 42nd and East 43rd Streets.

PARKING

Public parking utilization under the No-Action Alternative and with the proposed One Vanderbilt development is expected to increase over existing conditions. However, there would be adequate parking supply in the area to accommodate the projected parking demand for both future scenarios. Consequently, neither the proposed One Vanderbilt development nor the No-Action Alternative would result in a potential for a parking shortfall or a significant adverse parking impact.

AIR QUALITY

The No-Action Alternative would result in fewer vehicle trips than the proposed One Vanderbilt development. The mobile source emissions would therefore be lower. As with the proposed One Vanderbilt development, there would be no potential for a significant adverse impact on air quality with the No-Action Alternative.

The No-Action Alternative (811,034 gsf) would be approximately 996,966 gsf smaller than the proposed One Vanderbilt development (1.8 million gsf). It would also be shorter at 685 feet than the proposed One Vanderbilt development at up to approximately 1,414 feet to the top of the building. The No-Action Alternative would require less energy for heating and hot water. Unlike the proposed development, the No-Action Alternative would probably not include a cogeneration plant. Therefore, emissions from on-site fuel use for building energy systems would be lower with the No-Action Alternative as compared with the proposed development. However, since the No-Action Alternative would result in a shorter building, potential receptors of concern (neighboring taller buildings) would be closer than with the proposed development. Depending on the fuel used, design of the heating and hot water systems, and the location of the exhaust for those systems, measures to reduce emissions and the potential effects on air quality of neighboring buildings may be needed. It is anticipated that feasible measures to minimize any potential significant effects on air quality from heating and hot water systems could be identified, if necessary. Therefore, it is anticipated that as with the proposed development there would be no significant impact on air quality with the No-Action Alternative.

GREENHOUSE GAS EMISSIONS

The No-Action Alternative would have less floor area than the proposed One Vanderbilt development and subsequently lower energy use and ensuing GHG emissions locally, but those may be less efficient since this alternative would not require any enhanced energy efficiency or other measures proposed as part of the proposed actions required to meet the PlaNYC goal. Furthermore, net GHG emissions may be higher since the uses not accommodated for locally may be provided elsewhere, and may be more intense if provided in a less transit-oriented location and/or with less energy efficiency requirements.

With the No-Action Alternative, the transit and pedestrian benefits associated with the public realm improvements under the proposed zoning text amendment, which would support the City's GHG reduction goal, would not occur.

NOISE

The No-Action Alternative would result in less vehicular traffic in the study area than the proposed One Vanderbilt development; however, ambient noise levels in the area would continue to be high. As with the proposed One Vanderbilt development, there would be no significant adverse impacts due to traffic noise as a result of the No-Action Alternative.

As compared with the proposed One Vanderbilt development, the No-Action Alternative would not be required to meet 2014 *CEQR Technical Manual* interior noise level requirements and would not be required to provide up to 34 dB(A) of building attenuation. If this level of attenuation is not provided, the No-Action Alternative would not meet 2014 *CEQR Technical Manual* interior noise level requirements.

The No-Action Alternative would not create a public place on Vanderbilt Avenue between East 42nd and 43rd Streets and would not raise concerns about a public place with noise levels greater than the 55 dB(A) $L_{10(1)}$ CEQR guideline.

PUBLIC HEALTH

Similar to the proposed One Vanderbilt development, the No-Action Alternative would not result in significant adverse impacts on public health.

NEIGHBORHOOD CHARACTER

Similar to the proposed actions, the No-Action Alternative would not result in significant, adverse neighborhood character impacts. However, under the No-Action Alternative, none of the beneficial effects to neighborhood character resulting from the proposed actions would occur. The No-Action Alternative would not introduce any public realm improvements, and thus would not improve the pedestrian experience or serve East Midtown's needs as a central commercial and tourism district. The neighborhood's thoroughfares and sidewalks are already heavily trafficked, and would remain so in the No-Action Alternative as well as with the proposed One Vanderbilt development. The proposed Vanderbilt Avenue public place would not be created in the No-Action Alternative, and thus this alternative would not provide a new public amenity for pedestrians.

CONSTRUCTION IMPACTS

Similar to the proposed One Vanderbilt development, the No-Action Alternative would not result in any significant adverse impacts with respect to construction. The No-Action Alternative (811,034 gsf) would be approximately 996,966 gsf smaller than the proposed One Vanderbilt development (1.8 million gsf). It would also be shorter (685 feet tall) than the proposed One Vanderbilt development (up to approximately 1,514 feet tall). In addition, under the No-Action Alternative, there would be no enclosed public space amenity, on-site or off-site transit-related improvements, or public place on Vanderbilt Avenue. Overall, construction would take place over a period of 57 months for the No-Action Alternative, compared with 72 months for the proposed One Vanderbilt development. During construction under the No-Action Alternative, all necessary measures would be implemented to ensure adherence to the New York City Air Pollution Control Code regulating construction-related dust emissions and the New York City Noise Control Code regulating construction noise. In addition, Maintenance and Protection of Traffic (MPT) plans would be developed for any lane and/or sidewalk closures where necessary. Approval of these plans and implementation of all temporary closures during construction would be coordinated with the New York City Department of Transportation (DOT)'s Office of Construction Mitigation and Coordination (OCMC). Through implementation of the measures described above, adverse effects associated with the construction activities under the No-Action Alternative would be minimized. Further, because construction activities under the No-Action Alternative would be of a shorter duration and intensity as compared with those for the proposed One Vanderbilt development, like the proposed One Vanderbilt development, the No-Action Alternative would not result in significant adverse impacts with respect to construction-related transportation, air quality and noise.

As discussed above in "Hazardous Materials," with the No-Action Alternative, there would be no requirement for additional Phase II subsurface investigation (i.e., collection and laboratory analysis of subsurface samples) in accordance with a scope pre-approved by DEP. There would be no requirement for a RAP or a CHASP. However, similar to the proposed One Vanderbilt development, regulatory requirements pertaining to the transportation and disposal of hazardous materials—ACMs, LBP, and PCBs—would be followed under the No-Action Alternative.

With the No-Action Alternative, 317 Madison would not be required to develop and implement a CPP to avoid inadvertent construction-period damage to Grand Central Terminal (NYCL, S/NR, NHL). Nevertheless, 317 Madison has committed to developing and implementing a CPP for Grand Central Terminal in consultation with MTA. Any work that may affect portions of the NYCL-designated portions of the Terminal would also be coordinated with LPC. There would

be no construction near the Pershing Square Building (NYCL-eligible, S/NR-eligible) and the Socony-Mobil Building (NYCL, S/NR-eligible) and no need for CPPs for those structures.

As with the proposed One Vanderbilt development, no community facilities or open spaces would be directly displaced or altered by construction under the No-Action Alternative. In addition, construction under the No-Action Alternative would not affect land use on the project site nor would they alter surrounding land uses. Like the construction of the proposed One Vanderbilt development, construction under the No-Action Alternative would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity. Construction also would contribute to increased tax revenues for the City and State, including those from personal income taxes.

C. LESSER DENSITY ALTERNATIVE

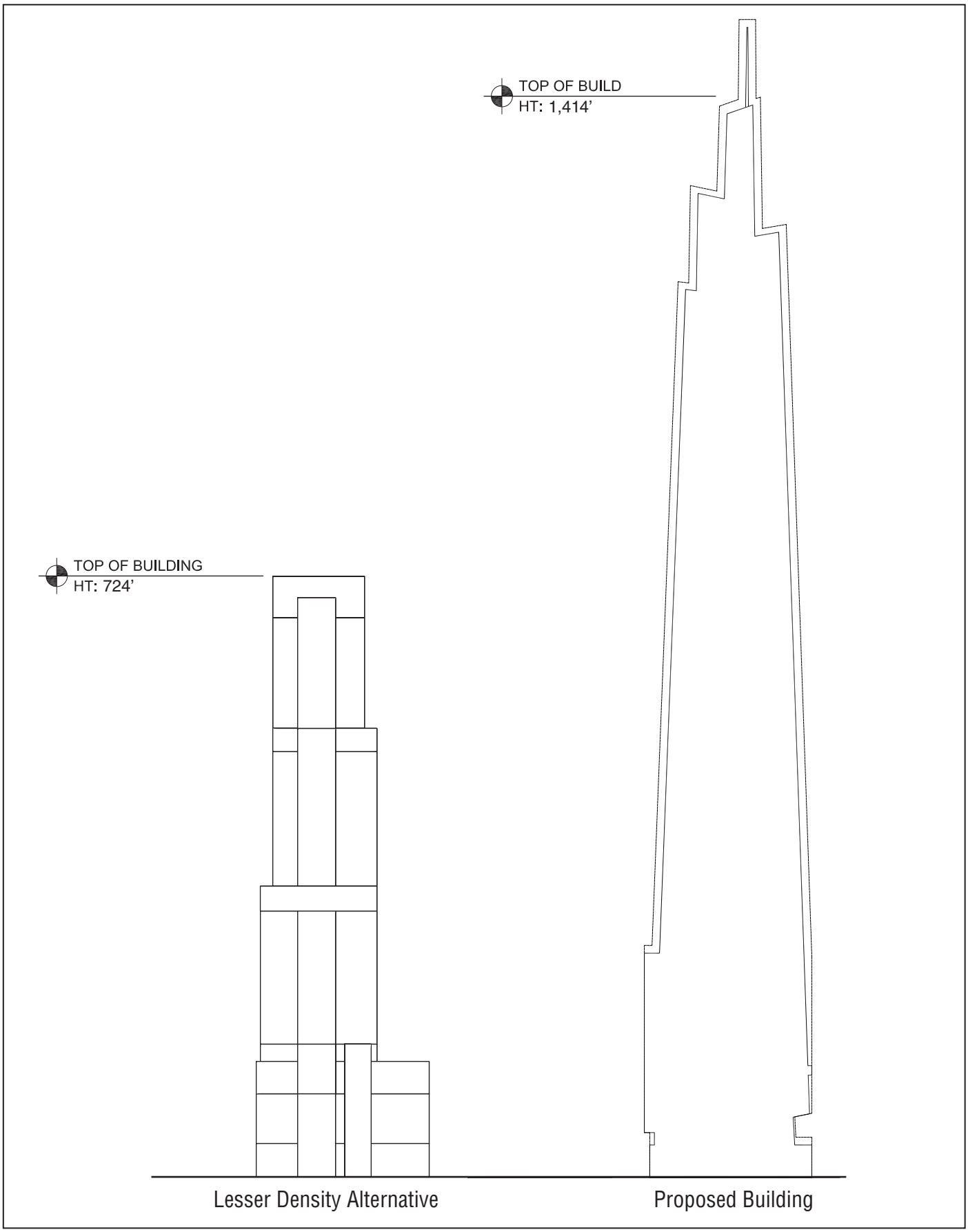
DESCRIPTION OF THE LESSER DENSITY ALTERNATIVE

The Lesser Density Alternative is a 20.7 FAR building that would rely on existing special permits and would not require the approval of actions proposed by the City in connection with the Vanderbilt Corridor and the One Vanderbilt site. As this alternative requires discretionary actions, it is provided for comparative purposes only. This alternative cannot be adopted at this time because it entails additional discretionary actions that are outside the scope of the current application. DCP's proposed actions with respect to the Vanderbilt Corridor would not be adopted, and there would not be a new Grand Central Public Realm Improvement Bonus special permit for 317 Madison to request. There would not be a City Map amendment to designate the portion of Vanderbilt Avenue between East 42nd and East 43rd Streets as a "public place" and it would remain an active street for vehicular traffic.

The Lesser Density Alternative would be an approximately 1.14 million gsf building containing a similar mix of commercial uses as the proposed One Vanderbilt building, including office space, retail, trading floors, and transit access. However, the Lesser Density Alternative would contain significantly less office space due to its reduced floor area. Since a 40,000 sf footprint is needed for trading floors[1], the Lesser Density Alternative would contain less trading floor space due to the reduced height of the base (where 40,000 sf floors are possible) as compared to the podium of the proposed One Vanderbilt development (see **Figure 17-1** and **Table 17-4**). At its reduced height of 724 feet, this alternative would not include rooftop amenity space. The restaurant would also be eliminated.

[1] As noted under the No-Action Alternative, floorplates of a minimum of 40,000 gsf are considered to be necessary for efficient and modern trading floors as well as other high-density office uses.

3.18.15



NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Comparison of Lesser Density Alternative to Proposed One Vanderbilt

Figure 17-1

Table 17-4
Comparison of the Lesser Density Alternative and the Proposed One Vanderbilt Development

Components	Lesser Density Alternative (20.7 FAR)	Future With the Proposed Project (With-Action)	Differential
Office gsf	785,535	1,079,000	-293,465
Rooftop amenity space gsf	0	55,000	-55,000
Restaurant (gsf)	0	27,000	-27,000
Destination Retail (gsf)	48,000	40,000	8,000
Local Retail (gsf)	16,000	13,000	3,000
Trading Floor (gsf)	125,721	246,000	-120,279
Public Areas	7,820[1]	22,500[2]	-14680

Notes:
1. Access to 42nd Street Shuttle.
2. Transit hall and Grand Central Terminal/East Side Access circulation space.
Source: Green 317 Madison LLC, 2013.

Under the Lesser Density Alternative, development on the One Vanderbilt site would seek a special permit for increased floor area in exchange for subway improvements under the existing provisions of ZR 74-634 and for the transfer of development rights from NYCLs within the Grand Central Subdistrict Core Area under the provisions of ZR 81-635. These existing regulations are described in more detail in Chapter 1, "Project Description" (see page 1-5). However, the existing subway improvement bonus and the Grand Central Subdistrict Core Area transfer mechanisms have lesser requirements than the proposed Grand Central Public Realm Improvement Bonus. Therefore, the improvements with the Lesser Density Alternative would be reduced in number and scale. The improvements provided would be limited to the new ground-level entrance with stairs, escalators and an elevator on East 42nd Street, providing direct access to the 42nd Street Shuttle with access to the Nos. 4, 5, 6, and 7 Subway lines and Metro-North commuter lines. There would be no transit hall, no connection to East Side Access, and no north-south corridor, and none of the off-site improvements. Therefore, the Lesser Density Alternative would not provide the range of benefits to the transit system that the proposed One Vanderbilt development would provide. Further, the Lesser Density Alternative would not address the area's infrastructure challenges related to Grand Central subway station pedestrian circulation and sidewalk widths. It also would not provide any new publicly controlled open space or improve the pedestrian experience on Vanderbilt Avenue. Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would receive development rights from the Bowery Savings Bank and a maintenance agreement for the historic structure would be adopted. Applying the bonus floor area provided by the subway improvement special permit and Bowery Savings Bank development rights transfer, the Lesser Density Alternative would be permitted a maximum floor area of 20.7 FAR.

The Lesser Density Alternative would be 42 stories tall, reaching a maximum height of approximately 724 feet, as stated above. It would not be tall enough to provide panoramic views over surrounding buildings. Therefore, unlike the proposed One Vanderbilt development, the Lesser Density Alternative would not contain rooftop amenity space. The Lesser Density Alternative would not map a public place on Vanderbilt Avenue. While the Lesser Density Alternative would provide access to the 42nd Street Shuttle pursuant to the Subway Improvement Bonus special permit, it would not provide the connections to the East Side Access platforms and Grand Central Terminal that would be included in the proposed One Vanderbilt development.

Conditions with the Lesser Density Alternative as compared to the probable impacts of the proposed One Vanderbilt development are summarized below.

LAND USE, ZONING, AND PUBLIC POLICY

As with the proposed actions, the Lesser Density Alternative would not result in any significant, adverse impacts related to land use, zoning, and public policy.

The Lesser Density Alternative would redevelop the One Vanderbilt site, but it would not create the Vanderbilt Corridor and supporting zoning regulations for the Grand Central Public Realm Improvement Bonus. It would not contribute to the goal of improving pedestrian circulation in and around Grand Central Terminal.

LAND USE

In the Lesser Density Alternative, a 20.7 FAR office building would be built on the One Vanderbilt site in place of the proposed One Vanderbilt development. Similar to the proposed development, the Lesser Density Alternative would be built to a scale similar to other large commercial towers in the area around Grand Central Terminal. While the Lesser Density Alternative would contain slightly more retail space than the proposed development, it would contain significantly less office space due to its reduced floor area. Since a 40,000 sf footprint is needed for trading floors, the Lesser Density Alternative would contain less trading floor space due to the reduced height of the base (where 40,000 sf floors are possible) as compared to the podium of the proposed One Vanderbilt development. Therefore, the Lesser Density Alternative would support the goal of maximizing commercial development around Grand Central Terminal to a lesser extent than would the proposed development. While the Lesser Density Alternative would provide a new subway entrance from East 42nd Street, similar to the proposed development, the entrance would lead to the 42nd Street Shuttle only and there would be no below-grade circulation space for Grand Central Terminal, transit hall, or East Side Access connection. In addition, the portion of Vanderbilt Avenue between East 42nd and 43rd Streets would not become public space and would not be improved for public use. Therefore, the Lesser Density Alternative would result in fewer public realm improvements that support pedestrian and transit access in the Vanderbilt Corridor.

ZONING

The Lesser Density Alternative would use existing special permits. The actions currently proposed by DCP would not be adopted. The Vanderbilt Corridor consisting of the five blocks along the west side of Vanderbilt Avenue between East 42nd and East 47th Streets would not be created. A new special permit would not be created under which CPC could (1) approve a Grand Central Public Realm Improvement Bonus up to a maximum FAR of 30.0 in connection with public space and transit improvements related to development within the Vanderbilt Corridor; (2) increase the maximum FAR of 21.6 to 30.0 for sites in the Vanderbilt Corridor utilizing the existing Landmark transfer special permit available in the Grand Central Subdistrict; and (3) modify the uses permitted in the Vanderbilt Corridor to allow the development, conversion, or enlargement of hotels only by a new special permit established by the proposed text amendment.

PUBLIC POLICY

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would acquire unused development rights from the landmark Bowery Savings Bank pursuant to a

special permit under ZR 81-635, and a continuing maintenance program for the landmark would be undertaken. The Lesser Density Alternative would support the goal of landmark preservation within the Grand Central Subdistrict, but it would not advance the goal of enhancing the Grand Central Subdistrict Core Area as a place for modern office buildings to the same extent as would the proposed One Vanderbilt development.

SOCIOECONOMIC CONDITIONS

Similar to the proposed actions, the Lesser Density Alternative would not result in any substantial socioeconomic changes or significant adverse impacts related to either direct or indirect displacement of residences or businesses or impacts on specific industries.

OPEN SPACE

The Lesser Density Alternative would not amend the City Map to create a public place on Vanderbilt Avenue between East 42nd and East 43rd Streets. This 12,820–square-foot section of Vanderbilt Avenue would not be improved. It would remain in its current condition, and it would remain open to vehicles.

As it would contain significantly less office and trading floor space than the proposed One Vanderbilt development, the Lesser Density Alternative would have a smaller non-residential population. As shown in **Table 17-5**, the Lesser Density Alternative would have a worker population of 4,591, which is 2,700 fewer workers than with the proposed One Vanderbilt development. In addition, because it would not include an observation deck, the Lesser Density Alternative would not attract the visitors associated with that amenity (estimated to be 3,588 visitors daily). Therefore, the Lesser Density Alternative would result in a smaller increase in the non-residential population (by 6,288 people) than the proposed One Vanderbilt development.

Table 17-5
Lesser Density Alternative: One Vanderbilt Population

Use	Floor Area (gsf)	Workers[1]
Office	785,535	3,142
Trading Floor	125,721	1,257
Retail	64,000	192
Total		**4,591**

Notes: 1. Based on estimates of one worker per 250 gsf of office space, one worker per 100 gsf of trading floor space, and one worker per 333 gsf of retail space.

As discussed in Chapter 4, "Open Space," in the No Action condition the study area would have a non-residential population of 277,981 and 11.18 acres of passive open space, resulting in a ratio of 0.04 acres of passive open space per 1,000 non-residents, below the City's goal of 0.15 acres. With the Lesser Density Alternative, the non-residential population in the With Action condition would be 279,776, compared with 286,776 with the proposed One Vanderbilt development. Because the Lesser Density Alternative would not create a new open space resource on the Vanderbilt Avenue public place, the amount of passive open space in the study area would remain at 11.18 acres. As shown in **Tables 17-6 and Table 17-7**, with the Lesser Density Alternative the passive open space ratio within the study area would be less than 1 percent smaller than the No-Action condition, and would remain at 0.04 acres of passive open space per 1,000 non-residents, below the City's goal of 0.15 acres of passive open space per 1,000 non-residents.

Table 17-6
Lesser Density Alternative: Adequacy of Open Space Resources

Total Population		Open Space Acreage			Open Space Ratios per 1,000 People			Open Space Goals		
		Total	Active	Passive	Total	Active	Passive	Total	Active	Passive
Non-Residential (1/4-Mile) Study Area										
Non-Residents	279,776	11.43	0.25	11.18	0.04	0	0.04	N/A	N/A	0.15

Notes: Ratios in acres per 1,000 people
Sources: DPR open space data base; *East Midtown Rezoning and Related Actions FEIS;* AKRF, Inc. field survey, April and July, 2014

Table 17-7
Lesser Density Alternative: Open Space Ratios Summary

Ratio	City Goal (acres per 1,000 non-residents)	No-Action Condition	With-Action Condition	Percent Change
Passive	0.15	0.04	0.04	-0.64%

As compared with the proposed One Vanderbilt development, the Lesser Density Alternative would result in a smaller change in the non-residential open space ratio (0.64 percent compared with 0.39 percent) but the change would remain below 1 percent. As with the proposed One Vanderbilt development, the Lesser Density Alternative would not result in a significant adverse impact on open space. However, the Lesser Density Alternative would not create improvements to the public realm, such as additional pedestrian circulation space, that support workers' and visitors' enjoyment of the area's resources.

SHADOWS

At a height of 724 feet, the Lesser Density Alternative would stand approximately 672 feet shorter than the proposed One Vanderbilt development. Being similar in height to the No Action Alternative, it is expected that the Lesser Density Alternative would result in less incremental shadow due to height on Bryant Park, the Stephen A Schwarzman Building façade, terraces and steps, and other sun-sensitive resources. It would also cast less incremental shadows on the west-facing windows of the Grand Central Terminal than those cast by the proposed One Vanderbilt development.

HISTORIC AND CULTURAL RESOURCES

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would not affect archaeological resources. LPC has indicated that the proposed One Vanderbilt site and other blocks in the Vanderbilt Corridor have no archaeological significance.

Similar to proposed One Vanderbilt development, the Lesser Density Alternative would remove the Vanderbilt Avenue Building (S/NR-eligible).

Similar to the proposed One Vanderbilt development, construction of the Lesser Density Alternative would have the potential for construction period damage to Grand Central Terminal (NYCL, S/NR, NHL). It would be subject to CEQR and ULURP similar to the proposed One Vanderbilt development, and, therefore, the Lesser Density Alternative would be required to

develop and implement a CPP to avoid inadvertent construction-period damage to Grand Central Terminal. The CPP would be subject to review and approval by LPC and MTA.

Since the Lesser Density Alternative would not provide subway improvements off-site, it would avoid the potential construction-period impacts to the Pershing Square Building (NYCL-eligible, S/NR-eligible) and the Socony-Mobil Building (NYCL, S/NR-eligible). No CPP would be needed or required for these buildings.

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would involve a transfer of development rights from the Bowery Savings Bank. The approval of the transfer would include a requirement for an on-going maintenance program for this historic resource.

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative is not expected to result in any contextual impacts on architectural resources. At a height of approximately 725 feet tall, the Lesser Density Alternative would be about half as tall as the proposed One Vanderbilt development at 1,414 feet. Similar to the proposed One Vanderbilt development, it would not adversely affect the visual prominence or the visual context of any building, structure, object, or landscape feature. Similar to the proposed One Vanderbilt development, it would block publicly accessible views of the Chrysler Building from the west on 42nd Street. (See Figures 7-35 and 7-36 in Chapter 7, "Urban Design and Visual Resources," which show that the 678-foot-tall No-Action Alternative would block these views. Since the Lesser Density Alternative is taller than the No-Action Alternative, it would block the same eastward views on West 42nd Street.)

Since the existing subway improvement bonus and the Grand Central Subdistrict Core Area transfer mechanisms have lesser requirements than the proposed Grand Central Public Realm Improvement Bonus, the design of the Lesser Density Alternative would not provide any of the design elements required under the proposed One Vanderbilt development special permit approvals, including those that would ensure that the proposed development be deferential to Grand Central Terminal. These design elements consist of: low streetwalls of varying height and recessed sections that would pull the mass of the base away from Grand Central Terminal and create a sense of openness on the proposed public place on the west side of Grand Central in Vanderbilt Avenue between East 42nd and East 43rd Streets; a setback of 10 feet from the East 42nd Street lot line at an angle and a setback at the southeast corner of the building that would open street-level views to Grand Central Terminal on East 42nd Street; and a transit hall that would provide expansive views to Grand Central Terminal and the proposed public place from within the proposed One Vanderbilt development. Therefore, the Lesser Density Alternative would not provide improved pedestrian-level views to Grand Central Terminal from sidewalk locations on East 42nd Street between Vanderbilt and Fifth Avenues.

The shadows cast by the Lesser Density Alternative would be shorter that those cast by the proposed One Vanderbilt development. In terms of historic resources this would mean that there would be less incremental shadow on Bryant Park and the Stephen A. Schwarzman Building. Further, the Lesser Density Alternative would also cast less incremental shadows on the west-facing windows of Grand Central Terminal than those cast by the proposed One Vanderbilt development.

URBAN DESIGN AND VISUAL RESOURCES

As with the proposed actions, the Lesser Density Alternative would not result in significant adverse impacts on urban design or visual resources.

URBAN DESIGN

The Lesser Density Alternative would result in a new, 42-story building that would be similar in height and bulk to other tall buildings in the study area that characterize the high-density urban design character of Midtown. The Lesser Density Alternative would not have certain beneficial streetscape effects that would improve the pedestrian experience as the Lesser Density Alternative would not create the Vanderbilt Avenue public place, would not be set back on East 42nd Street at the ground floor, and would not create a wider sidewalk and open up views from the west to Grand Central Terminal. The Lesser Density Alternative also would not be set back on Madison Avenue. There would not be new interior public space at the corner of East 43rd Street and Vanderbilt Avenue to contribute to the pedestrian experience of Grand Central Terminal. However, the Lesser Density Alternative would provide ground-floor and second-floor retail with glazing to activate the adjacent sidewalks and provide visual interest to pedestrians. With approximately 1.14 million gsf of floor area and a height of about 724 feet, the Lesser Density Alternative would be considerably smaller than the proposed One Vanderbilt development at approximately 1.8 million gsf and a height of up to approximately 1,414 feet. The Lesser Density Alternative would also be smaller in terms of square footage than 383 Madison Avenue at 1.6 million gsf and many other commercial office towers in the study area with square footages ranging from 1.2 to 2.3 million gsf. At 42 stories, the Lesser Density Alternative would be approximately half of the height of the proposed One Vanderbilt development and would be in keeping with the variety of building heights in the study area which includes buildings ranging in height from 30 stories to 53 stories. However, the Lesser Density Alternative would not provide the unique design features anticipated with the One Vanderbilt development, nor would the Lesser Density Alternative create and improve the Vanderbilt Avenue public space that is part of the One Vanderbilt development and that would enhance the pedestrian experience.

VIEW CORRIDORS AND VISUAL RESOURCES

The Lesser Density Alternative would occupy an existing city block whereas the proposed One Vanderbilt development would include setbacks on Madison Avenue and East 42nd Street. However, neither the Lesser Density Alternative nor the proposed One Vanderbilt development would obstruct any view corridors in the study area, including those on Madison and Vanderbilt Avenues and East 42nd Street. In these view corridors, with either the Lesser Density Alternative or the proposed One Vanderbilt development, a new, tall building would replace four low- and mid-rise buildings. The Lesser Density Alternative would be visible from certain vantage points in each of the adjacent view corridors similar to the proposed One Vanderbilt development. The Lesser Density Alternative would not have the angled setback of the proposed One Vanderbilt development or the corner that is set back from East 42nd Street and Vanderbilt Avenue. Its 120-foot-tall square podium built to the lot line would not open up views to Grand Central Terminal. Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would not adversely affect the pedestrian experience along these view corridors.

With either the Lesser Density Alternative 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. The Lesser Density Alternative would obscure less of the view of Chrysler Building than the proposed One Vanderbilt development on 42nd Street from the vicinity of Fifth Avenue and locations to the west. On East 42nd Street from the vicinity of Madison Avenue and locations to the east, neither the Lesser Density Alternative nor the proposed One Vanderbilt development would obstruct views of the Chrysler Building. With both the Lesser Density Alternative 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. While certain views to the Chrysler Building would change with either the Lesser Density Alternative or with the proposed One Vanderbilt development, these changes would not result in any significant adverse impacts on the Chrysler Building. Visual resources in the study area would not be affected by the Lesser Density Alternative or 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.

At a much lower height and without a unique tapered form with stepped setbacks on the upper floors, the Lesser Density Alternative would be less prominent in views from Bryant Park than the proposed One Vanderbilt development (see **Figure 17-1**, above). Views from the Bryant Park view corridor that include portions of the Chrysler Building Building's upper tower and spire would also remain available both with the Lesser Density Alternative and the proposed One Vanderbilt development. With both the Lesser Density Alternative and with the proposed One Vanderbilt development, longer views to the Chrysler Building in the view corridors from West 42nd Street would change. Views from Gantry Plaza State Park that include the Chrysler Building would remain similar to existing conditions with the Lesser Density Alternative while with the proposed One Vanderbilt development, a new tall building would be added to the skyline. However, with the proposed One Vanderbilt development the Chrysler Building would continue to be viewed among other tall office buildings in the Midtown Manhattan skyline. Neither the Lesser Density Alternative nor the proposed One Vanderbilt development would result in any significant adverse impacts to the Chrysler Building. Therefore, the Lesser Density Alternative would not significantly improve views or view corridors in the area as compared with the proposed One Vanderbilt development.

HAZARDOUS MATERIALS

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would demolish all the existing buildings on the One Vanderbilt site. Subsurface disturbance would be somewhat reduced due to reduced improvements in below grade areas. Nevertheless, the identified potential for subsurface contamination related to on-site petroleum storage, historical railroad usage of the site, and nearby off-site uses would be a concern. Given the age of the buildings, ACMs, LBP, and PCBs may be present in the existing structures and would also be concerns.

With the necessary CEQR process for the special permits, additional Phase II subsurface investigation (i.e., collection and laboratory analysis of subsurface samples) in accordance with a scope pre-approved by DEP would be required. A RAP would be required to address requirements for items such as soil stockpiling, soil disposal, and transportation; dust control; dewatering procedures; quality assurance; procedures for the closure and removal of the known petroleum storage tanks; and contingency measures, should other petroleum storage tanks or

contamination be unexpectedly encountered. Further, a CHASP to identify potential hazards that may be encountered during construction and specify appropriate health and safety measures to be undertaken to ensure that subsurface disturbance is performed in a manner protective of workers, the community, and the environment (such as personal protective equipment, air monitoring including community air monitoring, and emergency response procedures). For the Lesser Density Alternative similar to the proposed One Vanderbilt development, regulatory requirements pertaining to ACMs, LBP, and PCBs would be followed.

WATER AND SEWER INFRASTRUCTURE

As in the case of the proposed development, the sewer line running underneath the One Vanderbilt site would be removed in order to accommodate the Lesser Density Alternative. The East 43rd Street sewer would likewise be re-pitched to flow to the west to connect to the Madison Avenue sewer, and some of the catch basins located along 43rd Street and Vanderbilt Avenue would be re-piped to connect to the Madison Avenue sewer.

As shown in Table **17-8**, the Lesser Density Alternative would generate 106,486 gallons per day (gpd) of daily sanitary sewage, 59,494 gpd less than the proposed One Vanderbilt development, and a total water demand of 272,280 gpd, 142,655 gpd less than the proposed development.

As with the proposed One Vanderbilt development, the Lesser Density Alternative would not have an exceptionally large incremental demand for water and would not result in a significant increase in sanitary sewage flows to the Newtown Creek Wastewater Treatment Plant (WWTP). Unlike the proposed One Vanderbilt development, the Lesser Density Alternative would not result in a slight reduction in fully impervious surface area. However, the Lesser Density Alternative would be required to incorporate sanitary and stormwater source control best management practices (BMPs) to reduce sanitary flow and stormwater runoff volumes to the combined sewer system and bring the building into compliance with the required stormwater release rate. Therefore, as with the proposed One Vanderbilt development, the Lesser Density Alternative would not result in a significant adverse impact to the City's sanitary sewage conveyance and treatment system.

Table 17-8
Lesser Density Alternative: Water Consumption and Sewage Generation

Use	Floor Area (gsf)	Rate[1]	Consumption (gpd)
Retail			
Domestic	64,000	0.24 gpd/sf	15,360
Air Conditioning	64,000	0.17 gpd/sf	10,880
Commercial Office[2]			
Domestic	911,256	0.10 gpd/sf	91,126
Air Conditioning	911,256	0.17 gpd/sf	154,914
Total Water Supply Demand			**272,280**
Total Sewage Generation			**106,486**

Notes: 1. Rates from the *CEQR Technical Manual*, Table 13-2.
2. Includes office space and trading floor space.

SOLID WASTE AND SANITATION SERVICES

As shown in **Table 17-9**, the Lesser Density Alternative would generate 72,355 pounds (36.2 tons) of solid waste per week, less than the proposed One Vanderbilt development, resulting in a lower incremental increase in solid waste generation above the No-Action condition. As with the proposed One Vanderbilt development, the Lesser Density Alternative would not overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with state policy related to the City's integrated solid waste management system, and therefore would not result in any significant adverse impacts to solid waste and sanitation services.

Table 17-9
Lesser Density Alternative: Solid Waste Generation

Use	Floor Area (gsf)	Workers[1]	Generation Rate (pounds per week)[2]	Total (pounds per week)
Office	785,535	3,142	13 per employee	40,846
Trading Floor	125,721	1,257	13 per employee	16,341
Retail	64,000	192	79 per employee	15,168
Total				**72,355**

Notes: 1. See **Table 17-5**.
2. Solid waste generation rates as per Table 14-1 in the *CEQR Technical Manual* (2014 edition).

ENERGY

As shown in **Table 17-10**, the Lesser Density Alternative would have an annual energy consumption of approximately 247,526 million BTUs, less than the proposed One Vanderbilt development. As with the proposed One Vanderbilt development, the additional demand resulting from the Lesser Density Alternative is not expected to overburden the energy generation, transmission, and distribution system, and would not result in a significant adverse energy impact.

Table 17-10
Lesser Density Alternative: Energy Consumption

Use	Floor Area (gsf)	Consumption Rates (Thousand BTU [MBTU]/gsf/yr)	Annual Energy Use (million BTUs)
Commercial	1,144,366	216.3	247,526

Notes: Consumption rates are from Table 15-1 of the *CEQR Technical Manual* (2014 edition).

TRANSPORTATION

Based on the trip generation assumptions detailed in Chapter 10, "Transportation," the Lesser Density Alternative would generate, compared with the No Action condition, 1,368, 370, 1,286, and -139 incremental person trips and 152, 17, 139, and -11 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours. In comparison, the One Vanderbilt development would generate up to 4,429 incremental peak hour person trips and 545 incremental peak hour vehicle trips. As summarized in **Tables 17-11 and 17-12**, compared with the One Vanderbilt development, the Lesser Density Alternative would yield up to approximately 3,071 fewer peak hour person trips and 406 fewer peak hour vehicle trips.

Table 17-11
Comparison of 2021 With-Action Incremental Person-Trips by Mode
Lesser Density Alternative vs. Proposed One Vanderbilt Development

Development Scenario	Auto		Taxi		Subway		City Bus		Tour Bus		Walk		Railroad		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Weekday AM Peak Hour																	
Lesser Density	129	0	22	1	651	2	179	0	0	0	72	-14	324	2	1,377	-9	1,368
One Vanderbilt	282	6	76	21	1,583	137	486	71	218	178	421	187	730	33	3,796	633	4,429
Difference	**-153**	**-6**	**-54**	**-20**	**-932**	**-135**	**-307**	**-71**	**-218**	**-178**	**-349**	**-201**	**-406**	**-31**	**-2,419**	**-642**	**-3,061**
Weekday Midday Peak Hour																	
Lesser Density	-1	0	2	3	3	4	5	5	0	0	167	180	1	1	177	193	370
One Vanderbilt	22	22	52	53	190	193	101	104	198	198	802	839	33	33	1,398	1,442	2,840
Difference	**-23**	**-22**	**-50**	**-50**	**-187**	**-189**	**-96**	**-99**	**-198**	**-198**	**-635**	**-659**	**-32**	**-32**	**-1,221**	**-1,249**	**-2,470**
Weekday PM Peak Hour																	
Lesser Density	-5	128	-3	21	-7	662	-4	182	0	0	-53	30	2	333	-70	1,356	1,286
One Vanderbilt	215	356	226	132	221	1,564	41	430	0	0	135	191	93	753	931	3,426	4,357
Difference	**-220**	**-228**	**-229**	**-111**	**-228**	**-902**	**-45**	**-248**	**0**	**0**	**-188**	**-161**	**-91**	**-420**	**-1,001**	**-2,070**	**-3,071**
Saturday Peak Hour																	
Lesser Density	-7	-8	-3	-3	-13	-14	-5	-6	0	0	-36	-44	0	0	-64	-75	-139
One Vanderbilt	210	79	229	98	201	95	40	12	0	0	228	120	84	31	992	435	1,427
Difference	**-217**	**-87**	**-232**	**-101**	**-214**	**-109**	**-45**	**-18**	**0**	**0**	**-264**	**-164**	**-84**	**-31**	**-1,056**	**-510**	**-1,566**

Table 17-12
Comparison of 2021 With-Action Incremental Vehicle Trips by Mode
Lesser Density Alternative vs. Proposed One Vanderbilt Development

Development Scenario	Auto		Taxi		Tour Bus		Delivery		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	Total
Weekday AM Peak Hour											
Lesser Density	112	0	16	16	0	0	4	4	132	20	152
One Vanderbilt	243	4	48	48	5	5	8	8	304	65	369
Difference	**-131**	**-4**	**-32**	**-32**	**-5**	**-5**	**-4**	**-4**	**-172**	**-45**	**-217**
Weekday Midday Peak Hour											
Lesser Density	-1	0	5	5	0	0	4	4	8	9	17
One Vanderbilt	12	13	34	34	5	5	12	12	63	64	127
Difference	**-13**	**-13**	**-29**	**-29**	**-5**	**-5**	**-8**	**-8**	**-55**	**-55**	**-110**
Weekday PM Peak Hour											
Lesser Density	-4	111	15	15	0	0	1	1	12	127	139
One Vanderbilt	76	271	97	97	0	0	2	2	175	370	545
Difference	**-80**	**-160**	**-82**	**-82**	**0**	**0**	**-1**	**-1**	**-163**	**-243**	**-406**
Saturday Peak Hour											
Lesser Density	-3	-4	-2	-2	0	0	0	0	-5	-6	-11
One Vanderbilt	74	28	99	99	0	0	4	4	177	131	308
Difference	**-77**	**-32**	**-101**	**-101**	**0**	**0**	**-4**	**-4**	**-182**	**-137**	**-319**

TRAFFIC

Based on traffic assignment patterns described in Chapter 10, "Transportation," for the proposed One Vanderbilt development and the 15-FAR as-of-right building, incremental vehicle-trips associated with the Lesser Density Alternative were distributed to the area roadway network. This exercise concluded that the vehicle-trip increments presented above for the Lesser Density Alternative would not result in an exceedance of the CEQR analysis threshold of 50 vehicles trips at any study area intersections. Consequently, a detailed traffic analysis would not be warranted with the Lesser Density Alternative and this alternative would not have the potential to result in any significant adverse traffic impacts. Furthermore, mitigation measures, such as signal timing changes, lane restripings, and parking regulation changes, identified to address predicted significant adverse impacts under the With-Action condition, would not be required for the Lesser Density Alternative.

TRANSIT

The Lesser Density Alternative would result in substantially fewer incremental subway trips than the One Vanderbilt development during the weekday AM and PM peak hours. The Lesser Density Alternative would use the existing special permit in connection with increased floor area for subway improvements (ZR 74-634). However, this existing subway improvement bonus mechanism has lesser requirements than the proposed Grand Central Public Realm Improvement Bonus would have. Therefore, the improvements with the Lesser Density Alternative would be reduced in number and scale. The improvements provided would be limited to the new ground level entrance with stairs, escalators and an elevator on East 42nd Street, providing direct access to the 42nd Street Shuttle with access to the Nos. 4, 5, 6, and 7 Subway lines and Metro-North commuter lines. There would be no transit hall, no connection to the East Side Access, and no north-south corridor, and none of the off-site improvements. The Lesser Density Alternative would also not map a public place on Vanderbilt Avenue. Nonetheless, with substantially fewer incremental subway trips than the proposed One Vanderbilt development, the Lesser Density Alternative would not result in any significant adverse impacts to subway station circulation elements and fare arrays, and line-haul conditions on subway lines serving the area.

For buses, as described in Chapter 10, "Transportation," the projected incremental peak hour bus trips for the One Vanderbilt development would not warrant a detailed bus line-haul analysis. Likewise, with substantially fewer incremental peak hour bus trips projected for the Lesser Density Alternative, a detailed bus line-haul analysis would not be warranted and this alternative would similarly not result in the potential for any significant adverse bus line-haul impacts.

PEDESTRIANS

For pedestrians, the incremental peak hour trips projected for the Lesser Density Alternative would warrant a detailed analysis of a small number of pedestrian elements for only the weekday AM and PM peak periods. Among those analyzed for the proposed One Vanderbilt development, only 4 sidewalk, 4 corner reservoir, and 2 crosswalk locations would warrant analysis, as follows.

Sidewalks

- East 42nd Street north sidewalk between Vanderbilt and Madison Avenues;
- East 42nd Street north sidewalk between Madison and Fifth Avenues;
- West 42nd Street north sidewalk between Fifth and Sixth Avenues; and
- Madison Avenue east sidewalk between East 42nd and East 43rd Streets.

Corner Reservoirs

- Madison Avenue and East 42nd Street northeast corner;
- Madison Avenue and East 42nd Street northwest corner;
- Fifth Avenue and 42nd Street northeast corner; and
- Fifth Avenue and 42nd Street northwest corner.

Crosswalks

- Madison Avenue and East 42nd Street north crosswalk; and
- Fifth Avenue and 42nd Street north crosswalk.

Compared with the future No-Action condition, significant adverse pedestrian impacts are expected to occur during both the weekday AM and PM periods at only the north crosswalk of Madison Avenue and East 42nd Street under the Lesser Density Alternative. While a 5-foot widening would be required to mitigate the impacts identified for this crosswalk under the 2021 With-Action condition, the Lesser Density Alternative impacts at this location would require only a 0.5-foot widening. At the other 10 impacted pedestrian elements under the With-Action condition (1 sidewalk, 4 corner reservoirs, and 5 crosswalks), the Lesser Density Alternative would not result in any significant adverse impacts, and thus would not require the mitigation measures identified (i.e., relocation/removal of sidewalk/corner obstructions, corner extension, signal retiming, and crosswalk widening). However, although the Lesser Density Alternative would generate substantially fewer incremental trips than the proposed One-Vanderbilt development, because it would not incorporate a public place on Vanderbilt Avenue between East 42nd and East 43rd Streets, two additional pedestrian elements would warrant analysis, including the west sidewalk along this segment and the northwest corner of Vanderbilt Avenue and East 42nd Street, both of which would otherwise be incorporated as part of the proposed One Vanderbilt development's public place. The Vanderbilt Avenue west sidewalk between East 42nd and East 43rd Streets is expected to adequately accommodate pedestrian flow projected for the 20.7-FAR building. However, service levels at the northwest corner of Vanderbilt Avenue and East 42nd Street is expected to be unfavorable. Compared with the No-Action condition, significant adverse impacts could potentially occur under the Lesser Density Alternative at this corner. If warranted, a corner bulb-out, similar to what has been proposed for two other study area corners for the proposed One Vanderbilt development, would be effective in providing adequate pedestrian space at this corner. Since this corner is located adjacent to a Citi Bike station, extending the curb to enhance this corner's available pedestrian space would not have any potential adverse effects on vehicular turning movements. Implementation of these measures would be subject to approval by DOT prior to implementation. Measures that consist of relocation of non-fixed sidewalk/corner obstructions (i.e., newspaper boxes and trash receptacles) and widening existing crosswalks within certain guidelines are generally considered feasible. Measures that require physical changes to street geometry (i.e., sidewalk/corner extension), relocation of fixed DOT-owned sidewalk/corner obstructions (i.e., signal pole), and widening existing crosswalks beyond certain guidelines will be reviewed by DOT at the time of implementation. In the event that certain proposed mitigation measures were deemed infeasible by DOT at the time of implementation and no other alternative mitigation measures can be identified, those impacts would be unmitigated.

PARKING

Under the Lesser Density Alternative, there would be a lower demand, as compared with the proposed One Vanderbilt development, for the area's parking resources. For both future scenarios, there is expected to be adequate parking supply to accommodate the projected parking demand. Therefore, neither the proposed One Vanderbilt development nor the Lesser Density Alternative would result in the potential for a parking shortfall or a significant adverse parking impact.

AIR QUALITY

The Lesser Density Alternative would result in fewer vehicle trips than the proposed One Vanderbilt development. The mobile source emissions would therefore be lower. As with the

proposed One Vanderbilt development, there would be no potential for a significant adverse impact on air quality with the Lesser Density Alternative.

The Lesser Density Alternative (a 1.14 million gsf building) would have less floor area than the proposed One Vanderbilt development (1.8 million gsf). It would also be shorter (724 feet tall) than the proposed One Vanderbilt development (up to approximately 1,414 feet tall to the top of the structure). Therefore, the Lesser Density Alternative would require less energy for heating and hot water than would be required with the proposed One Vanderbilt development. Unlike the proposed development, the Lesser Density Alternative might not include a cogeneration plant. Therefore, emissions from on-site fuel use for building energy systems would be lower with the Lesser Density Alternative as compared to the proposed One Vanderbilt development. However, since the Lesser Density Alternative would result in a shorter building, potential receptors of concern (neighboring taller buildings) would be closer than with the proposed One Vanderbilt development. Depending on the fuel used, design of the heating and hot water systems, and the location of the exhaust for those systems, measures to reduce emissions and the potential effects on air quality of neighboring buildings may be needed with the Lesser Density Alternative. It is expected that feasible measures to minimize any potential significant effects on air quality from heating and hot water systems could be identified, if necessary. Therefore, it is expected that as with the proposed One Vanderbilt development, there would be no significant impact on air quality with the Lesser Density Alternative.

GREENHOUSE GAS EMISSIONS

The Lesser Density Alternative would have less floor area than the proposed One Vanderbilt development and subsequently lower energy use and ensuing GHG emissions locally, but those may be less efficient since this alternative would not require any enhanced energy efficiency or other measures proposed as part of the proposed actions required to meet the PlaNYC goal. Furthermore, net GHG emissions may be higher since the uses not accommodated for locally may be provided elsewhere, and may be more intense if provided in a less transit-oriented location and/or with less energy efficiency requirements.

With the Lesser Density Alternative, the transit and pedestrian benefits associated with the public realm improvements under the proposed zoning text amendment, which would support the City's GHG reduction goal, would be reduced in number and scale.

NOISE

The Lesser Density Alternative would result in less vehicular traffic in the study area than the proposed One Vanderbilt development; however, ambient noise levels in the area would continue to be high. As with the proposed One Vanderbilt development, there would be no significant adverse impacts due to traffic noise as a result of the Lesser Density Alternative.

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would be required to meet 2014 *CEQR Technical Manual* interior noise level requirements and would be required to provide up to 34 dB(A) of building attenuation.

The Lesser Density Alternative would not create a public place on Vanderbilt Avenue between East 42nd and East 43rd Streets and would not raise concerns about a public open space with noise levels greater than the 55 dB(A) L10(1) CEQR guideline.

PUBLIC HEALTH

Similar to the proposed One Vanderbilt development, the Lesser Density Alternative would not result in significant adverse impacts on public health.

NEIGHBORHOOD CHARACTER

As with the proposed actions, the Lesser Density Alternative would not result in significant, adverse impacts to neighborhood character. In contrast to the proposed One Vanderbilt development, the Lesser Density Alternative would not result in the same positive effects on neighborhood character. While the Lesser Density Alternative would provide a new subway entrance from East 42nd Street, similar to the proposed One Vanderbilt development, the entrance would lead to the 42nd Street Shuttle only and there would be no below-grade circulation space for Grand Central Terminal, transit hall, or East Side Access connection. Therefore, the Lesser Density Alternative would result in fewer public realm improvements that support pedestrian and transit access in the Vanderbilt Corridor, and thus would not serve East Midtown's needs as a central commercial and tourism district to the same extent as the proposed One Vanderbilt development. The neighborhood's thoroughfares and sidewalks are already heavily trafficked, and would remain so in the Lesser Density Alternative, although to a lesser extent than with the proposed One Vanderbilt development. The proposed Vanderbilt Avenue public place would not be created in the Lesser Density Alternative, and thus this alternative would not provide a new public amenity for pedestrians and would result in a larger decrease in the non-residential open space ratio compared to the proposed One Vanderbilt development. The Lesser Density Alternative also would not be in keeping with the urban design character of increasingly tall buildings in Midtown.

CONSTRUCTION IMPACTS

While the Lesser Density Alternative is smaller in overall density and size than the proposed One Vanderbilt development, it would involve essentially the same construction process and phasing as the proposed One Vanderbilt development. Since the Lesser Density Alternative is smaller over the same construction schedule, there would be reductions in the amount of materials and construction workers associated with building the Lesser Density Alternative. This would reduce the duration and total level of activity. As with the construction of the proposed One Vanderbilt development, all necessary measures would be implemented to ensure adherence to the New York City Air Pollution Control Code regulating construction-related dust emissions and the New York City Noise Control Code regulating construction noise during the construction of the Lesser Density Alternative. In addition, MPT plans would be developed for any lane and/or sidewalk closures where necessary. Approval of these plans and implementation of all temporary closures during construction would be coordinated with DOT's OCMC. Through implementation of the measures described above, adverse effects associated with the construction activities under the Lesser Density Alternative would be minimized. Because construction activities under the Lesser Density Alternative would be of a shorter duration and intensity as compared with those for the proposed One Vanderbilt development, the Lesser Density Alternative, like the proposed One Vanderbilt development, would not result in significant adverse impacts with respect to construction-related transportation, air quality and noise.

As discussed above in "Hazardous Materials," with the Lesser Density Alternative, additional Phase II subsurface investigation (i.e., collection and laboratory analysis of subsurface samples) in accordance with a scope pre-approved by DEP would be required. A RAP would be required

to address requirements for items such as soil stockpiling, soil disposal, and transportation; dust control; dewatering procedures; quality assurance; procedures for the closure and removal of the known petroleum storage tanks; and contingency measures, should other petroleum storage tanks or contamination be unexpectedly encountered. Further, a CHASP to identify potential hazards that may be encountered during construction and specify appropriate health and safety measures would be undertaken to ensure that subsurface disturbance is performed in a manner protective of workers, the community, and the environment (such as personal protective equipment, air monitoring including community air monitoring, and emergency response procedures). For the Lesser Density Alternative similar to the proposed One Vanderbilt development, regulatory requirements pertaining to ACMs, LBP, and PCBs would be followed.

Similar to the proposed One Vanderbilt development, construction of the Lesser Density Alternative would have the potential for construction period damage to Grand Central Terminal. (NYCL, S/NR, NHL). It would be subject to CEQR and ULURP similar to the proposed One Vanderbilt development, and, therefore, the Lesser Density Alternative would be required to develop and implement a CPP to avoid inadvertent construction-period damage to Grand Central Terminal. The CPP would be subject to review and approval by LPC and MTA. Since the Lesser Density Alternative would not provide subway improvements off-site, it would avoid the potential construction period impacts to the Pershing Square Building (NYCL-eligible, S/NR-eligible) and the Socony-Mobil Building (NYCL, S/NR-eligible). No CPP would be needed or required for these buildings.

As with the proposed One Vanderbilt development, no community facilities or open spaces would be directly displaced or altered by construction under the Lesser Density Alternative. In addition, construction under the Lesser Density Alternative would not affect land use on the project site nor would it alter surrounding land uses. As with the construction of the proposed One Vanderbilt development, construction with the Lesser Density Alternative would create direct benefits resulting from expenditures on labor, materials, and services, and indirect benefits created by expenditures by material suppliers, construction workers, and other employees involved in the direct activity. Construction also would contribute to increased tax revenues for the City and State, including those from personal income taxes.

D. MODIFIED GROUND FLOOR ALTERNATIVE

DESCRIPTION OF THE MODIFIED GROUND FLOOR ALTERNATIVE

In response to recommendations made during the public review process with respect to the planning of the One Vanderbilt development's ground floor along East 42nd Street, 317 Madison is proposing modifications to the original application to allow for relocation of a proposed entrance space to a rooftop observation deck. In the original application that was assessed in the DEIS, directly adjacent to the proposed new subway entrance on East 42nd Street was the street-level entrance to below-grade space at the B1 level that is expected to be used as the lobby for the observation deck. In the modified application, the B1 level would still be accessible at approximately the same location via the proposed subway entrance on East 42nd Street, but the dedicated street-level entrance to the observation deck would instead be accessed at the building's northwest corner with entrances on both Madison Avenue and East 43rd Street. The space formerly occupied by the observation deck entrance on East 42nd Street would be incorporated into the retail space at the building's southeast corner. The proposed change requires a waiver of mandatory district plan elements (i.e., Section 81-42 of the Zoning

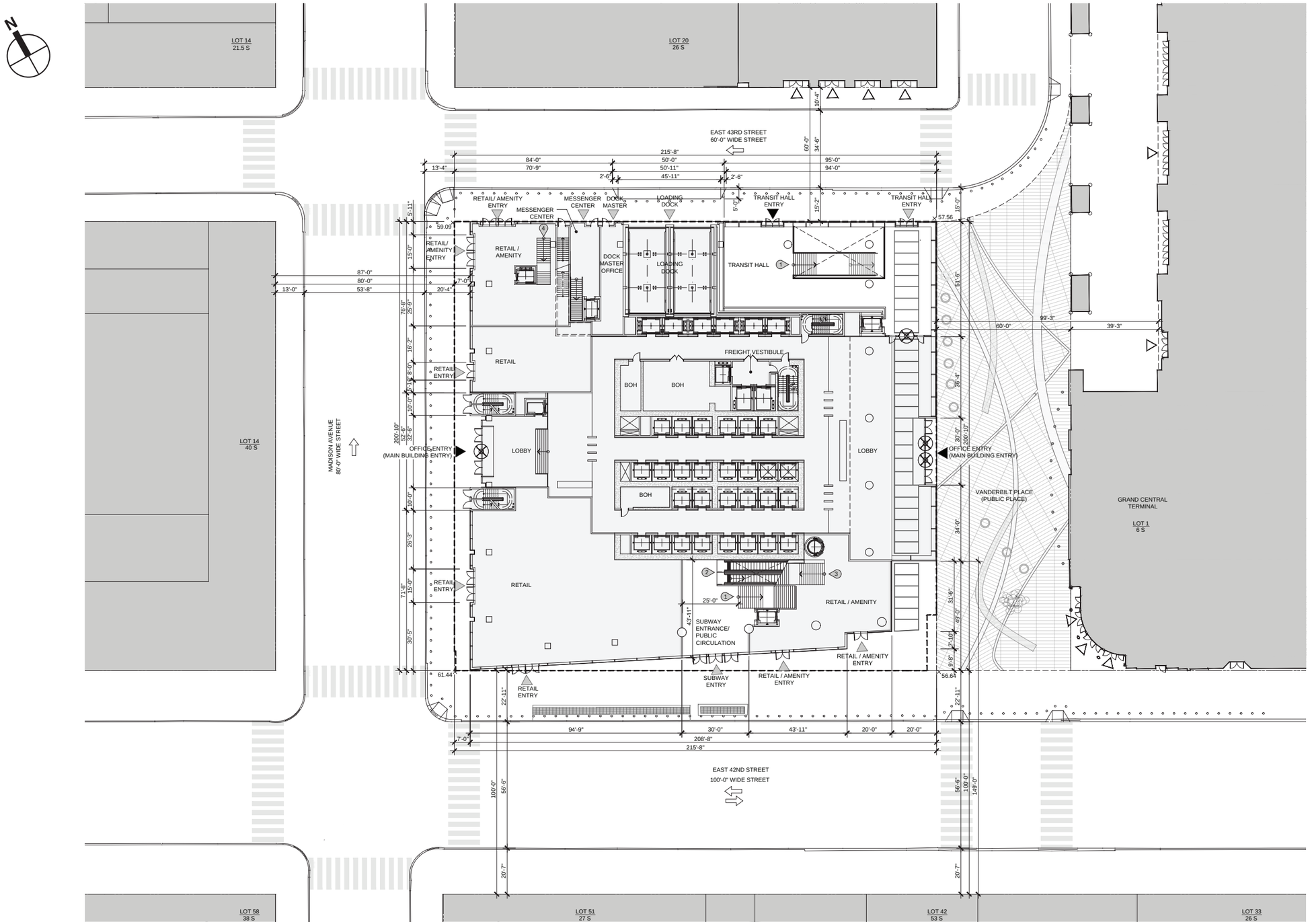
Resolution, Retail Continuity along Designated Streets), as the new entrance area would exceed the permitted 40-foot maximum width of entrance space along Madison Avenue and the anticipated observation deck use (which is not a use defined by zoning) is not among the required retail uses along Madison Avenue. See **Figures 17-2 through 17-4** for the ground floor plans from the modified ULURP drawing set. The modified ground floor plan on **Figure 17-2** also shows an internal project modification that was made as a result of discussions with the Manhattan Borough President—a revolving door that provides access between the transit hall and the building's office lobby that fronts on the Vanderbilt Avenue public place.

The modified application would not affect the program (i.e., the proposed uses and floor area) of the One Vanderbilt development. Since changes to the ground floor plan only relate to a relocation of the street-level entrance to the observation deck and updates to requested modifications of retail continuity regulations, the modified application would only affect the following analyses: Land Use, Zoning, and Public Policy; Urban Design and Visual Resources; and Transportation (specifically the analysis of pedestrians). For those impact areas for which the analysis was based on the proposed uses and floor area or on the height and massing of the One Vanderbilt development, the conclusions of regarding the proposed One Vanderbilt development presented in the DEIS and this FEIS would be unchanged by the modified application. Therefore, the analyses below only address those studies where the modified application could represent a material change from the proposed actions and ground-floor plan analyzed in earlier chapters of this FEIS as the proposed One Vanderbilt development.

LAND USE, ZONING AND PUBLIC POLICY

As described above, the proposed changes to the ground floor of the One Vanderbilt development, including the relocation of the observation deck entrance to the building's northwest corner, require updates to requested modifications of retail continuity regulations along Madison Avenue and East 42nd Street. Like the proposed actions assessed in the DEIS and in this FEIS, the modified application requires a waiver of the Special Midtown District mandatory district plan elements (i.e., Section 81-42 of the Zoning Resolution, Retail Continuity along Designated Streets). While the proposed actions assessed in the DEIS and in this FEIS include a waiver of the retail continuity requirement along East 42nd Street, the proposed modifications also require a waiver of the requirement along both East 42nd Street and Madison Avenue. The proposed waiver would not alter the underlying zoning in the Vanderbilt Corridor, which would remain a C5-3 zoning district. The modified application would also not alter any other zoning regulations; zoning districts within the study area would remain predominantly a mix of high-density commercial and residential districts.

The proposed ground floor modifications would result in a reduction of the retail space along the Madison Avenue frontage of the building compared to the ground floor plan of the proposed One Vanderbilt development The proposed modifications would also introduce a new use along Madison Avenue (the entrance to the rooftop observation deck) that is not permitted under the Special Midtown District regulations. However, similar to the ground floor design of the proposed One Vanderbilt development (which includes the entrance space to the rooftop observation deck on East 42nd Street, also requiring a retail continuity waiver under the Special Midtown District), the modified ground floor design would locate the entrance on Madison Avenue, which is a retail street with high pedestrian traffic. In both locations, the entrance space would function similarly to a retail space and would be compatible with the other ground floor retail uses located in the area. Therefore, similar to the proposed One Vanderbilt development,



NOTES

APPLICANT'S STAMP AND SEAL CORRESPOND TO THE INFORMATION REGARDING THE ZONING LOT AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.

DOOR LOCATIONS, QUANTITIES AND CONFIGURATIONS SUBJECT TO CHANGE.

THE PUBLIC PLACE DESIGN SHOWN HERE IS FOR ILLUSTRATIVE PURPOSES IN CONNECTION WITH CONCEPT APPROVAL BY THE DEPARTMENT OF TRANSPORTATION, AND REMAINS SUBJECT TO FURTHER DESIGN DEVELOPMENT AND REVIEW BY THE DEPARTMENT OF TRANSPORTATION AND THE PUBLIC DESIGN COMMISSION.

INTERIOR LAYOUTS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE.

AMENITY SPACE MAY INCLUDE OBSERVATION DECK, OTHER USES PERMITTED BY THE ZONING RESOLUTION OR USES ACCESSORY THERETO.

LEGEND

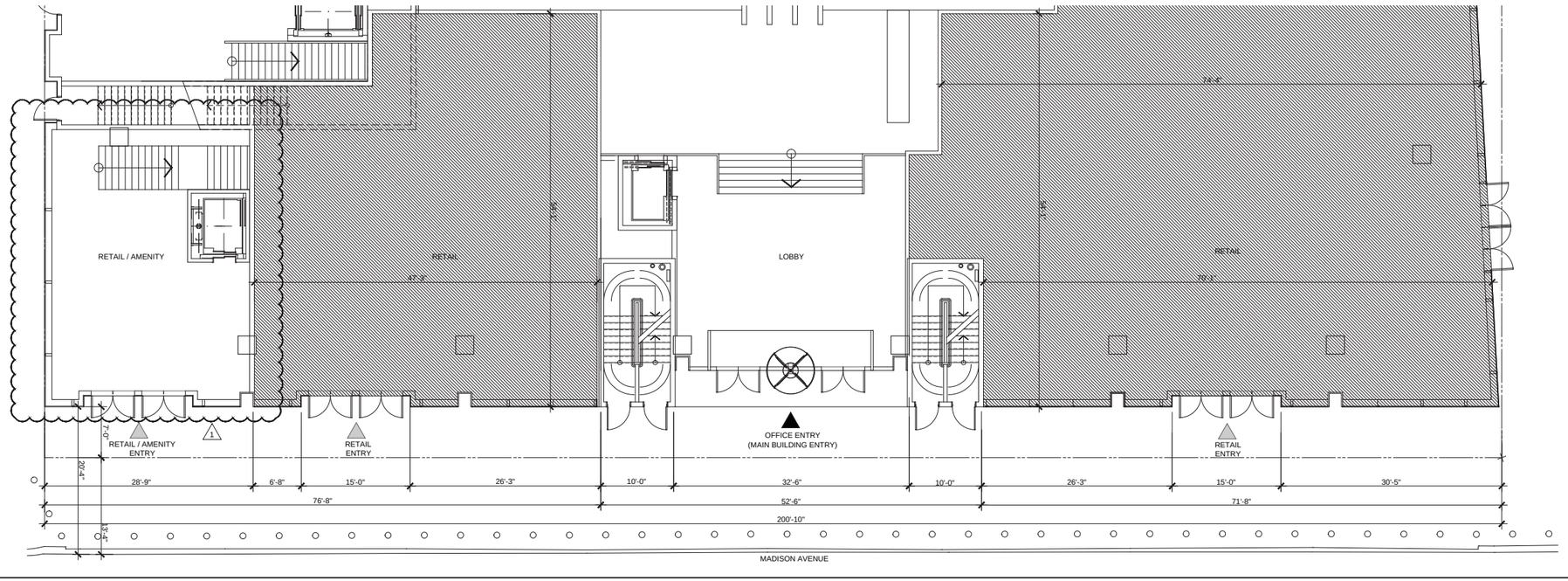
- ZONING LOT LINE / PROPERTY LINE
- PRIMARY ENTRY
- SECONDARY ENTRY
- OFFSITE ENTRY
- ILLUSTRATIVE BUILDING
- CONTEXT BUILDING
- PROPOSED CURB CUTS
- EXISTING GRATING
- PROPOSED BOLLARD LOCATION
- MAXIMUM BUILDING ENVELOPE ABOVE
- 1 CONNECTION TO GRAND CENTRAL CONCOURSE
- 2 CONNECTION TO SHUTTLE PLATFORM
- 3 STAIR ACCESS TO LEVEL 2
- 4 STAIR ACCESS TO LEVEL B1

SOURCE: KPF

Modified Ground Floor Alternative
Ground Floor Plan
Figure 17-2

Vanderbilt Corridor and One Vanderbilt
This figure is new to the FEIS

2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



NOTES

INTERIOR LAYOUTS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE.

DOOR LOCATIONS, QUANTITIES AND CONFIGURATIONS NOT USED TO ACCESS TRANSIT HALL AND SUBWAY ENTRANCE SUBJECT TO CHANGE.

EXTERIOR WALL DESIGN IS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE.

AMENITY SPACE MAY INCLUDE OBSERVATION DECK, OTHER USES PERMITTED BY THE ZONING RESOLUTION OR USES ACCESSORY THERETO.

LEGEND

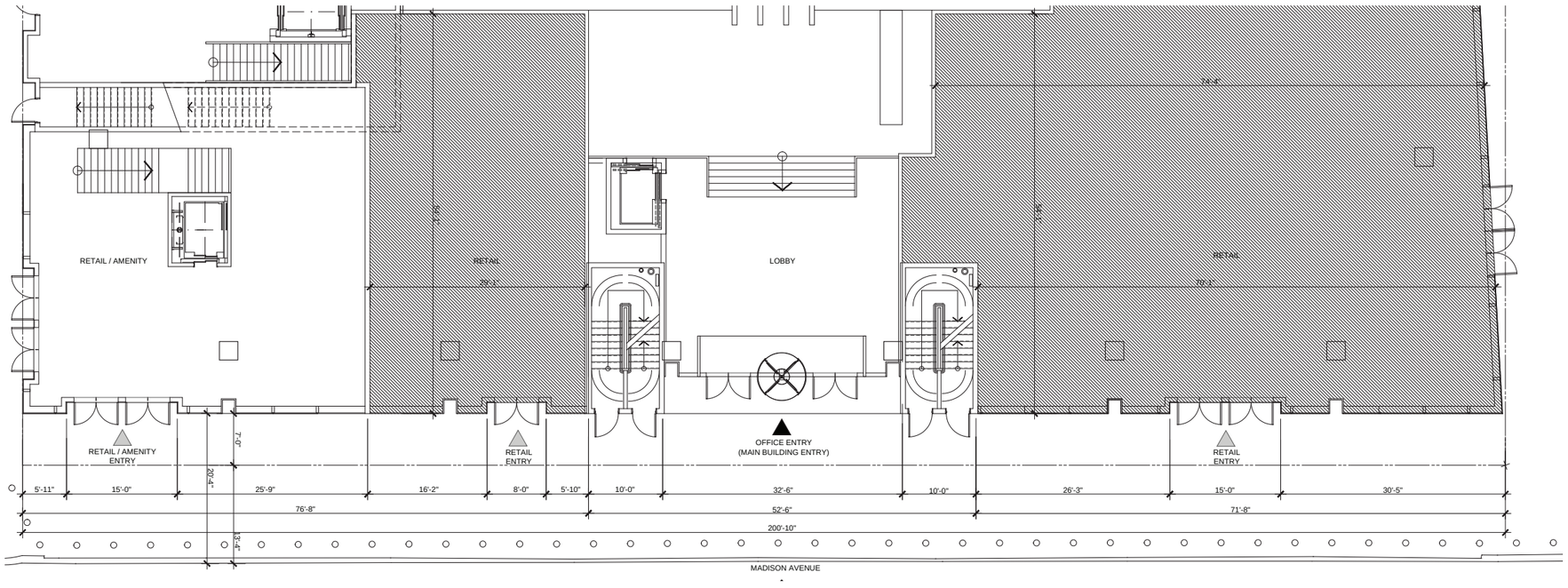
- ZONING LOT LINE / PROPERTY LINE
- PRIMARY ENTRY
- SECONDARY ENTRY
- RETAIL
- RETAIL STREET WALL
- TRANSPARENT GLASS

SOURCE: KPF

Modified Ground Floor Alternative
Retail Continuity - South/East 42nd Street
Figure 17-3

Vanderbilt Corridor and One Vanderbilt
This figure is new to the FEIS

2 WEST ELEVATION
SCALE: 1/8" = 1'-0"



LEGEND

- ZONING LOT LINE / PROPERTY LINE
- PRIMARY ENTRY
- SECONDARY ENTRY
- RETAIL
- RETAIL STREET WALL
- TRANSPARENT GLASS

NOTES

INTERIOR LAYOUTS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE.

DOOR LOCATIONS, QUANTITIES AND CONFIGURATIONS SUBJECT TO CHANGE.

EXTERIOR WALL DESIGN IS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE.

AMENITY SPACE MAY INCLUDE OBSERVATION DECK, OTHER USES PERMITTED BY THE ZONING RESOLUTION OR USES ACCESSORY THERETO.

RETAIL SHOWN IS ILLUSTRATIVE. RETAIL USES TO BE PROVIDED IN ACCORDANCE WITH Z-207

SOURCE: KPF

Modified Ground Floor Alternative
Retail Continuity - West/Madison Avenue
Figure 17-4

Vanderbilt Corridor and One Vanderbilt
This figure is new to the FEIS

the proposed ground floor modifications would not result in significant adverse impacts to land use.

Like the development assessed in the DEIS and above in this FEIS, the One Vanderbilt development with the proposed modifications would be compatible with the high-density commercial uses that are centered on the strong public transit resources in the East Midtown area and would contribute to the City's goal to maximize modern commercial development in areas that are well-served by public transit. With the proposed modifications, the One Vanderbilt development would continue to provide a 20-foot-wide sidewalk along Madison Avenue. Like the development assessed in the DEIS and in this FEIS, the modified One Vanderbilt development would be required to provide appropriate ground-floor uses, transparency, and building entrance locations that in the judgment of CPC, pursuant to the requested special permit under Section 81-642, would be "harmonious with the mandatory district plan element strategy of the Special Midtown District." The special permit, as assessed in the DEIS and in this FEIS, includes provisions for CPC to modify the existing bulk, use, and urban design requirements (such as those relating to retail continuity, streetwalls or building entrances and lobbies) in order to meet the requirements for appropriate ground-floor level features and building massing. As described above, with the proposed modifications the entrance to the rooftop observation deck would be located in a heavily trafficked pedestrian area and would function similarly to a retail space, and, therefore, the proposed waiver regarding retail continuity would not adversely affect land use conditions or patterns. The conclusion of the DEIS and this FEIS that the proposed actions would not result in significant, adverse land use impacts would remain unchanged.

Therefore, the modified application would not result in any new, significant adverse impacts on land use or zoning in the Vanderbilt Corridor or in the study area.

URBAN DESIGN AND VISUAL RESOURCES

The proposed ground-floor modifications would not alter the overall design of the building's ground floor and podium. Retail and subway entrances would continue to be located at the southeast corner of the One Vanderbilt development and the streetwall and setback at the sidewalk would remain as assessed in the DEIS and above in this FEIS. There would be a new entrance at the northwest corner of the building, with entrances on Madison Avenue and East 43rd Street, but it would be adjacent to a retail entrance on Madison Avenue that was assessed in the DEIS and this FEIS. Therefore, the proposed waiver and relocation of the street-level entrance to the observation deck would not alter the conclusion of the DEIS and this FEIS that the proposed actions would enhance the pedestrian experience of the One Vanderbilt development, and the modified application would not result in any significant adverse impacts on urban design and visual resources.

TRANSPORTATION

As described above, the new internal connection between the transit hall and the building's office lobby that fronts on the new Vanderbilt Avenue public place would provide a more direct line of pedestrian flow for some pedestrians. However, since these pedestrians would otherwise exit the transit hall at the northeast corner of the building onto the Vanderbilt Avenue public place, this pedestrian circulation element would not affect operations on the surrounding pedestrian environment and would, therefore, not alter the conclusions made in the DEIS and above in this FEIS. Regarding the dedicated street-level observation deck entrance at the southeast corner of the building near the intersection of Vanderbilt Avenue and East 42nd Street that would be

eliminated under the modified application, observation deck visitors approaching the building at this corner would continue to be able to access the observation deck from the B1 level via the proposed new subway entrance on East 42nd Street. In addition, observation deck visitors could utilize a new dedicated entrance to the observation deck at the building's northwest corner with entrances on Madison Avenue and East 43rd Street. This entrance is intended to better serve the observation deck visitors via an alternate access location at the opposite end of the One Vanderbilt development and to reduce pedestrian flow along the building's highly trafficked East 42nd Street frontage.

This rearrangement of access to the building's observation deck would have some effects on travel patterns to and from the One Vanderbilt development. However, these effects, which would largely be limited to pedestrian flow surrounding the building, are expected to help reduce crowding on the building's East 42nd Street frontage by shifting some pedestrian traffic to Madison Avenue where more sidewalk capacities would be available. Based on the analysis presented in the DEIS and above in this FEIS, the sidewalks along the building's East 42nd Street frontage were projected to operate at LOS C and LOS D during peak hours while the building's Madison Avenue frontage would operate at LOS C during the same periods. Correspondingly, the peak hour pedestrian volumes along these sidewalks were projected at up to approximately 9,000 people along East 42nd Street and up to 3,300 people along Madison Avenue.

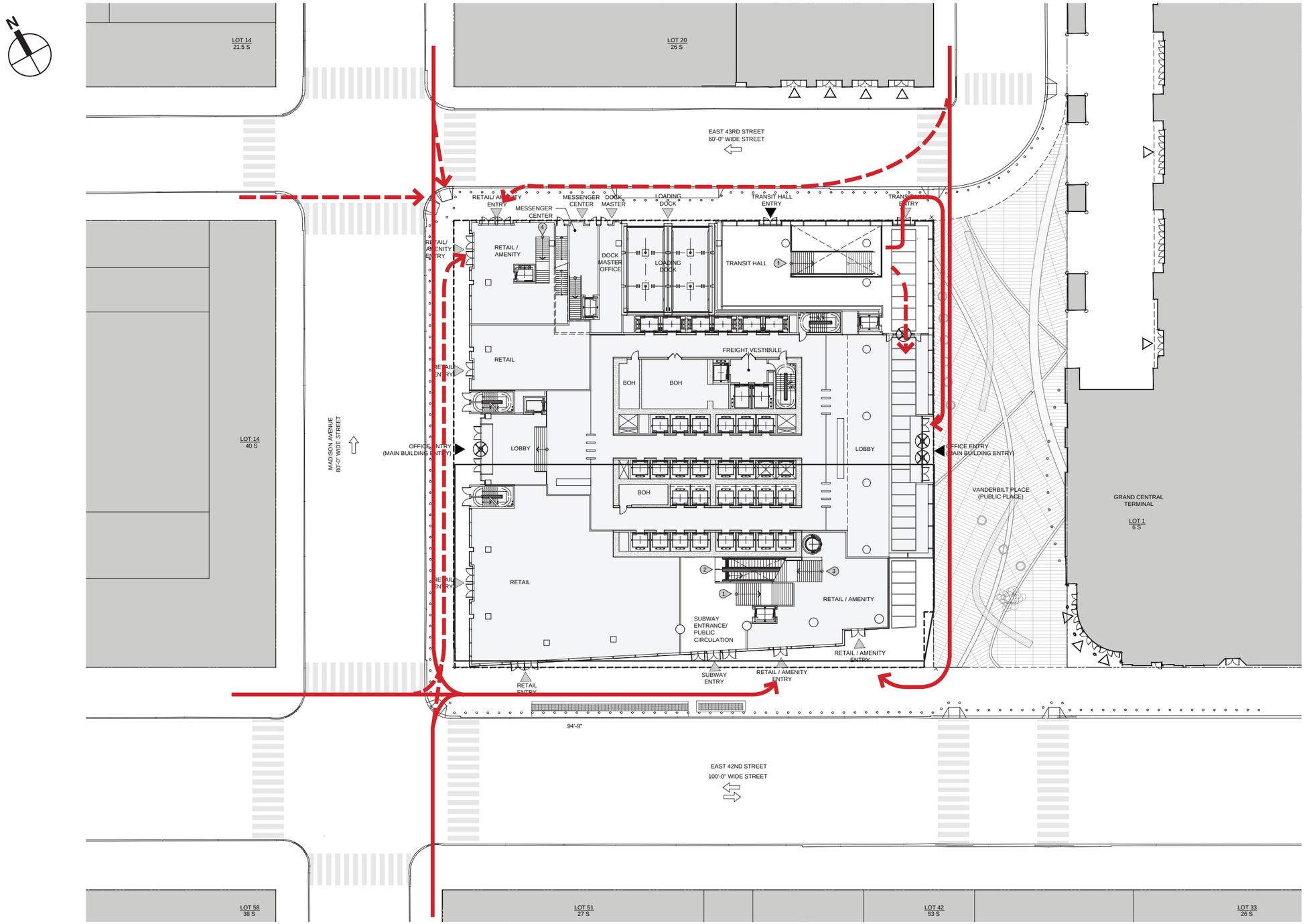
For the observation deck, peak visitation was projected at 1,400 person-trips (700 in and 700 out) during peak hours. As stated in the DEIS and above in this FEIS, these estimates were conservatively developed to reflect capacity processing of the elevators that would transport visitors to and from the building's observation deck. Also detailed in the DEIS and above in this FEIS are the means by which visitors are expected to travel to and from the One Vanderbilt development. According to Table 10-5 in the DEIS and this FEIS, approximately 24 percent of future observation deck visitors would travel via subway or rail. Among these visitors, most were expected to arrive at Grand Central Station where direct connection to the B1 observation deck assembly area would be available below grade. Unlike daily commuters, observation deck visitors may not be as familiar with the available access directly from Grand Central Station. To account for this, the analysis conservatively assumes that a portion of these users would exit Grand Central Station along East 42nd Street and walk to their destination. For the Modified Ground Floor Alternative, the new MTA entrance (instead of the dedicated observation deck entrance under the Proposed Actions) on East 42nd Street between Madison and Vanderbilt Avenues would be the first point of access these visitors would encounter. Other visitors by subway from the west would have the option to choose either this or the new Madison Avenue and East 43rd Street entrance after crossing over to the east side of Madison Avenue.

Another 28 percent of the visitors were projected to travel via tour buses, for which pick-ups and drop-offs have been assumed to take place on East 41st Street, along available curbsides between Madison and Third Avenues. These visitors could walk to the dedicated entrance on Madison Avenue or access the B1 level via the proposed new subway entrance on East 42nd Street. Those traveling along Madison Avenue (assumed in the DEIS and above in this FEIS to be one-third of the total tour bus visitor population) would travel north to the dedicated Madison Avenue entrance or could access the B1 level via the proposed subway entrance on East 42nd Street. Based on the travel patterns described above, trip-making by subway/rail and tour buses (52 percent or approximately 360 in and 360 out during peak hours) for the future observation deck visitors is expected to be the least affected by the introduction of an additional access location to the building's observation deck.

For the remaining 48 percent (or up to 340 in and 340 out) of pedestrian trips during peak hours, similar choices would be available. Most of those taking City buses (including "hop-on, hop-off" City tour buses), approximately 11 percent of the 1,400 peak hour observation deck person-trips, would either get picked-up or dropped-off along the East 42nd Street and Madison Avenue frontages or follow the same paths getting to and from the project block, with dedicated access at the northwest corner of the building or access to the B1 level via the proposed subway entrance on East 42nd Street near the southeast corner of the building. Trips made by auto (less than 1 percent or 15 hourly person-trips) would still park at nearby garages and follow the same paths to the project block. Due to numerous turn restrictions in the area, trips made by taxis (slightly greater than 3 percent or 45 hourly person-trips) are expected to continue using the same paths for pick-ups and drop-offs. In fact, a substantial portion of the taxi trips (40 percent or less than 20 person-trips during peak hours) were already assumed in the DEIS and above in the FEIS to traverse East 43rd Street. It is likely that some of these visitors would, instead of walking down the new Vanderbilt Avenue public place to the East 42nd Street entrance, take a shorter path to the new northwest corner entrances on Madison Avenue and East 43rd Street. Likewise for the remaining 33 percent of the observation deck visitation made on foot (approximately 230 in and 230 out during peak hours), the travel patterns to the One Vanderbilt block from nearby hotels and commercial uses would be expected to be largely the same; however, having the choice of also accessing the observation deck at the northwest corner of the building would result in some redistribution of these trips surrounding the One Vanderbilt development.

As shown on **Figure 17-5**, the anticipated shift in pedestrian trip-making—attributed to the new entrances on Madison Avenue and East 43rd Street and the internal connection between the Transit Hall and the office lobby—is expected, overall, to have only negligible effects on vehicle travel patterns and pedestrian volumes at nearby crosswalks to the One Vanderbilt block. In consideration of this shift in pedestrian trip-making, the south sidewalk of East 43rd Street between Madison and Vanderbilt Avenues and the south crosswalk at the Madison Avenue and East 43rd Street intersection were added for analysis. The analysis of these two pedestrian elements is not warranted for the Proposed Actions analyzed in the other chapters of the EIS, including Chapter 10, "Transportation." Hence, the pedestrian study area for the Modified Ground Floor Alternative would encompass 12 sidewalks, 15 corners, and 10 crosswalks (as compared to 11 sidewalks, 15 corners, and 9 crosswalks analyzed in Chapter 10, "Transportation"). The pedestrian analysis locations for the Modified Ground Floor Alternative are shown on **Figure 17-6**. However, at many of these analysis locations, projected pedestrian volumes would be the same under both the Proposed Actions and this alternative. The 2021 With-Action pedestrian volumes for the Modified Ground Floor Alternative are presented in Figures **17-7 to 17-10**. Comparisons of 2021 With-Action pedestrian service levels for study area sidewalks, corner reservoirs, and crosswalks where projected pedestrian volumes would be different as a result of the changes in building access under the Modified Ground Floor Alternative are presented in **Tables 17-13** to **17-15**.

Most of the notable shifts in pedestrian volumes would occur between the building's East 42nd Street and Madison Avenue sidewalks. Given the projected pedestrian volumes and service levels along these two building frontages, the shift in pedestrian trip-making (primarily from East 42nd Street to Madison Avenue) is expected to reduce crowding along the north sidewalk of East 42nd Street between Madison and Vanderbilt Avenues while not overburdening or significantly impacting the service levels on Madison Avenue between East 42nd and East 43rd Streets. Along the south sidewalk of East 43rd Street, some minor shifts in pedestrian movements would also be expected.



NOTES

APPLICANT'S STAMP AND SEAL CORRESPOND TO THE INFORMATION REGARDING THE ZONING LOT AND RELATED CURB CUTS. INFORMATION REGARDING THE SURROUNDING PROPERTIES IS FOR ILLUSTRATIVE PURPOSES ONLY.

DOOR LOCATIONS, QUANTITIES AND CONFIGURATIONS SUBJECT TO CHANGE.

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INTERIOR LAYOUTS FOR ILLUSTRATIVE PURPOSES ONLY AND SUBJECT TO CHANGE.

AMENITY SPACE MAY INCLUDE OBSERVATION DECK, OTHER USES PERMITTED BY THE ZONING RESOLUTION OR USES ACCESSORY THERETO.

Potential Routes without Proposed Modifications

Potential Routes with Proposed Modifications

LEGEND

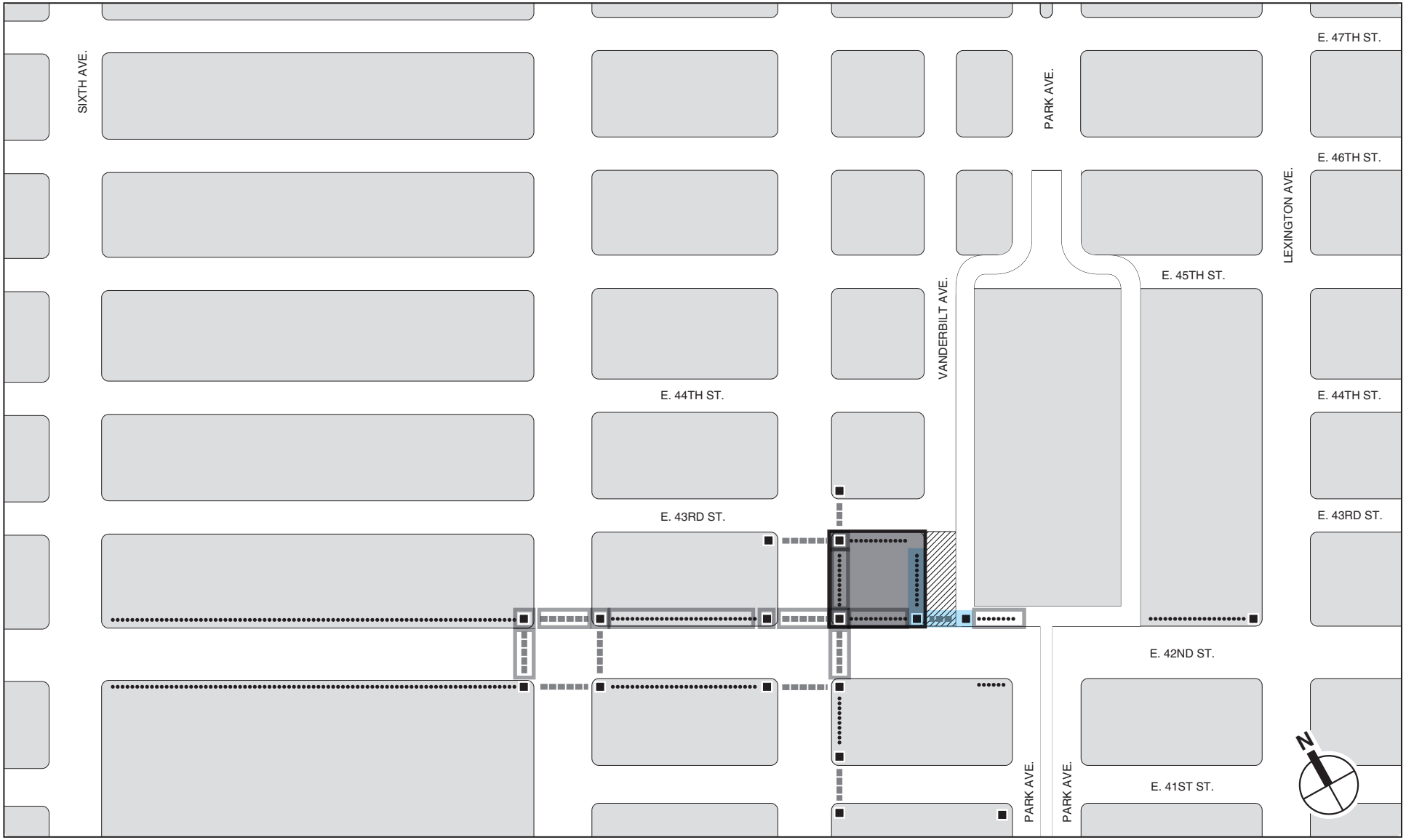
- ZONING LOT LINE / PROPERTY LINE
- PRIMARY ENTRY
- SECONDARY ENTRY
- OFFSITE ENTRY
- ILLUSTRATIVE BUILDING
- CONTEXT BUILDING
- PROPOSED CURB CUTS
- EXISTING GRATING
- PROPOSED BOLLARD LOCATION
- MAXIMUM BUILDING ENVELOPE ABOVE
- 1 CONNECTION TO GRAND CENTRAL CONCOURSE
- 2 CONNECTION TO SHUTTLE PLATFORM
- 3 STAIR ACCESS TO LEVEL 2
- 4 STAIR ACCESS TO LEVEL B1

SOURCE: KPF

Vanderbilt Corridor and One Vanderbilt
This figure is new to the FEIS

Modified Ground Floor Alternative
Shifts in Pedestrian Trip-Making
Figure 17-5

3.18.15



One Vanderbilt Development Site
Proposed Public Place
Crosswalk (weekday)
Corner (weekday)
Sidewalk (weekday)

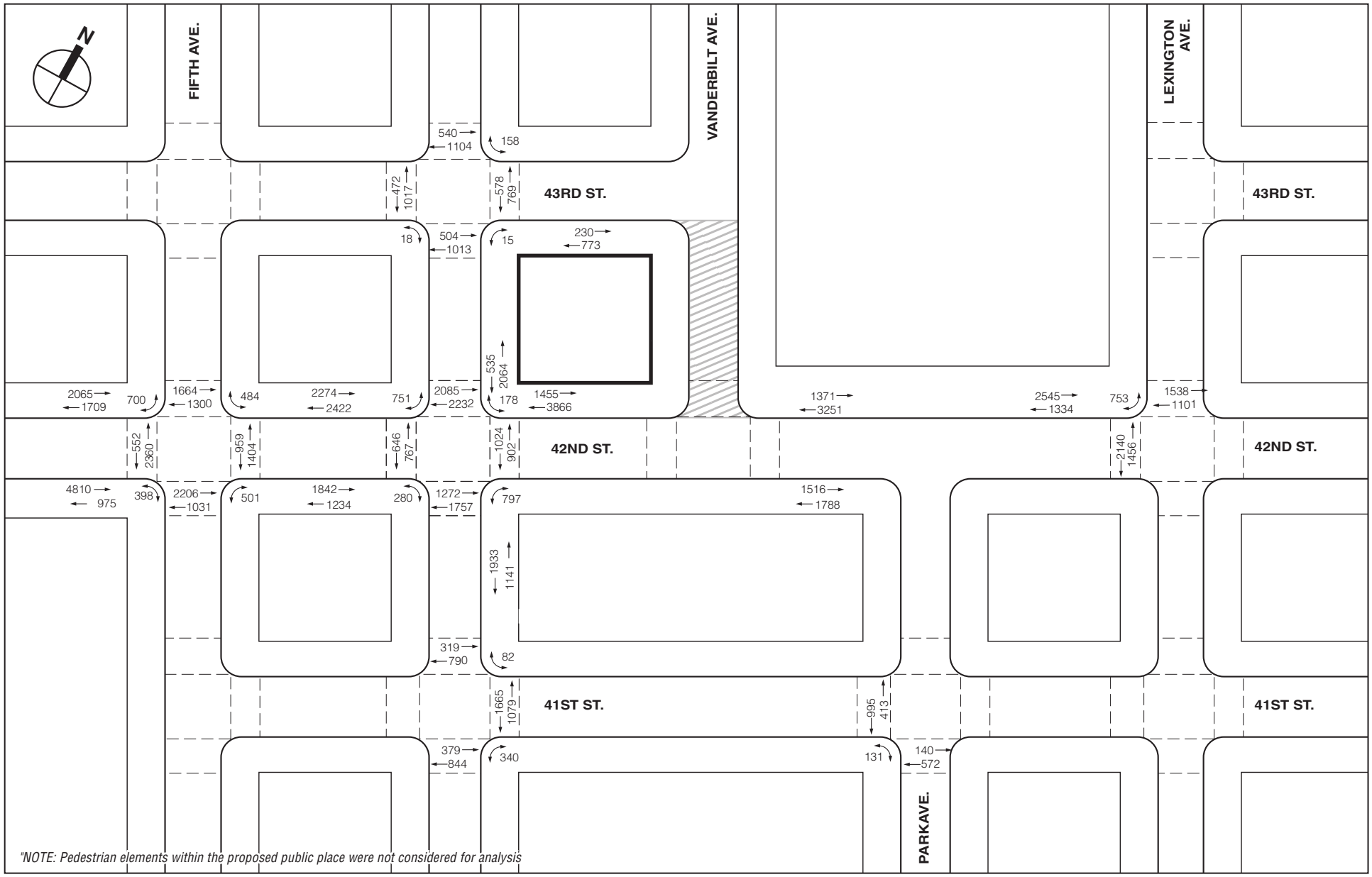
Crosswalk (weekday/Saturday)
Corner (weekday/Saturday)
Sidewalk (weekday/Saturday)
>200 Net-Incremental Pedestrian Trips in at Least One Peak Hour. Not Included in Analysis Locations Due to Proposed Public Place

Vanderbilt Corridor and One Vanderbilt
This figure is new to the FEIS

Modified Ground Floor Alternative Pedestrian Analysis Locations

Figure 17-6

3.18.15



NOT TO SCALE

One Vanderbilt Development Site

Proposed Public Place

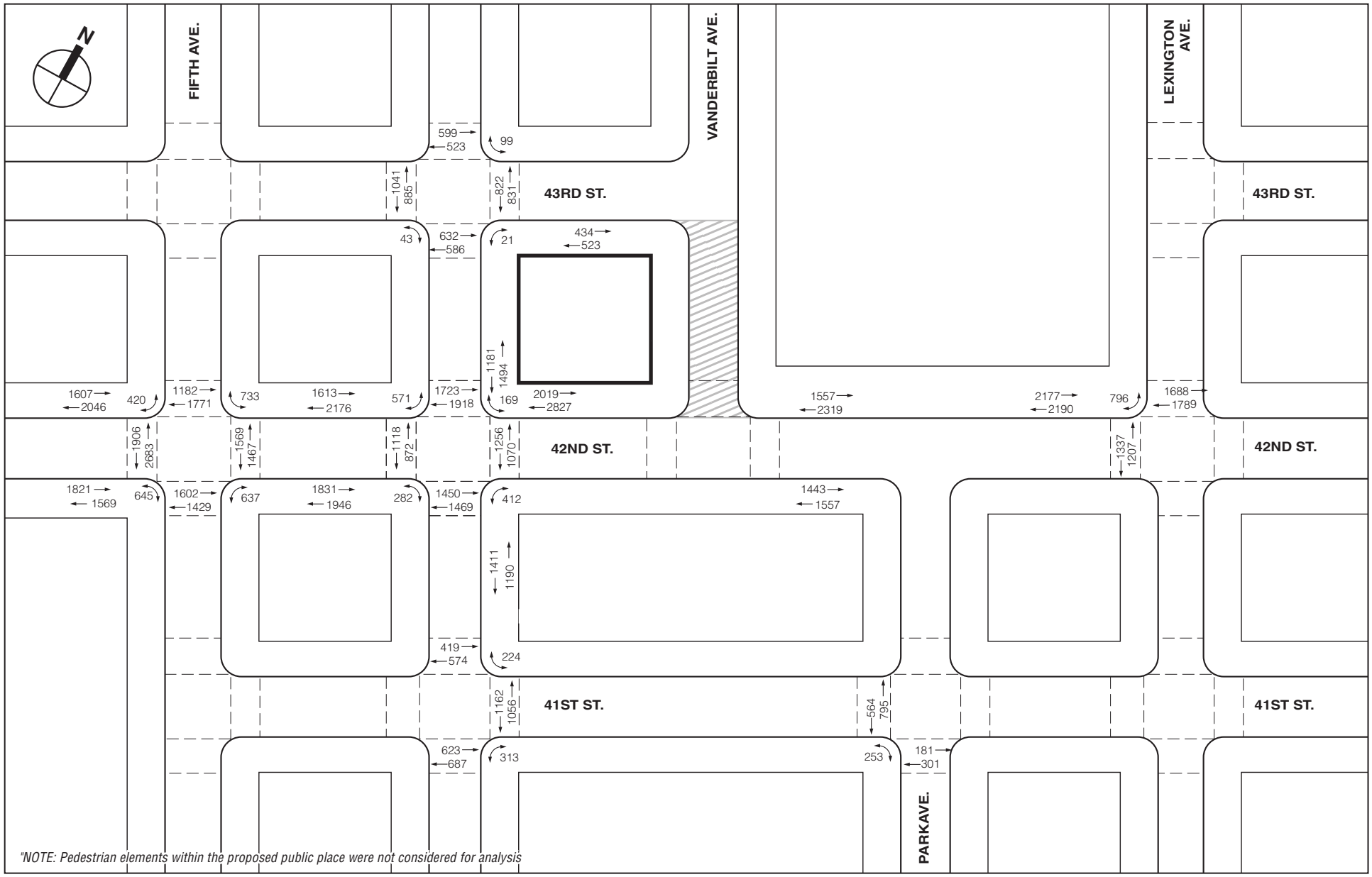
2021 With-Action Modified Ground Floor Alternative Pedestrian Volumes
Weekday AM Peak Hour

Figure 17-7

Vanderbilt Corridor and One Vanderbilt

This figure is new to the FEIS

3.18.15



NOT TO SCALE

One Vanderbilt Development Site

Proposed Public Place

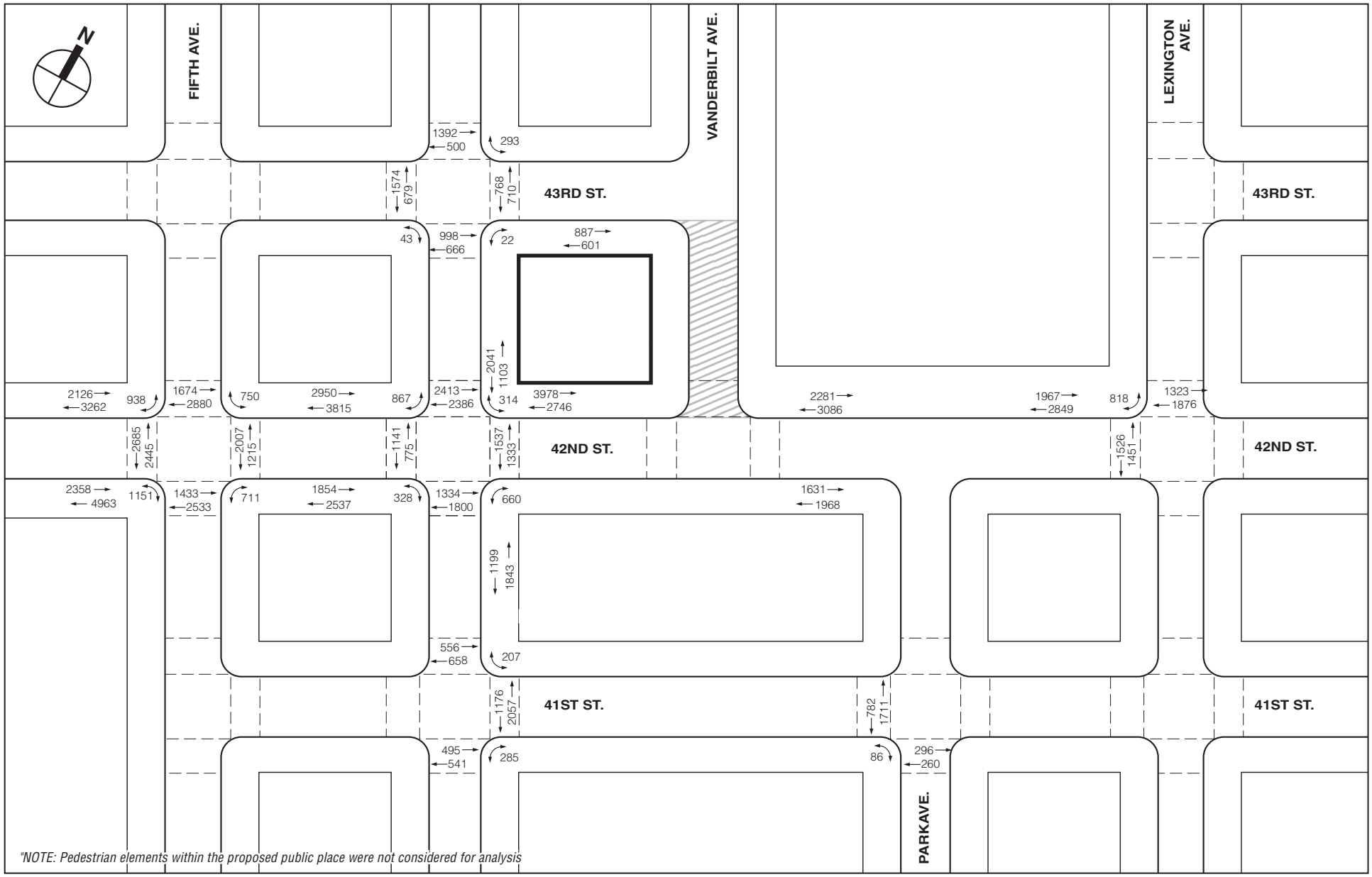
2021 With-Action Modified Ground Floor Alternative Pedestrian Volumes
Weekday Midday Peak Hour

Figure 17-8

Vanderbilt Corridor and One Vanderbilt

This figure is new to the FEIS

3.18.15



NOT TO SCALE

One Vanderbilt Development Site

Proposed Public Place

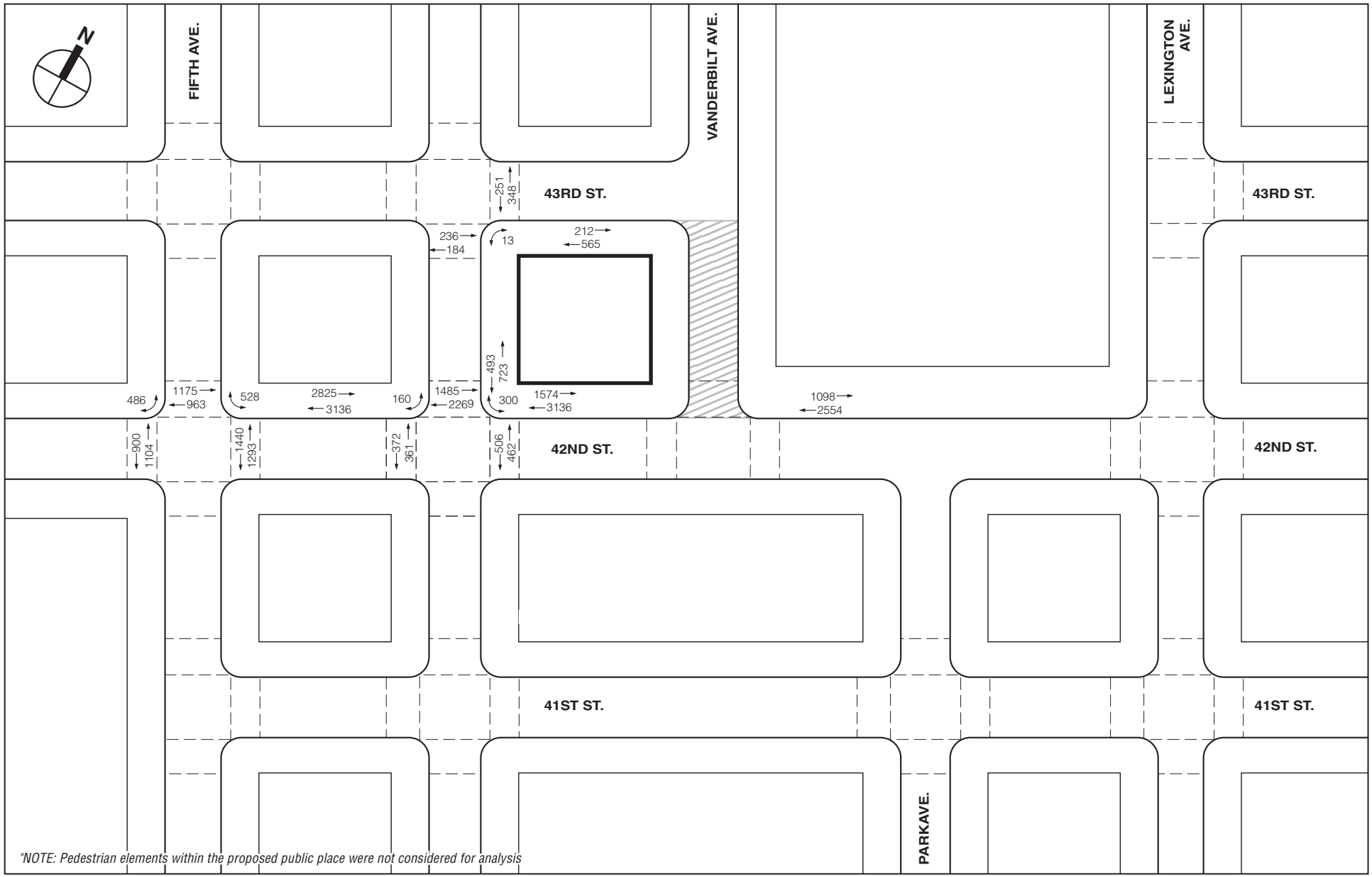
2021 With-Action Modified Ground Floor Alternative Pedestrian Volumes
Weekday PM Peak Hour

Figure 17-9

Vanderbilt Corridor and One Vanderbilt

This figure is new to the FEIS

3.18.15



NOT TO SCALE

One Vanderbilt Development Site

Proposed Public Place

2021 With-Action Modified Ground Floor Alternative Pedestrian Volumes
Saturday Peak Hour

Figure 17-10

Vanderbilt Corridor and One Vanderbilt

This figure is new to the FEIS

Table 17-13
2021 With-Action Conditions: Sidewalk Analysis

Location	Sidewalk	Effective Width (ft)	2021 With-Action Condition				2021 With-Action Condition (Modified Ground Floor)			
			Two-way Peak Hour Volume	PHF	SFP	Platoon LOS	Two-way Peak Hour Volume	PHF	SFP	Platoon LOS
Weekday AM Peak Hour										
E. 43rd St. between Madison Ave. and Vanderbilt Ave. (1)	South	9.0	N/A	N/A	N/A	N/A	1,003	0.80	113.2	B
Madison Ave. between E. 42nd St. and E. 43rd St.	East	15.0	2,600	0.85	77.0	C	2,599	0.85	77.0	C
E. 42nd St. between Madison Ave. and Vanderbilt Ave.	North-West	12.0	5,615	0.92	29.4	D	5,321	0.92	31.2	D
	North-East	22.0	7,200	0.92	43.3	C	6,969	0.92	44.8	C
Weekday Midday Peak Hour										
E. 43rd St. between Madison Ave. and Vanderbilt Ave. (1)	South	9.0	N/A	N/A	N/A	N/A	957	0.95	141.1	B
Madison Ave. between E. 42nd St. and E. 43rd St.	East	15.0	2,677	0.94	82.8	C	2,675	0.94	82.8	C
E. 42nd St. between Madison Ave. and Vanderbilt Ave.	North-West	12.0	5,142	0.94	33.2	D	4,846	0.94	35.4	D
	North-East	22.0	5,955	0.94	54.0	C	5,666	0.94	56.9	C
Weekday PM Peak Hour										
E. 43rd St. between Madison Ave. and Vanderbilt Ave. (1)	South	9.0	N/A	N/A	N/A	N/A	1,488	0.93	88.5	C
Madison Ave. between E. 42nd St. and E. 43rd St.	East	15.0	3,276	0.91	65.2	C	3,144	0.91	68.0	C
E. 42nd St. between Madison Ave. and Vanderbilt Ave.	North-West	12.0	6,954	0.95	23.9	D	6,724	0.95	24.8	D
	North-East	22.0	8,955	0.95	35.5	D	8,541	0.95	37.4	D
Saturday Peak Hour										
E. 43rd St. between Madison Ave. and Vanderbilt Ave. (1)	South	9.0	N/A	N/A	N/A	N/A	777	0.85	155.6	B
Madison Ave. between E. 42nd St. and E. 43rd St.	East	15.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
E. 42nd St. between Madison Ave. and Vanderbilt Ave.	North-West	12.0	4,941	0.89	32.7	D	4,710	0.89	34.4	D
	North-East	22.0	5,607	0.89	54.3	C	5,162	0.89	59.2	C

Notes:

(1) The south sidewalk of East 43rd Street between Madison Avenue and Vanderbilt Avenue was not analyzed in Chapter 10, "Transportation" and is included here as a new analysis location.

(2) The east sidewalk of Madison Avenue between East 42nd and East 43d Streets was not analyzed for the Saturday peak hour. Given the substantially lower pedestrian volumes on this sidewalk during the Saturday peak hour as compared to the weekday AM and PM commuter peak hours, potential impacts to this sidewalk, if any, would have been identified by the analysis results for the more congested weekday AM and PM peak hours.

Table 17-14
2021 With-Action Conditions: Corner Analysis

Location	Corner	2021 With-Action Condition		2021 With-Action Condition (Modified Ground Floor)	
		SFP	LOS	SFP	LOS
Weekday AM Peak Hour					
Madison Ave. and E. 43rd St.	Northeast	9.1	**E+**	8.7	**E+**
	Southwest	22.6	D	22.2	D
	Southeast	53.8	B	52.0	B
Madison Ave. and E. 42nd St.	Northwest	17.1	**D+**	17.5	**D+**
	Northeast	34.1	C	35.3	C
Weekday Midday Peak Hour					
Madison Ave. and E. 43rd St.	Northeast	13.4	**E+**	12.9	**E+**
	Southwest	25.8	C	25.3	C
	Southeast	59.1	B	56.9	B
Madison Ave. and E. 42nd St.	Northwest	19.0	**D+**	19.5	D
	Northeast	34.1	C	39.6	C
Weekday PM Peak Hour					
Madison Ave. and E. 43rd St.	Northeast	11.5	**E+**	11.4	**E+**
	Southwest	18.3	**D+**	18.1	**D+**
	Southeast	57.2	B	56.8	B
Madison Ave. and E. 42nd St.	Northwest	11.7	**E+**	11.8	**E+**
	Northeast	26.3	C	27.0	C
Saturday Peak Hour					
Madison Ave. and E. 43rd St.	Southeast	189.8	A	184.9	A
Madison Ave. and E. 42nd St.	Northwest	24.8	C	25.1	C
	Northeast	39.6	C	41.2	B

Note: + Denotes a significant adverse impact

Table 17-15
2021 With-Action Condition: Crosswalk Analysis

Location	Crosswalk	Crosswalk Length (ft)	Crosswalk Width (ft)	2021 With-Action Condition			2021 With-Action Condition (Modified Ground Floor)		
				2-way Peak Hour Volume	SFP	LOS	2-way Peak Hour Volume	SFP	LOS
Weekday AM Peak Hour									
Madison Ave. and E. 43rd St. (1)	East	35	14	1,296	34.4	C	1,347	33.0	C
	South	54	22	N/A	N/A	N/A	1,517	18.5	**D+**
Madison Ave. and E. 42nd St.	North	53	22	4,400	8.8	**E+**	4,317	9.0	**E+**
Weekday Midday Peak Hour									
Madison Ave. and E. 43rd St. (1)	East	35	14	1,595	24.4	C	1,653	23.4	D
	South	54	22	N/A	N/A	N/A	1,218	27.9	C
Madison Ave. and E. 42nd St.	North	53	22	3,731	11.8	**E+**	3,641	12.1	**E+**
Weekday PM Peak Hour									
Madison Ave. and E. 43rd St. (1)	East	35	14	1,462	29.7	C	1,478	29.3	C
	South	54	22	N/A	N/A	N/A	1,664	20.5	D
Madison Ave. and E. 42nd St.	North	53	22	4,821	7.6	**E+**	4,799	**7.6**	**E+**
Saturday Peak Hour									
Madison Ave. and E. 42nd St.	North	53	22	3,780	9.0	**E+**	3,754	9.1	**E+**

Note: + Denotes a significant adverse impact

(1) The south crosswalk at Madison Avenue and East 43rd Street was not analyzed in Chapter 10, "Transportation," and is included here as a new analysis location.

Since existing pedestrian volumes on this sidewalk are comparatively lower than on the sidewalks on East 42nd Street and Madison Avenue, these shifts would have minimal effects on the East 43rd Street sidewalk's levels of service and not result in any significant adverse impacts. For the south crosswalk of the Madison Avenue and East 43rd Street intersection, however, the redistribution of some pedestrian trips would result in a significant adverse impact during the weekday AM peak hour. (In the DEIS and above in this FEIS, significant adverse impacts were identified for one sidewalk, four corners, and six crosswalks. Specifically at the intersection of Madison Avenue and East 43rd Street, significant adverse impacts were identified for the northeast corner during the weekday AM, midday, and PM peak periods and for the southwest corner during the weekday PM peak period.) As with other crosswalk impacts identified in the DEIS and above in this FEIS, the impact at the south crosswalk of Madison Avenue and East 43rd Street can be mitigated with restriping a wider crosswalk. Specifically, a 2-foot widening would adequately mitigate this projected impact. In addition, due to the recirculation of pedestrian trips, the impacts identified at the north crosswalk of Madison Avenue and East 42nd Street would only require a 4.5-foot widening for mitigation, rather than a 5-foot widening.

The remaining impacted pedestrian elements identified for the Modified Ground Floor Alternative in **Tables 17-13 to 17-15** could be mitigated with the same measures identified in Chapter 18, "Mitigation." Therefore, the overall findings resulting from the modified application would not be significantly different from those identified in the DEIS and above in this FEIS. Implementation of these pedestrian mitigation measures would be subject to approval by DOT prior to implementation. Measures that consist of relocation of non-fixed sidewalk/corner obstructions (i.e., newspaper boxes and trash receptacles) and widening existing crosswalks within certain guidelines are generally considered feasible. Measures that require physical changes to street geometry (i.e., sidewalk/corner extension), relocation of fixed DOT-owned sidewalk/corner obstructions (i.e., signal pole), and widening existing crosswalks beyond certain guidelines will be reviewed by DOT at the time of implementation. In the event that certain proposed mitigation measures were deemed infeasible by DOT at the time of implementation and no other alternative mitigation measures can be identified, those impacts would be unmitigated.

As noted in the DEIS, the rooftop amenity space could also be used for events (the scenario analyzed for the weekday PM and Saturday peak hours). Although travel mode distributions would be different with event space visitors, the travel patterns made by the various modes of transportation for these trips would be similar to those described above for the observation deck trip-making. As such, similar conclusions can be drawn on the limited effects the additional access for events is expected to have on the DEIS analysis findings.

As discussed above, access to the B1 level from East 42nd Street for rooftop observation deck or event space visitors would be accommodated by a 10-foot-wide stairway at the new MTA entrance. An analysis of this stairway was conducted to evaluate the expected changes in service levels from the modified application, as compared with the proposed actions. As presented in **Table 17-16**, the analysis results show that service levels at this stairway would worsen for both the AM and PM peak periods. However, NYCT has concluded that pedestrian flow for this stairway at these service levels would provide for acceptable queuing and crowding conditions, such that the modified application would also not result in any significant adverse transit impacts.

Table 17-16
2021 With-Action New MTA Stairway Analysis
Proposed Actions vs. Modified Ground Floor Alternative

Stairway Location	With Action Scenarios	Peak Hour Volumes		Peak 15-Minute Volumes		Friction Factor	Surge Factor		V/C Ratio	LOS
		Up	Down	Up	Down		Up	Down		
AM Peak Period										
1 Vanderbilt Entrance on E. 42nd St. – B1 Level to Street level	Proposed Actions	2885	152	902	48	0.9	1.00	1.00	0.80	C
	Modified Ground Floor	3429	544	1,072	186	0.9	1.00	1.00	1.06	D
PM Peak Period										
1 Vanderbilt Entrance on E. 42nd St. – B1 Level to Street level	Proposed Action	379	3418	118	1,068	0.9	1.00	1.00	1.00	D
	Modified Ground Floor	833	3,568	260	1,115	0.9	1.00	1.00	1.16	D

CONCLUSIONS

As described above, the modified application would not result in any significant adverse environmental impacts that were not previously identified in the DEIS and above in this FEIS. The modified application would not affect the majority of the environmental impact areas assessed in the DEIS and the FEIS. For those impact areas that would be affected by the modified application, there would not be any new significant adverse impacts that were not previously disclosed in the DEIS and above in this FEIS. ✶