

The current proposal is:

Preservation Department – Items 7 & 8, LPC-21-05602/21-05603

**71-105 East 42nd Street – Grand Central Terminal,
Borough of Manhattan**

How to Testify Via Zoom:

<https://us02web.zoom.us/j/85652843873?pwd=aHV2VWhNdkc1SDFLeitDbE9YN3NnUT09>

Webinar ID: 856 5284 3873

Passcode: 646895

By Phone:

1 646-558-8656

US (New York) 877-853-5257 (Toll free)

US 888 475 4499 (Toll free)

Note: If you want to testify on an item, join the Zoom webinar at the agenda’s “Be Here by” time (about an hour in advance). When the Chair indicates it’s time to testify, “raise your hand” via the Zoom app if you want to speak (*9 on the phone). Those who signed up in advance will be called first.

175 PARK AVENUE

LPC APPLICATION

LANDMARKS

FEBRUARY 23, 2021



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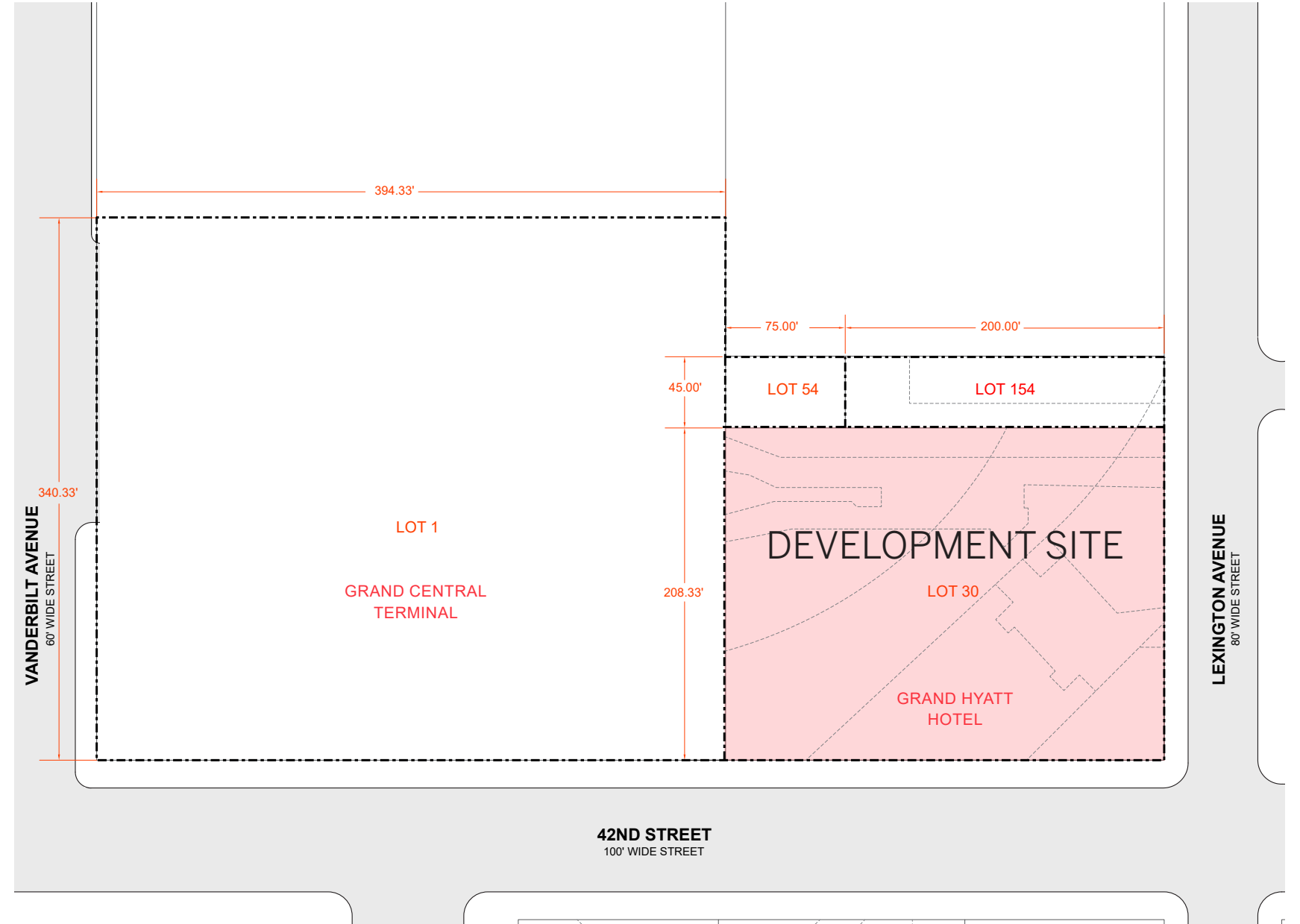
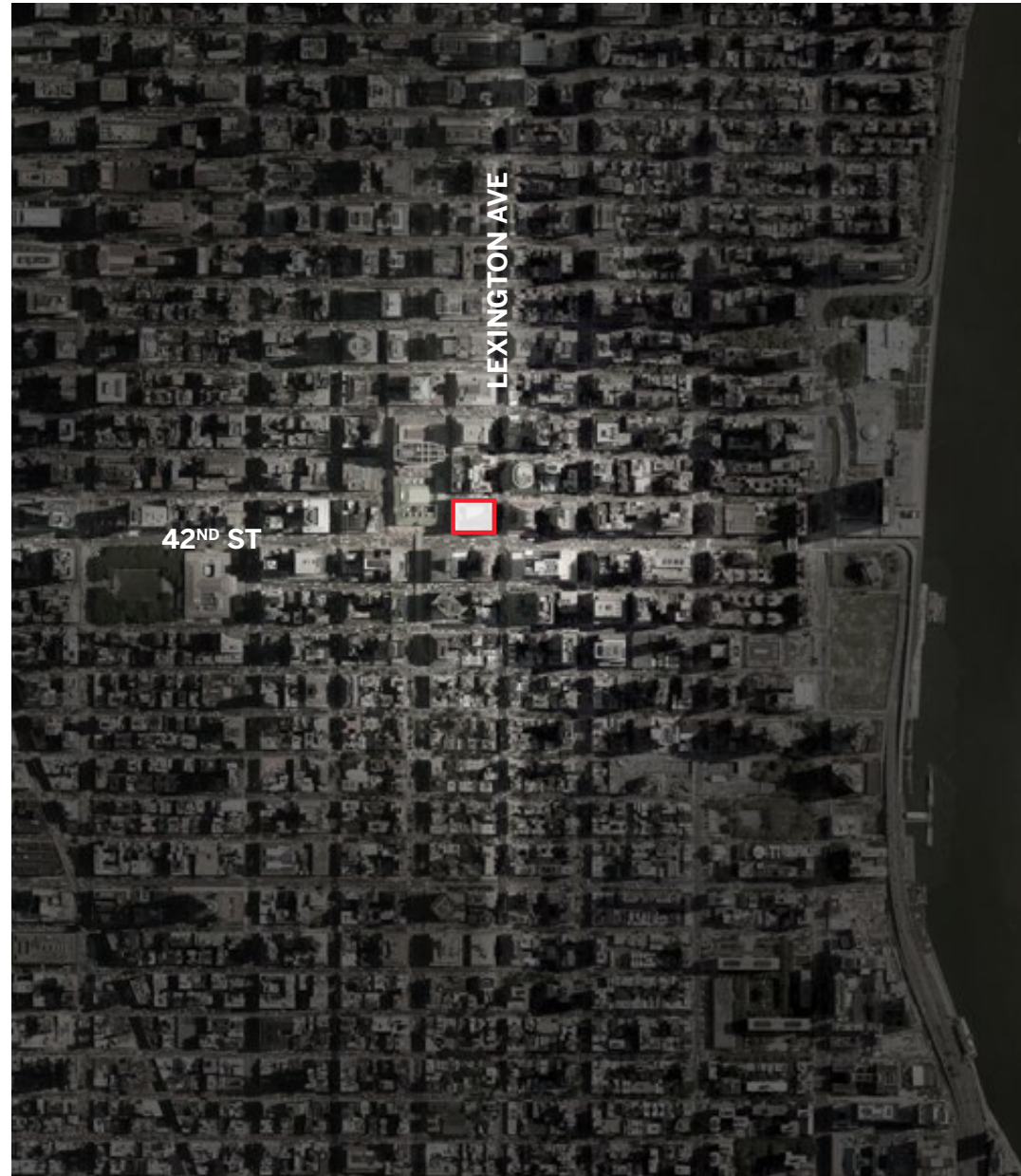
PART II IMPROVEMENTS AT GRAND CENTRAL TERMINAL (LOT 1)

VIADUCT-LEVEL SIDEWALK IMPROVEMENT

CHANGES TO 42ND STREET PASSAGE

Project Overview

DEVELOPMENT SITE



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GRAND HYATT HOTEL 1980-2020

Exterior Redesign: 1978-1980

Renovation Architects: Gruzen Samton with Der Scutt

Reopening: September 25, 1980

Interior Renovation: 2011

The site is not S/NR-eligible according to the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation.



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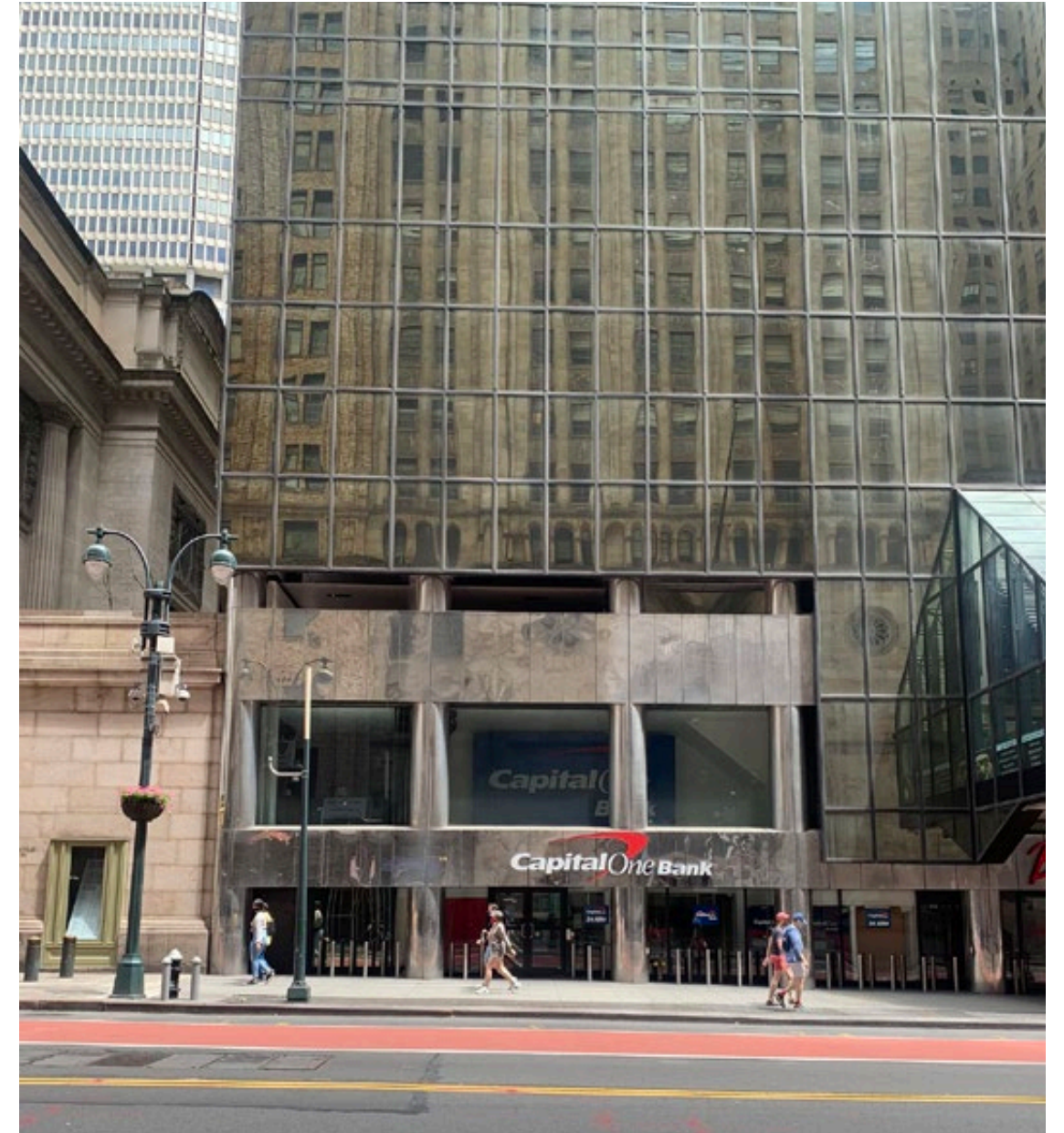


2020 CURRENT IMAGES- 42ND STREET WESTERN APPROACH

42ND Street western approach



42ND Street looking north at GCT interface



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2020 CURRENT IMAGES- 42ND STREET PASSAGE

42ND Street Passage looking south



42ND Street Passage subway entrance



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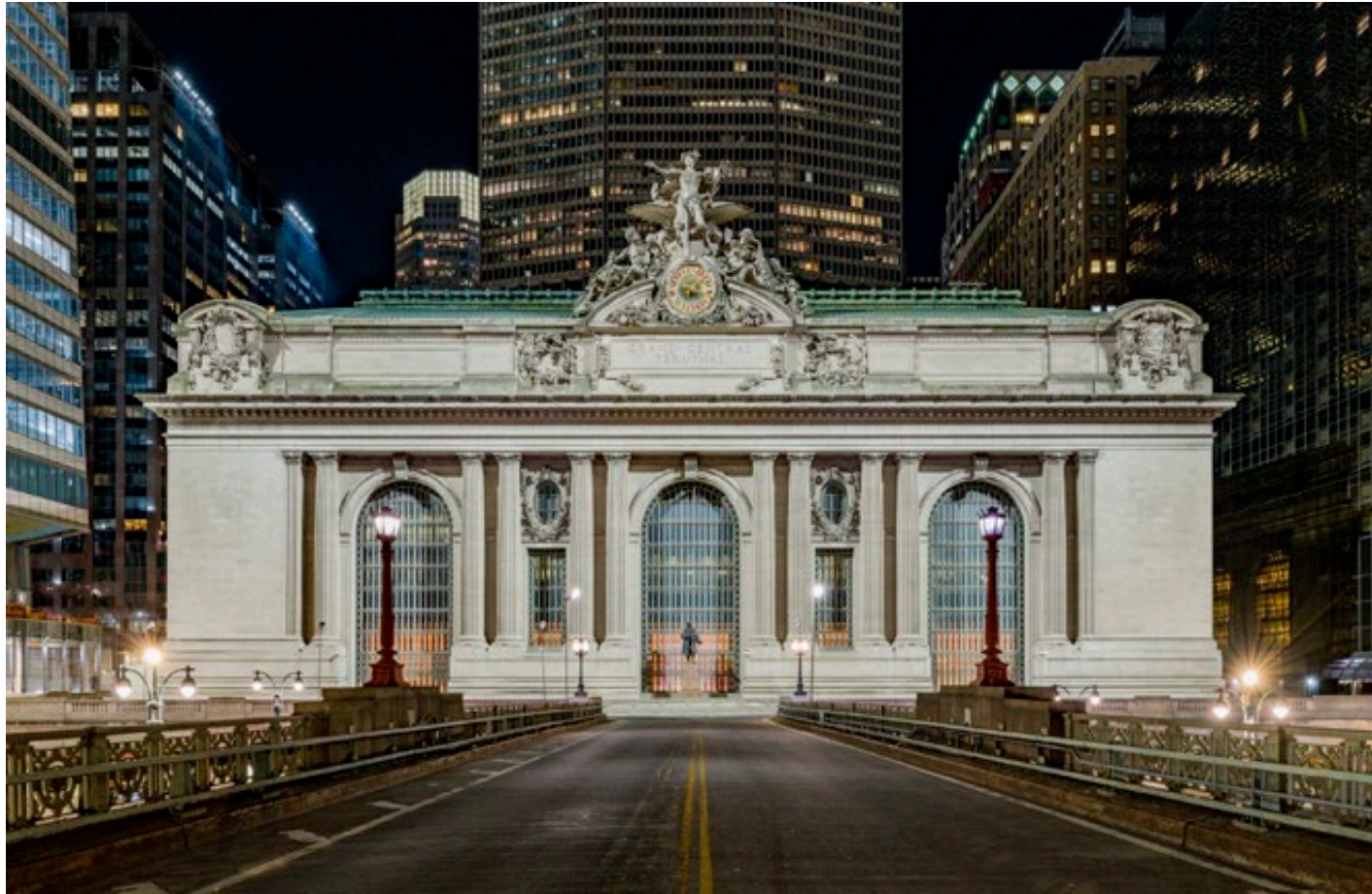
PROJECT OVERVIEW

- **Class A office space**
- **Up to 500-room hotel**
- **Ground and second-floor retail** (including MTA-controlled retail)
- **Significant public realm improvements, including subway and mass transit improvements, and publicly accessible space** with plaza-like amenities and elevated spaces from which to view Grand Central Terminal and the surrounding neighborhood.
- **The Zoning Resolution requires a report from the Landmarks Preservation Commission concerning the harmonious relationship of the 175 Park Avenue building envelope and architecture to Grand Central Terminal.**

Part I

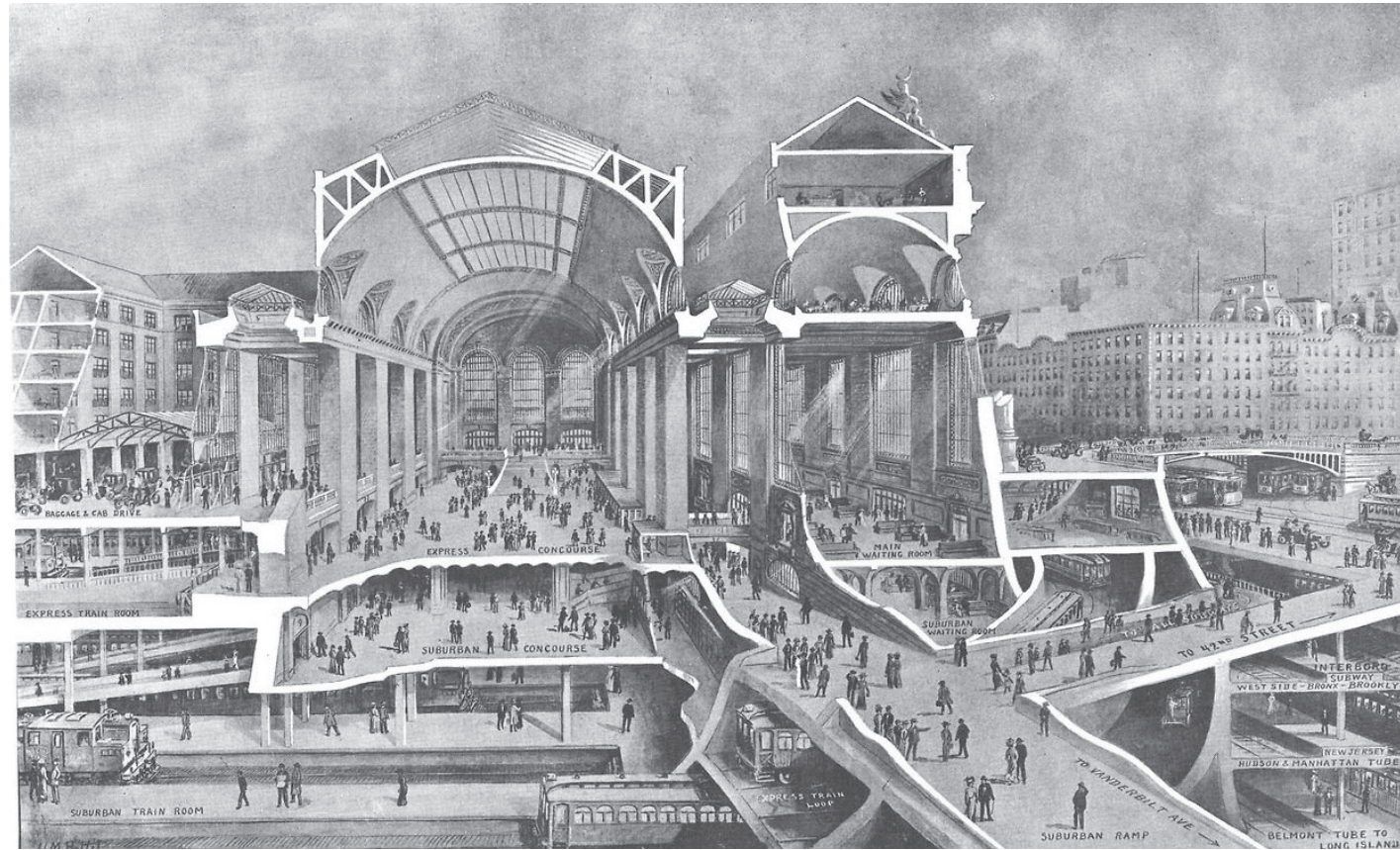
Harmonious Relationship to Grand Central Terminal

GRAND CENTRAL TERMINAL CHARACTERISTICS: ARCHITECTURAL



- Contrast of solids and voids.**
- Large glass areas.**
- Daring structural design.**
- Monumental scale of columns.**
- Handsome sculptured details such as the enframement of the oval windows.**
- Symmetry**

GRAND CENTRAL TERMINAL CHARACTERISTICS: FUNCTIONAL



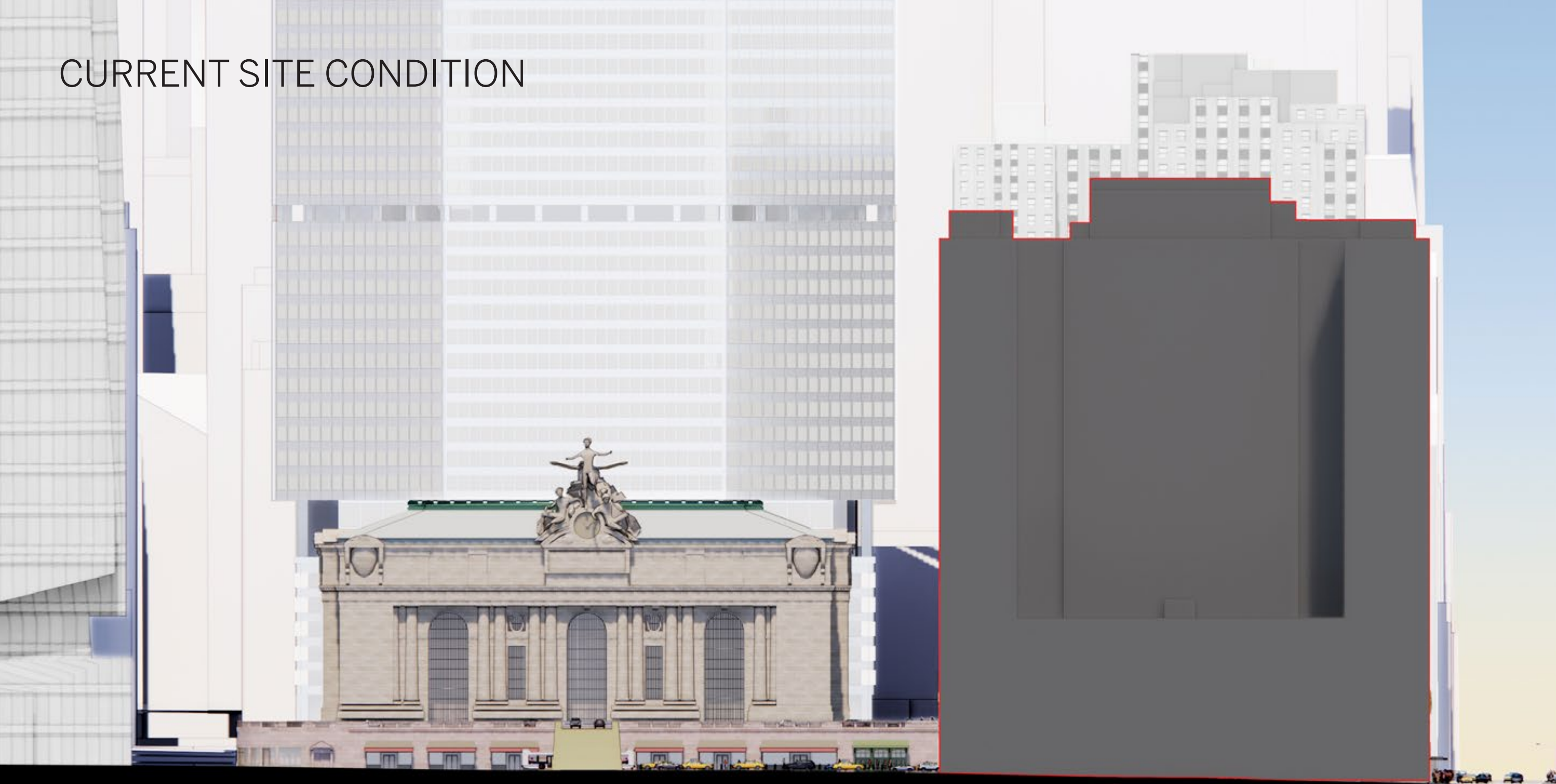
-Creative engineering solution to a difficult problem.

-An engine of circulation for the conveyance of passengers from sidewalks to trains.

-Multilevel circulation on exterior and interior that facilitates flows of crowds outside and inside, and celebrates the monumental scale of the building.

Tower Base and Streetscape

CURRENT SITE CONDITION



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LEXINGTON AVE & 42ND STREET CORNER LOOKING NORTHWEST



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THE HUMAN SCALE OF THE ONE-STORY PLINTH AT GCT AND SURROUNDING LANDMARKS



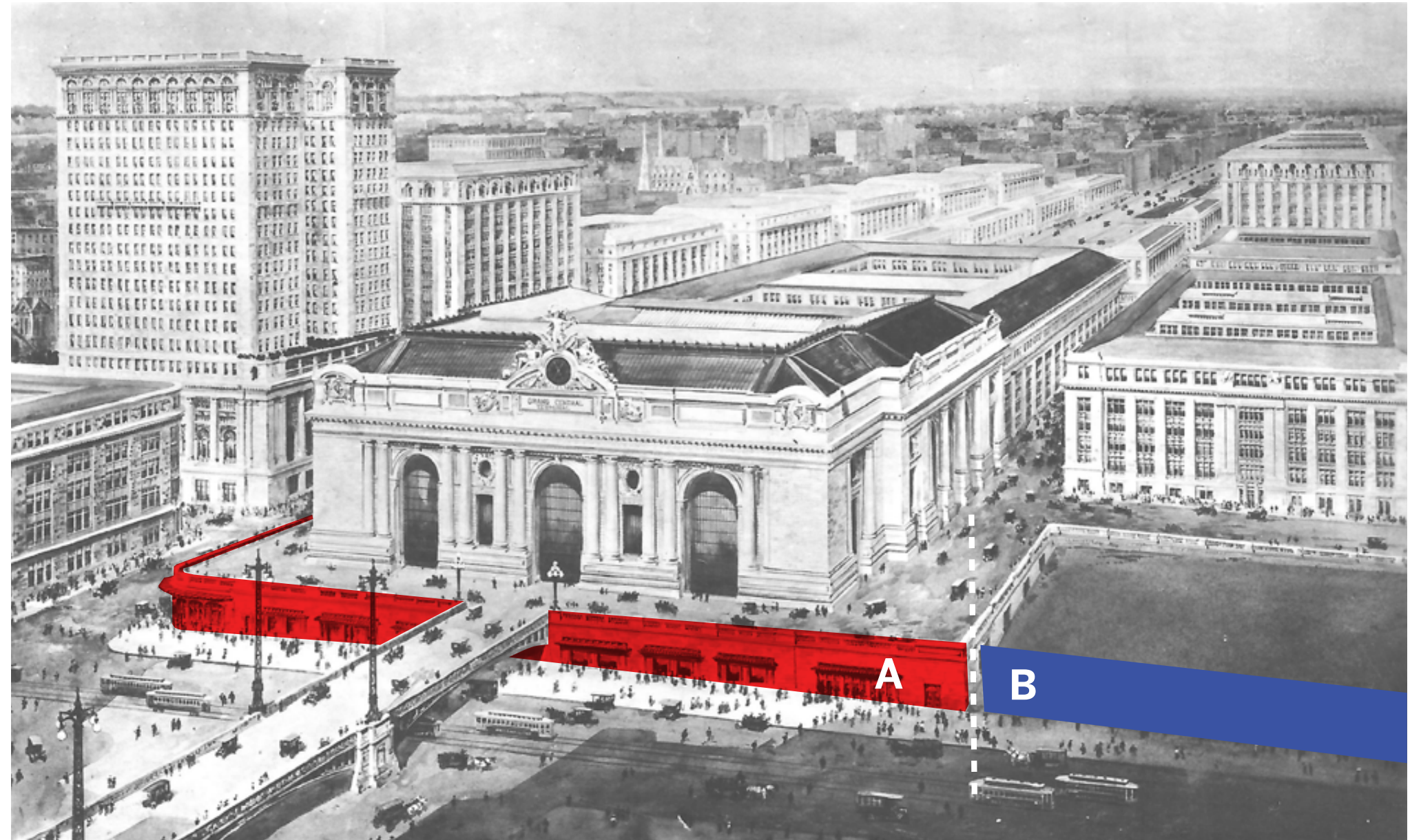
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EXTENDING THE GCT PLINTH

The project will acknowledge and reinforce the critical datum of the Grand Central Terminal plinth, in keeping with the original design of the Terminal.



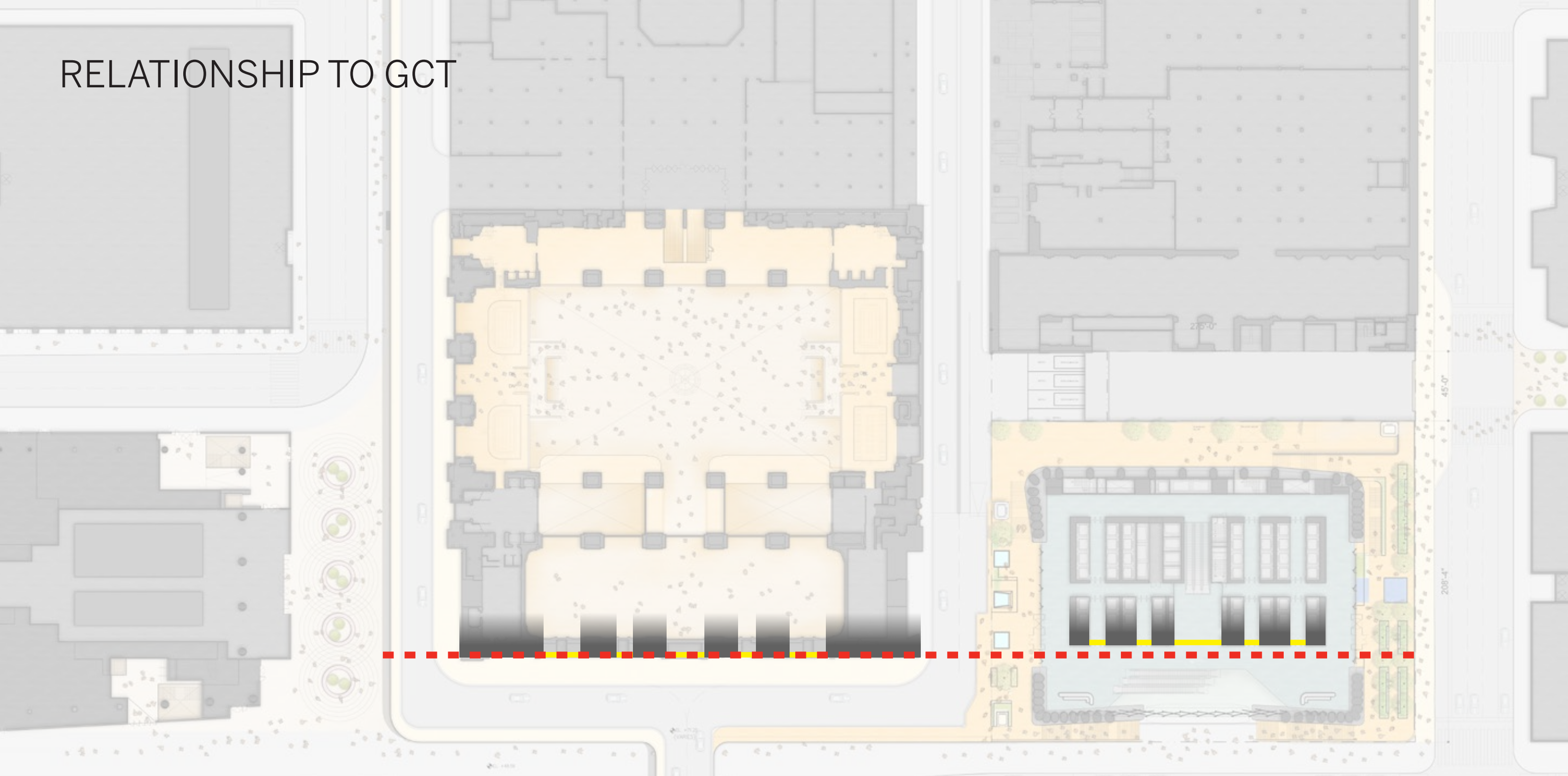
REGISTERING THE GCT PLINTH



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RELATIONSHIP TO GCT

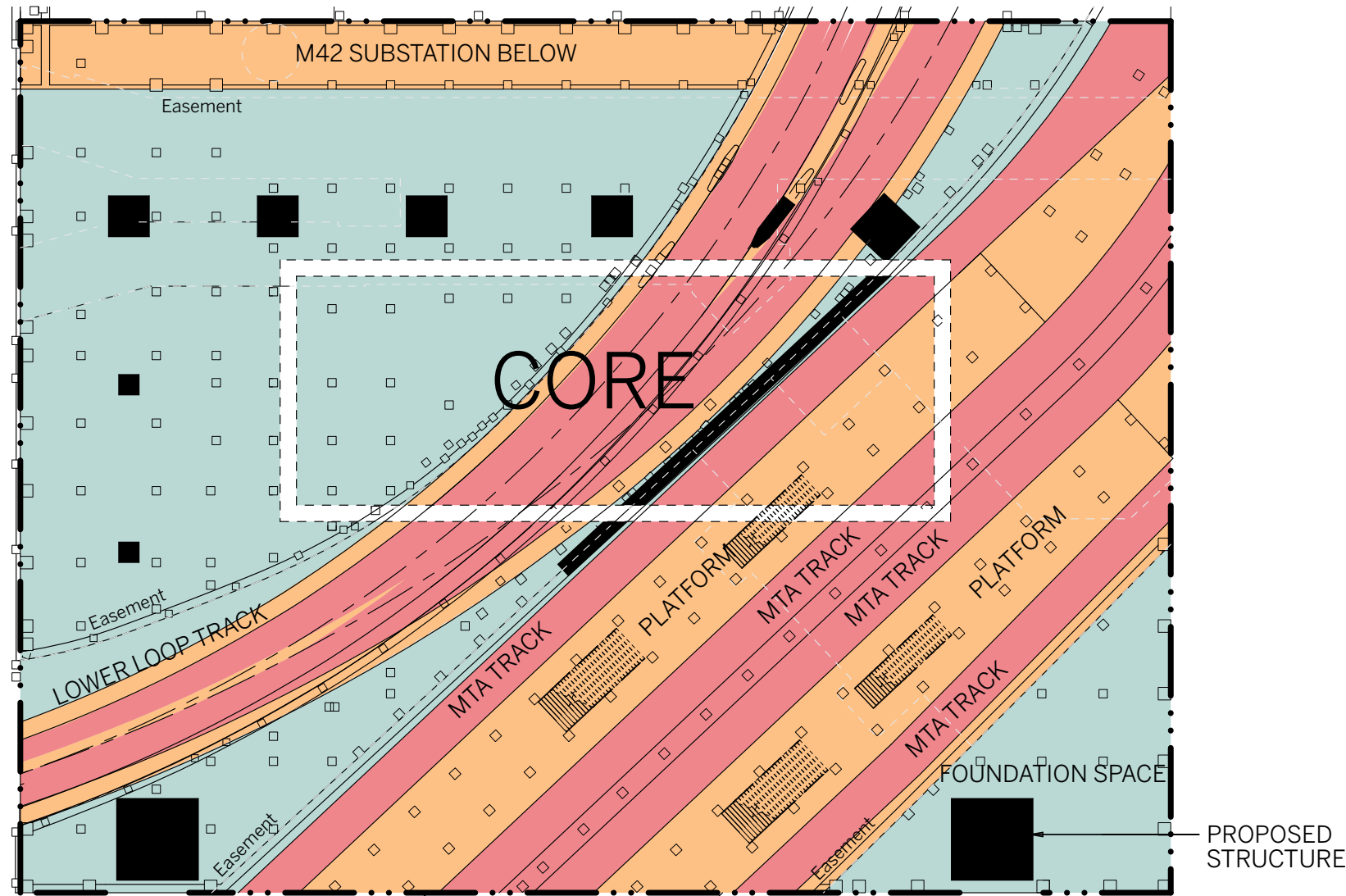


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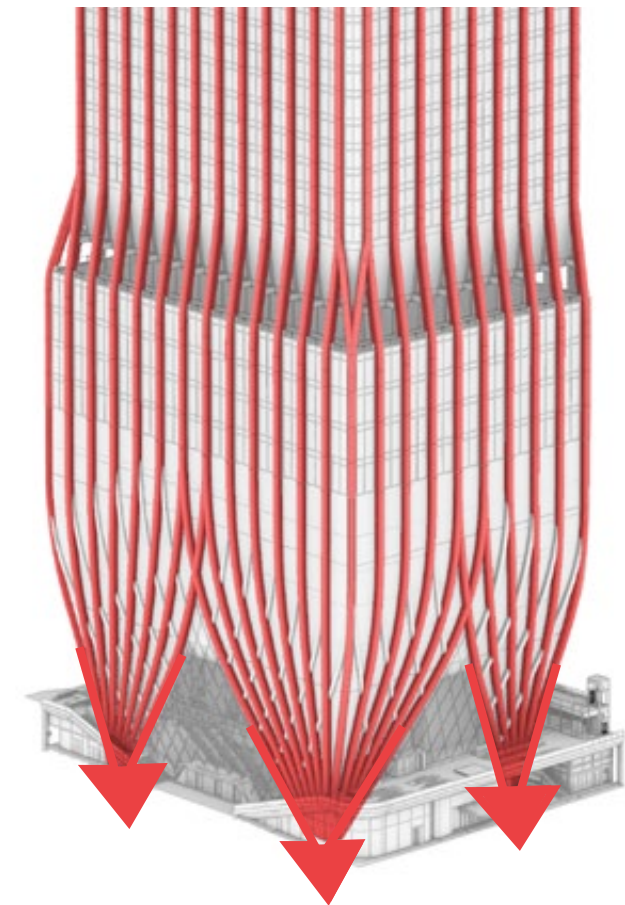
175 PARK AVENUE



LIMITED TERRA FIRMA



The presence of transit infrastructure below grade reduces the available terra firma onto which the building above can be supported.

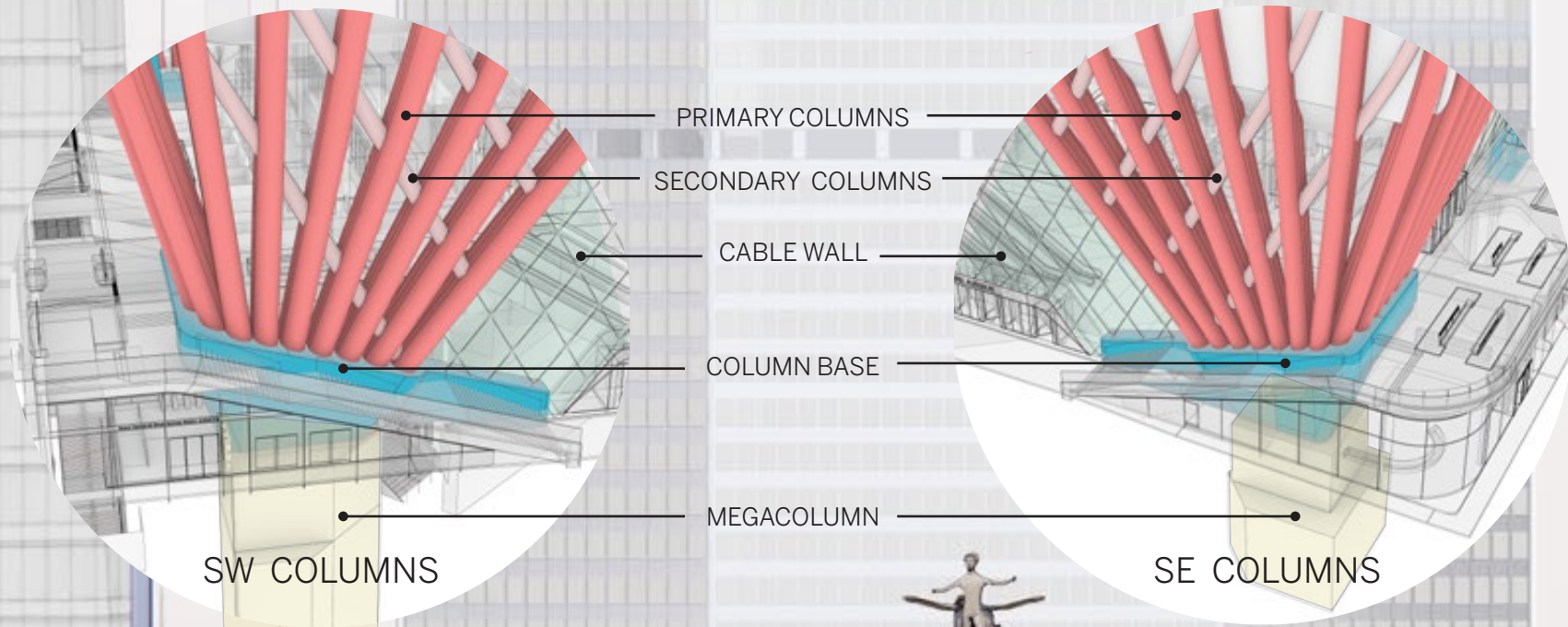


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BRINGING DOWN STRUCTURE

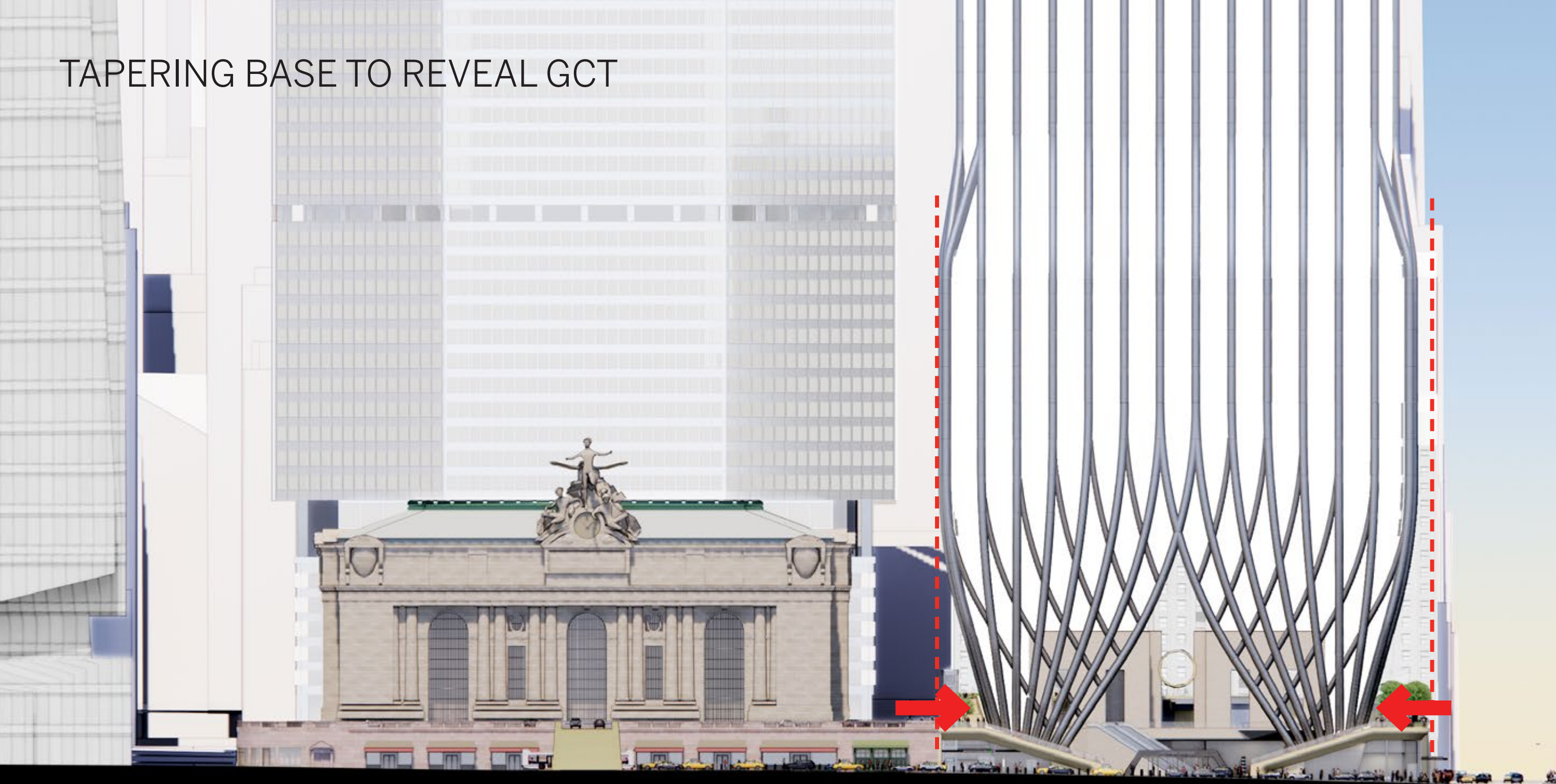


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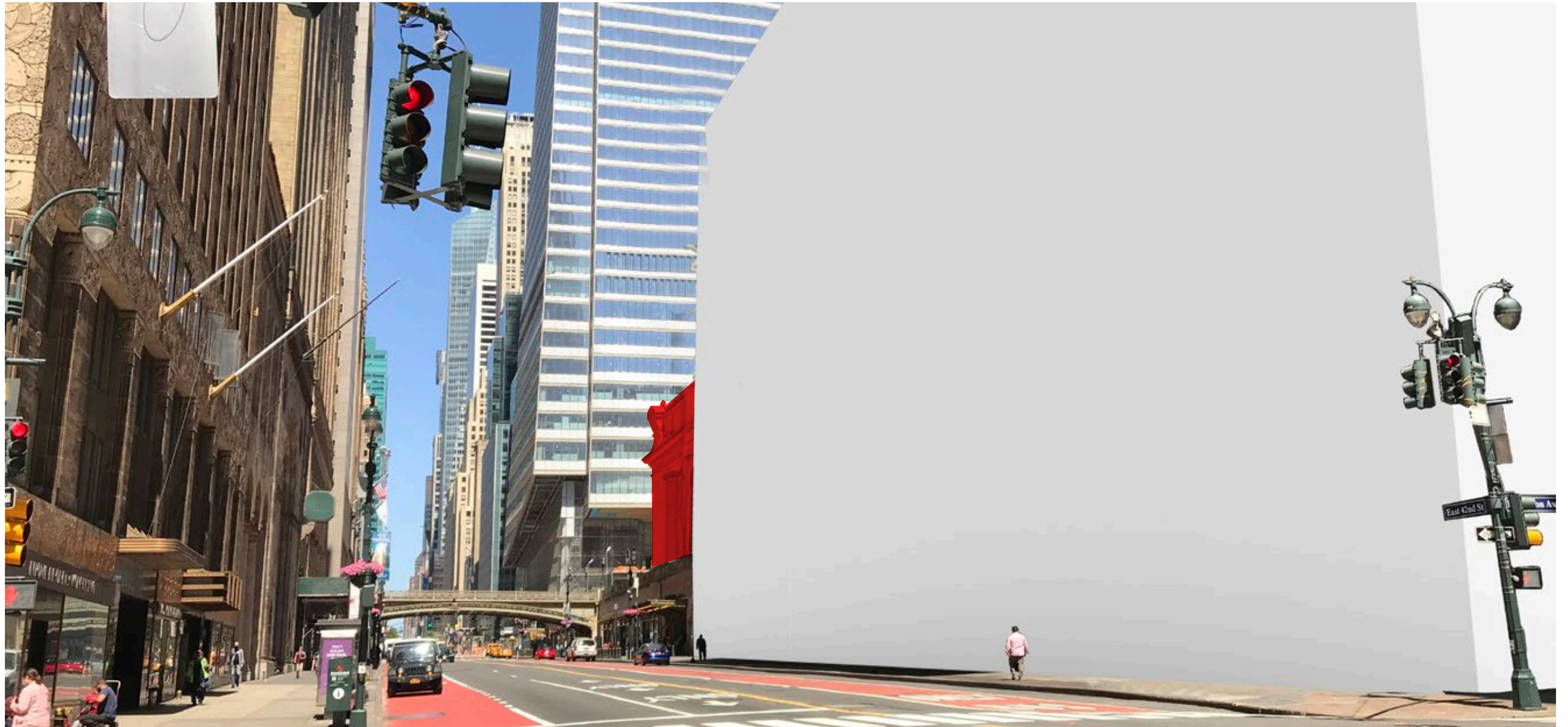
TAPERING BASE TO REVEAL GCT



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LEXINGTON AVE & 42ND STREET CORNER LOOKING WEST- AS OF RIGHT MASSING



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175 PARK AVENUE



LEXINGTON AVE & 42ND STREET CORNER LOOKING WEST- PROPOSED MASSING



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LEXINGTON AVE & 42ND STREET CORNER LOOKING WEST- PROPOSED CONDITION

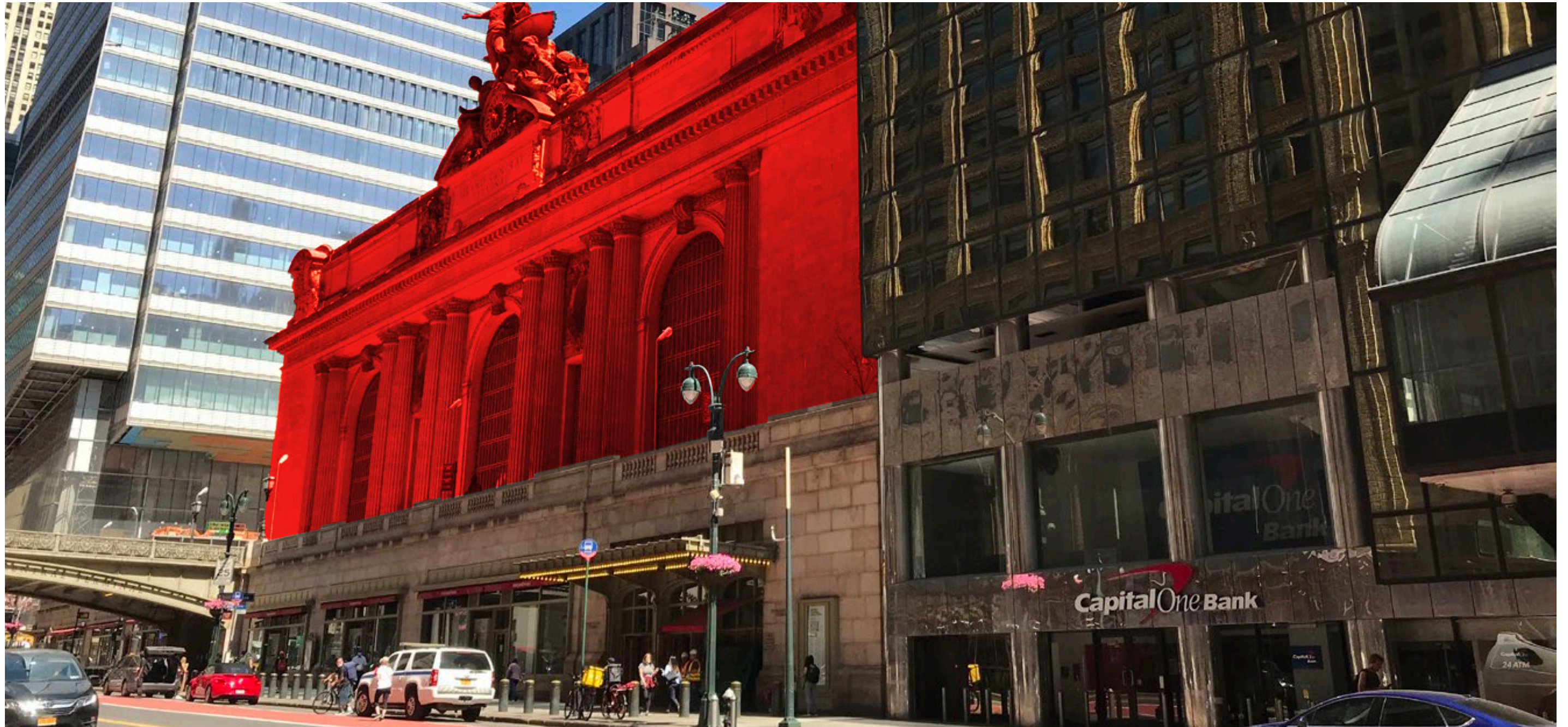


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42ND STREET LOOKING WEST- EXISTING CONDITION



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42ND STREET LOOKING WEST - PROPOSED CONDITION

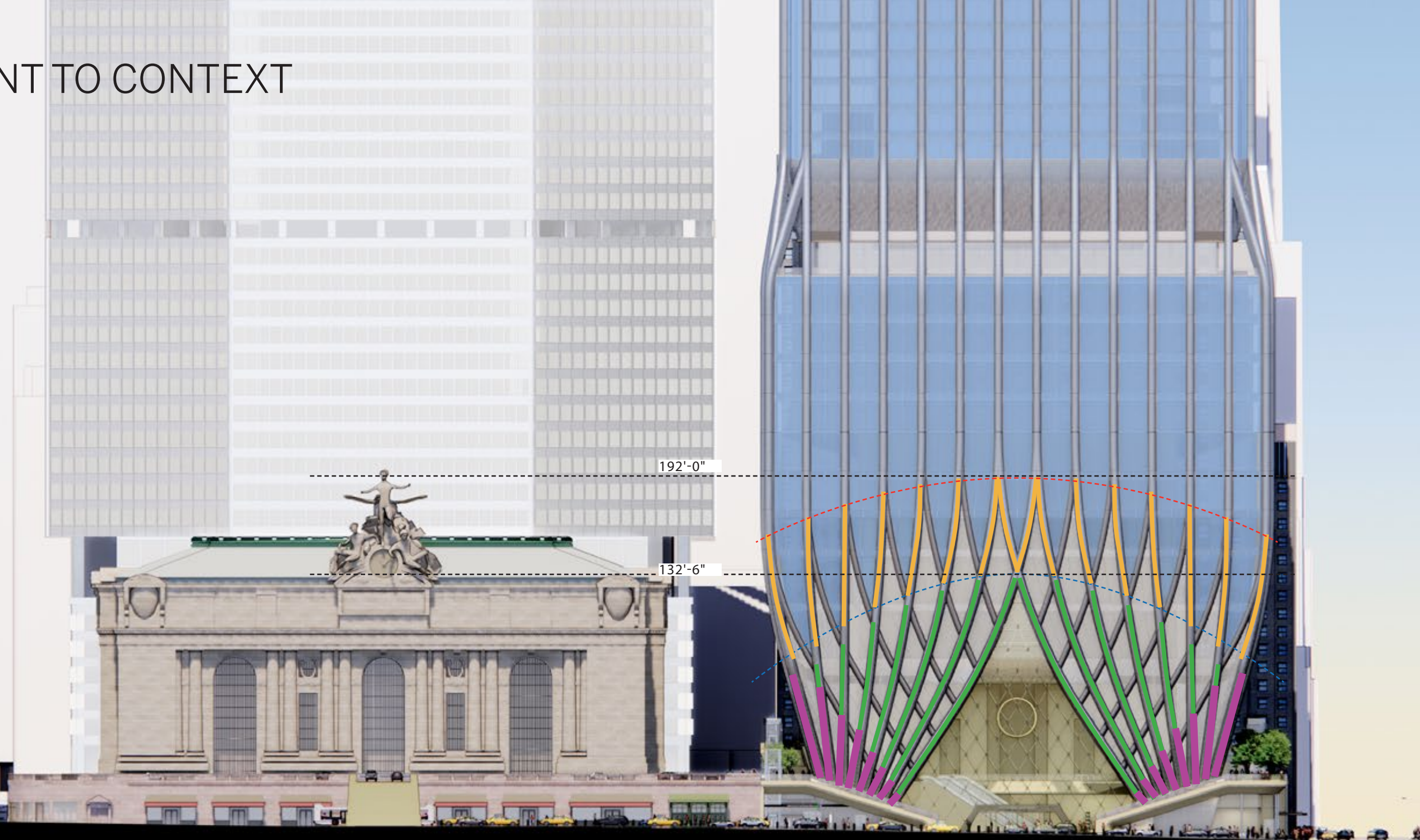


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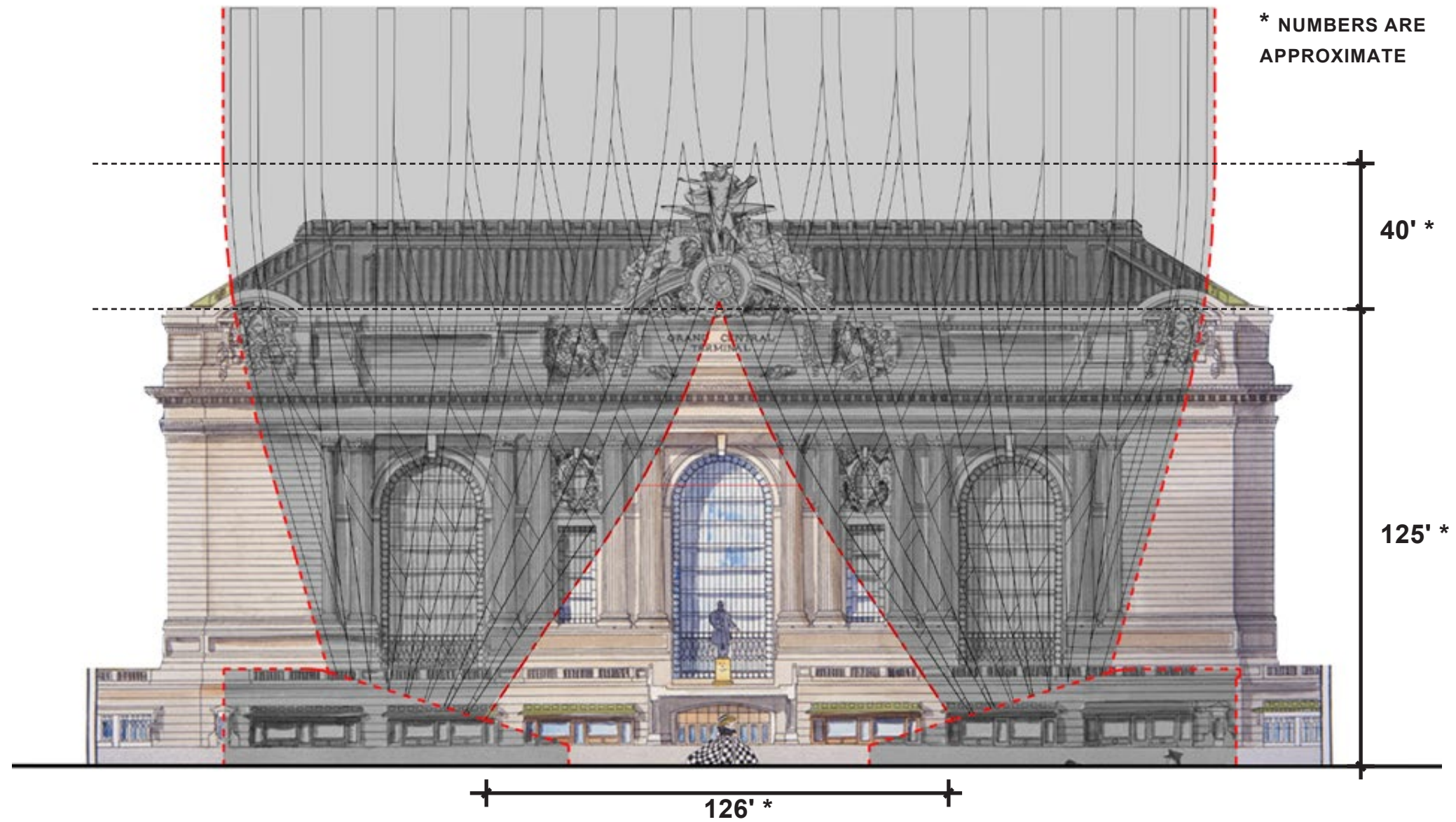
ALIGNMENT TO CONTEXT



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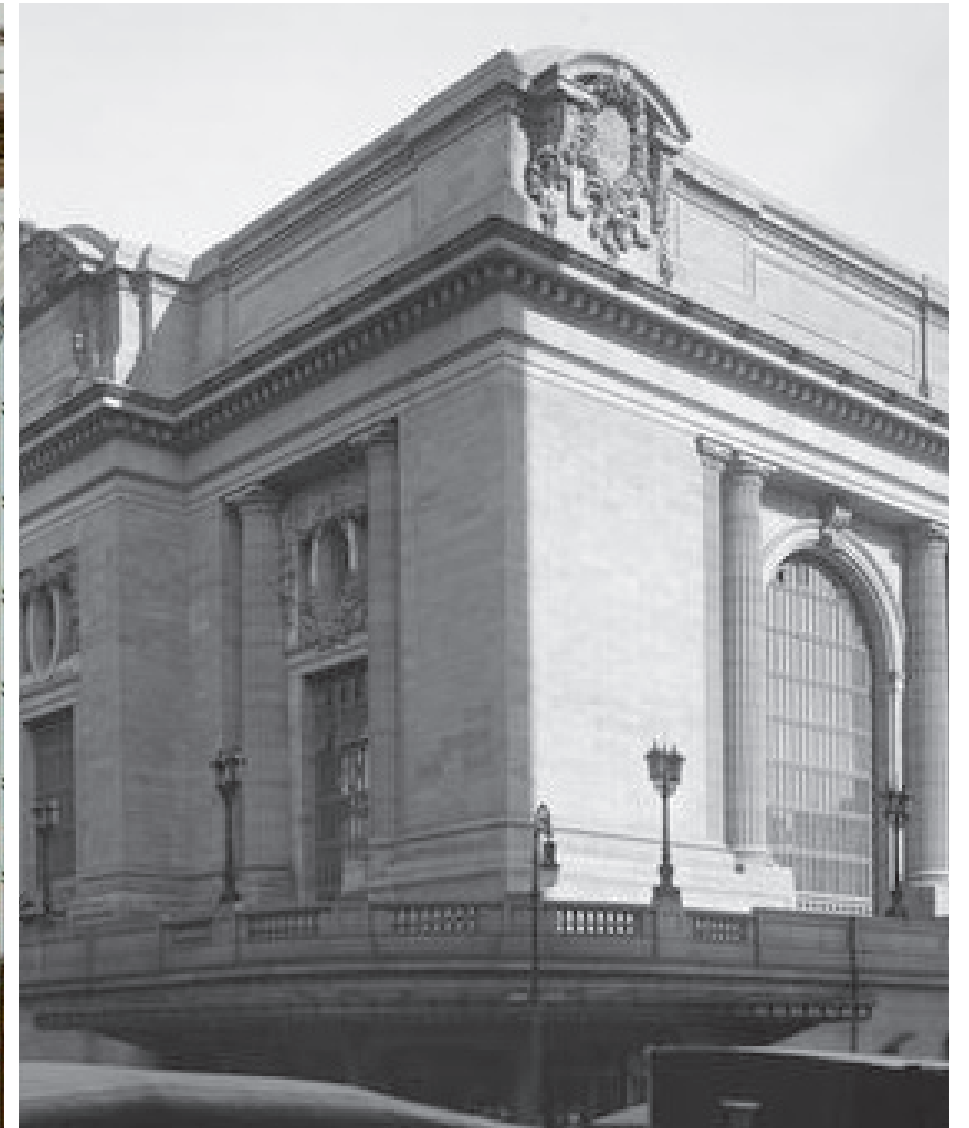
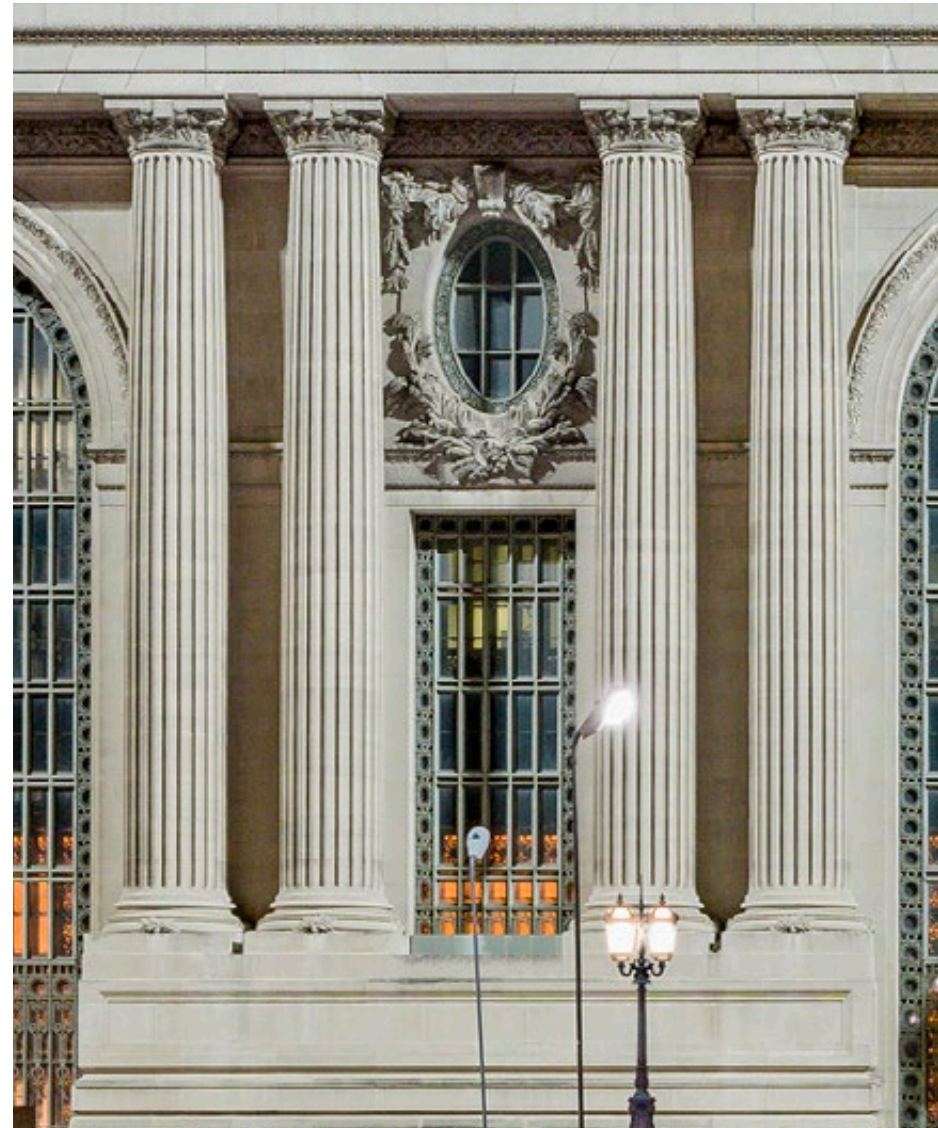
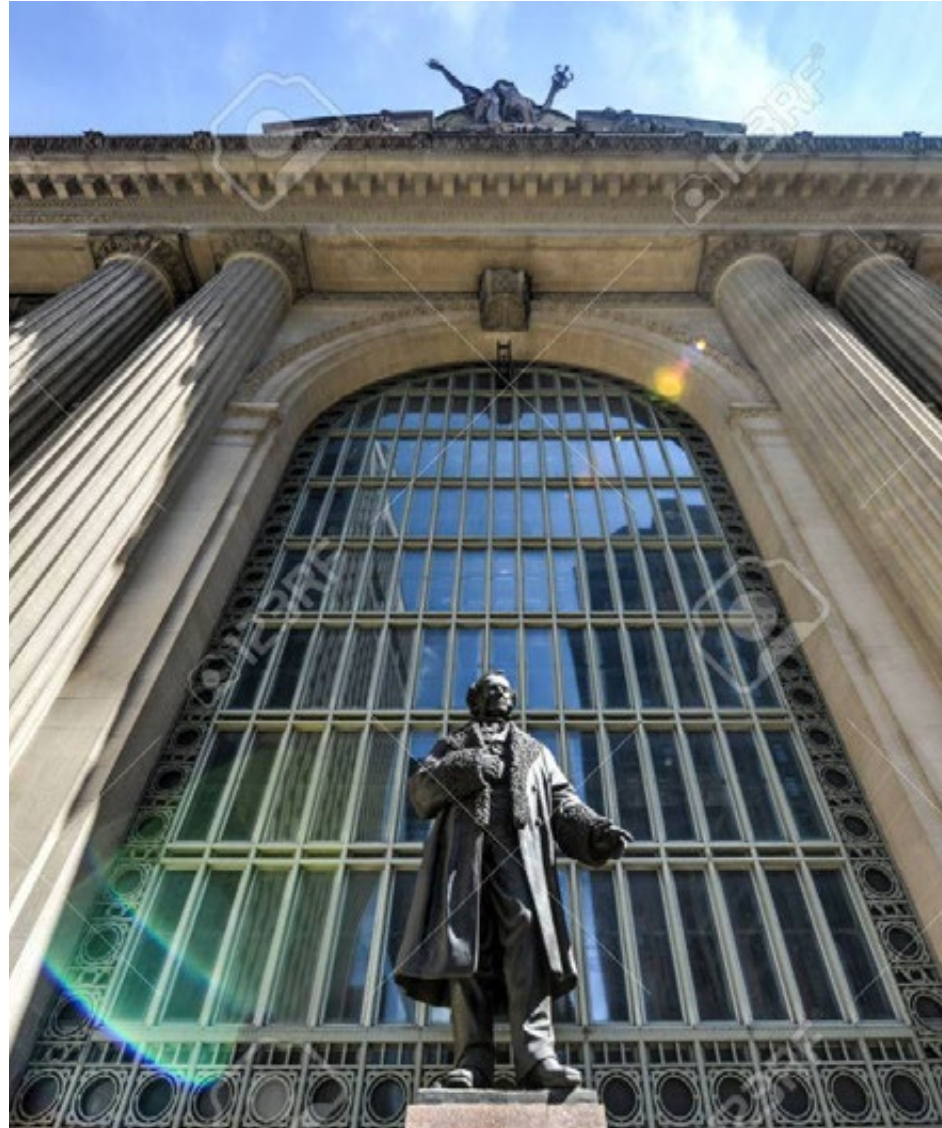
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COMPARABLE SCALE TO GCT



TEXTURE & MATERIALITY

The tower base includes architectural elements that respond to the diversity of scales and textures at Grand Central Terminal.



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175 PARK AVENUE



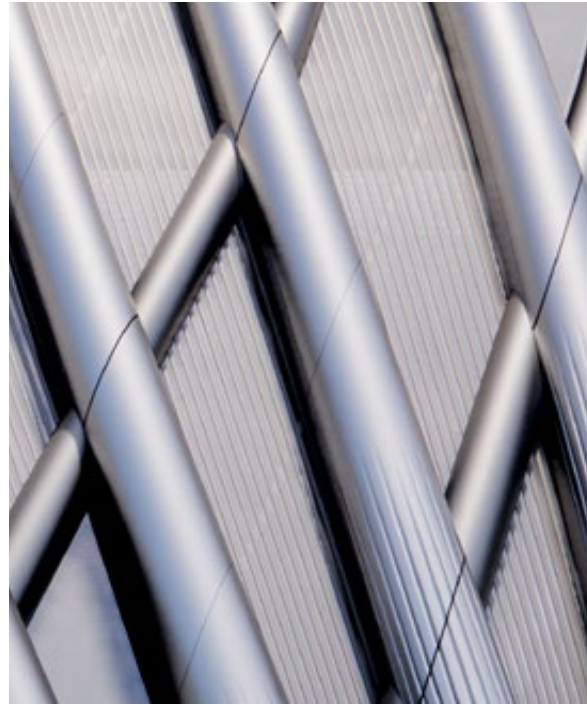
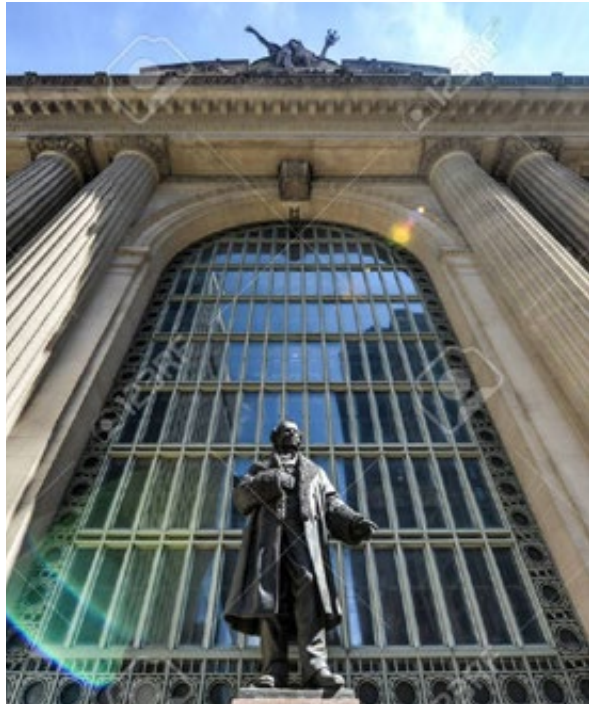
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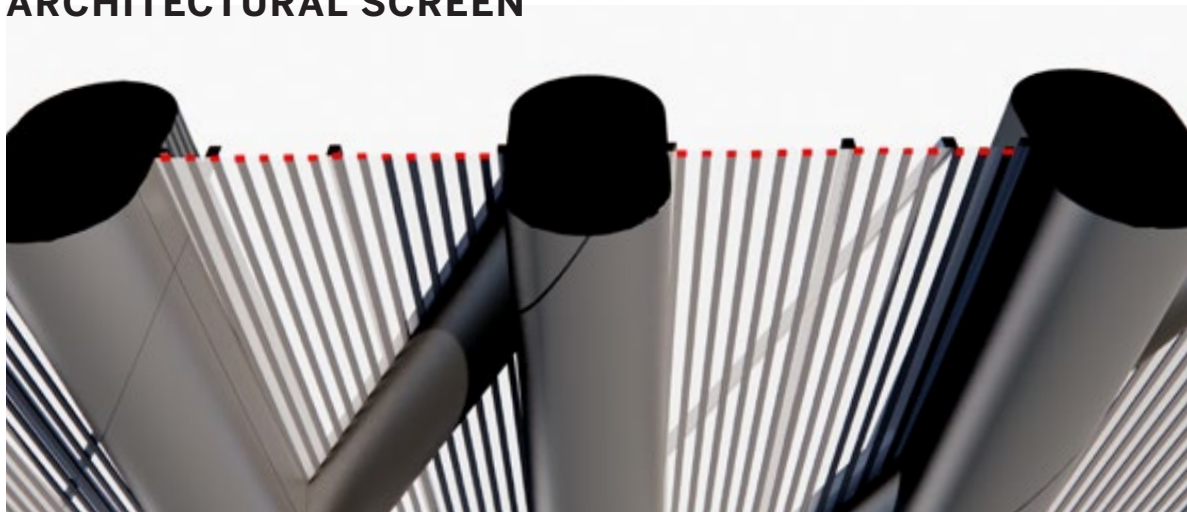
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INTRODUCING HUMAN SCALE AND DETAIL INFILL WITH ARCHITECTURAL SCREEN



ARCHITECTURAL SCREEN



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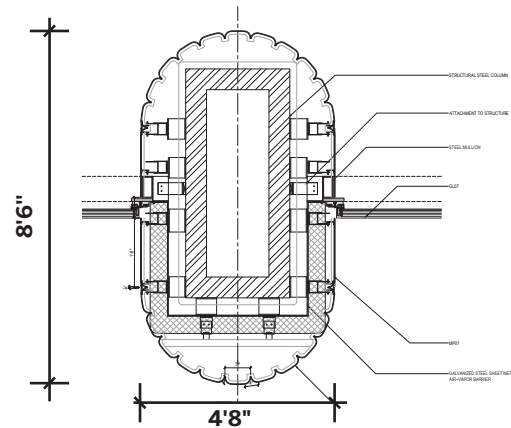
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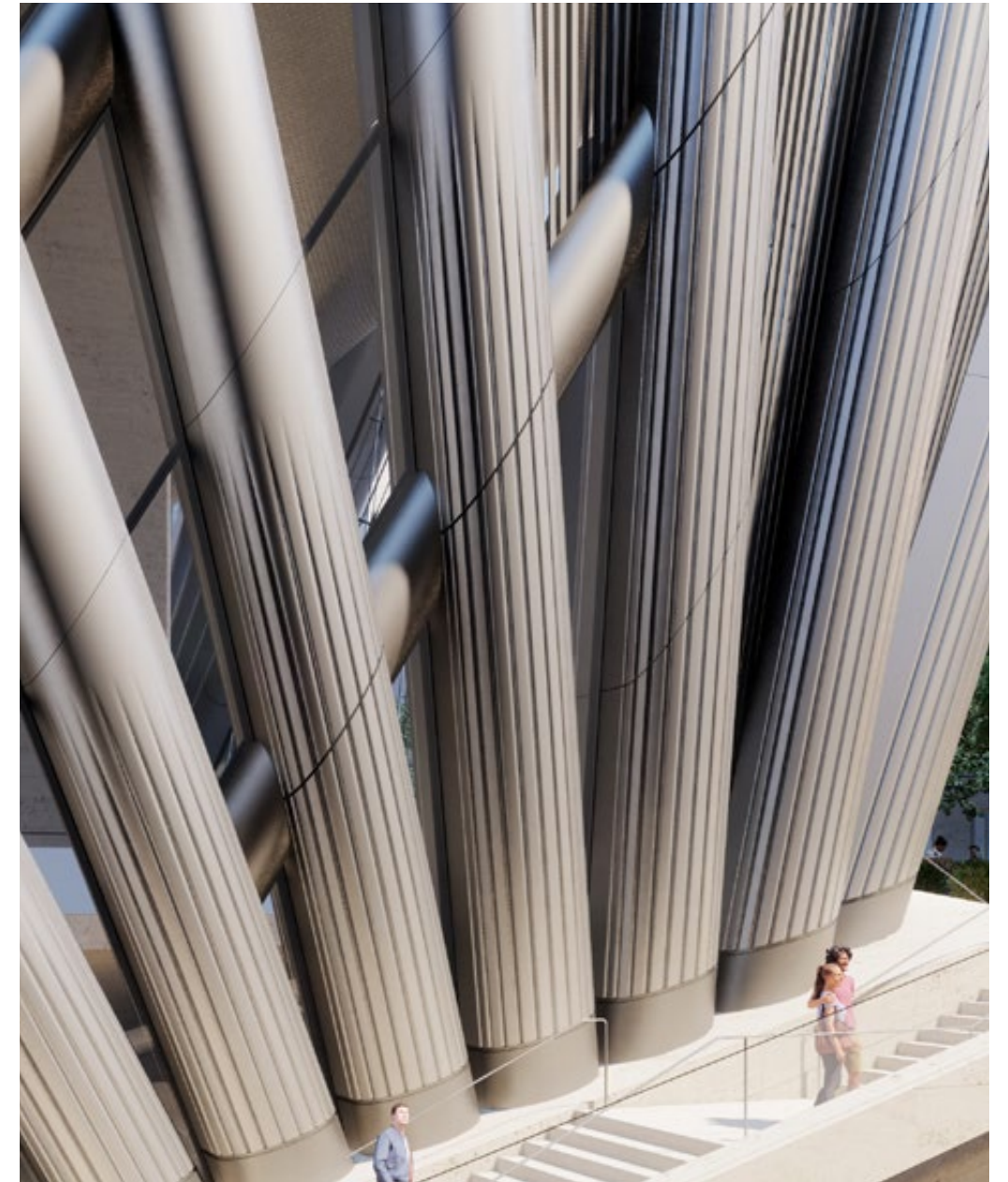


INTRODUCING HUMAN SCALE AND DETAIL VERTICALITY OF COLUMN TEXTURE



The fluted texture on columns brings in a human scale and relates to the Grand Central Terminal columns.

By using custom steel profiles and high strength steel, the columns are as slender as possible while preserving their strength. The column cladding is sized efficiently hug the structural steel and its insulation, without adding unnecessary width.

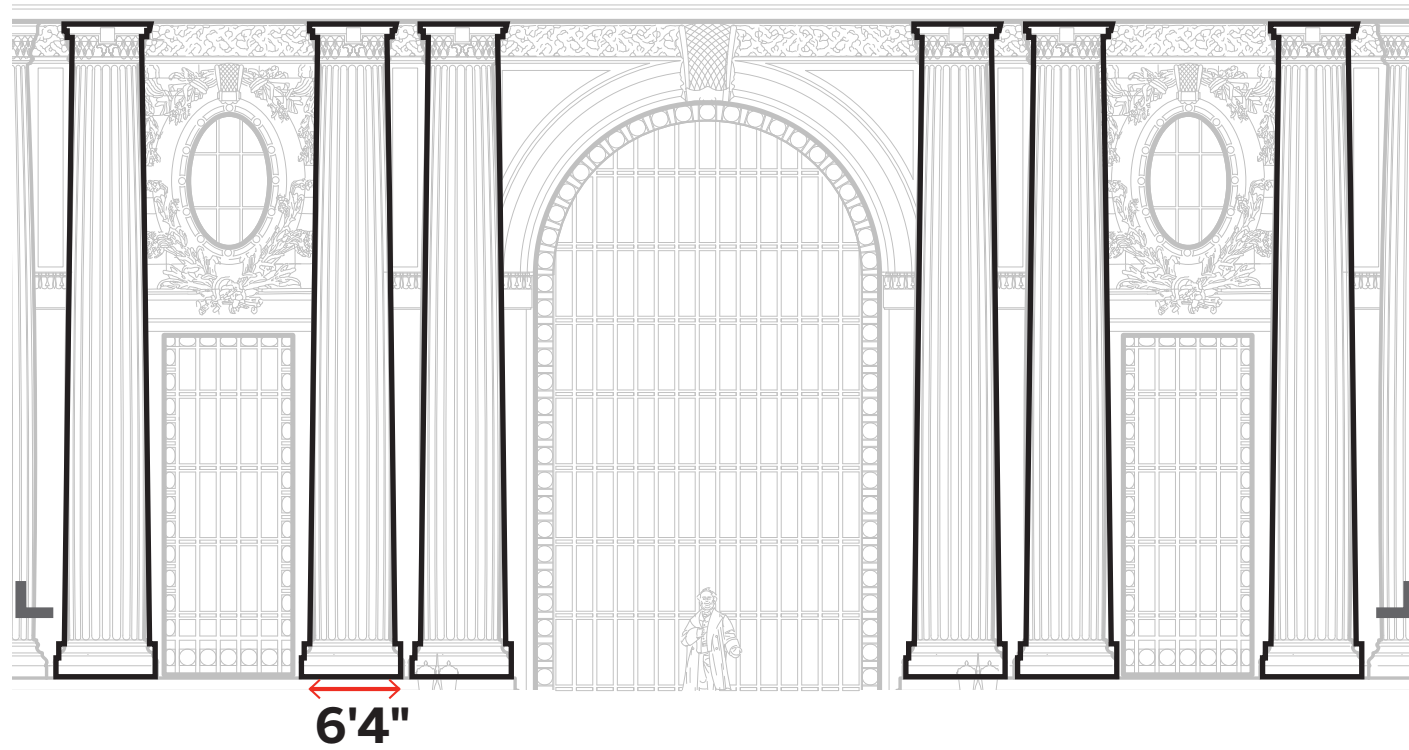


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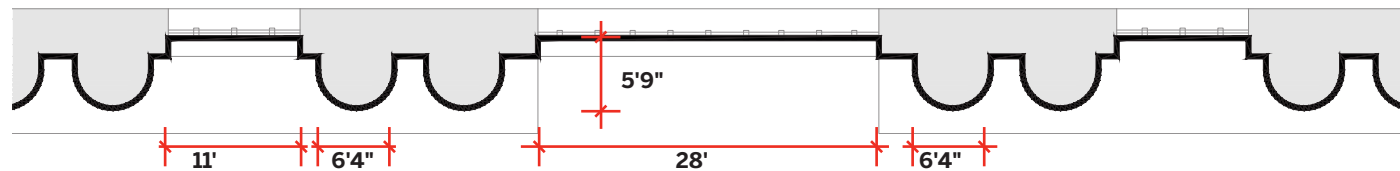
175 PARK AVENUE



INTRODUCING HUMAN SCALE AND DETAIL A FACADE WITH DEPTH AND RELIEF



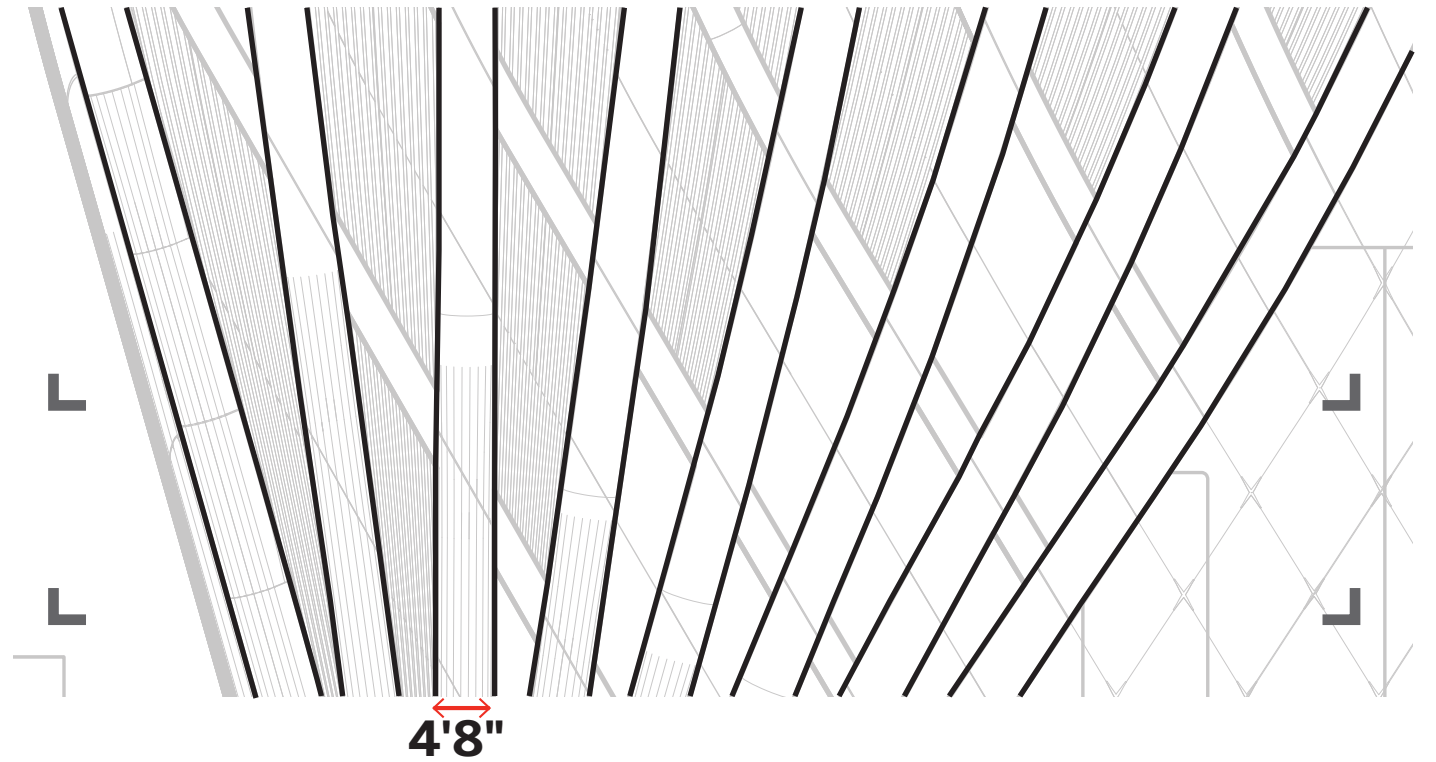
GCT COLUMN SPACING



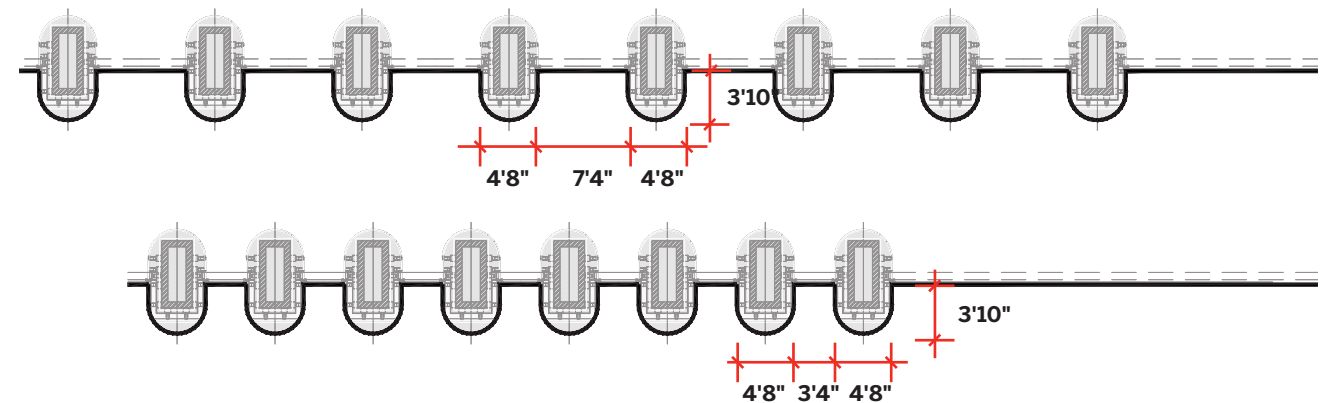
The columns of 175 Park Avenue are more slender than the Terminal's columns. But like the Terminal, they create a facade with depth and sculptural relief that will feature a harmonious interplay of light and shadow.

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175 PARK AVENUE



175 PARK AVENUE COLUMN SPACING



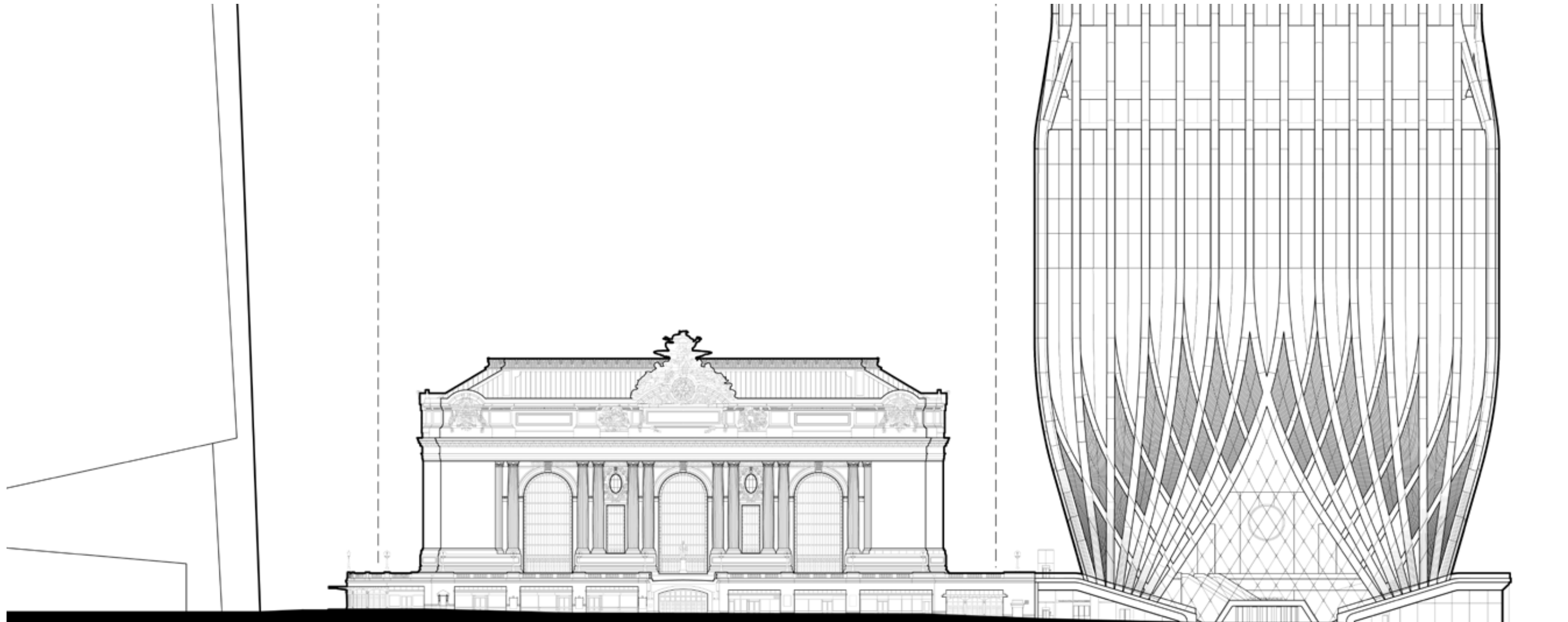
INTRODUCING HUMAN SCALE AND DETAIL A MATTE PAINTED METAL FINISH

Columns will be clad in a painted metal panel.

Unlike stainless steel, it will have a warmer color and more matte finish that will not create distracting specular reflections.



42ND STREET ELEVATION



VANDERBILT
AVE

LEXINGTON
AVE

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175 PARK AVENUE



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42ND STREET LOOKING EAST



175 PARK AVENUE

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42ND STREET LOOKING EAST

Vanderbilt Ave

GRAND CENTRAL
TERMINAL

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175 PARK AVENUE

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42ND STREET LOOKING EAST



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175 PARK AVENUE



42ND STREET LOOKING NORTH

The tapered base increases the space between the Terminal and the Tower, increasing visibility of the Terminal's facade from 42nd Street



42ND STREET LOOKING WEST

Tapering the base reveals Grand Central Terminal to pedestrians on 42nd street.



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177 PARK AVENUE

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42ND STREET LOOKING WEST

The transparent lobby reveals the facade of Grand Central Terminal to pedestrians.



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42ND STREET LOOKING WEST

The interplay of solid and void that characterizes the Terminal's facade is echoed in the large portals of the project's core.



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42ND STREET AVENUE

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42ND STREET LOOKING WEST



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175 PARK AVENUE



amazon go



42ND STREET LOOKING WEST



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175 PARK AVENUE



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LEXINGTON AVENUE LOOKING SOUTH

The datum of the plinth wraps around to Lexington Avenue, creating a strong horizontal reading that responds to the scale of the pedestrian experience.



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175 PARK AVENUE



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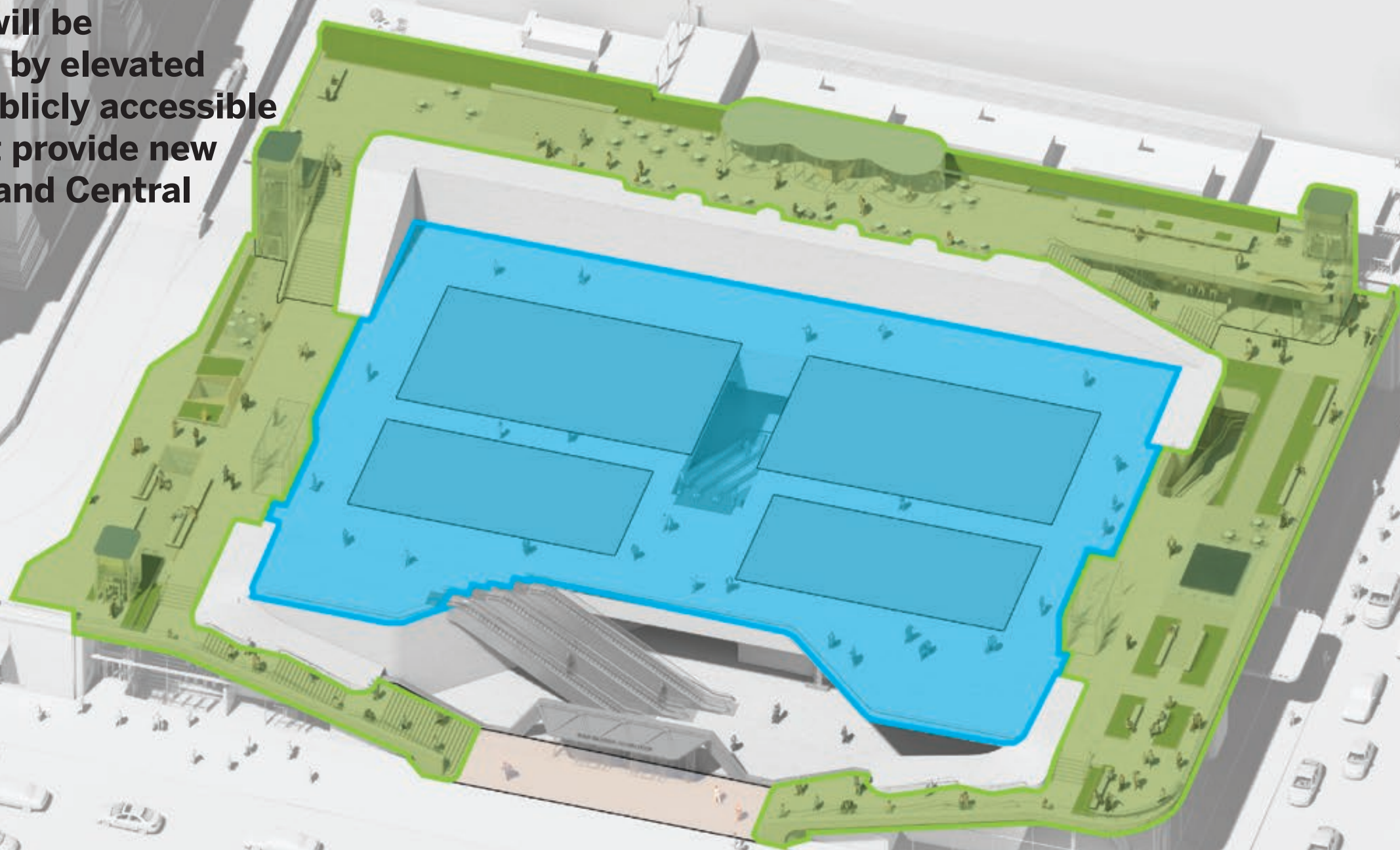
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Public Terraces

PUBLIC TERRACES

The tower will be surrounded by elevated open-air publicly accessible spaces that provide new views of Grand Central Terminal.



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175 PARK AVENUE



GRAND CENTRAL PLINTH

The stone plinth of the Terminal is extended into the site, extending the viaduct level and creating a harmonious scale along 42nd street.



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175 PARK AVENUE

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PLINTH MATERIALITY

The stone cladding of the plinth will be compatible with the pink granite of the Grand Central Terminal plinth and the limestone facade of the Terminal.

Exterior Plinth:
Stony Creek Pink Granite (Connecticut)



Main facade exterior:
Indiana Limestone



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175 PARK AVENUE



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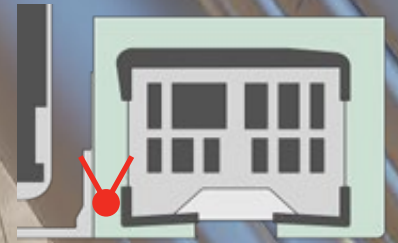
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GRAND CENTRAL TERRACE

Tapering the base provides ample space to create public space anchored by views of the landmarked GCT façade.



42ND ST

LEXINGTON AVE



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75 PARK AVENUE



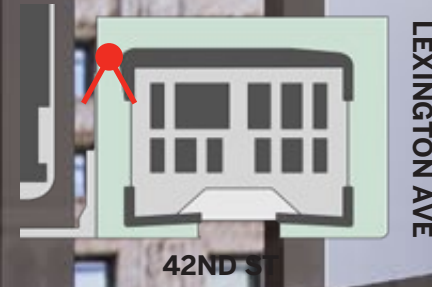
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GRAND CENTRAL TERRACE



LEXINGTON AVE

42ND ST



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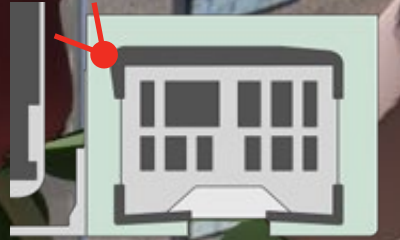
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GRAYBAR TERRACE

Grand Central Terminal's Eastern facade becomes the backdrop of elevated public terraces.



42ND ST

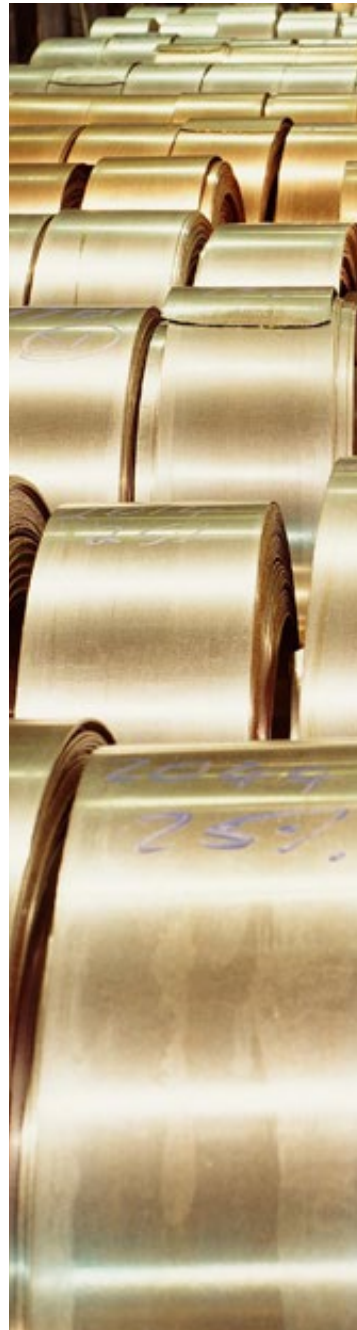
LEXINGTON AVE

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175 PARK AVENUE



TERRACE MATERIAL CHARACTER

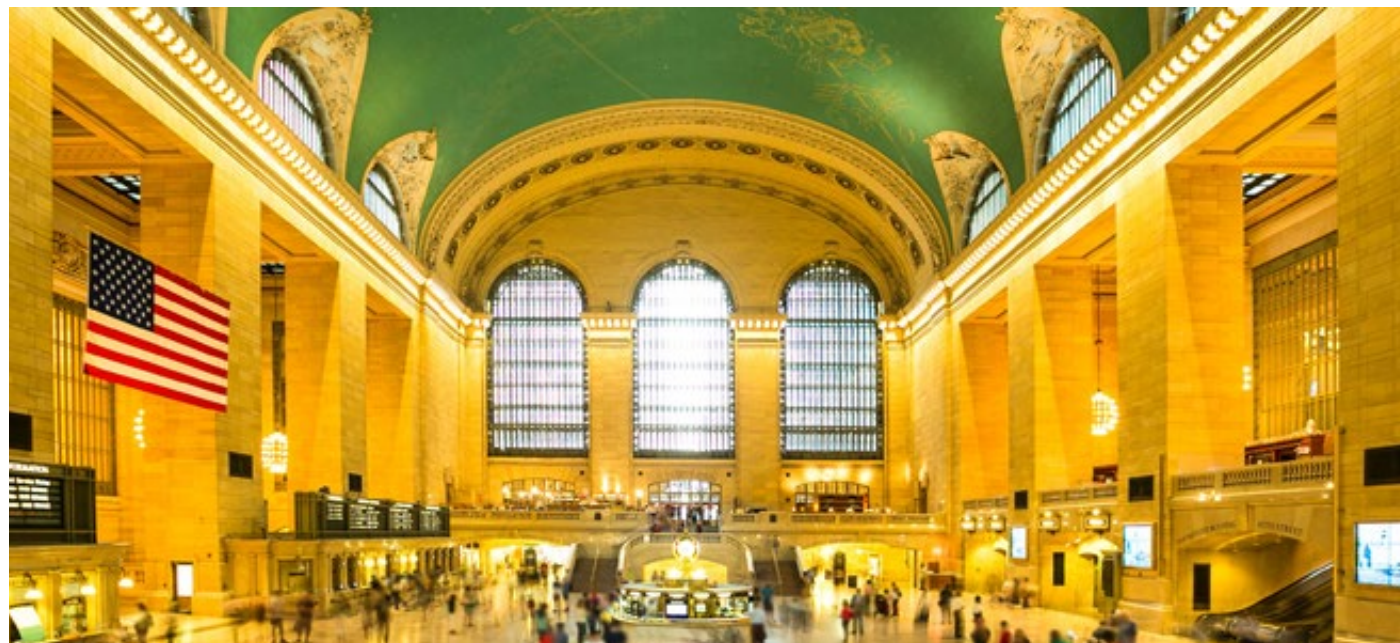


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175 PARK AVENUE



TERRACE GEOMETRIC ELEMENTS



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175 PARK AVENUE



TERRACE MATERIAL CHARACTER AND GEOMETRIC ELEMENTS



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175 PARK AVENUE



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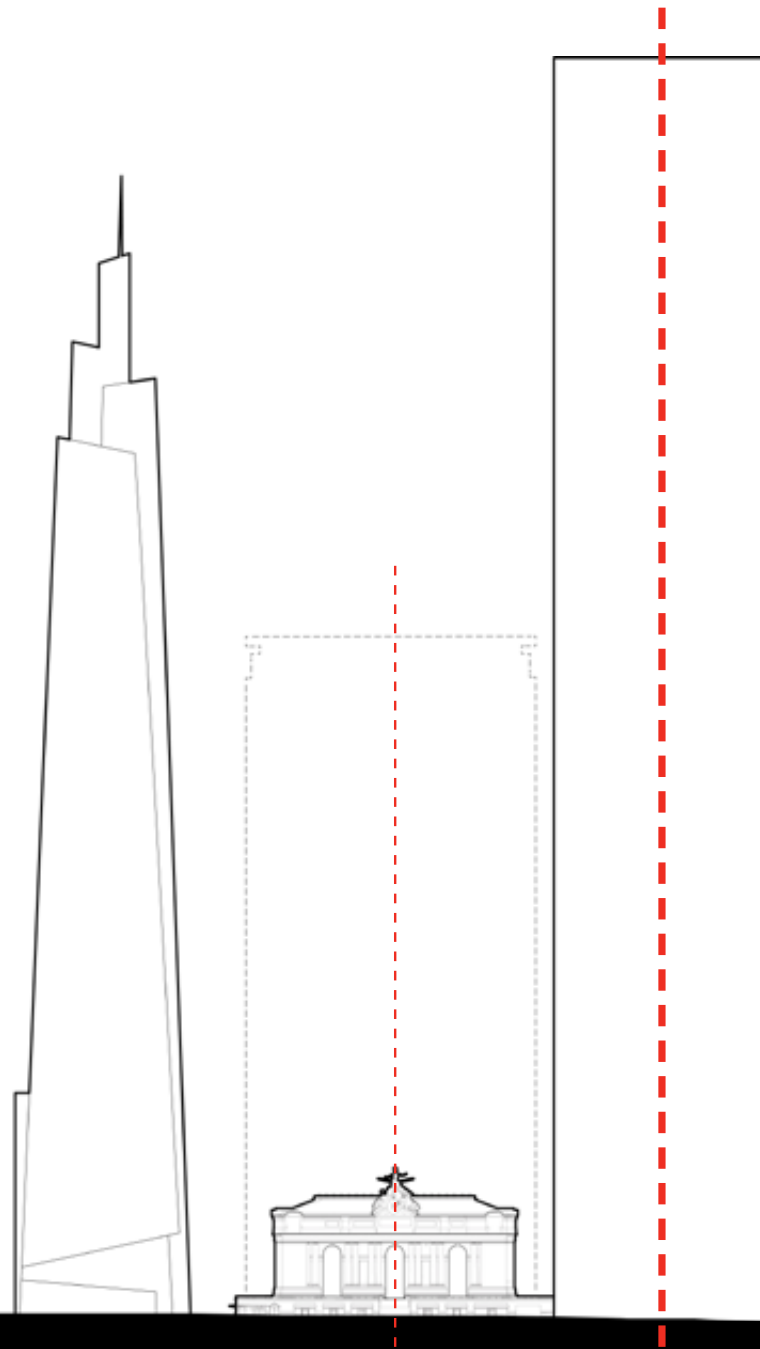
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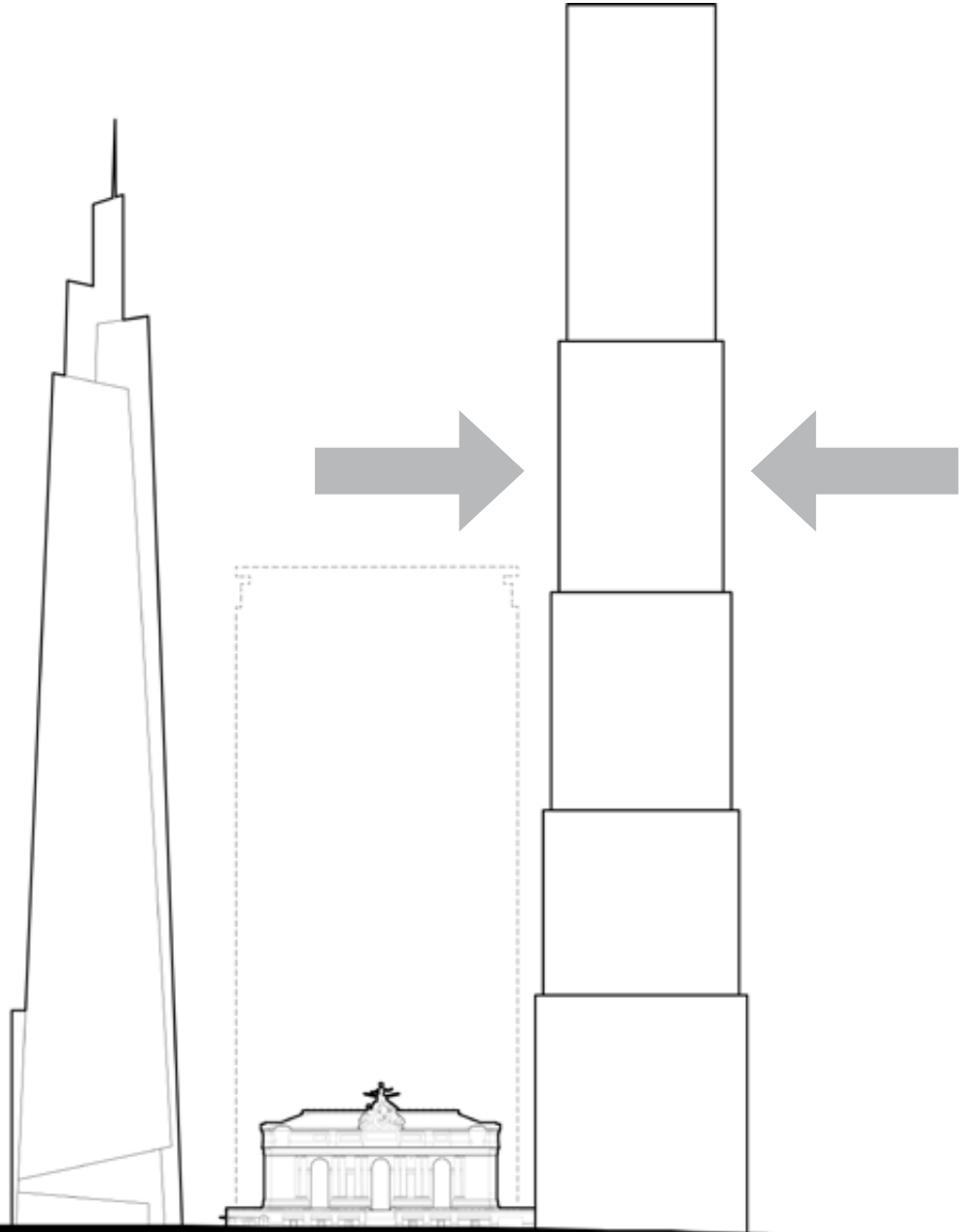


Tower Design

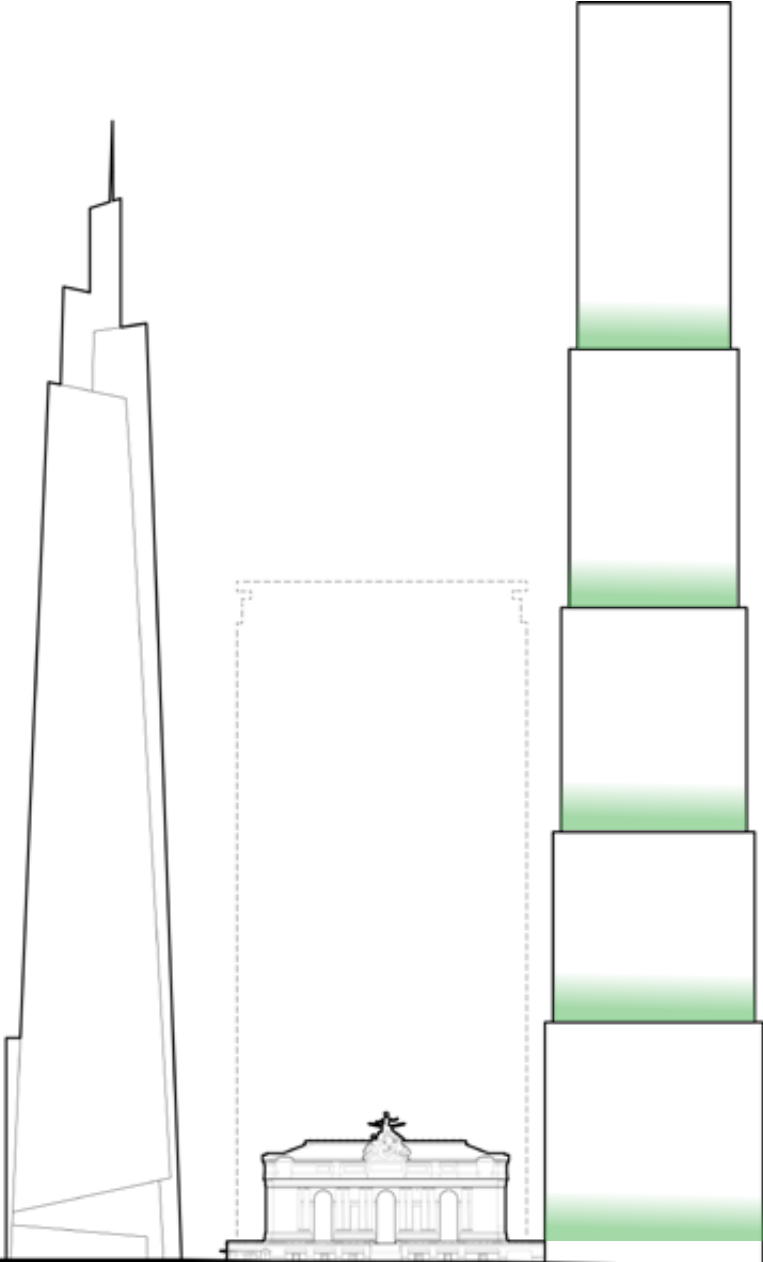
SYMMETRY



SET BACK TYPOLOGY & BUILDING ALIGNMENT



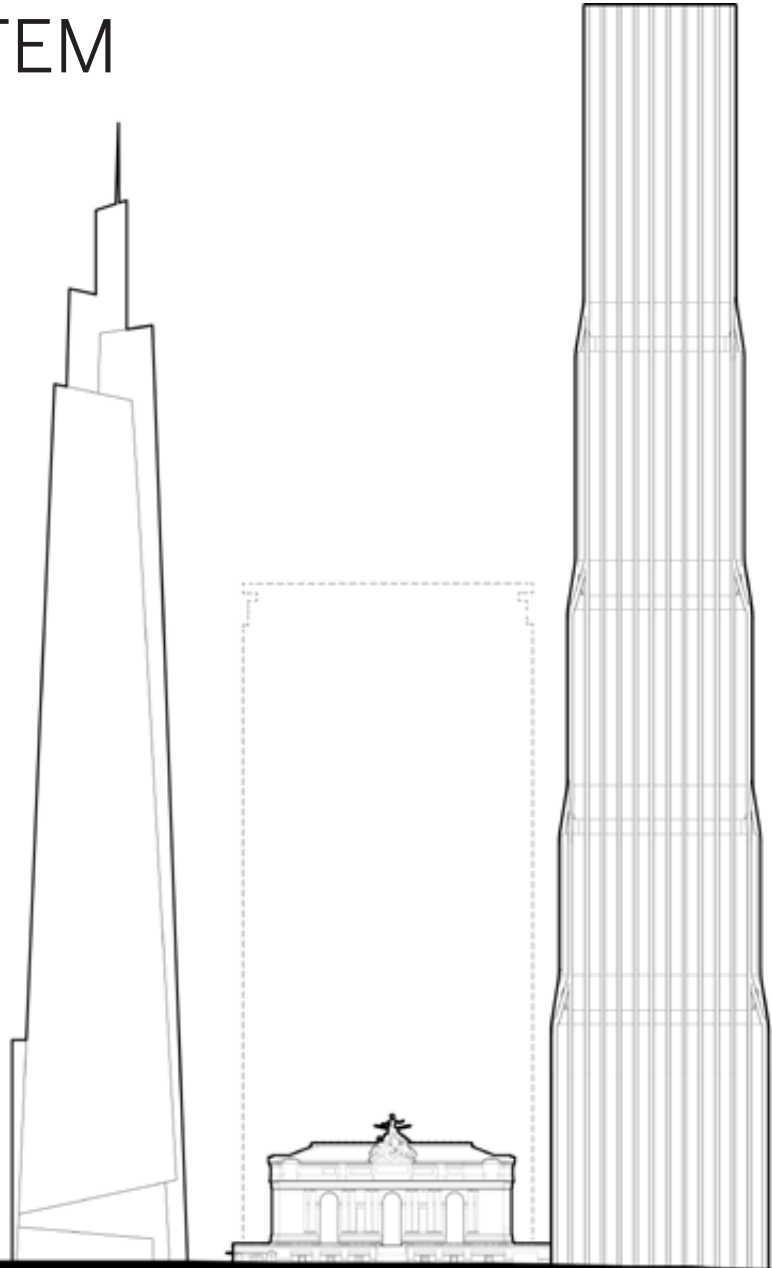
TERRACES AT SETBACKS



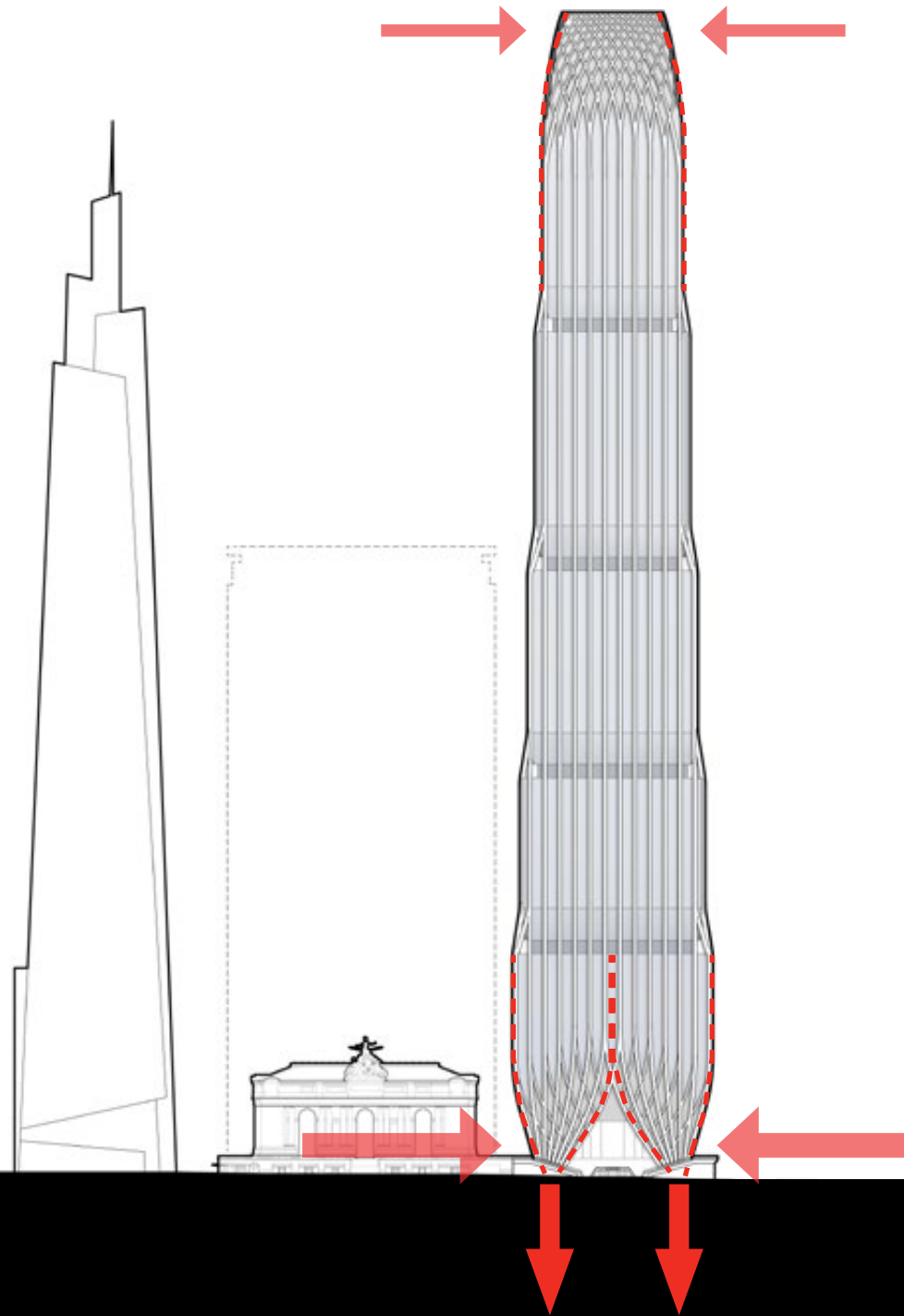
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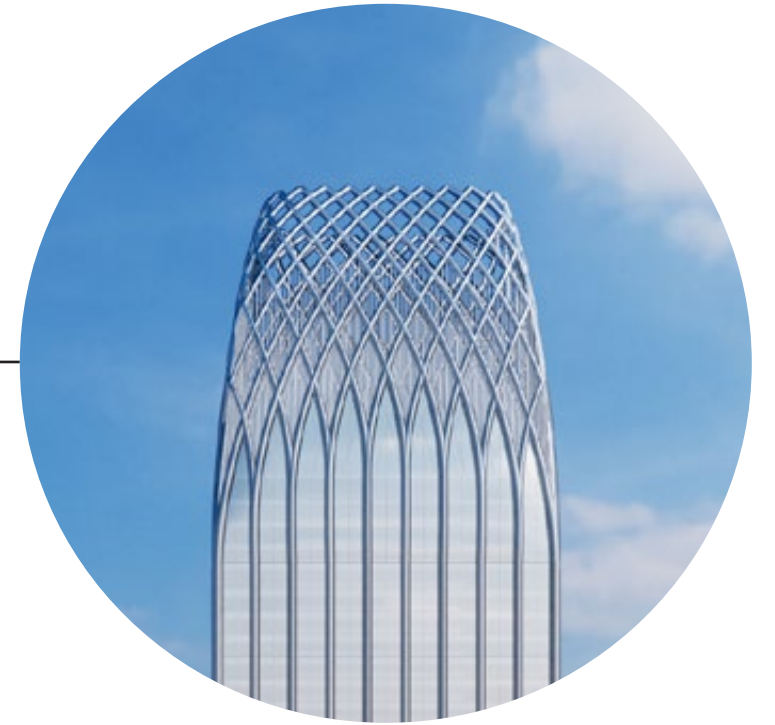
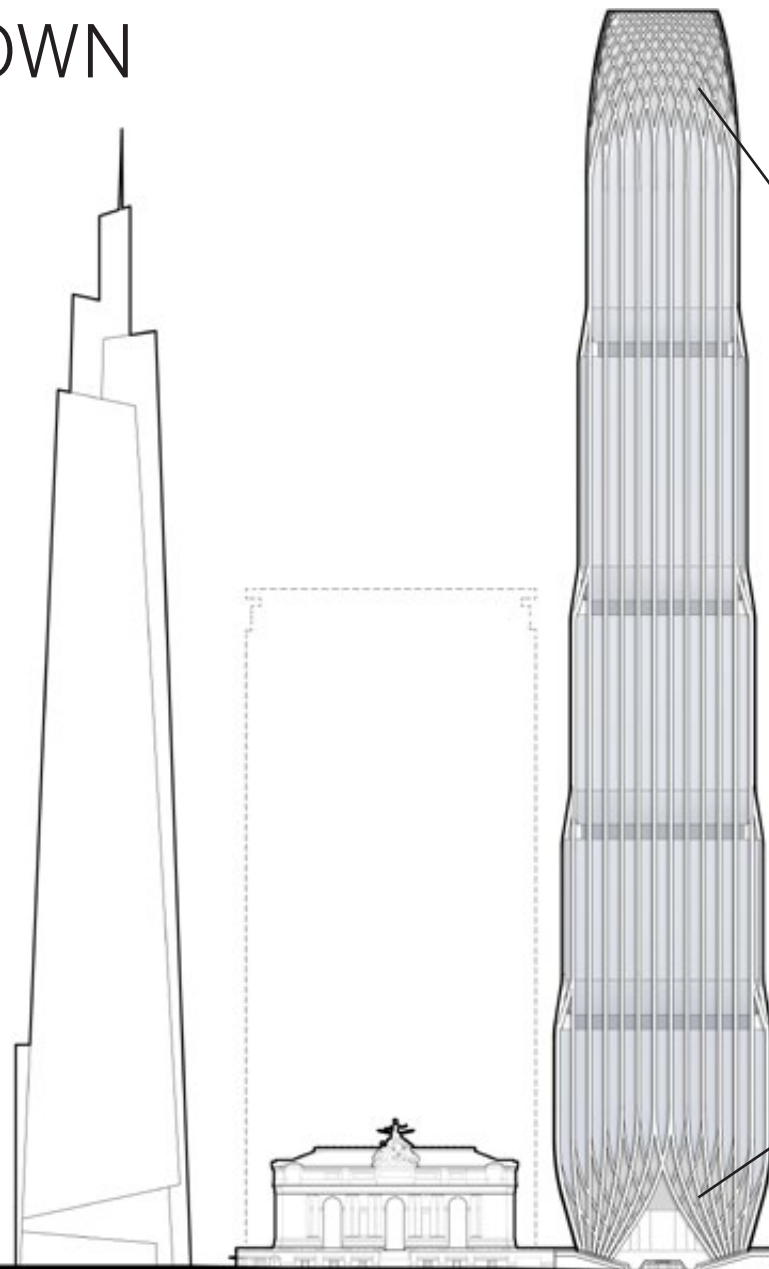
EXPRESSED STRUCTURAL SYSTEM



MATERIALITY & TEXTURE



A SCULPTURAL BASE AND CROWN



SUMMARY

In summary, the building has a confident contemporary architectural expression that achieves architectural and functional harmonious relationship with GCT by:

- A balanced symmetrical massing.
- The introduction of human, single-level scale at grade by extending the datum of the GCT plinth.
- A stone-clad core that complements the GCT massing
- Maximizing space between the building and the terminal at the viaduct level.
- Tapering the form away from the property line and large transparent windows to create new views that reveal GCT to pedestrians.
- Expressed structural columns that bring relief and scale to the building.
- Publicly Accessible Open spaces at the level of the viaduct that create new opportunities to view the Terminal's East facade.
- A tripartite massing that steps back in tiers that do not loom over the Terminal.
- Decongesting pedestrian flows and extending the multi-level circulation logic of the terminal.
- Deploying ingenious engineering to solve a difficult site condition.



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Part II

Improvements at Grand Central Terminal (Lot 1)

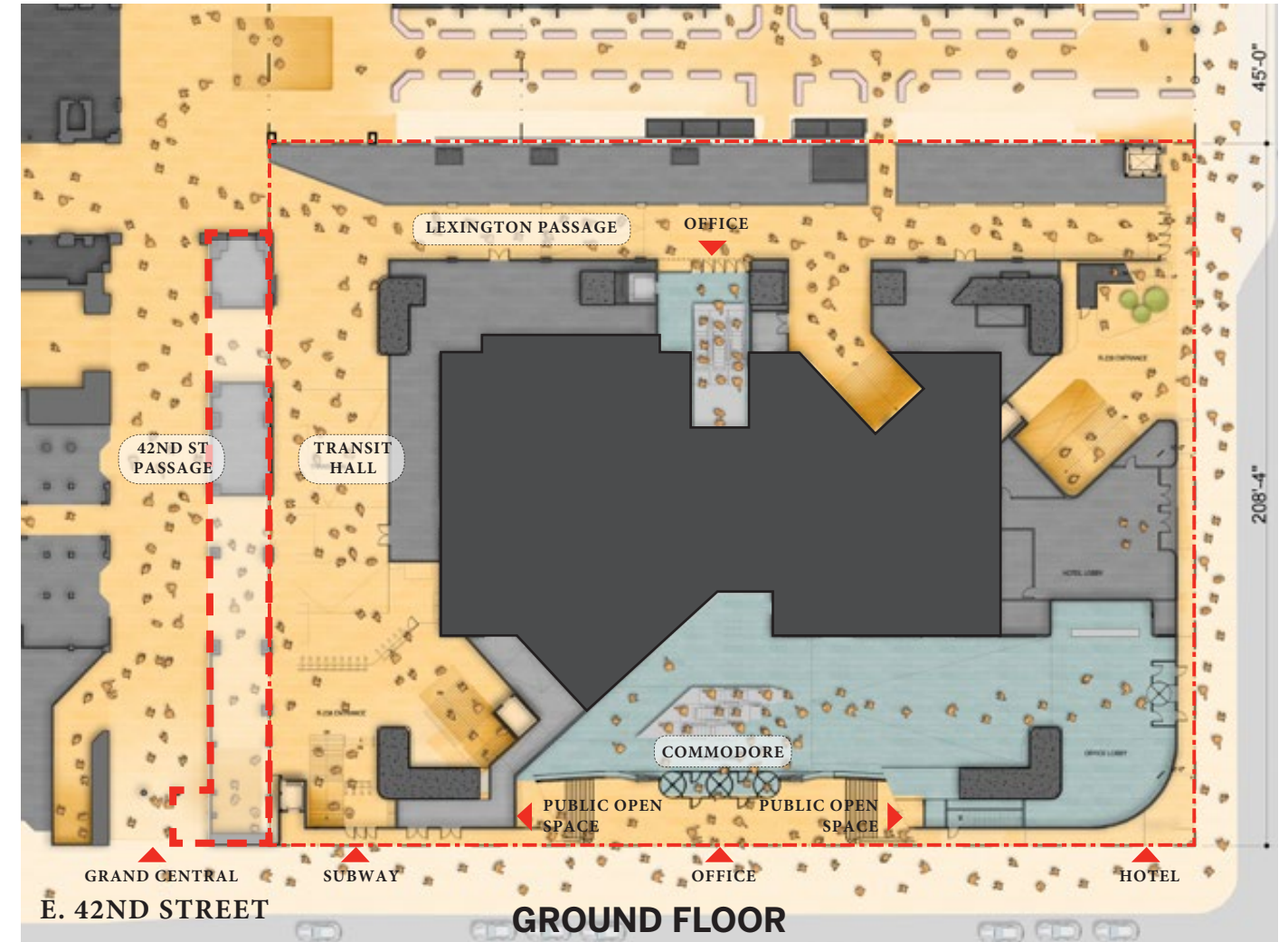
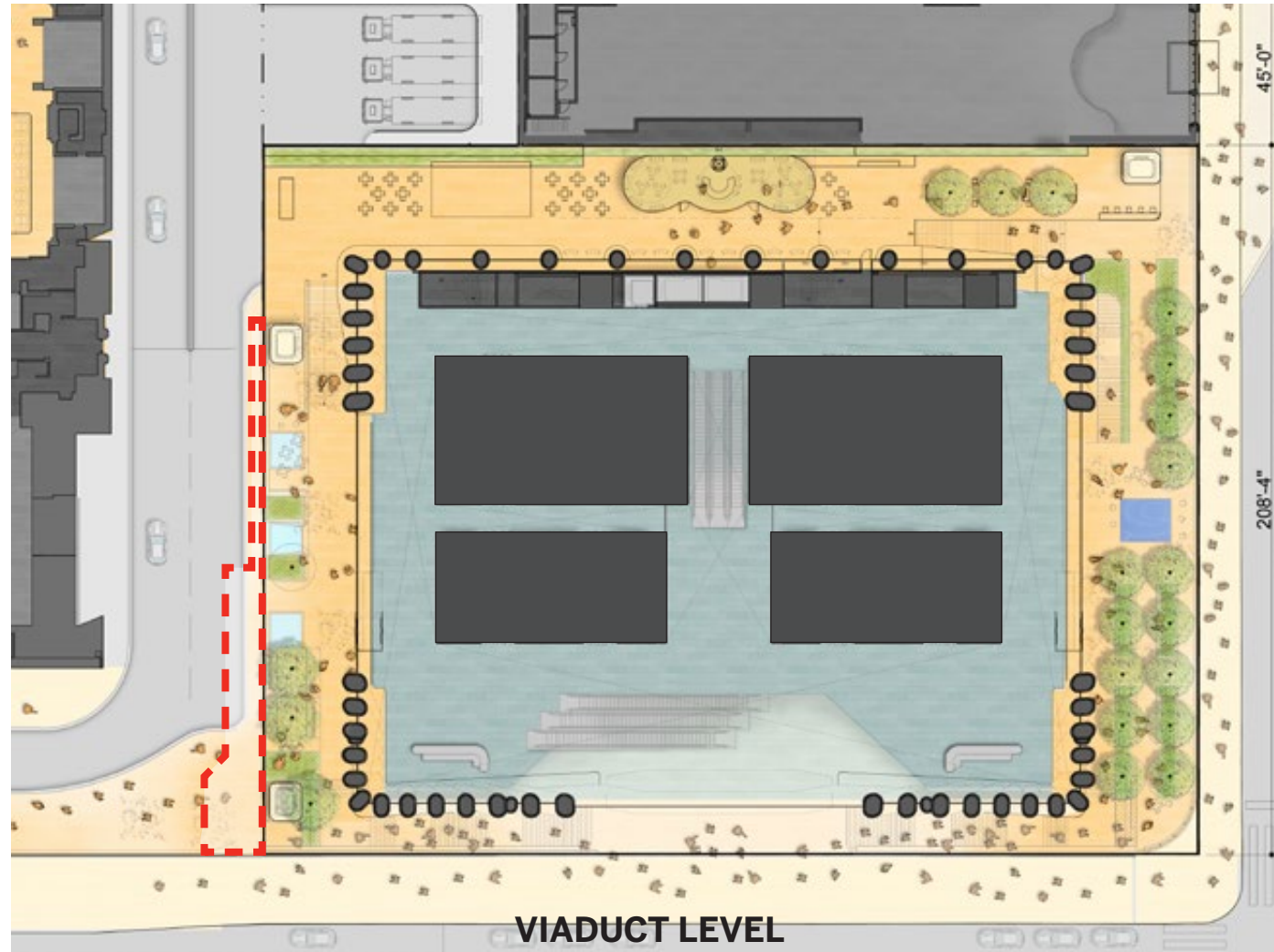
IMPROVEMENTS AT GRAND CENTRAL TERMINAL

This application concerns aspects of the project that involve changes to Grand Central Terminal. The Terminal is owned by the MTA, a State entity, and SHPO therefore has jurisdiction over proposed changes that would affect the Terminal. It is our understanding that, in accordance with past practice, changes of this kind are also submitted to the Commission for its review in an advisory capacity. These changes include improvements to the sidewalk at the level of the viaduct and interior modifications to the retail storefronts, entrance doors, and circulation portals within the 42nd Street Passage.

LOT 1 IMPROVEMENT SUMMARY

Lot 30's proposed design features a plaza at the level of the viaduct. A portion of the sidewalk adjoining this plaza within lot 1 is projected to be improved and extended.

Changes to the 42nd Street Passage will provide the adequate visual and pedestrian connections with the new transit hall necessary to increase the level of service.



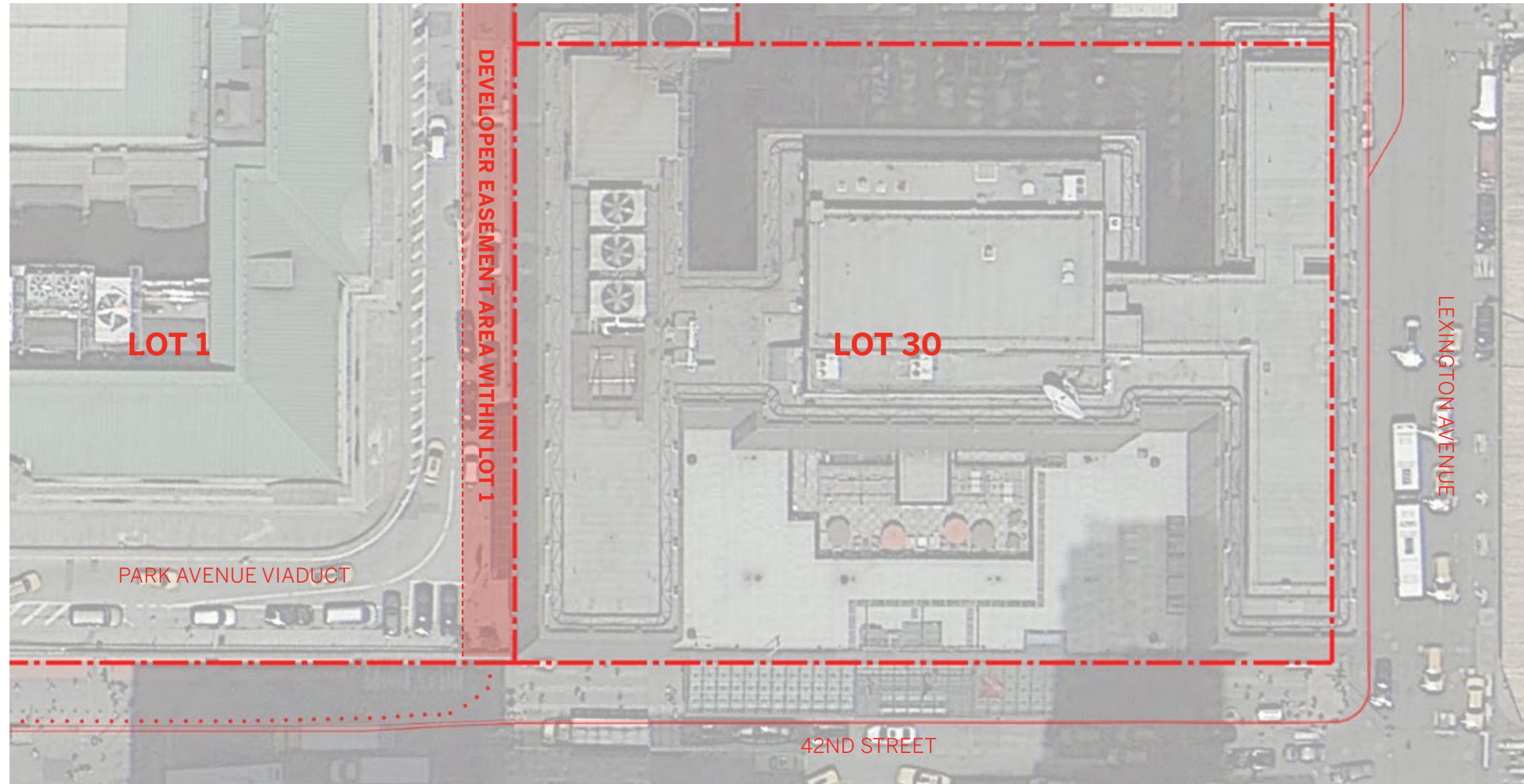
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Viaduct-Level Sidewalk Improvement

VIADUCT-LEVEL SIDEWALK IMPROVEMENT EXISTING CONDITION



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VIADUCT-LEVEL SIDEWALK IMPROVEMENT EXISTING CONDITION



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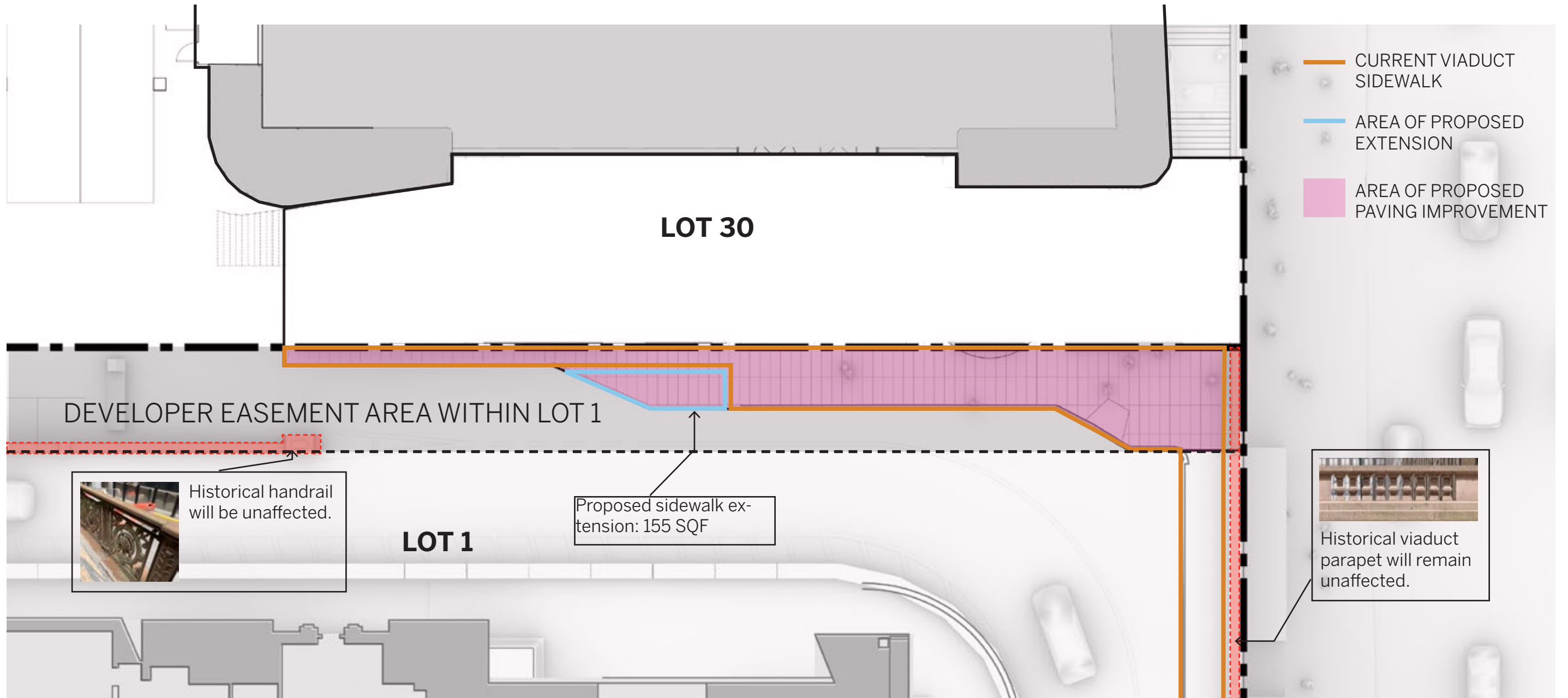
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VIADUCT-LEVEL SIDEWALK IMPROVEMENT

SIDEWALK IMPROVEMENT



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VIADUCT-LEVEL SIDEWALK IMPROVEMENT

SIDEWALK IMPROVEMENT



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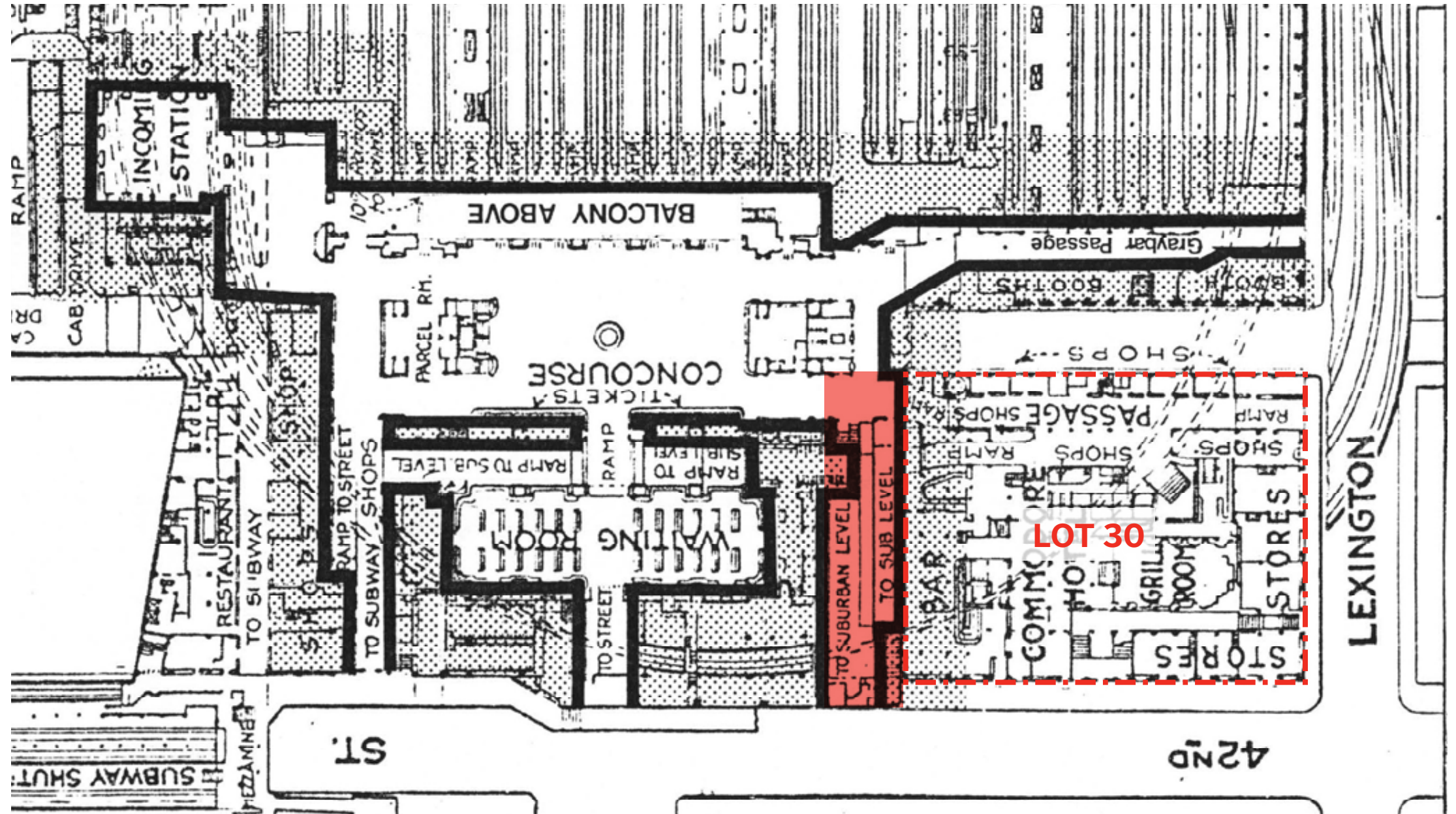
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Changes to 42nd Street Passage

INTERIOR LANDMARK DESIGNATION

The 42nd Street Passage is part of the property designated as an Interior Landmark. It was conceived as a space for fluid circulation between the street, the Main Concourse, and the lower concourses below.



EVOLUTION OF THE 42ND STREET PASSAGE 1992-1996

GROUND FLOOR - PRE CONSTRUCTION SURVEY

This 1992 pre-construction survey shows several changes to the 42nd Street Passage between 1931 and 1992.

New connection to Vanderbilt Hall

Ramp replaced with stair to Lower Concourse

Historic entrance replaced with elevator



EVOLUTION OF THE 42ND STREET PASSAGE SUMMARY

BEFORE AND AFTER BEYER BLINDER BELLE MASTERPLAN



Looking south towards 42nd St. On the right is the ramp descending to the Lower Concourse level. Note that the easternmost door into the passage had by then already been turned into an elevator serving the subway below.



Looking south towards 42nd St entrance. Note the removal of the ramp to the Lower Concourse, and the new sloping of the floor down towards the Main Concourse.

EVOLUTION OF THE 42ND STREET PASSAGE SUMMARY

BEFORE AND AFTER BEYER BLINDER BELLE MASTERPLAN



Looking north. On the right is the passage to the Main Concourse. Note there is no retail along the east side. Most of the vertical surfaces, retail, ramps, and floor levels will be modified during the masterplan's implementation.



Looking north. Note the removal of the ramp to the Lower Concourse, the widening of the passage, and the new sloping of the floor down towards the Main Concourse. Retail is added on the east and west side.

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EXISTING 42ND STREET PASSAGE VIEWS



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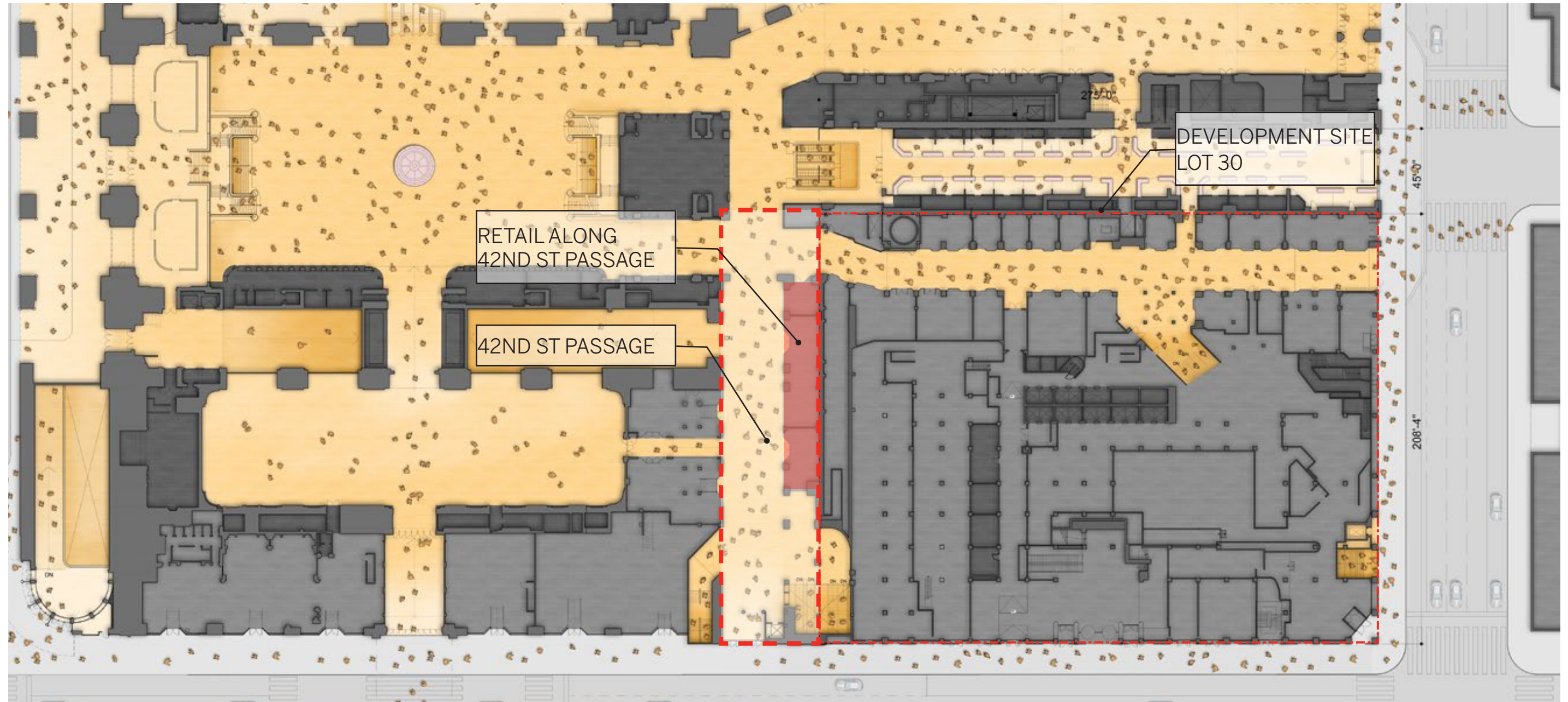
77

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GROUND FLOOR PLAN - 1999 - CURRENT CONDITION



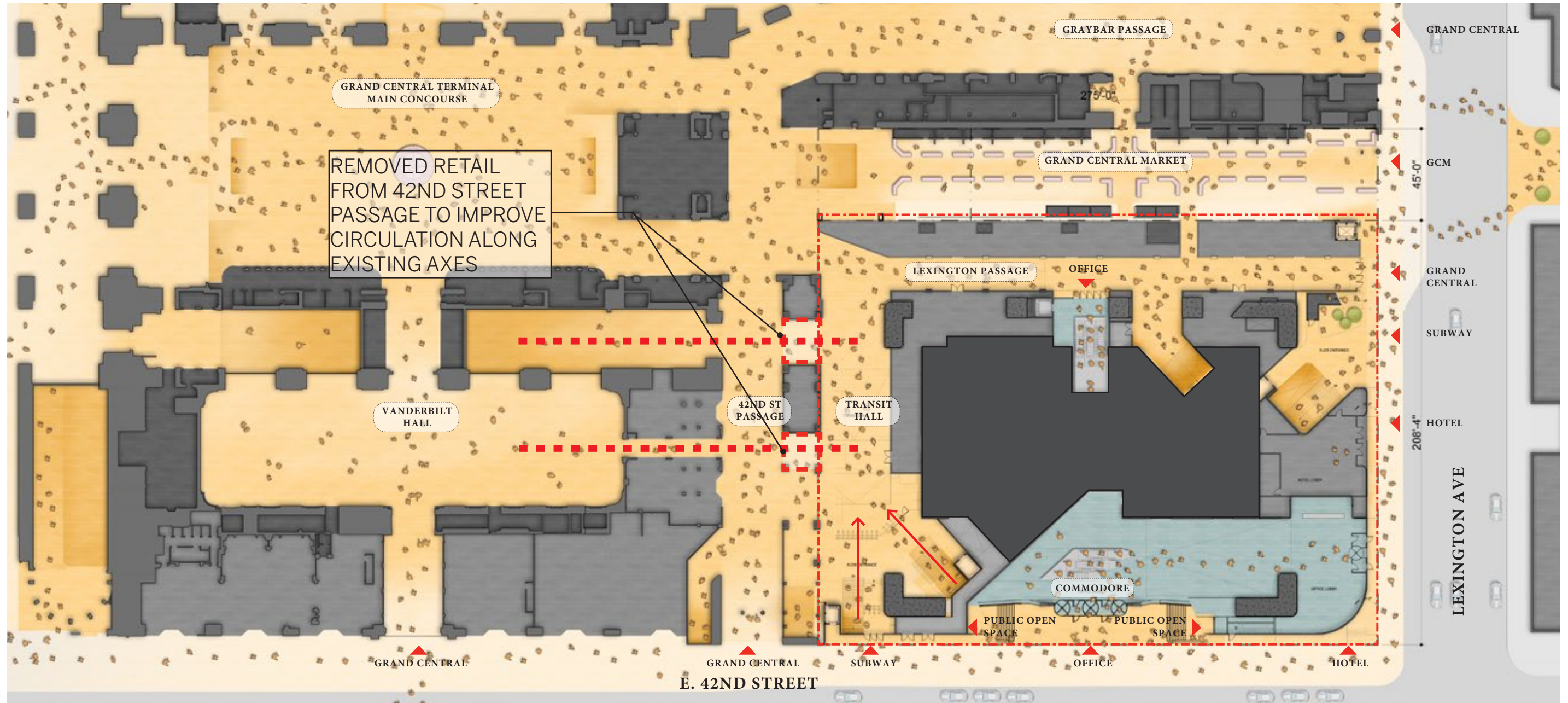
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GROUND FLOOR - PROPOSED

New Transit Hall on Lot 30 with direct connections to the 42nd Street Passage



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THE EVOLUTION OF THE 42ND ST PASSAGE

1992 Preconstruction Survey (Changes between 1931 - 1992)

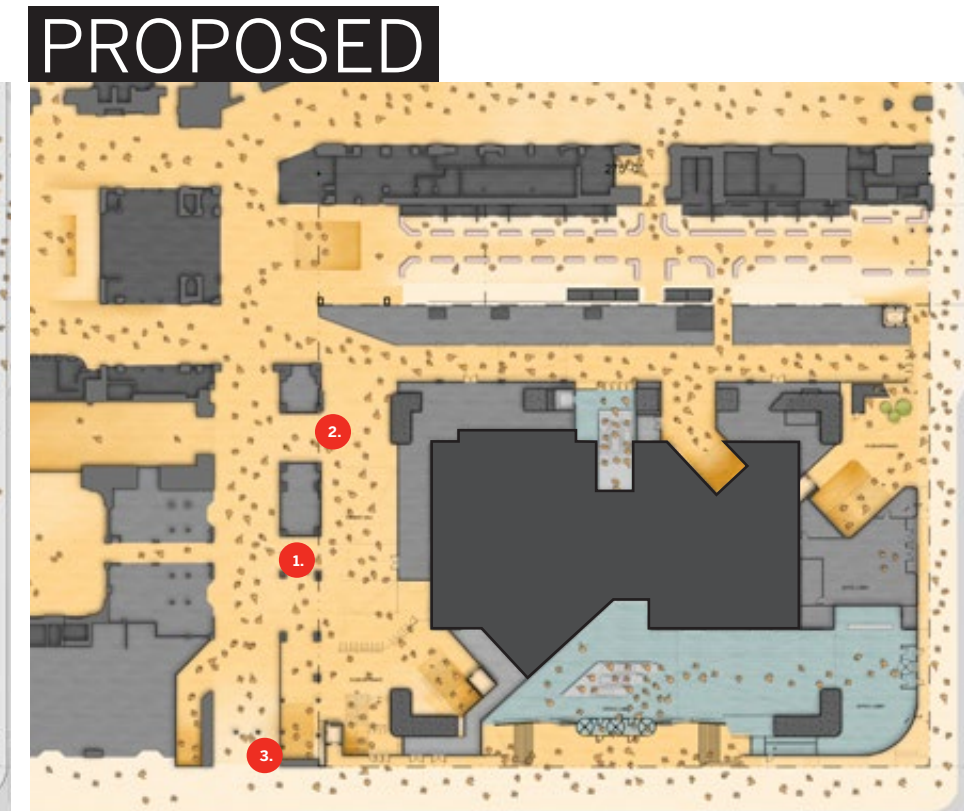
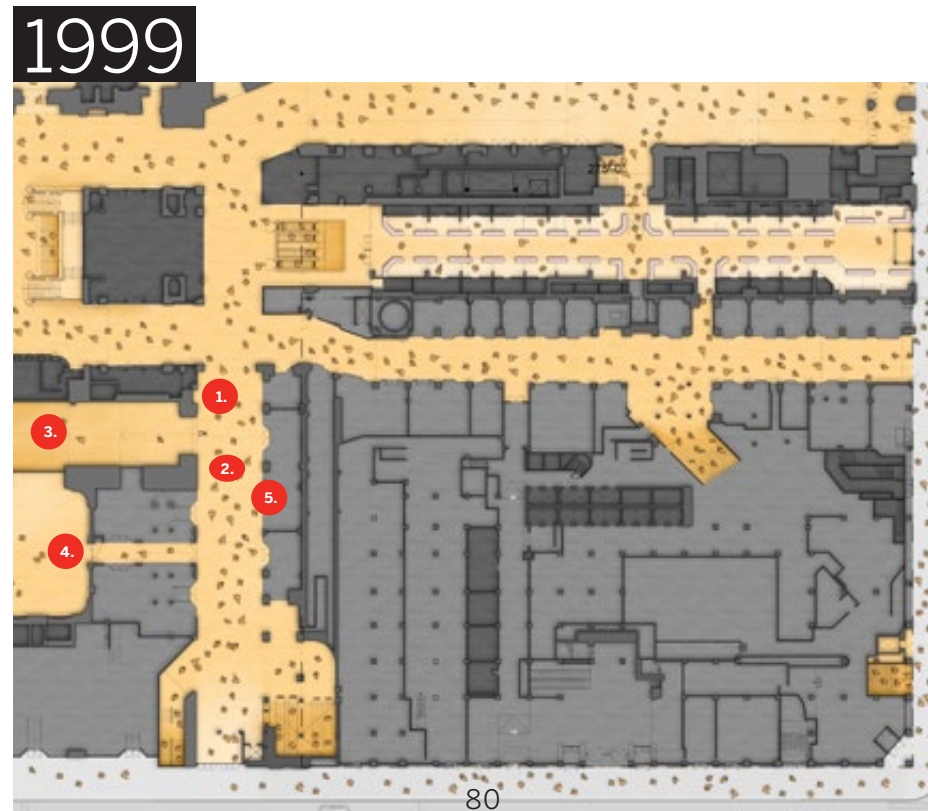
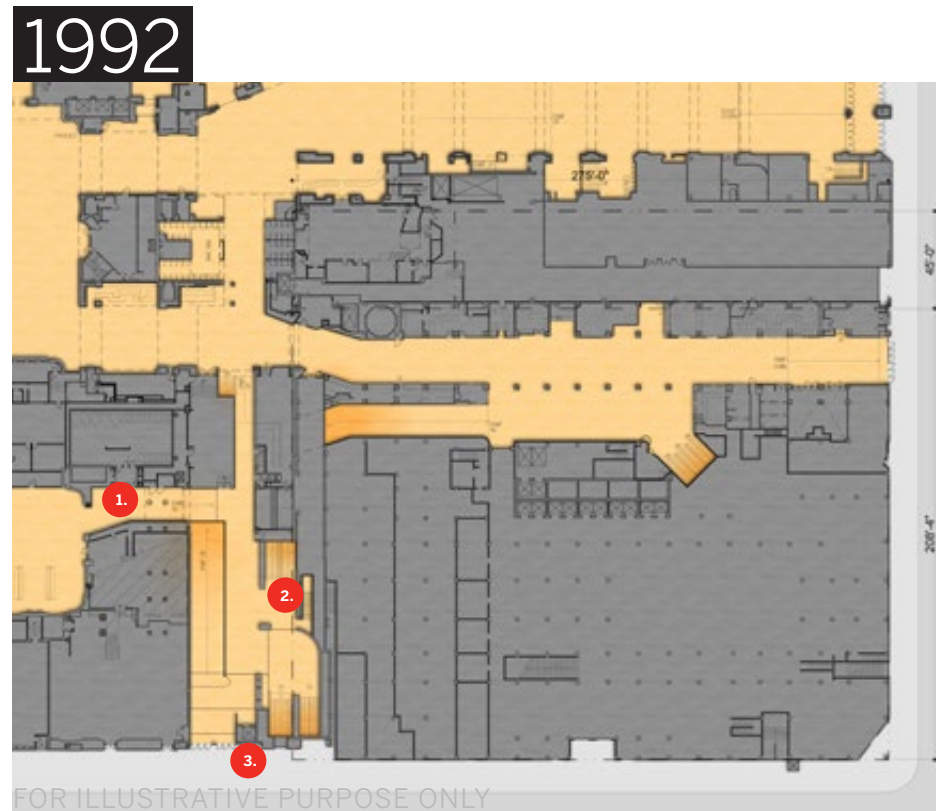
1. New connection to Vanderbilt Hall
2. Ramp replaced with stair to Lower Concourse
3. Historic entrance replaced with elevator

1999 Beyer Blinder Belle Masterplan

1. Removal of the ramp and stair that descended to the Lower Concourse from the street
2. Widening of 42nd St Passage
3. Oyster Bar ramp reopened leading into 42nd St Passage
4. Relocated access into Vanderbilt Hall
5. New retail along the passage

Proposed Ground Floor Plan

1. Removal of retail along 42nd St Passage
2. Connection to proposed transit hall
3. Removal of MTA elevator in the historical entrance



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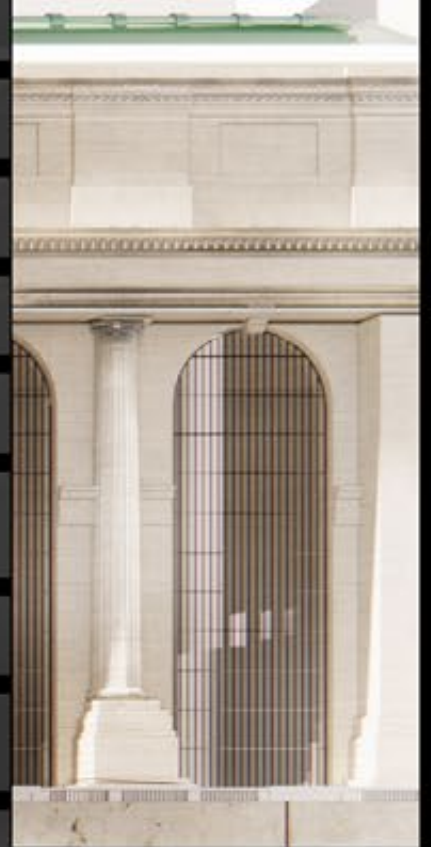
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DEVELOPMENT SITE SECTION - EXISTING



EAST 42ND STREET



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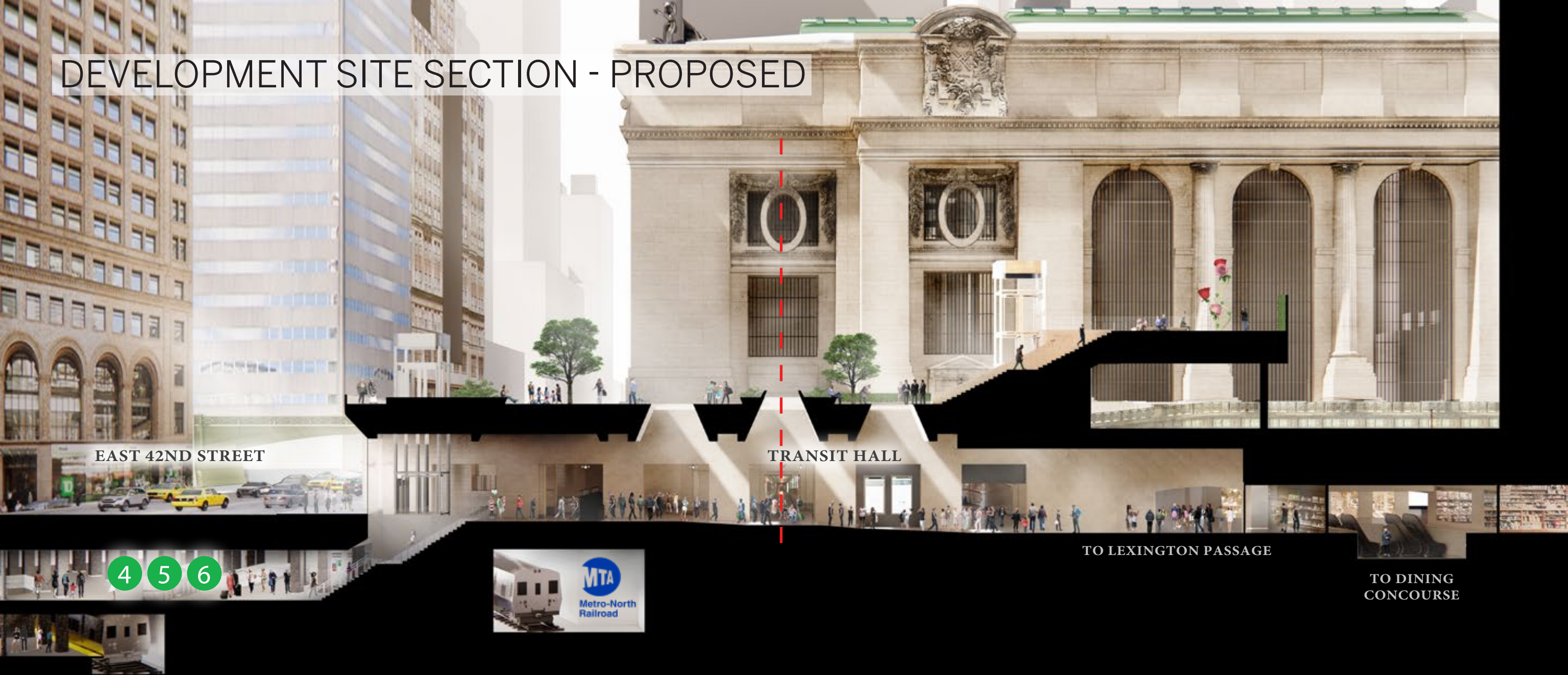


TO LEXINGTON PASSAGE

TO DINING CONCOURSE



DEVELOPMENT SITE SECTION - PROPOSED



EAST 42ND STREET

TRANSIT HALL

TO LEXINGTON PASSAGE

TO DINING CONCOURSE



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TRANSIT HALL LOOKING WEST TOWARDS THE 42ND STREET PASSAGE VIEW FROM LOT 30



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TRANSIT HALL LOOKING WEST TOWARDS THE 42ND STREET PASSAGE VIEW FROM LOT 30

PROPOSED OPENING
ALIGNING WITH THE
VANDERBILT HALL
AXES

BOUNDARY BETWEEN
LOT 1 AND LOT 30



PROPOSED OPENING
ALIGNING WITH THE
OYSTER BAR RAMP

TRANSIT HALL LOOKING SOUTH TOWARDS 42ND STREET VIEW FROM LOT 30



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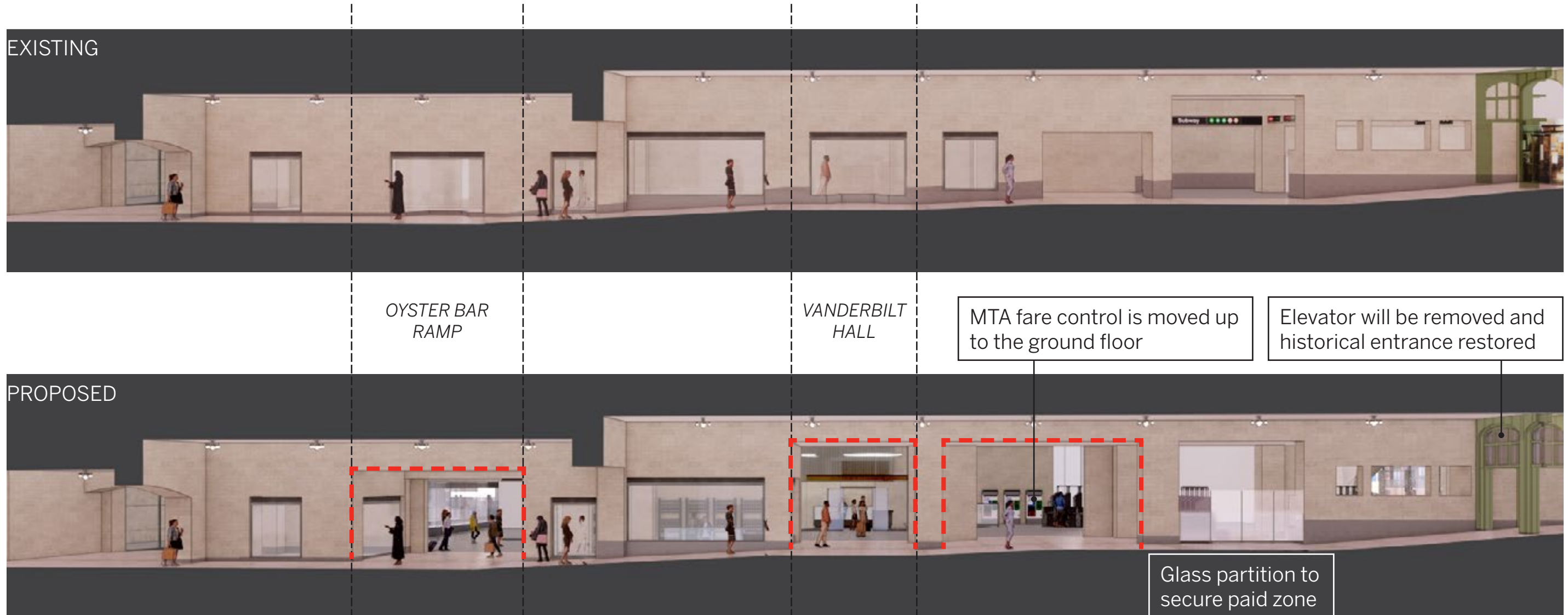
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42ND STREET PASSAGE - ELEVATION

The circulation portals are designed to provide the porosity with the 42nd Street Passage requested by the MTA to achieve its desired increase in level of service.

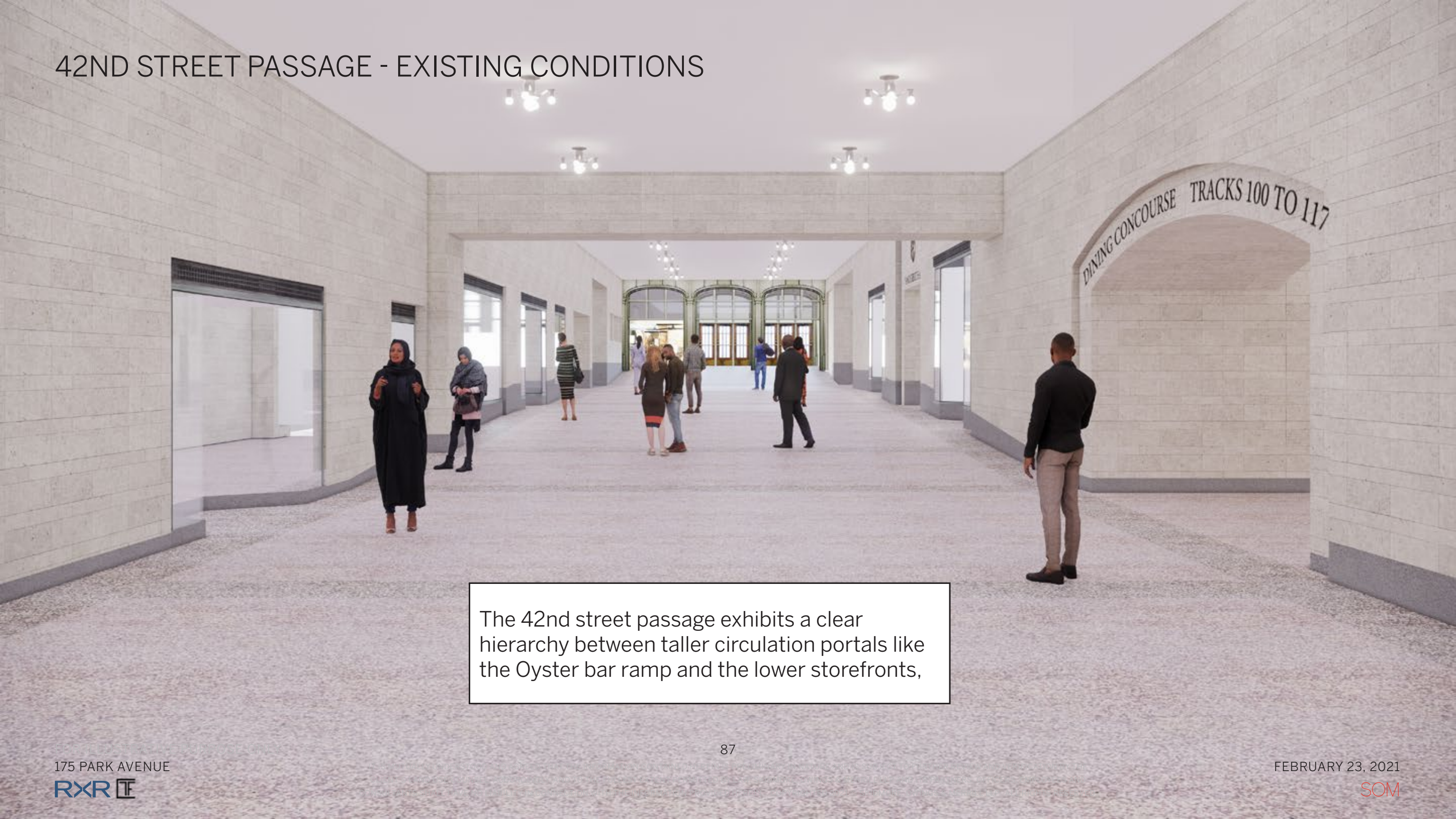


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42ND STREET PASSAGE - EXISTING CONDITIONS



The 42nd street passage exhibits a clear hierarchy between taller circulation portals like the Oyster bar ramp and the lower storefronts,

42ND STREET PASSAGE - PROPOSED CONDITIONS

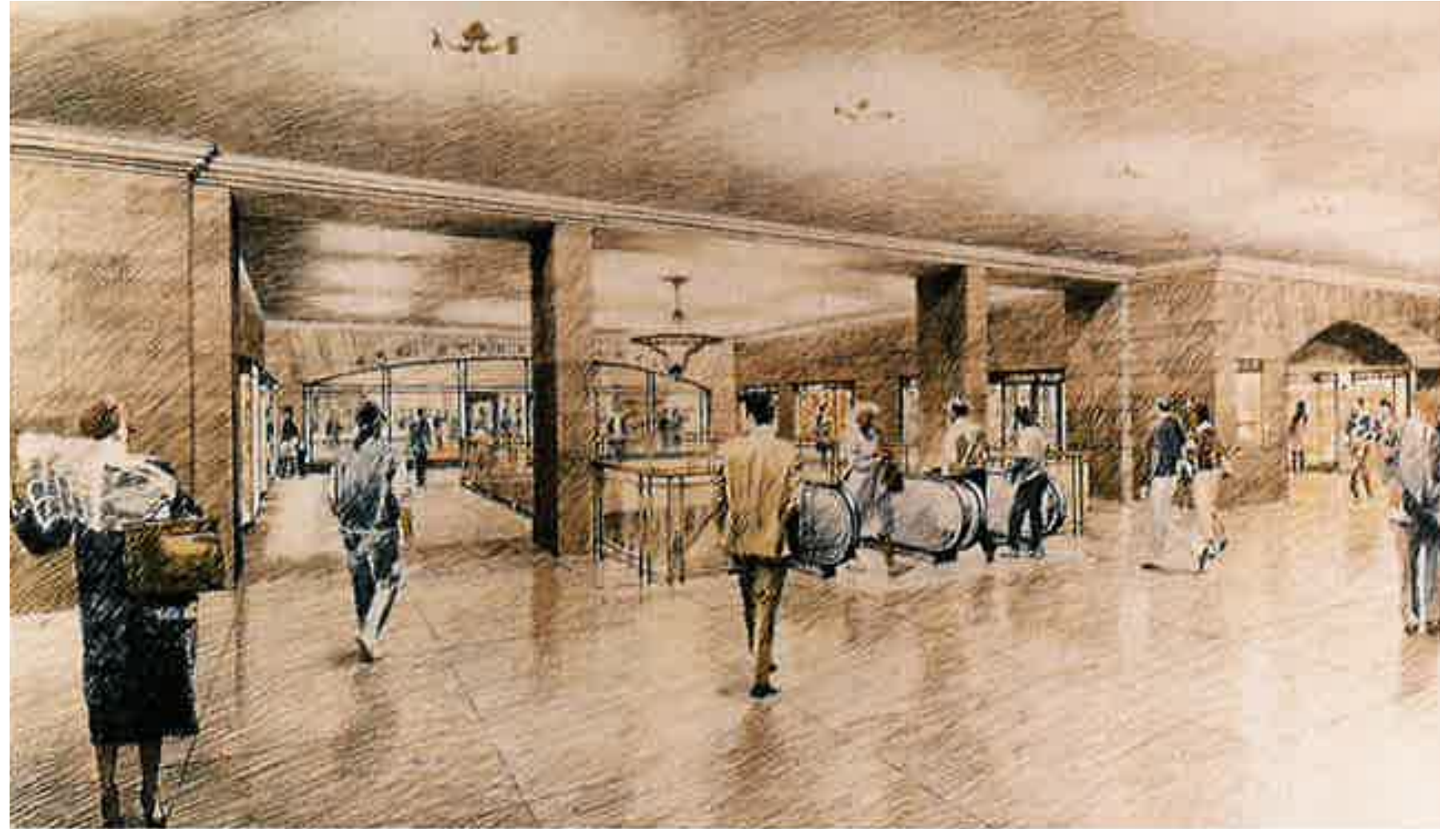


Proposed openings are similar in scale to the existing circulation portals, differentiating them from the scale of the storefronts.

42ND STREET PASSAGE

The scale of the circulation portals is appropriate in its continuity both with the parameters of the Terminal's design and with Beyer Blinder Belle's Masterplan.

Pictured right is a preliminary rendering of the Grand Central Market entrance, showing the clear hierarchy between taller circulation portals and lower storefronts.



42ND STREET PASSAGE - EXISTING CONDITIONS



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42ND STREET PASSAGE - PROPOSED CONDITIONS



Elevator will be removed and historical entrance restored

New storefronts, floor surfaces, and wall surfaces will be consistent with surrounding materials. Storefronts will not be impacted by the openings.

42ND STREET PASSAGE - EXISTING CONDITIONS



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42ND STREET PASSAGE - PROPOSED CONDITIONS

Finishes within the Passage will be consistent with the current condition

The proposed opening aligns with the Vanderbilt Hall axes

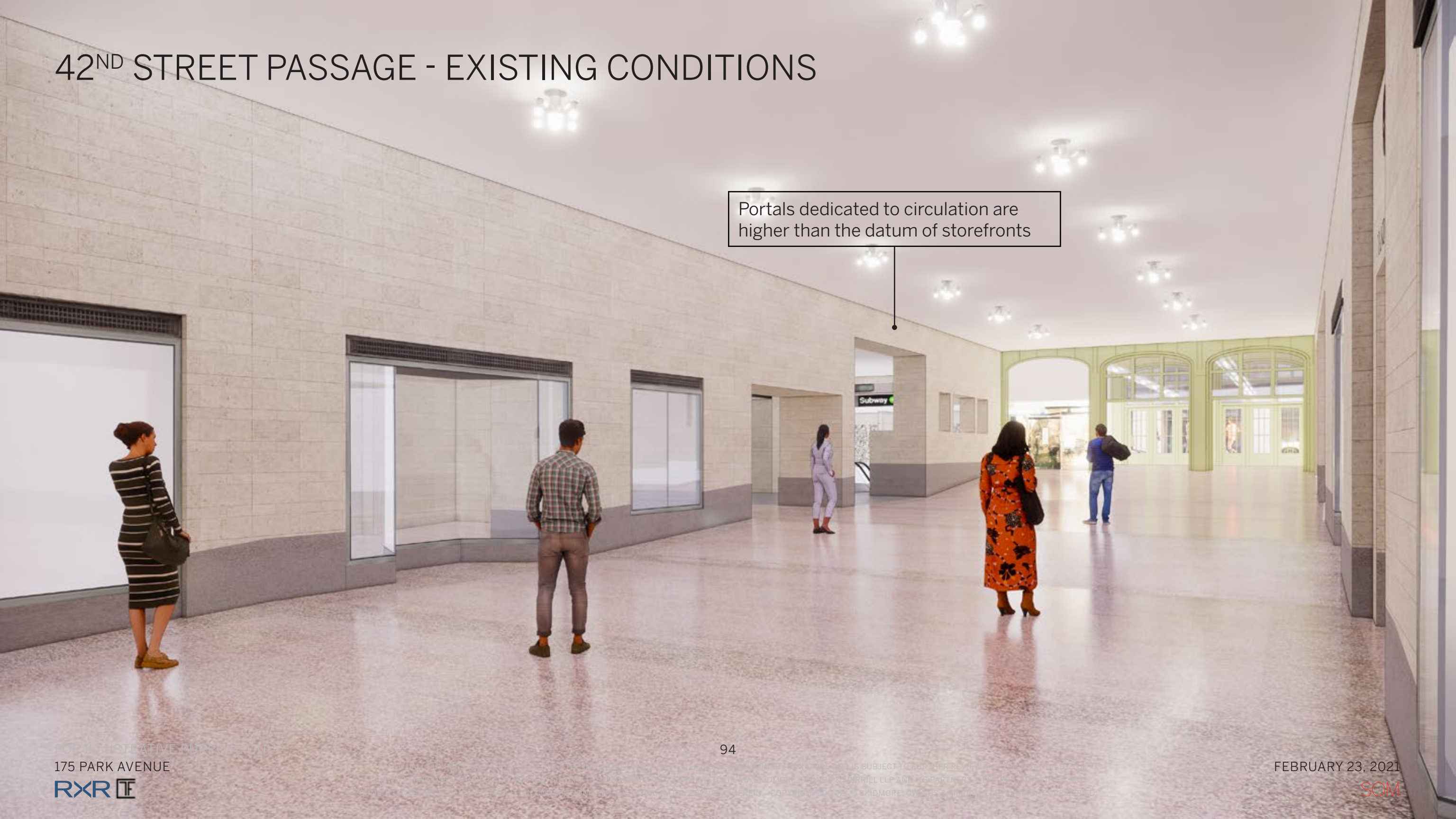
Boundary between the Terminal and Lot30

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42ND STREET PASSAGE - EXISTING CONDITIONS



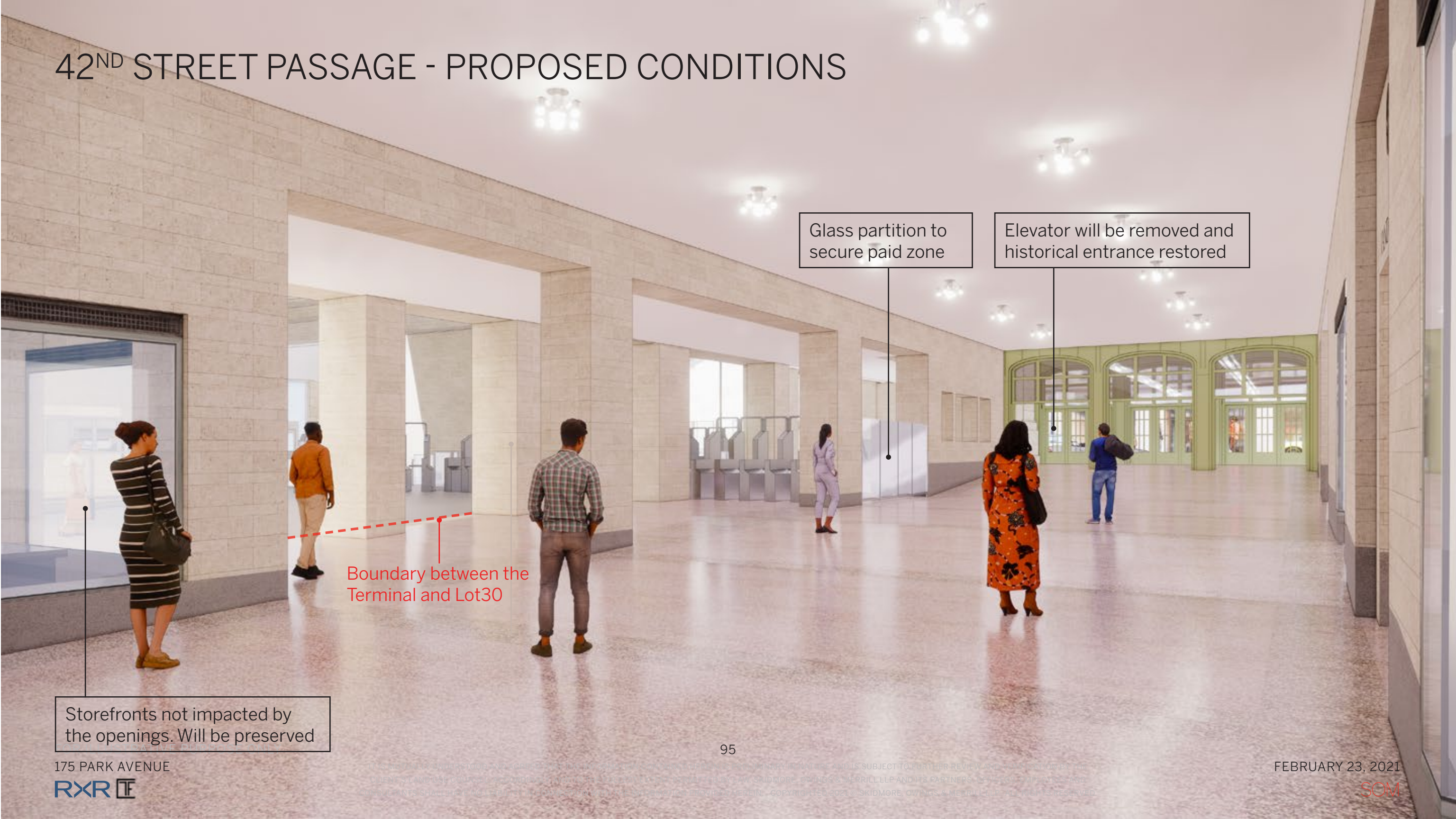
Portals dedicated to circulation are higher than the datum of storefronts

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42ND STREET PASSAGE - PROPOSED CONDITIONS



Glass partition to secure paid zone

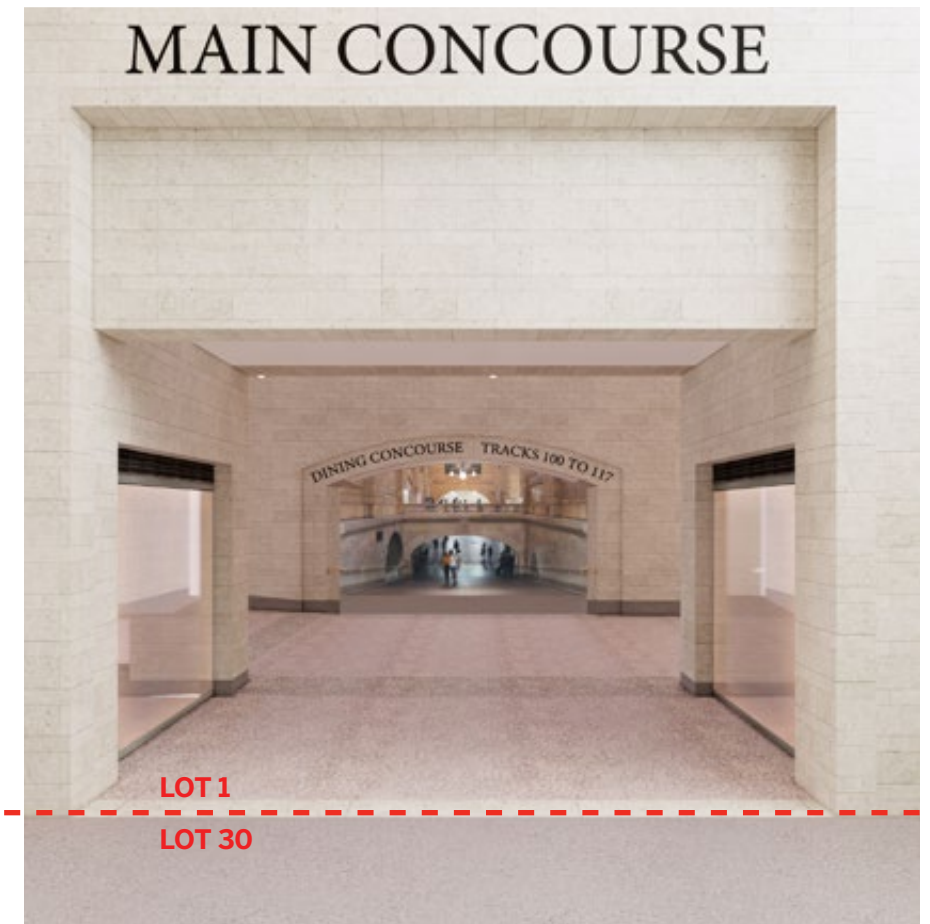
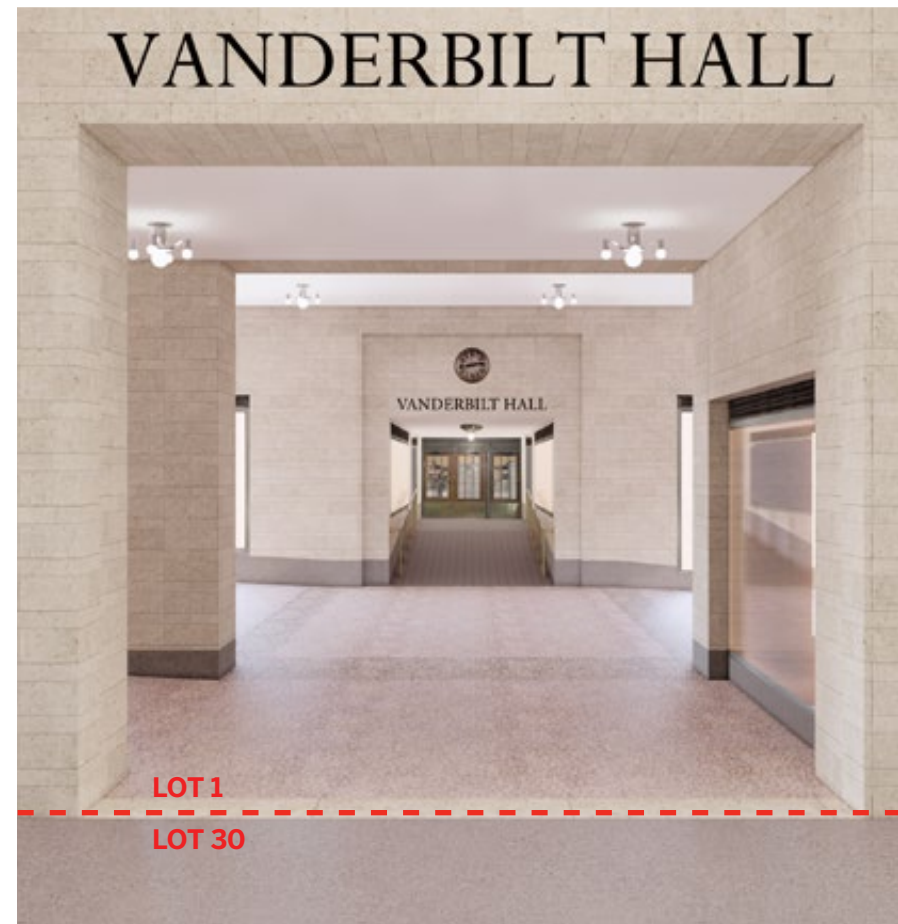
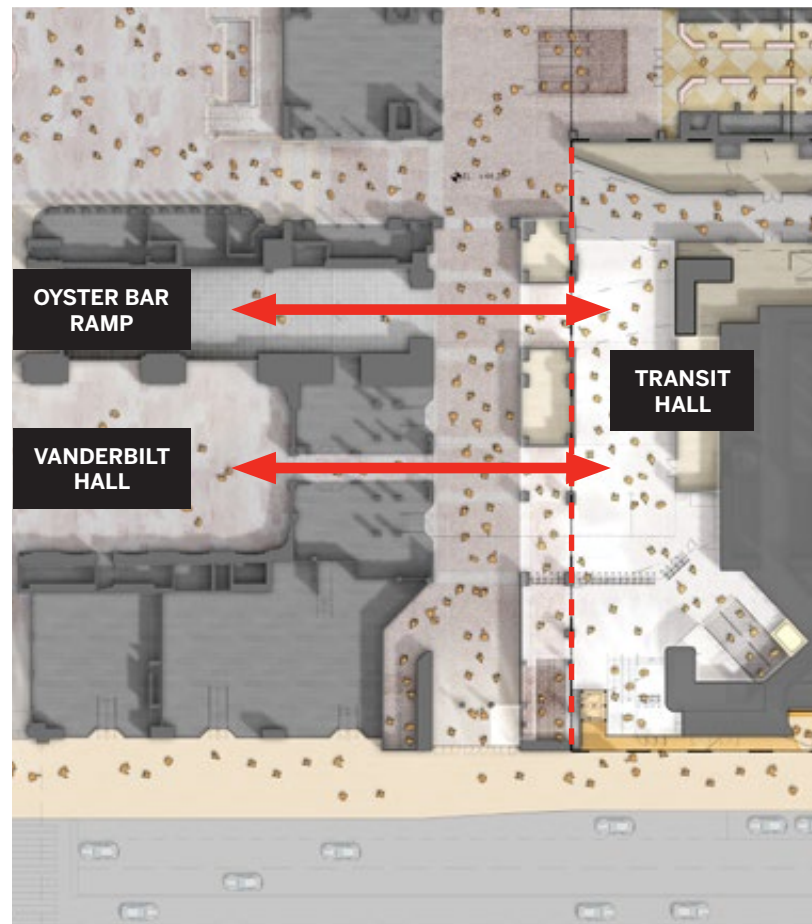
Elevator will be removed and historical entrance restored

Boundary between the Terminal and Lot30

Storefronts not impacted by the openings. Will be preserved

42ND STREET PASSAGE - PROPOSED CONDITIONS

The redline marks the boundary between the transit hall and the 42nd St Passage. Finishes within the transit hall will be sympathetic with, but differentiated from, the materials of the passage.





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The current proposal is:

Preservation Department – Items 7 & 8, LPC-21-05602/21-05603

**71-105 East 42nd Street – Grand Central Terminal,
Borough of Manhattan**

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<https://us02web.zoom.us/j/85652843873?pwd=aHV2VWhNdkc1SDFLeitDbE9YN3NnUT09>

Webinar ID: 856 5284 3873

Passcode: 646895

By Phone:

1 646-558-8656

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