

9.0 NEIGHBORHOOD CHARACTER

9.1 Introduction

The Hospital for Special Surgery (HSS) is part of a neighborhood characterized by major medical institutions. An assessment of neighborhood character is discussed in the following subsections to determine the impact of the structures to be constructed with the proposed project. The proposed project would add three (3) additional floors to the East Wing of the main hospital building, thereby increasing the existing building to eleven (11) stories and the new construction of the 12-story River Building directly north of the East Wing of the main hospital. Section 3H of the CEQR Technical Manual suggests a neighborhood character analysis should consider the elements that create a distinct “personality” by examining “land use, urban design, visual resources, historic resources, socioeconomics, traffic, and noise”. The neighborhood is usually defined by a few of the elements.

A detailed account of the existing neighborhood was conducted in a 400 foot radius (the primary study area) of the project site was done by reviewing information in publications and online databases and by a field survey. The secondary study area for general characteristics of the neighborhood was conducted using a ¼ mile radius from the project site. An inventory of the neighborhood elements was assembled through field surveys, photographs, and online building information system resources.

9.2 Existing Conditions

HSS, founded in 1863, is the oldest orthopedic hospital in the country. HSS is a world leader in musculoskeletal medicine. The HSS campus consists of various buildings in the project site neighborhood including the main hospital, Parker House, Belaire Building, Caspary Research Building, River Terrace Building, East River Professional Building, Dana Center, and East River Place. The immediate neighborhood (400-foot radius study area) is developed with a mix of residential, residential with commercial ground-level space, commercial, manufacturing and institutional buildings ranging in height from 3- to 42-stories high. Major institutions in the study area include the New York Presbyterian Hospital-Cornell Medical Center (NYPH-CMC) and the Memorial Sloan-Kettering Cancer Center (MSKCC). The properties within the study area are described in detail to the west of the subject site in Table 9-1, south of the subject site in Table 9-2, and north of the subject site in Table 9-3 (see Figure 9-1).

Table 9-1. Description of Structures West of the Subject Site in the 1/4 Mile Study Area.

Address	Structure Owner/Use	Structural Details
<i>East of York Avenue</i>		
541 E. 71 st Street	HSS Research Building	8-story white brick building with a 3 rd floor overpass pedestrian bridge south to the 535 E. 70 th Street HSS building
525 E. 71 st Street	HSS “The Belaire” (Medical Offices)	45-story red brick building (6-story attached building) with public plaza
517 E. 71 st Street	HSS Medical Offices	13-story yellow brick building (window AC present)
515 E. 71 st Street	NYPH “Hamad Binkhalifa Biomedical Research Building”	13-story metal and glass building
1334 York Avenue	Sotheby’s auction house	16-story metal and glass building
<i>West of York Avenue</i>		
440 E. 72 nd Street	NYPH “Mary Manning Walsh House” (senior housing)	18-story red brick building

Table 9-2. Description of Structures South of the Subject Site in the 1/4 Mile Study Area.

Address	Structure Owner/Use	Structural Details
<i>East of York Avenue between 68th and 70th Street</i>		
535 E. 70 th Street	HSS Main building	5-story concrete building with an 8-story wing traversing Franklin D. Roosevelt Drive.
523 E. 70 th Street	NYPH “Annex Building”	5-story concrete building with mechanical infrastructure and a 36-story smoke stack
505 E. 70 th Street	NYPH “Helmsley Medical Offices”	36-story concrete building
520 E. 70 th Street	NYPH “CV Starr Pavilion”	Attached concrete building complex of 7, 11, and 25-stories
1300 York Avenue	NYPH “Joan & Sanford Weill Medical College & Graduate School of Medical Sciences of Cornell University” (ground-level retail “River East Deli & Grocery & Aphrodite Cleaners & Laundry)	Attached concrete building complex of 7, 9, and 11-stories with ground-level retail
<i>West of York Avenue between 68th and 70th Street</i>		
1319-1335 York Avenue	NYPH “Stitch Medical Offices”	3-story attached concrete building.
428 E. 70 th Street	NYPH “Lawrence G. Payson House” (senior housing)	34-story attached concrete building with mechanical infrastructure and a 36-story smoke stack
1327 York Avenue	“Duane Reade Pharmacy”	1-story attached commercial building

Table 9-3. Description of Structures North of the Subject Site in the 1/4 Mile Study Area.

Address	Structure Owner/Use	Structural Details
<i>East of York Avenue between 72nd and 73rd Street</i>		
1360 York Avenue	Residential Apartments	6-story attached residential red brick building
1364 York Avenue	Residential/Commercial (“Orlando News”, East River Liquors”)	5-story attached residential brick building with ground-level commercial space
1366 York Avenue	Residential/Commercial (“Sunrise Mini Market”)	5-story attached residential brick building with ground-level commercial space
500 E. 73 rd Street	Residential/Commercial (“Fraiche Cuisine & Marche”)	5-story attached residential brick building with ground-level commercial space
516 E. 72 nd Street	NYPH “Citigroup Biomedical Imaging Center”	2-story metal and glass building
530 E. 72 nd Street	Residential Apartments “Edgewater”	22-story white brick residential building
515 E. 72 nd Street	Residential Apartments “River Terrace”	42-story attached red brick residential building
519 E. 72 nd Street	“River Terrace” Medical Arts	9-story attached red brick residential building
521-523 E. 72 nd Street	Commercial (“East River Cleaners”)/Office	9-story attached red brick building
527, 531, 535, & 541 E. 72 nd Street	Residential Apartments	5-story attached black brick buildings
<i>East of York Avenue between 73rd and 74th Street</i>		
502 E. 73 rd Street	Residential Apartments	5-story attached brick building
E. 73 rd Street	Office	10-story attached brick office building
E. 73 rd Street	Parking Garage	6-story parking garage
E. 73 rd Street	Residential Apartments “One East River Place”	52-story black glass building
503-505 E. 73 rd Street	Residential/Commercial (“Max Cleaners”)	6-story brick residential with ground level commercial space
507-511 E. 73 rd Street	Residential Apartments	6-story red brick residential building
517 E. 73 rd Street	Commercial “Marmin Collision Specialists”	1-story attached concrete building
519 E. 73 rd Street	Commercial “John Rosselli” Art Gallery	1-story attached concrete building
545 E. 73 rd Street	New York Department of Sanitation	8-story brick building with an 8-story smoke stack
<i>West of York Avenue between 72nd and 73rd Street</i>		
1365 York Avenue	Residential Apartments	36-story unattached yellow brick building

In general, the surrounding neighborhood (1/4-mile radius study area) is developed with a mix of attached institutional and residential apartment buildings with ground-level commercial space ranging from 3- to 40-stories high. The following institutions are present in the secondary study area: Rockefeller University, New York Presbyterian Hospital, Weill Cornell Medical College, Memorial Sloan-Kettering Cancer Center, and Hospital for Special Surgery. The properties surrounding the site in the study area are described below.

The northern portion of the study area consists of 6- to 42-story residential, educational facilities, and various industrial facilities. Significant air emission sources to the north are the New York Department of Sanitation facility on 73rd Street (East of York Avenue) and the 74th Con Edison Steam Business located on 74th Street (East of York Avenue). Both facilities have large stacks. In addition, John Jay Park & Playground, PS 158 Bayard Taylor, and Eleanor Roosevelt High School are located north of 76th Street. John Jay Park and Pool is the largest open space resource in the study area, located between East 76th and 78th Streets, York Avenue, and FDR Drive. The 3.3-acre park is managed by the New York City Department of Parks and Recreation and contains numerous amenities, including a wide variety of playground equipment, tennis courts, picnic tables, benches, sprinkler, drinking fountains, game tables, landscaping, and sculptures by Douglas Abdell. In addition, the park has a 50 by 145-foot public swimming pool. The Church of the Epiphany is located at the northwest corner of 74th Street and York Avenue.

The southern portion of the study area consists of large institutional structures. The NYPH-Cornell Medical Center is located directly to the south of the HSS study area. The existing buildings of the NYPH-CMC to the south of the study area range in height from 5- to 8-stories, with a central gothic 27-story tower, including a wing built on a platform in the airspace over the FDR Drive. The main building of the NYPH-CMC was constructed in 1927. The NYPH-CMC is currently eligible for listing on the State and National Registers of Historic Places. In addition the 15-acre main campus of Rockefeller University is located south of the NYPH main hospital entrance on 68th Street, which was founded in 1901. On the Rockefeller University campus is the historic resource “Founder’s Hall” which has been designated a National Historic Landmark. Southwest of the project site is the MSKCC, which was established at this site in 1939 with the construction of Memorial Hospital on York Avenue and 68th Street. The Sloan-Kettering Institute was created in 1948, and formally united in 1960 with Memorial Hospital. Construction of the 23-story Memorial Sloan-Kettering Cancer Center Research Building is located between 68th and 69th Street and First and York Avenue and would be completed in 2007.

The eastern portion of the study area is characterized by the Franklin D. Roosevelt Drive expressway, the East River and the Esplanade. The Franklin D. Roosevelt (FDR) Drive runs through the study area, consisting of six (6) vehicle lanes. Construction of the FDR Drive was begun in 1934. The six-lane FDR Drive is not designed to current Interstate standards and is therefore closed to commercial traffic. The proposed project would construct a new building on a platform over the FDR Drive. The East River Esplanade, is located between FDR Drive and the East River. The esplanade runs the entire length of the study area and beyond to the north and south. The esplanade is accessible via a pedestrian bridge over the FDR Drive adjacent to the project site on East 71st Street, which would not be removed by the proposed project. East of the Esplanade is the west channel of the East River.

The western portion of the study area is composed of residential buildings ranging in height from 5- to 45-stories mixed with ground-level commercial space. St. Catherine's Park, located on the west side of First Avenue between E. 67th and 68th Street, is a large open space supporting both passive and active uses. The second-largest open space resource within the study area is St. Catherine's Park covering 1.3 acres. St. Catherine's Park offers many of the same amenities as John Jay Park and Pool but does not include a swimming pool. Construction has begun on a 13-story "Ambulatory Care and Medical Education Building" at the southwest corner of 70th Street and York Avenue for Weill Cornell Medical College.

9.3 The Future Without the Proposed Project - 2010

The conditions of the project site would not significantly change with the addition of a floor in the Main Hospital-East Wing and the completion of the existing 5-8 floors of the Main Hospital-West Wing. Therefore the future without the proposed project would not change the character of the neighborhood. In addition, the construction, which is allowable under the 1973 Agreement as amended and the Previous Approvals, would be consistent with the major land uses and character of the area and with the approved 23-story research building of MSKCC, expected to be completed in 2007.

9.4 The Future With the Proposed Project - 2010

The proposed project would add a net gain of 26 new certified beds. The proposed project would support the existing neighborhood character by supporting the major land use of the area, medical facilities. The neighborhood character would not significantly change with the addition of three (3) floors to the Main Hospital-East Wing and the construction of the new 12-story River Building.

Construction of the proposed project may be disruptive to the neighborhood, in particular the hospital operations and traffic flow on FDR Drive. The following analysis describes the overall temporary effects on land use, community facilities, historic and archeological resources, hazardous materials, traffic and transportation, air quality, and noise.

9.4.1 Land Use

The proposed project would not alter surrounding land uses or neighborhood character. However, during construction of the proposed project there would be temporary disruptions and intrusions. For example, the construction of the new River Building would temporarily make the Esplanade less attractive and would require closure for four (4) to six (6) months during certain unsafe construction activities in connection with the proposed platform and support columns of the proposed River Building. The implementation of a Construction Management Plan would minimize any effects. Therefore, no significant impacts to land use as it relates to neighborhood character are expected.

9.4.2 Socioeconomic Conditions

The construction of the proposed project would not negatively impact either the access to, or the viability of, the various residences or businesses that are located nearest to the proposed project site. The construction of the proposed project would create significant beneficial employment

and fiscal benefits for the city and state. Therefore, no significant affects to neighborhood character are expected.

9.4.3 Community Facilities

Access to the main entrance of HSS and other buildings in the area would not be blocked during the construction process or as a result of the proposed project. Access to the New York Presbyterian Hospital (NYPH) emergency entrance, located west of the HSS entrance on E. 70th Street, would be unaffected by the construction process. Construction activities would be conducted in accordance with NYCDOB codes related to active hospitals.

Some temporary disruption of street and sidewalk activity on E. 71st Street between York Avenue and FDR Drive is anticipated. All street and sidewalk disruptions would be done in accordance with DOT permits and standards. However, all of the streets affected and FDR Drive would be accessible to emergency vehicles and available for emergency access. Coordination with the New York City Police Department (NYPD) and the New York City Fire Department (FDNY) would ensure unimpeded emergency access during construction.

9.4.4 Open Space

There would be no permanent significant adverse impacts on open space (see Chapter 5- Open Space). There would be, however, a potentially significant temporary adverse impact if there were unexpected delays in construction causing the closure of a portion of the Esplanade for a period in excess of six months. Partial mitigation of that potential impact is identified in Chapter 22.

9.4.5 Historic Resources

The Landmarks Preservation Commission has determined there would be no significant adverse impacts to historic resources (archaeological or architectural) from the proposed project. No archeological resource would be affected by the proposed project. In addition, the architectural resources identified within the 800-foot study area are not in the immediate vicinity of the project site. The proposed project would not cast shadows on these resources, and construction in connection with the proposed project would not have the potential to affect these resources.

9.4.6 Hazardous Materials

There is a potential to encounter contaminated fill material during excavation activities for the support columns, which could potentially affect the neighborhood. However, with the implementation of a DEP approved Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP), the proposed actions would not result in significant adverse impacts with respect to hazardous materials.

A Phase II Environmental Site Assessment was conducted where excavation activities are proposed for the placement of the support columns along the FDR Drive Southbound Service Road and along the East River Esplanade in between the two (2) parts of the switchback pedestrian ramp. As outlined in Section 12.5 contamination of SVOCs and metals was found in the soil and metals in the groundwater. Based on this information, and in accordance with local, State, and Federal standards and guidelines, a RAP and CHASP were prepared to aid in the

proposed excavation activities and remediation that is needed for the excavation of the support columns. All appropriate mitigation measures are outlined in the RAP, which was approved by the New York City Department of Environmental Protection (DEP) on July 21, 2008. The CHASP prepared for the site, and deemed acceptable by the DEP on July 21, 2008, will ensure all safety measures for the proposed remediation are conducted in accordance with all local, State, and Federal rules and regulations. Air monitoring will be conducted in accordance with the approved CHASP using dust monitors and a PID, and will take place in accordance with the New York State Department of Health guidance values. Monitoring for background levels will take place at the start of each work day. The monitors will then be moved to the downwind side of any ongoing work to monitor for excessive levels of dust or flammable gasses. Dust suppression activities will be implemented if conditions indicate that dust may become problematic. The PID will be used to monitor for volatile vapors.

Based on the construction dates for the West Wing (1954 and 1980) and Caspary Research Building (1958) there is a potential for asbestos containing materials and lead based paint that can be disturbed during construction activities. This work would be done in accordance with the Hospital for Special Surgery's existing Operations and Maintenance Plan. Based on the construction dates for the Belaire Building (1987) and the East Wing (1995) there are no potential concerns relating to asbestos containing materials and lead based paint in these buildings.

9.4.7 Traffic & Parking

No significant adverse impacts were identified in the Traffic and Parking analyses in Chapter 16. Therefore, there would not be any significant adverse impacts on neighborhood character arising from traffic and parking.

9.4.8 Air Quality

No significant adverse impacts were identified in the Air Quality analyses in Chapter 18. Therefore, there would not be any significant adverse impacts on neighborhood character arising from Air Quality.

9.4.9 Noise

No significant adverse impacts were identified in the Noise analyses in Chapter 19. Therefore, there would not be any significant adverse impacts on neighborhood character arising from Noise.

9.4.10 Construction

9.4.10.1 Open Space

Although the construction of the proposed project would decrease the attractiveness of the Esplanade in the area of the proposed project, it would only be short term, and no other open space's would be affected as a result of the proposed projects construction activities. During construction activities for the platform and support columns, portions of the Esplanade will be temporarily closed. During installation of the columns and while the footings are being excavated, the Esplanade will be closed between approximately E. 70th Street to just past the

midblock point between E. 71st Street and E. 72nd Street. At the request of the New York City Department of Parks and Recreation (See Appendix D) HSS will make every effort to limit the closure to four to six months and would remain open on weekends when possible and safety permitting. HSS will also coordinate the construction project with the New York City Department of Transportation's planned reconstruction of the East 78th and East 81st Street pedestrian bridges.

Approximately four (4) foundation columns would be placed in the Esplanade in between the ramps of the E. 71st Street switchback ramp of the pedestrian bridge; therefore, no change in useable space of the East River Esplanade would result from the placement of the foundation columns. However, this would cause the ramp to be unusable during construction. Access to the E. 71st pedestrian bridge via the E. 71st Street pedestrian ramp would be re-routed to a temporary ramp during construction in order to preserve access along the Esplanade south of E. 71st Street. Detour signage would be installed at the last entrance/exit to the Esplanade north of the blocked area (E.78th Street) to alert Esplanade users that there is no exit south of this point and that there is a "dead-end" ahead and to direct pedestrians to the temporary ramp. Additionally, the Esplanade would be opened on weekends when possible and safety permitting.

Fencing and temporary protection during construction activities would ensure safety to users of the Esplanade. Once the columns are in place and the structure of the deck is in place, north-south movement past this point would be restored. Restoration of the Esplanade would commence as early as possible after construction of the River Building and would include improvements such as plantings, lighting, benches, and paving. Unforeseen and uncontrollable events are always possible in construction, such as a worker strike. HSS will continue to make every effort to limit closure of the esplanade to between four and six months. In the event that, due to unforeseen circumstances the Esplanade remains closed longer than six months, mitigation measures, such as additional Esplanade beautification and improvements would be done further to the North and South of the site as a result of the Esplanade be closed for greater than six (6) months.

9.4.10.2 Traffic and Parking

An increase in truck traffic, construction workers' private autos, and construction equipment to and from the site during the construction period is anticipated. This increase in traffic is anticipated to vary, depending on the construction phase, the equipment required, and the number of workers required being present on the site during that particular portion of the construction.

The estimated average number of construction workers on site would vary depending on the stage of construction. Given typical construction hours (7am to 4pm), worker trips would occur during off-peak hours and would not significantly increase the traffic during peak hours. Construction workers would travel primarily by public transportation, with a small percentage traveling by automobile, thus not having a significant adverse impact on the street traffic. In addition, the increase in traffic is not anticipated to be significant, due to its temporary nature.

Concrete trucks and container/dumpster trucks are expected to be used during construction activities. The truck movements would be spread throughout the day occurring generally between 7:30 AM and 4:30 PM. Trucks would travel designated truck routes to and from the site, and would get permits for overweight/oversized trucks. Southbound trucks, would enter and exit from the FDR Drive at the E. 73rd and 63rd Street ramps. Northbound trucks would enter and exit from the FDR Drive at the E. 62nd and 96th Street ramps.

Sections of the FDR Drive near the project site would be narrowed during construction. The addition of a new, independent grade beam for the Esplanade ramp of the pedestrian bridge may require sheeting along the east side of the FDR Drive and the addition of a grade beam to accommodate the columns to be located on the west side of the FDR Drive, would require temporary closures of one (1) northbound lane that the southbound service of the Drive. These closures would occur at times of reduced traffic and as directed by the NYC DOT. Lanes on the FDR Drive have been similarly narrowed in the past for other projects and has been determined to have modest impact on capacity and level of service. During certain stages of construction, there could be complete sidewalk closures and temporary parking restrictions. Pedestrian safety would be protected by means of construction site fencing, overhead protection, and limited access locations. There could be sidewalk closings for short periods of time, but pedestrians would be directed to an alternate route for walking past the construction site. No bus stops or subway entrances would need to be closed to allow for construction related activity.

9.4.10.2.1 Air Quality

Heavy construction operations at the site would result in a temporary increase in pollutant emissions from the equipment used, and from truck and automobile traffic traveling to and from the site. However, the major air quality concern during construction operations would be the control of fugitive dust when site preparation operations are undertaken. Fugitive dust at a construction site is essentially composed of airborne soil particles caused by entraining soil into the air. Air monitoring during the excavation stage of the construction activities will be conducted in accordance with the approved CHASP using dust monitors and a PID, and will take place in accordance with the New York State Department of Health guidance values. Monitoring for background levels will take place at the start of each work day. The monitors will then be moved to the downwind side of any ongoing work to monitor for excessive levels of dust or flammable gasses. Dust suppression activities will be implemented if conditions indicate that dust may become problematic. The PID will be used to monitor for volatile vapors. To a lesser extent, some fugitive dust emissions would arise from wind disturbance of exposed areas during construction. Dust control management would include covering of trucks with tarpaulins and hosing of dusty areas to ensure accordance with Section 1402.2-9.11 of the New York City Air Pollution Control Code. Construction vehicles would be routed on main thoroughfares. Local residential streets would be avoided wherever practicable. All construction related air quality effects would be of a relatively short duration, and minimized through modern construction techniques. Therefore, project related construction impacts on air quality are not expected to be significant.

9.4.10.2.2 Noise

The CEQR Technical Manual states that significant noise impacts due to construction would occur “only at sensitive receptors that would be subjected to high construction noise levels for an

extensive period time.” In general, this has been interpreted to mean that such impacts would occur only at sensitive receptors where high noise levels would occur for two years or longer. Given that the construction timeframe is estimated at a maximum of six (6) months, any elevated noise levels due to construction would be considered temporary in nature and not significant.

Impact on community noise levels during construction of the proposed project would include noise from construction equipment and noise from construction and delivery vehicles traveling to and from the project site. The level of impact of these noise sources depends on the noise characteristics of the equipment and activities involved, the construction schedule, and the location of sensitive noise receptors.

Noise levels at a given location are dependent on the type and number of pieces of construction equipment being operated as well as the distance from the construction site. Typical noise levels from construction equipment are shown in Table 20-1. Noise levels due to construction activities would vary widely, depending on the phase of construction (excavations, foundation, erection of structural steel and concrete, construction of exterior walls...), and the specific task being undertaken.

Construction noise generated by the project is expected to be similar to noise generated by other construction projects in Manhattan. Increased noise levels can be expected to be most significant during the foundation phase of the construction, which is expected to be short term. There would be no blasting conducted for the construction of the proposed project.

The noise impacts would last as long as the project is under construction, estimated to be a maximum of eighteen (18) months, and would vary in intensity, depending upon the nature of the construction stage. However, these effects would be temporary in nature, and would not be considered significant adverse impacts. The construction would comply with the general city, state, and federal guidelines for noise levels during construction.

Any noise impacts would be temporary and short-term. After erection of the framework and shell, the majority of the buildings would be enclosed and noise levels related to on-site construction activities would be significantly reduced. Therefore, no significant negative noise adverse impacts are expected from the construction of the proposed project.

9.5 Determination of Impact

Although no significant impacts are expected as a result of the proposed project on the neighborhood character the CEQR Technical Manual States that:

“Significant impacts on neighborhood character can also occur even if the proposed action would not have a significant impact on any one defining feature of the area. In these cases, the action may instead have moderate impacts on a number of defining features that cumulatively may result in a significant impact on the neighborhood character.”

The creation of the new River Building over the FDR Drive would complement the existing HSS Main Hospital-East Wing and New York Presbyterian Hospital- Cornell Medical Center

structures over the FDR Drive. Therefore, the proposed project would be similar to existing patterns and consistent with the 1973 Agreement. The socioeconomic conditions of the area would not be negatively impacted, but would be benefited by the increased employment from the proposed project. The addition of 464 employees would result in additional traffic, transit, and pedestrian trips in the study area. However, there would be no significant adverse impacts to traffic with the proposed project, and no mitigation measures would be needed. In addition, the new River Building would result in a direct change to the vista from the One River East Place Park Overlook located at the terminus of E. 72nd Street. The new River Building would incrementally block the southeastern portion of the view of the East River which is already obstructed by the Main Hospital-East Wing and the public pedestrian bridge from E. 71st Street over the FDR Drive. The resulting additional reduction in the southeasterly view available view of the East River would not constitute a substantial direct change to a visual feature because there would remain an unobstructed view in the southeasterly direction from other publicly accessible locations with the study area (see Chapter 8 “Urban Design and Visual Resources”).

With a construction protection plan for nearby facilities and resources, construction-related impacts on historic resources would be avoided. No changes in the traffic flow or street structure would result with the proposed project. In addition, the proposed project would be consistent with the major land uses and character of the approved 23-story research building of MSKCC, expected to be completed in 2007.

Overall, most of the factors that create the character of the neighborhood would be supported by the proposed project, while others would not be affected. Therefore the future with the proposed project would not change the character of the neighborhood, and no significant adverse impacts relating to neighborhood character are expected.

Figure 9-1. Photographs of the Project Site and Surrounding Area.



1. View looking north along the esplanade.



2. View looking north along the esplanade showing footing columns for the East Wing.



3. View looking south along the esplanade.



4. Another view looking south along the esplanade.



5. View looking south along the esplanade showing footing columns for the East Wing.



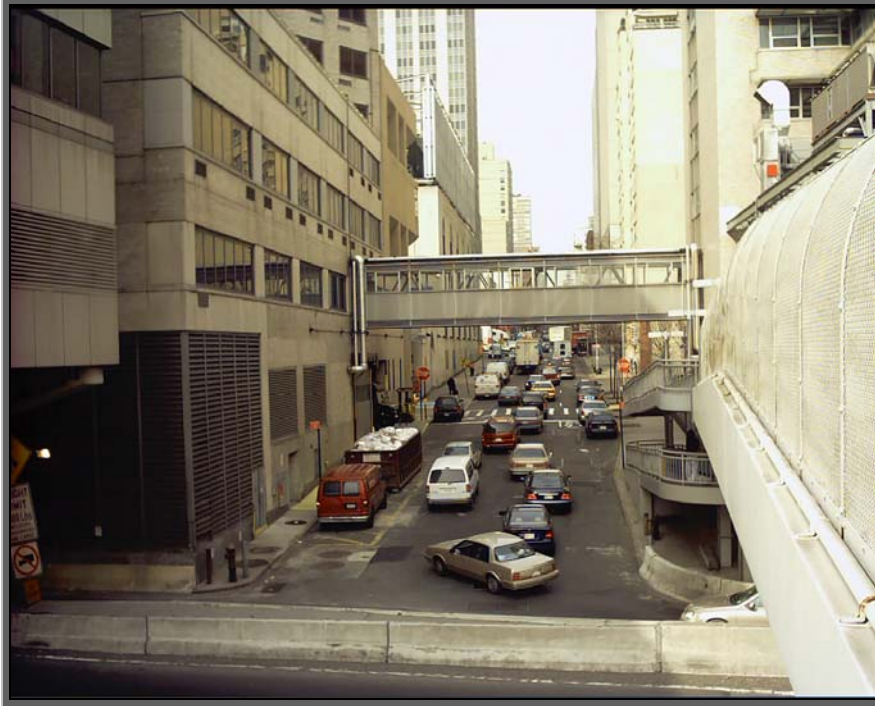
6. View looking north along the FDR Drive from the public pedestrian bridge.



7. View looking south along the FDR Drive at the East Wing and at the public pedestrian bridge that provides waterfront access.



8. View looking east from the location of the proposed River Building on the FDR Drive between E. 71st Street and E. 72nd Street



9. View looking west along East 71st Street showing the existing pedestrian bridge



10. View looking east along East 71st Street from York Avenue showing the existing pedestrian bridge between the West Wing and the Caspary Building.



11. View looking east along East 71st Street from midblock between York Avenue and the FDR Drive showing the existing pedestrian bridge between the West Wing and the Caspary Building.



12. View looking east along East 70th Street showing the existing pedestrian bridge between the West Wing and New York Presbyterian Hospital.



13. View looking west across FDR Drive at the bridge connecting HSS.



14. View of the Belaire plaza and building.



15. View of the NYPH building over East 70th Street.



16. View of the pedestrian bridge over FDR Drive.



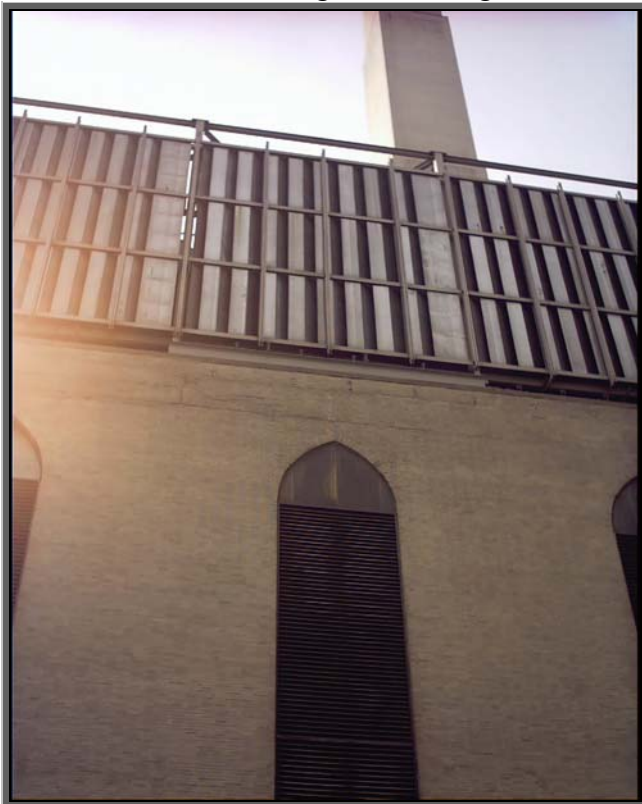
17. View of the Pedestrian bridge and HSS Main Hospital-East Wing over FDR.



18. View of the FDR Drive facing north from the pedestrian bridge.



19. View of the bridge connecting HSS on E. 71st Street.



20. View of the NYPH stack located on E. 71st Street.



21. View of the bridge connecting HSS over E. 71st Street.



22. View of the Belaire Building facing North.



23. View of the Caspary Building of HSS.



24. View of the bridge connecting HSS and NYPH on E. 70th Street.



25. View of E. 71st Street from York Avenue facing East.