5

Historic and Cultural Resources

This section assesses the potential for the Proposed Action to result in significant adverse impacts on historic and cultural resources, including both archaeological and architectural resources. The analysis presented herein addresses the historic and cultural resources of the Development Site and Study Area for existing conditions. The analysis considers the No-Action condition and the With-Action condition for the Project Area in the 2030 analysis year when the project is expected to be completed.

Introduction

As described in **Chapter 1, Project Description**, the Proposed Actions would facilitate a mixed-use development containing approximately 2,992,161 gsf (2,246,515 zsf) of mixed-use development space, including a hotel, office, and public space (the Proposed Project). The Development Site would contain approximately 2,108,820 gross square feet (gsf)[1] of office space; an approximately 452,950-gsf, 500-room hotel; public space; and retail space on the cellar, ground, and second floors of the proposed building. The Proposed Project would also include significant public realm improvements, as well as subway and mass transit

[1] Development may also occur under an All Office Scenario. Under this scenario, the overall building square footage and building massing would be the same as under the Proposed Project but would be comprised of approximately 2,561,770 gsf of office space, retail, and no hotel.

improvements to enhance circulation and reduce congestion at Grand Central Terminal (GCT, or the Terminal) and the Grand Central – 42nd Street subway station.

The Development Site is located on Block 1280, Lot 30, a 57,292-sf lot that currently contains the Grand Hyatt Hotel. The Development Site is notable for its integration with one of the City's primary transportation hubs. The building sits directly above the Grand Central-42nd Street subway station and Metropolitan Transit Authority (MTA) Metro-North railroad tracks below grade. At the ground floor level, the Development Site is fronted by Lexington Avenue to the east, 42nd Street to the south, Grand Central and the Park Avenue Viaduct to the west, and the Graybar Building to the north. The northbound Park Avenue Viaduct also provides passenger vehicle access to the Grand Hyatt Hotel on the second-floor level.

The *City Environmental Quality Review* (*CEQR) Technical Manual* recommends that a historic resources assessment be performed if a proposed action would result in any of the following actions: in-ground disturbance; new construction, demolition, or significant physical alteration of any building, structure, or object; the change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; or the screening or elimination of publicly accessible views, even if no known historic resources are located nearby. Because work is proposed on MTA property, including within portions of GCT, this analysis has been prepared in consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), acting in its capacity as the New York State Historic Preservation Office (SHPO), and the New York City Landmarks Preservation Commission (LPC).

Principal Conclusions

An assessment was conducted and determined that the Proposed Actions would not result in significant adverse impacts on historic or cultural resources, as summarized below.

Archaeological Resources

The study area for archaeological resources is the area that would be disturbed by project construction, including the Development Site and some portions of the larger Project Area where improvements are proposed to circulation areas (see **Chapter 1, Project Description**). The entire Project Area has been disturbed and lacks archaeological sensitivity. SHPO has concurred with this assumption (4/28/21). Therefore, no further analysis of archaeological resources was considered warranted.

Architectural Resources

The Proposed Project would remove the existing structure on the Development Site, which is neither a New York City Landmark (NYCL), nor an eligible or listed State/National Registers of Historic Places (S/NR) property.

To avoid inadvertent construction-period damage to the adjacent GCT, a NYCL, S/NR, and National Historic Landmark (NHL), as well as the Park Avenue Viaduct (S/NR, NHL), Commodore Development, LLC would develop and implement a construction protection plan (CPP) for the Terminal and attached viaduct in consultation with LPC, SHPO, and the Metropolitan Transportation Authority (MTA). CPPs would also be prepared and

implemented in consultation with LPC and SHPO for the Graybar Building (NYCL, S/NR-eligible), and the Chrysler Building (NYCL, S/NR, NHL) to avoid inadvertent damage from the construction of adjacent off-site transit-related improvements.

It is not expected that the Proposed Development would result in any contextual impacts on architectural resources, as it would not adversely change the scale, visual prominence, or visual context of any building, structure, object, or landscape feature, or screen or eliminate publicly accessible views of any architectural resources that will not be screened or eliminated in the No-Action condition. The shadows analysis presented in **Chapter 4, Shadows**, concluded that the Proposed Development would cast incremental shadows on the east windows of GCT's main concourse, but these new shadows would be limited in extent, duration, and effects and would not result in any significant adverse shadow impacts.

Methodology

The *2020 CEQR Technical Manual* notes that environmental review for historic and cultural resources includes a survey and planning process that helps protect New York City cultural heritage from the potential impacts of projects undergoing CEQR. Historic and cultural resources include both archaeological and architectural resources. As described in greater detail below, archaeological resources are physical remains, usually subsurface, of pre-contact, post-contact and historic periods—such as burials, foundations, artifacts, wells, and privies. Architectural resources generally include historically important buildings, structures, objects, sites, and districts. They may include bridges, canals, piers, wharves, and railroad transfer bridges that may be wholly or partially visible above ground.

Consistent with CEQR guidance, historic and cultural resources consist of the following:

- Designated New York City landmarks, interior landmarks, scenic landmarks, and properties within designated New York City historic districts (or resources calendared for consideration by the LPC;
- Resources listed on, or formally determined eligible for inclusion on, the State and/or National Register of Historic Places, or contained within a district listed on, or formally determined eligible for listing on, the State and/or National Register of Historic Places;
- Resources recommended by the New York State Board for Historic Preservation for listing on the State and/or National Registers of Historic Places;
- National Historic Landmarks; and,
- Resources not identified by one of the programs listed above, but that meet their eligibility requirements.

As discussed in **Chapter 1, Project Description**, for conservative analysis purposes the EIS considers the two building program options to determine the With-Action reasonable worst case development scenario (RWCDS) for each density-based technical area: the Proposed Project with a mix of hotel, commercial office, local retail, and publicly accessible space; and the All Office Scenario, based on the same overall building square footage and building massing as the Proposed Project but comprised of approximately 2,561,770 gsf of office space, retail, and no hotel. In each chapter, where applicable, the EIS analyzes the scenario with the greater potential for impacts. ~~Since the overall building massing and design would be the same in both program options, this~~This chapter evaluates the With-Action condition

including the hotel space, as described above, because it represents the Proposed Project, and for the purposes of this analysis is not any less conservative than the All Office Scenario.

Archaeological Resources

Archaeological resources are physical remnants, usually buried, of past human activities on a site. They can include archaeological resources associated with Native American populations that used or occupied a site and can include stone tools or refuse from tool-making activities, remnants of habitation sites, etc. These resources are also referred to as "precontact," since they were deposited before Native Americans' contact with European settlers. Archaeological resources can also include remains from activities that occurred during the historic period, which began with the European colonization of the New York area in the 17th century; such resources can include remains associated with European contact with Native Americans, battle sites, landfill deposits, structural foundations, and domestic shaft features such as cisterns, wells, and privies.

On sites where later development occurred, archaeological resources may have been disturbed or destroyed by grading, excavation, and infrastructure installation and street improvements. However, some resources do survive in urban environments despite extensive development. Deposits can be protected when covered with pavement (i.e., a parking lot) or with a building with a shallow foundation and no basement. In both scenarios, archaeological deposits can be sealed beneath the ground surface, protected from further disturbance.

The study area for archaeological resources is the area that would be disturbed for project construction, i.e., the Development Site and a portion of the larger Project Area that would be modified to accommodate the proposed improvements to pedestrian circulation. The entire Project Area has been disturbed and lacks archaeological sensitivity. Therefore, no further analysis of archaeological resources is warranted, and this chapter focuses solely on standing structures (architectural resources).

Architectural Resources

Generally, architectural resources should be surveyed and assessed if the proposed project would result in any of the following, whether any known historic resources are located near the site of the project:

- New construction, demolition, or significant physical alteration to any building, structure, or object;
- A change in scale, visual prominence, or visual context of any building, structure, object, or landscape feature. Visual prominence is generally the way in which a building, structure, object, or landscape feature is viewed. For example, a building may be part of an open setting, such as a tower within a plaza, which is either conforming or nonconforming with the street wall in terms of its height, footprint, and/or setback. Visual context is the character of the surrounding built or natural environment. This may include the following: the architectural components of an area's buildings (e.g., height, scale, proportion, massing, fenestration, ground-floor configuration, style), streetscapes, skyline, landforms, vegetation, and openness to the sky;

- Construction, including but not limited to, excavating vibration, subsidence, dewatering, and the possibility of falling objects;
- Additions to or significant removal, grading, or replanting of significant historic landscape features;
- Screening or elimination of publicly accessible views;
- Introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or on an historic structure if the features that make the structure significant depend on sunlight. For example, stained glass windows that cannot be seen without sunlight, or buildings containing design elements that are part of a recognized architectural style that depends on the contrast between light and dark design elements, such as deep window reveals and prominent rustication.

Architectural resources are defined as buildings, structures, objects, sites, or districts that are S/NR listed or determined eligible for such listing based on the following criteria:

- National Historic Landmarks
- New York Certified Landmarks and Historic Districts
- Properties that have been found by LPC to appear eligible for designation or considered for designation ("heard") by LPC at a public hearing

The study area for architectural resources is determined based on a proposed action's area of potential effect on architectural resources, which accounts for both direct physical impacts and indirect impacts. Direct impacts include demolition of a resource and alterations to a resource that cause it to become a different visual entity. A resource could also be damaged by adjacent construction activities such as blasting, pile driving, falling objects, subsidence, collapse, or damage from construction machinery without proper protection measures. Adjacent construction is defined as any construction activity that would occur within 90 feet of a historic resource, as defined in the New York City Department of Building (DOB) *Technical Policy and Procedure Notice (TPPN) #10/88*.[2]

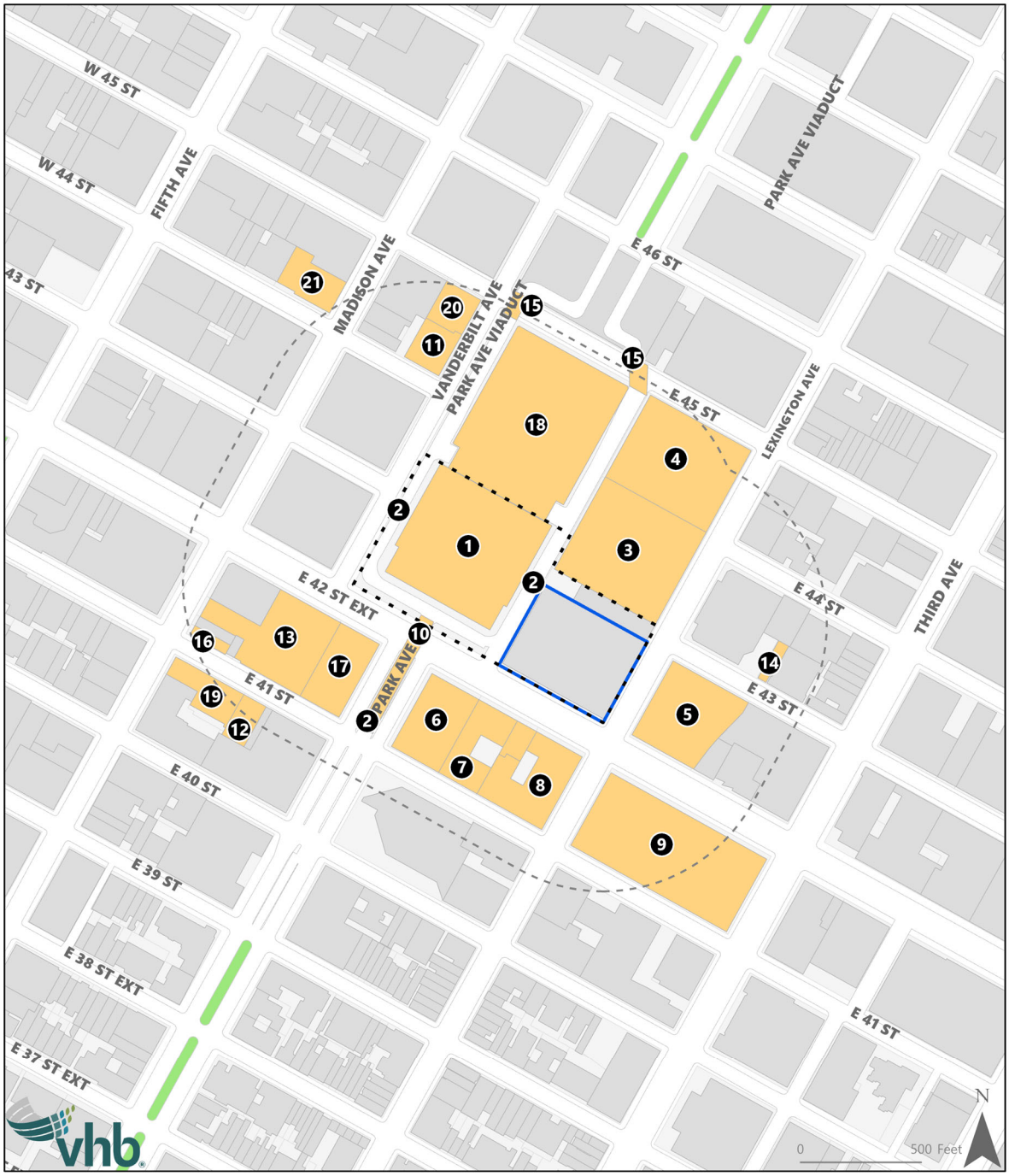
Indirect impacts are contextual or visual impacts that could result from project development. As described in the *CEQR Technical Manual*, indirect impacts can result from a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; screening or elimination of publicly accessible views; or introduction of significant new shadows or significant lengthening of the duration of existing shadows on a historic landscape or on a historic structure if the features that make the resource significant depend on sunlight. Significant adverse direct or indirect impacts can occur if a project would cause a change in the characteristics and features of a property that qualifies it for S/NR listing or for designation as a NYCL.

To account for potential direct and indirect impacts, the study area for the Proposed Action has been defined following the guidelines of the *CEQR Technical Manual* to include the Project Area and a 400-foot radius surrounding the Development Site (see **Figure 5-1**). This 400-foot radius, referred to as a study area, is typically considered adequate for the assessment of historic resources, in terms of physical, visual, and historical relationships.

[2] TPPN #10/88 was issued by DOB on June 6, 1988, to supplement Building Code regulations with regard to historic structures. TPPN #10/88 outlines procedures for the avoidance of damage to historic structures resulting from adjacent construction, defined as construction within a lateral distance of 90 feet from the historic resource.

For conservative analysis purposes, as discussed in **Chapter 1, Project Description**, the EIS considers two building program options to determine the With-Action RWCDS for each density-based technical area: the Proposed Project with a mix of hotel, commercial office, local retail, and publicly accessible space; and a second option that is based on the same overall building square footage and building massing as the Proposed Project but comprised of approximately 2,561,770 gsf of office space, retail, and no hotel (the "All Office Scenario"). In each chapter, where applicable, the EIS analyzes the scenario with the greater potential for impacts. Since the overall building massing and design would be the same in both program options, this chapter evaluates the With-Action condition including the hotel space, as described above, because it represents the Proposed Project.

Figure 5-1 Historic and Cultural Resources Site Map



Criteria and Regulations

Once the study area was determined, an inventory of officially recognized ("designated and eligible") architectural resources was compiled. Criteria for listing on the National Register are in the Code of Federal Regulations, Title 36, Part 63, and LPC has adopted these criteria for use in identifying architectural resources for CEQR review. Following these criteria, districts, sites, buildings, structures, and objects are eligible for the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling, and association, and: (1) are associated with events that have made a significant contribution to the broad patterns of history (Criterion A); (2) are associated with significant people (Criterion B); (3) embody distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C); or (4) may yield information important in prehistory or history (Criterion D). Properties that are younger than 50 years of age are ordinarily not eligible, unless they have achieved exceptional significance. Official determinations of eligibility are made by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

In addition, LPC designates historically significant properties in the City as NYCLs and/or Historic Districts, following the criteria provided in the Local Laws of the City of New York, New York City Charter, Administrative Code, Title 25, Chapter 3. Buildings, properties, or objects are eligible for landmark status when a part is at least 30 years old. Landmarks have a special character or special historical or aesthetic interest or value as part of the development, heritage, or cultural characteristics of the city, state, or nation. There are four types of landmarks: individual landmark, interior landmark, scenic landmark, and historic district.

Within the Study Area, architectural resources that were analyzed include NHLs, S/NR-listed properties or properties determined eligible for S/NR listing, NYCLs and Historic Districts, and properties determined eligible for landmark status. The identification of architectural resources was made in consultation with LPC, and the list of architectural resources in the previously completed *East Midtown Rezoning and Related Actions Final Environmental Impact Statement* (2017) was used as a reference.

Once the architectural resources in the 400-foot study area were identified, the Proposed Actions were assessed for both direct physical impacts and indirect visual and contextual impacts on architectural resources. As noted above, the analysis presented in this chapter addresses the historic and cultural resources of the Development Site and study area for existing conditions. The analysis considers the No-Action condition and the With-Action condition for the Project Area in the 2030 analysis year when the project is expected to be completed.

Existing Conditions

The Development Site is located in East Midtown, a densely developed commercial district that is centered around GCT. The majority of architectural resources located in the study area consists of office buildings constructed in the 20th century. The primary architectural resource in the area is GCT. Additional architectural resources include club buildings, libraries, a roadway viaduct, and a public park. Office buildings range from mid-rise masonry

buildings on narrow lots to skyscrapers with large footprints and façades that use metal or a combination of masonry and metal cladding.

There are 11 designated architectural resources located within the Study Area, two of which are also in the Project Area. There are also nine individual structures previously determined as eligible for NYCL and/or the S/NR within the study area.

Figure 5-1 maps the location of all of the designated and eligible historic resources in the Study Area, and **Table 5-1** provides a brief description of all of the designated and eligible resources that correspond to the numbered resources shown therein. **Figure 5-2** contains photos that correspond to each of the numbered resources.

Table 5-1 Architectural Resources

Map Ref. No.	Name/Building Type	Address	NYCL	NYCL-eligible	S/NR	S/NR-eligible	NHL
Project Area							
1	Grand Central Terminal	77 East 42nd Street	X		X		X
2	Park Avenue Viaduct	Park Avenue from East 40th Street to East 45th Street	X		X		X
Study Area							
3	Graybar Building	420 Lexington Avenue	X			X	
4	Grand Central Terminal Post Office	450 Lexington Avenue			X		
5	Chrysler Building	395 Lexington Avenue	X		X		X
6	Pershing Square Building	125 Park Avenue	X			X	
7	Bowery Savings Bank Building	120 East 42nd Street	X		X		
8	Chanin Building	374 Lexington Avenue	X		X		
9	Socony-Mobil Building	150 East 42nd Street	X			X	
10	Pershing Square Viaduct	Park Avenue from East 40th Street to Grand Central Terminal	X		X		
11	Yale Club	50 Vanderbilt Avenue	X			X	
12	Chemist Club	50-52 East 41st Street		X		X	
13	Lincoln Building	60 East 42nd Street		X		X	
14	St. Agnes Rectory	141 East 43rd Street				X	
15	East 45th Street Bridges (portion of Park Avenue Viaduct)	East 45th Street				X	
16	Loft Building	299 Madison Avenue		X			
17	Philip Morris Headquarters	118-120 Park Avenue		X			
18	Pan Am/MetLife Building	200 Park Avenue		X		X	
19	Lefcourt Colonial Building	295 Madison Avenue				X	
20	Vanderbilt Concourse Building	5254 Vanderbilt Avenue				X	
21	Brooks Brothers Store	346 Madison Avenue				X	

Source: *East Midtown Rezoning and Related Actions Final Environmental Impact Statement (FEIS)* (2017), CRIS (2021), and LPC (2021)

Figure 5-2 Historic Resources is Study Area

Photo 5-1 Grand Central Terminal and Park Avenue Viaduct

Grand Central Terminal (#1) and Park Avenue Viaduct (#2). View east on East 42nd Street

Photo 5-2 Grand Central Terminal and Park Avenue Viaduct

Grand Central Terminal (#1) and Park Avenue Viaduct (#2). View north on East 42nd Street

Photo 5-3 Graybar Building

Graybar Building (#3). View north on Lexington Avenue

Photo 5-4 Grand Central Terminal Post Office

Grand Central Terminal Post Office (#4). View north on Lexington Avenue

Photo 5-5 Chrysler Building

Chrysler Building (#5). View northeast on East 42nd Street

Photo 5-6 Pershing Square Building

Pershing Square Building (#6) and Pershing Square Viaduct (#10) portion of Park Avenue Viaduct (#2). View southeast on East 42nd Street

Photo 5-7 Bowery Savings Bank Building

Bowery Savings Bank Building (#7). View south on East 42nd Street

Photo 5-8 Chanin Building

Chanin Building (#8). View southeast on East 42nd Street

Photo 5-9 Socony-Mobile Building

Socony Mobile Building (#9). View south on Third Avenue

Photo 5-10 Pershing Square Viaduct

Pershing Square Viaduct (#10). View east on East 41st Street

Photo 5-11 Yale Club

Yale Club (#11).
View northwest on Vanderbilt Avenue

Photo 5-12 Chemist Club

Chemist Club (#12). View north on East 41st Street

Photo 5-13 Lincoln Building

The Lincoln Building (#13). View south on Vanderbilt Avenue

Photo 5-14 St. Agnes Rectory

St. Agnes Rectory (#14). View northeast on East 43rd Street

Photo 5-15 Park Avenue Viaduct, East 45th Street Bridges

East 45th Street Bridges (#15). View west on West 45th Street

Photo 5-16 Loft Building

Loft Building (#16). View northeast on Madison Avenue

Photo 5-17 Philip Morris Headquarters

Philip Morris Headquarters (#17). View southwest on East 42nd Street

Photo 5-18 Pan Am/ MetLife Building

Pan Am/MetLife Building (#18) and Park Avenue Viaduct (#2). View north on Park Avenue

Photo 5-19 Lefcourt Colonial Building

Lefcourt Colonial Building (#19). View north on Lexington Avenue

Photo 5-20 52 Vanderbilt/Manhattan Savings

Vanderbilt Concourse Building (#20). View southwest on Vanderbilt Avenue

Photo 5-21 **Brooks Brothers Store**

Brooks Brothers Store (#21). View north on Madison Avenue

Designated Individual Landmarks in Project Area[3]

The following identification numbers correspond to the resources listed in **Table 5-1**, **Figure 5-1**, and **Figure 5-2**.

1. Grand Central Terminal, 77 East 42nd Street (NYCL, S/NR, NHL)

GCT, one of the great buildings of America, evokes a spirit that is unique in this City. In style it represents the best of the French Beaux-Arts. Between 1903 and 1913, the original 1871 station building on the site was torn down in phases and replaced by the current structure, which was designed by the architectural firms of Reed & Stem and Warren & Wetmore, who entered an agreement to act as the associated architects of GCT in February 1904. Reed & Stem were responsible for the overall design of the station, while Warren & Wetmore added architectural details and the Beaux-Arts style. This work was accompanied by the electrification of the three railroads then owned by Cornelius Vanderbilt, and the resultant burial of the approach in tunnels under what is now Park Avenue. The result of this was the creation of several blocks worth of prime real estate in Manhattan. The new terminal opened on February 2, 1913.

The contrast of solids and voids is a striking feature of this building. The large percentage of glass areas, evident in the great windows, is reminiscent of the quality of some of the best French exposition buildings, models of daring structural design in their day, which availed themselves of the latest technological knowledge of their time. The very scale of the monumental columns and the handsome sculptured details, such as the enframement of the

[3] The following descriptions were taken from individual NYCL or S/NR Designation Forms where available.

oval windows and Clock by French sculptor Jules-Alexis Coutan, represent a handsome and skillful combination of architectural elements to create a building overpowering in its timeless grandeur (see **Figure 5-2, Photo 5-1**). GCT was designated an NYCL in 1968, was listed in the S/NR in 1975, became an NHL in 1976, and had its S/NR boundaries expanded in 1983. The terminal was restored in 1998 by the architectural firm of Beyer Blinder Belle.

2. Park Avenue Viaduct, Park Avenue between East 40th and East 46th Streets (NYCL, S/NR, NHL)

A design competition for the new GCT in 1903 brought forward the idea of covering the yards with streets and buildings and unifying the southern and northern sections of Park Avenue. Reed & Stem, later working with Warren & Wetmore, produced a plan for the terminal that included a mix of rail traffic, suburban, intercity, elevated and subway, with pedestrian and vehicular access. Around the outside they developed a circumferential roadway viaduct that took traffic between 46th and 40th Streets, bridging busy 42nd Street (see **Figure 5-2, Photo 5-2**).

The terminal was completed in 1913, but the viaduct was not finished until 1919. An ornamental iron railing with shell medallions runs along most of the roadway, and elaborate bronze streetlights originally stood atop granite piers. According to Architecture magazine in 1919, "aesthetic considerations called for arches" in spanning the three openings but the spaces were too cramped to allow footings for true arch construction. The architects and Olaf Hoff, the engineer, designed great steel girders, curved as if built as arches but actually cantilevered out from the opposing piers. The steel members were up to 136 feet long and were pulled by a 52-horse team from 19th Street and the East River to the site.

The completion of the viaduct changed Park Avenue from an inconvenient local street to the most modern highway in New York. The viaduct, which was built without sidewalks, may be the earliest thoroughfare in New York designed solely for vehicles, without any accommodation for pedestrians. The LPC designated the Pershing Square portion of it (#10 below) a landmark in 1980 and the designation report by Rachel Carley calls it "the finest example of Beaux-Arts civic planning in New York."

Designated Individual Historic Resources in Study Area[4]

3. Graybar Building, 420 Lexington Avenue (NYCL, S/NR-eligible)

The 420 Lexington Avenue building is known as the Graybar Building, the name being a contraction of Gray and Barton, the electric products distribution company that occupied the building when it was erected in the 1920s. The massive stone Art Deco or Art Moderne 30-story building was said to have more square feet of office space than any other structure in the world when it opened in 1927.[5] The entrance of the building has bas-relief figures symbolizing electricity and power, as well as unusual features of sculpted rats ascending metal mooring ropes holding up the entry canopies (see **Figure 5-2, Photo 5-3**). Although the Graybar Corporation vacated the building in the 1980s, the name remains. The building was renovated in 2000.

[4] The following descriptions were taken from individual NYCL or S/NR Designation Forms where available.

[5] http://history.graybar.com/docs/western-electrics-9-million-baby.pdf. Accessed March 20, 2013.

The original building was designed by noted architects Sloan & Robertson, a firm responsible for some of the most distinguished skyscrapers in New York City. They also designed the Chanin Building at 122 East 42nd Street. Sloan & Robertson were known for their eclectic blend of Near Eastern, Egyptian, ancient Greek, and early Art Deco forms.[6]

4. Grand Central Terminal Post Office, 450 Lexington Avenue (S/NR)

Designed by Warren & Wetmore and Reed & Stem in 1906, the seven-story Grand Central Post Office is among the last remaining buildings of the original "terminal city" complex around GCT. Opened in 1909, practically the entire structure was given over to postal operations.

The Post Office, like much Federal architecture, is made of large limestone blocks (see **Figure 5-2, Photo 5-4**). It consists of a Roman Doric mass of red granite on the first floor and Indiana limestone above. The middle four stories have large vertical bays of steel windows alternating with piers of limestone. The decoration, although limited, is rich and inventive. A limestone band at the second floor has a rectangular, interlocking meander pattern, intertwined with leafwork and acorns. The riveted steel window bays carry an intricate, crisscross fretwork and have been described as akin to industrial Gothic. The interior of the building was completely remodeled in 1938 and 1939.

5. Chrysler Building, 395-405 Lexington Avenue (NYCL, S/NR, NHL)

The Chrysler Building, a stunning statement in the Art Deco style by architect William Van Alen, is a skyscraper located at the intersection of 42nd Street and Lexington Avenue. At 1,046 feet, the structure was the world's tallest building for 11 months before it was surpassed by the Empire State Building in 1931. Built in 1928-1930 for Walter P. Chrysler of the Chrysler Corporation, it was reportedly dedicated to world commerce and industry. Noted for its machine age design and décor, it has gargoyles modeled on winged radiator caps, emblematic of the automobile that was the foundation of its builder's fortune. The building embodies the romantic essence of the New York City skyscraper and is an enduring symbol of the City in the Roaring Twenties. The tallest building in the world when completed in 1930, it stood proudly on the New York skyline as a personal symbol of Walter Chrysler and the strength of his corporation (see **Figure 5-2, Photo 5-5**). The building was listed in the S/NR and designated an NHL in 1976 and became an NYCL in 1978.

6. Pershing Square Building, 125 Park Avenue, a.k.a. 100 East 42nd Street (NYCL, S/NR – eligible)

Erected on the site of the former Grand Union Hotel, this 25-story brick and terra-cotta office building was completed in 1923 and designed in the Romanesque style by architect John Sloan of the firm York & Sawyer. Building materials were supplied by the Atlantic Terra Cotta Company, and as Christopher Gray notes, the façade depicts "intricate cross-set brickwork" and terra-cotta ornament that easily goes unnoticed (see **Figure 5-2, Photo 5-6**). Sloan himself leased space in the new building, and in 1924 opened the office Sloan & Robertson with partner Thomas Markoe Robertson. The firm is perhaps best known for their skyscraper designs, including the Graybar and Chanin buildings.

[6] Barbaralee Diamonstein-Spielvogel, *The Landmarks of New York*, Monarch Press, 2005.

The Pershing Square Building takes its name from the section of 42nd Street directly in front of GCT, which was in turn named in honor of the commander of American forces in France during World War I, John J. Pershing.

7. Bowery Savings Bank Building, 110-120 East 42nd Street (NYCL, S/NR)

The Bowery Savings Bank decided to move its headquarters in 1920, and a new building was constructed from 1921-23 at 110-120 East 42nd Street between Park and Lexington Avenues across from GCT. This 18-story structure was designed by York and Sawyer in Italian Romanesque Revival style, with William Louis Ayres as the partner in charge. The huge interior, which measures 65 feet high, 80 feet wide and 197.5 feet long, utilizes marble, limestone, sandstone and bronze screens to create a space reminiscent of a basilica. It has been called one of the great spaces of New York (see **Figure 5-2, Photo 5-7**). A six-story addition to the east, which came to be called "The Chapel," was built in 1931-33. The building, recognized by its monumental arched, glazed entrance, was designated a New York City Landmark in 1996.

8. Chanin Building, 374 Lexington Avenue, 122 East 42nd Street (NYCL, S/NR)

The Chanin Building, built in 1927-29 by Irwin S. Chanin, is a brick and terra-cotta building that rises 56-stories high at the corner of Lexington Avenue and East 42nd Street. Designed by the architectural firm of Sloan & Robertson with sculptural decoration by Rene Chambellan, it is a major example of Art Deco architecture in New York City. The base of the building boasts black Belgian marble around the store fronts with a bronze frieze directly above depicting scenes of evolution. A second terra-cotta frieze runs the whole length of the lower façade, presenting a dramatic collection of angular zigzags and curvy leaves. The tower rises 22 stories and then thins into a series of setbacks, reaching a total of 56 floors (see **Figure 5-2, Photo 5-8**). The top of the building is a series of buttresses that are illuminated from the inside at night, lighting up the recesses in the crown. It was designated an NYCL in 1978 and was listed in the S/NR in 1980.

9. Socony-Mobil Building, 150 East 42nd Street (NYCL, S/NR-eligible)

A curtain wall of seven thousand embossed stainless-steel panels gives the Socony-Mobil Building a unique presence on the midtown skyline. Constructed between 1954 and 1956, this impressive skyscraper fills an entire block, extending from East 42nd to East 41st Streets and from Lexington to Third Avenues. The entrances are reached by passing beneath dramatic stainless-steel arches that enclose generous exterior vestibules. At the center of the block, atop a three-story base, is a 42-story tower, oriented from east to west, flanked by 13-story wings.

The driving force behind this speculative office project was Peter B. Ruffin, of the Galbreath Corporation, who convinced the owners of the site, the Goelet Estate, to agree to a long-term lease. A distinguished group of architects and engineers was assembled to guide the project, and major tenants were secured, including the Socony-Mobil Oil Company, which relocated from the financial district to occupy half the structure. Fully leased at the time of completion, the project's success bolstered the emergence of midtown and the area surrounding GCT as a major corporate address.

The Socony-Mobil Building was designed in two phases: John B. Peterkin, a consultant to the Goelet estate, was responsible for the initial scheme, a setback tower of brick and granite that conformed to the 1916 zoning ordinance. Harrison & Abramowitz, who were at the height of their prestige, joined the team in 1952 and over the next two years the elevations were completely redesigned using man-made materials. The structure that resulted is a vivid study in contrasts, juxtaposing deep blue structural glass with stainless steel, smooth and embossed surfaces, as well as curved and rectilinear forms. These juxtapositions give the Socony-Mobil Building its singular character and the sparkling elevations gave the project a strong modern identity (see **Figure 5-2, Photo 5-9**). Aside from modest alterations to the base and storefronts, this office tower remains one of the post-war era's— and the neighborhood's—most striking skyscrapers. It was designated an NYCL in 2003.

10. Pershing Square Viaduct, Park Avenue from East 40th Street to Grand Central Terminal (NYCL, S/NR)

The Pershing Square portion of the Park Avenue Viaduct—built between 1917 and 1919, and designed by Warren & Wetmore—is located on Park Avenue between East 40th and 42nd Streets (see **Figure 5-2**, **Photo 5-10**). The Beaux-Arts viaduct begins at East 40th Street at the opening of the Belmont Tunnel. It ascends on a gradual incline above East 41st and 42nd Streets, joining the upper story of the terminal on its south façade. The Park Avenue Viaduct continues as a raised roadway that routes traffic around GCT on an elevated terrace. Traffic is carried via the 45th Street Bridges to Park Avenue, north of GCT, returning to street level at East 46th Street. Over the years the area occupied by the viaduct between East 40th and 42nd Street has come to be known as Pershing Square. The City once planned to build a plaza named in honor of General John J. Pershing adjacent to the viaduct, but the Pershing Square Building was built on that spot in 1923 instead. The viaduct was designated an NYCL in 1980 and was listed in the S/NR in 1983.

11. Yale Club, 50 Vanderbilt Avenue (NYCL and S/NR-eligible)

This 22-story building, known as the Yale Club, was built in 1915 and designed by James Gamble Rogers. Rogers (1867-1947) designed a number of academic buildings, including many at Columbia University. Rogers was responsible in the early twentieth century for transforming the Yale campus in New Haven, CT into the Gothic celebration still dominating the campus today. The stone exterior and neo-Gothic details of this Club building give a sense of solemnity and evoke the presence of academe (see **Figure 5-2, Photo 5-11**).

Other Eligible Historic Resources

The study area was also assessed to identify any other architectural resources that were previously designated as eligible for NYCL or S/NR-listing but are not yet currently designated as such. According to the *CEQR Technical Manual*, historic resources are considered significant if they meet the criteria for eligibility to the S/NR, established by the U.S. Secretary of the Interior, or criteria for local designation set forth in the New York City's Landmarks Law. The S/NR criteria address both historic and architectural significance: a property may be associated with significant events or persons or may be a notable representation of a particular architectural style or the work of an important architect or builder. Similarly, the criteria of New York City's Landmarks Law include historical, architectural, aesthetic, and cultural value.

As listed in **Table 5-1** and shown on **Figure 5-1**, there are 10 NYCL-eligible and/or S/NR-eligible structures in the study area. Eligible resources were assessed for potential impacts resulting from the Proposed Actions. Numbers of structures correspond to those in **Table 5-1**, and **Figure 5-1**.

12. 50-52 East 41st Street, Chemist Club (NYCL- and S/NR-eligible)

The Chemists' Club at 50-52 East 41st Street, now the Dylan Hotel, was designed by the architectural firm of York & Sawyer and completed in 1910. The ten-story building, built in the Classical Revival style, was designed specifically for the Club, an organization founded in 1898 by New York members of the American Chemical Society. York & Sawyer was a prominent architectural firm responsible for many Beaux-Arts buildings, including a number of bank structures (see **Figure 5-2, Photo 5-12**). Edward York and Philip Sawyer trained in the firm of McKim, Mead & White and began their partnership in 1898. The building was renovated in 2000 for use as a boutique hotel by architectural firm M. Castedo & Associates, with Jeffrey Beers International designing the interior.

13. 60 East 42nd Street, Lincoln Building (NYCL- and S/NR-eligible)

The Lincoln Building, at 60 East 42nd Street and now known as One Grand Central Place, is a 53-story office building designed by architect James Edwin Ruthven Carpenter, and completed in 1930. This stately building opposite GCT was designed in the Gothic Revival style and originally featured the bronze model for Daniel Chester French's Lincoln Memorial statue, although it has since been removed (see **Figure 5-2, Photo 5-13**).

14. 141 East 43rd Street, Saint Agnes Rectory (S/NR-eligible)

The Rectory of the Church of Saint Agnes, at 141 East 43rd Street, was built in 1904, adjoining the 1873 Roman Catholic Church, which was destroyed by fire in 1992. The rectory was designed by Jeremiah O'Rourke & Sons, a Newark-based architectural firm, who in its later years specialized in ecclesiastical designs. The four-story stone and brick Gothic Revival façade features a tripartite arched window on the top story (see **Figure 5-2, Photo 5-14**).

15. East 45th Street Bridges, part of Park Avenue Viaduct, north of Grand Central Terminal and MetLife Building (S/NR-eligible)

This portion of the Park Avenue Viaduct encompasses the bridges that cross over East 45th Street and enter ground level through the former New York Central Hotel (now Helmsley Hotel), rejoining Park Avenue at East 46th Street. The original viaduct, conceived by Reed & Stern in 1903, designed by Warren & Wetmore in 1912, and opened in 1919, ran from East 40th Street at Park Avenue to GCT. Traffic was then routed to the western side of GCT and exited at East 45th Street and Vanderbilt Avenue. Soon after completion, it was realized that traffic was backing up at East 45th Street, and the decision was made to continue the viaduct northward. Hailed by the New York Times as one of the "greatest improvements" to solve the surrounding traffic issues, the northern part of the viaduct was completed in 1928, coinciding with the construction of the New York Central Hotel. The Beaux-Arts openwork cast-iron railing with a scallop shell motif that is present on the southern half of the viaduct is seen again on the two East 45th Street overpasses but in a solid form. Each overpass is supported by piers with scrolled support brackets (see **Figure 5-2, Photo 5-15**).

16. 299 Madison Avenue (NYCL-eligible)

The building at 299 Madison Avenue is a 12-story Neo-Gothic designed structure, originally constructed as lofts and offices in 1912-1913. The original architects were Hill and Stout, and the general contractors were The Whitney Company. In 2000, the architectural firm Stephen B. Jacobs Group renovated the building, which is now known as the Library Hotel.[7]

The 299 Madison Avenue building has a narrow footprint, with only a 25-foot frontage on Madison Avenue. The terra-cotta entrance is two stories high, and has Neo-Gothic features including a pointed arch doorway and quatrefoil windows in the spandrel foil. Diamond patterned brickwork adorn the middle eight floors, separated by ornamental terra-cotta bands. The upper two floors have terra-cotta window surrounds. There is a distinctive 10-story copper-clad bay window on the Madison Avenue setback of the building featuring spandrels articulated with trefoil arches. The upper floors have diamond patterned brickwork set back slightly while the base of the façade is of full width (see **Figure 5-2, Photo 5-16**).

The firm of Hill and Stout was known for its designs of the German American Insurance Building on Maiden Lane, a triangular tower of white porcelain brick and terra-cotta cornices, and the building at 2-4 East 44th Street, an exotic Venetian Gothic palazzo for Wetzel & Company, a gentleman's tailor, both now demolished. The firm also designed mansion houses on Long Island.[8]

17. 118-120 Park Avenue, Philip Morris Headquarters (NYCL-eligible)

118-120 Park Avenue was built as the headquarters of the Philip Morris Companies. It was also known as 118-134 Park Avenue, and 120 Park Avenue. The 26-story office building was constructed from 1978-1981. It was designed by noted Brutalist architect Ulrich Franzen, with the assistance of engineers Weiskopf & Pickworth.[9]

Franzen was part of a group of prominent modernist architects to graduate from Harvard School of Design, led by Walter Gropius and Marcel Bruer, after World War II. In 1955, Franzen established his own business in New York City, the eponymously named Ulrich Franzen and Associates. His first major project was the Brutalist style Alley Theater in Houston, which was completed in 1968.

During the 1970s, Franzen was best known for his Brutalist design of the two 17-story concrete and glass towers for Hunter College, a branch of the City University of New York. Other projects included the Harpers Ferry Center (1969) in West Virginia; the Harlem School of the Arts (1978) in New York; University Center at the University of Michigan (1981) in Flint; and the Champion International headquarters (1985) in Stamford, Connecticut.[10]

According to the New York Times, Franzen's highest profile project in New York was the 118 Park Avenue building, which was likened to a concrete fortress (see **Figure 5-2, Photo 5-17**).

[7] Manhattan New Building (NB) Database, 1900-1986, Office for Metropolitan History; http://www.emporis.com/building/libraryhotel-newyorkcity-ny-usa accessed March 19, 2013; http://www.sbjgroup.com/ accessed March 19, 2013.

[8] http://hdc.org/hdc-across-nyc/manhattan/proposed-east-midtown-rezoning-proposed-individual-landmarks/attachment/299-madison-avenue-web. Accessed March 19, 2013.

[9] Manhattan New Building (NB) Database, 1900-1986, Office for Metropolitan History; From Forge to Skyscraper, the Story of 120 Park Avenue, *Untapped New York*, http://untappedcities.com/newyork/2012/06/25/from-forge-to-skyscraper-the-story-of-120-park-avenue/, accessed March 19, 2013.

[10] Brutalist architect Ulrich Franzen dies at 91, *Architecture News Daily*, October 17, 2012.

However, the public space on the ground floor included an enclosed sculpture gallery, with works from the Whitney Museum of Art. The gallery was closed in 2008, when Philip Morris, now the Altria Group, sold the building. During the 1990s, Franzen served on the LPC. He was a visiting professor at a number of universities, including Harvard, Yale, and Columbia. Franzen passed away in October 2012 at the age of 91.[11]

18. 200 Park Avenue, Pan Am/MetLife Building (NYCL-eligible)

The MetLife Building is a skyscraper located at 200 Park Avenue at East 45th Street above GCT in Midtown Manhattan, New York City. Built in 1958–63 as the Pan Am Building, then headquarters of Pan American World Airways, it was designed by Emery Roth & Sons, Pietro Belluschi and Walter Gropius in the International style, and is one of the fifty tallest buildings in the United States. The building is purely commercial in design with large floors, simple massing, with an absence of ornamentation inside and out. It has been popular with tenants, not least because of its location next to GCT (see **Figure 5-2, Photo 5-18**).

When it opened on March 7, 1963 the Pan Am Building (as it was known at the time) was the largest commercial office space in the world. It faced huge initial unpopularity, being described as an "ugly behemoth," due to its lack of proportion and huge scale—it dwarfed the New York Central Building to the north and the GCT to the south.

The last tall tower erected in New York City before laws were enacted preventing corporate logos and names on the tops of buildings, it bore 15-foot-tall "Pan Am" displays on its north and south faces and 25-foot-tall globe logos east and west.

19. 295 Madison Avenue, Lefcourt Colonial Building (S/NR-eligible)

This 47-story brick office building was designed by two architectural firms: Charles F. Moyer Company, and Bark & Djorup. It was built by Abraham E. Lefcourt. Originally, it had 40 floors when it was completed by 1930, but has since been raised to 47 stories (see **Figure 5-2, Photo 5-19**). The 538-foot-tall Art Deco building recently underwent a comprehensive renovation, with a new grand lobby designed by renowned Gensler Architecture. The improvement program also included a complete restoration of the Art Deco era ornate cast-iron façade, power washing of the exterior limestone surfaces, 2,000 new tilt and turn windows throughout, and new elevator cabs.

20. 52 Vanderbilt Avenue (aka 56 Vanderbilt Avenue) (S/NR-eligible)

The structure at 52 Vanderbilt Avenue is in a 20-story building, known as the Manhattan Savings Bank Building, was completed in 1914 as a 6-story structure, designed by Warren & Wetmore (see **Figure 5-2, Photo 5-20**). As the architects of GCT, Warren & Wetmore also designed many of the structures surrounding it as well as part of the area known as "Terminal City."

21. Brooks Brothers Store, 346 Madison Avenue (S/NR-eligible)

LaFarge & Morris designed the 10-story building at 346 Madison Avenue. Constructed for Brooks Brothers in 1915, it currently houses their flagship store. This location was chosen for

[11] Ulrich Franzen, Designer of Brutalist Buildings, Dies at 91, *New York Times*, October 13, 2012.

the preponderance of university clubs in the area, such as the Yale Club (#1). The building has a tripartite design of limestone base, brick shaft, and limestone attic (**Figure 5-2, Photo 5-21**). Classical design elements include a columned entrance portico on East 44th Street, sculptural ornament in the form of swags, cartouches, and urns, and a two-story attic designed as a false loggia with piers framing arched windows. A projecting cornice caps the building.

The Future Without the Proposed Actions (No-Action Condition)

Absent the Proposed Action, the Development Site would be redeveloped with an approximately 1,118-foot-tall, 69-story, 27-FAR building of approximately 1.85 million gsf. The Applicant would provide transit improvements from among the Priority Transit List Improvements set forth in ZR Section 81-682 to improve circulation and reduce congestion.

Overview

In the No-Action Condition, the status of historic resources could change. S/NR-eligible architectural resources could be listed in the Registers, and properties found eligible or calendared for consideration for designation as NYCLs could be designated. It is also possible, given the Proposed Actions' analysis year of 2030, that additional sites could be identified as eligible historic resources in this time frame.

In the future without the Proposed Actions, changes to architectural resources identified above or to their settings could occur. For example, indirect impacts from future projects could include: a change in scale, visual prominence, or visual context of any building, structure, or object or landscape feature; screening or elimination of publicly accessible views; or introduction of significant new shadows or significant lengthening of the duration of existing shadows on a historic structure if the features that make the resource significant depend on sunlight. It is also possible that some architectural resources in the study area could deteriorate or experience direct impacts through alteration or demolition, while others could be restored. In addition, future projects could accidentally damage architectural resources through adjacent construction, regardless of the applicability of *TPPN #10/88*, as discussed below.

Architectural resources that are listed in the S/NR or that have been found eligible for S/NR listing are given a measure of protection from the impacts of federally sponsored, or federally assisted, projects under Section 106 of the National Historic Preservation Act, and are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. However, private owners using private funds can alter or demolish their S/NR listed or eligible properties without such a review process.

Privately owned properties that are listed or eligible NYCLs are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition of those properties can occur, whether publicly or privately funded. All properties within NYCL- designated historic districts also require an LPC permit and approval prior to new construction, addition, enlargement, or demolition. The owners of the property may work with LPC to modify their plans to make them consistent with NYCL Law. Publicly owned

resources are also subject to review by LPC before the start of a project; however, LPC's role in projects sponsored by other City or State agencies generally is advisory only.

The New York City Building Code provides some measures of protection for all properties against accidental damage from adjacent construction by requiring that all buildings, lots, and service facilities adjacent to foundation and earthwork areas be protected and supported. Additional protective measures apply to designated NYC Landmarks and S/NR-listed historic structures located within 90 linear feet of a proposed construction site. For these structures, the DOB's *Technical Policy and Procedure Notice (TPPN) #10/88)* applies. *TPPN #10/88* supplements the standard building protections afforded by the Building Code by requiring, among other things, a monitoring program to reduce the likelihood of construction damage to adjacent NYCL-designated or S/NR-listed resources (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

Development Site

Absent the Proposed Project, the building on the Development Site will be demolished, and the site would be redeveloped with a 27-FAR development of approximately 1,883,743 gsf (1,546,884 zsf), comprised of approximately 1,682,336 gsf of office space, approximately 18,300 gsf of retail, and an approximately 5,896-sf enclosed publicly accessible space on the ground floor. In addition, approximately 10,220 gsf of MTA circulation space would be provided on the ground floor. The No-Action development would be 69 stories and approximately 1,118 feet tall. This represents the maximum floor area developable on the Development Site through non-discretionary actions.

In the No-Action condition, the Applicant would provide transit improvements from the Priority Improvement List set forth in ZR Section 81-682 to improve circulation and reduce congestion. Specifically, at the 42nd Street - Bryant Park/Fifth Avenue station, the Applicant would provide Type 1 improvements, which each generate 40,000 sf of floor area (a combined total of 160,000 sf of floor area). This would include adding an ADA elevator between the Flushing platform and the mezzanine level; adding a new street entrance from the north side of West 42nd Street; adding an ADA elevator between the Sixth Avenue northbound platform and the mezzanine level; and, adding an ADA elevator between the Sixth Avenue southbound platform and the mezzanine level.

Study Area

Potential Direct Effects

GCT (#1) and the Park Avenue Viaduct (#2) are in the Project Area and are within 90 feet of the Development Site, close enough to construction activities for the No-Action building for it to potentially experience construction-related effects from ground-borne construction-period vibrations, falling debris, subsidence, collapse, or damage from construction machinery. Also within 90 feet of the Development Site are the Graybar Building (#3), and the Chrysler Building (#5). Construction activities for the No-Action building have the potential to cause construction-related effects to these resources.

Future development in the No-Action scenario will require the development of a CPP to avoid inadvertent construction-period damage to the four identified architectural resources within 90 feet of construction, following the guidelines of *TPPN #10/88*, which "requires a monitoring program to reduce the likelihood of construction damage to adjacent historic structures and to detect at an early stage the beginnings of damage so that construction procedures can be changed." It is expected that the CPP will also be prepared in accordance with both the LPC's guidance document *Protection Programs for Landmarked Buildings* and the National Park Service's *Preservation Tech Notes, Temporary Protection #3: Protecting a Historic Structure during Adjacent Construction*. With the CPP in place, construction in the No-Action condition would not be expected to result in significant direct effects to the four adjacent architectural resources.

Potential Indirect Effects

As described above, in the No-Action condition a 1,118-foot tall mixed-use building will replace the existing building on the Development Site. The No-Action building will be constructed adjacent to GCT (#1), the Park Avenue Viaduct (#2), the Graybar Building (#3), and the Chrysler Building (#5). Although the No-Action building will be more than triple the existing 295-foot building on the site, it will not substantially change views of the surrounding historic structures. The low-rise GCT building, the bulk of which is set back behind the elevated Park Avenue Viaduct (#2), is largely visible only in its immediate vicinity, with some longer views north on Park Avenue. GCT and the Park Avenue Viaduct are surrounded by tall commercial buildings, and on 42nd Street the Terminal is only visible from close proximity. From farther away, existing buildings block views of the Terminal.

As shown in **Figure 5-3, Photo 5-22,** the existing building on the Development Site partially obscures existing westward views of the Terminal on East 42nd Street from Third Avenue. The cantilevered balcony at the second-floor further obscures views of the Terminal from the east. As the No-Action building would have a 150-foot-tall base and would maintain the existing streetwalls, the No-Action building would also obscure westward views of the Terminal from Third Avenue, but slightly less so than existing views as the second floor balcony would be removed. Views would improve slightly in the No-Action condition (see **Figure 5-3, Photo 5-23**). In views east on East 42nd Street, the No-Action building will be one of many tall buildings in the background of GCT (see **Figure 5-3, Photo 5-24** and **Photo 5-25**). Overall, the No-Action building will not change the scale, visual prominence, or visual context of GCT, or screen or eliminate any publicly accessible views of GCT and may improve it slightly from the east.

From Madison Avenue, the Chrysler Building (#5) is visible above the existing building on the Development Site, as shown on **Figure 5-3, Photo 5-24**. From Madison Avenue, the No-Action building will largely block this eastward view of the Chrysler Building (**Figure 5-3, Photo 5-25**), and these blocked views will be more pronounced from farther west. As seen from the New York Public Library and Bryant Park on East 42nd Street, the existing view of the Chrysler Building is largely obscured (see **Figure 5-3, Photo 5-26**). At this distance, the No-Action building will further obscure the eastward view of the Chrysler Building (see **Figure 5-3, Photo 5-27**). For more discussion of these views of the Chrysler Building in the No-Action condition, see **Chapter 6, Urban Design and Visual Resources**.

It is not expected that the No-Action building will change the scale, visual prominence, or visual context of other architectural resources, or screen or eliminate any publicly accessible

views of other architectural resources, including the Graybar Building (#3), which is already partially obscured from the south by the existing building on the Development Site, or the Chanin Building (#8), which is already partially obscured from the north by the existing building on the Development Site (**Figure 5-4, Photo 5-28**). Both these buildings' existing views will remain partially obscured with the No-Action building (**Figure 5-4, Photo 5-29**).

On East 42nd Street, the No-Action building will not block views of other architectural resources as those in the study area are located on the south side of the street where they will remain visible. Likewise, there are no significant views of architectural resources in the Lexington Avenue view corridor that would be blocked by the No-Action building.

Figure 5-3 Existing and No-Action Comparative Views

Photo 5-22 Existing East 42nd Street view west from Third Avenue

Existing view, west on East 42nd Street

Photo 5-23 No-Action East 42nd Street view west from Third Avenue

No-Action illustrative view, west on East 42nd Street

Photo 5-24 Existing East 42nd Street view east from Madison Avenue

Existing view, east on East 42nd Street

Photo 5-25 No-Action East 42nd Street view east from Madison Avenue

No-Action Illustrative view, east on East 42nd Street

Figure 5-3 Existing and No-Action Comparative Views

Photo 5-26 Existing East 42nd Street view east from New York Public Library

Existing view, west on East 42nd Street

Photo 5-27 No-Action East 42nd Street view east from New York Public Library

No-Action Illustrative view, west on East 42nd Street

Photo 5-28 Existing Lexington Avenue view south to 42nd Street

Existing view, south on Lexington Avenue

Photo 5-29 No-Action Lexington Avenue view south to 42nd Street

No-Action Illustrative view, south on Lexington Avenue

Additional Development Projects

Based on consultation with the Department of City Planning (DCP) and a review of recent building permits issues by the NYC Department of Buildings, there are only three planned developments that would potentially be fully occupied by the 2030 analysis year within the study area, shown in **Table 5-2** below.

Table 5-2 No-Action Projects Within 400-Foot Study Area

Site	Location	Description	Proposed Height	Building GSF
1	One Vanderbilt	Tall full-block commercial tower with a tapered form and ground floor retail	1,414 feet	1,800,000
2	343 Madison	Mixed-use building with commercial office and retail space	814 feet	939,412
3	363 Lexington Avenue	Mixed-use office and retail building	720 feet	607,661

Source: Greater East Midtown FEIS, One Vanderbilt FEIS

All three of the No-Action projects are mixed-use commercial developments. Overall, by 2030, these No-Action projects are expected to create approximately 3.3 million square feet of commercial space the study area.

Additionally, the MTA East Side Access (ESA) project is currently under construction, which will create a new terminal for two Long Island Railroad commuter lines at GCT, includes the excavation of new tunnels connecting to the existing East 63rd Street tunnel under the East River and the construction of new platforms and concourse space beneath GCT.

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

Project Area

Proposed Development

In the future with the Proposed Actions, the existing building on the Development Site would be demolished (as in the No-Action condition) and the site would be redeveloped with the Proposed Project. The Development Site would contain a 2,992,161-million-gsf building with a hotel, offices, and public space. It would also contain approximately 25,421 gsf of open-air publicly accessible space, and approximately 43,370 gsf of retail on the cellar, ground, and second floors. The Proposed Project would occupy the entire lot with a tower rising approximately 1,646 feet in height (see **Figure 6-5** in **Chapter 6, Urban Design and Visual Resources** The base of the tower would gently taper in to set back from the property line on 42nd Street, along Lexington Avenue on the east, and along the Park Avenue Viaduct on the west, which would serve to create new sightlines to GCT (#1), the Park Avenue Viaduct (#2), the Graybar Building (#3), and the Chrysler Building (#5), and to create a sense of openness. Combined with a glass lobby, this would allow increased visibility of the Terminal's southeast corner from East 42nd Street, which is currently concealed by the opaque mass of the Grand Hyatt Hotel and its cantilevered balcony over the sidewalk and

street. It would also improve the visibility of the Graybar Building's distinctive Art deco/Neo-byzantine façade from the south, and views to the south of the Chanin Building (#8). The building would land on a single-story base that echoes similar single-story articulations in the surrounding landmarks, namely the Chrysler Building (#5), the Chanin Building (#8), and the Socony-Mobil Building (#9), all of which feature a single story element. In addition, the building would acknowledge and reinforce the elevation of GCT's single-story base by extending the base at a height of approximately 26 feet above grade. The stone cladding of the building's base and tower would be compatible with the color spectrum of granite and limestone seen in the Terminal, without confusing what is old versus new. Additionally, the tower's massing would feature a pattern of solids and voids that would echo the Terminal's façade.

The building would express its structural columns on the façade to provide the building with depth, articulation, and texture to form a sculptural 'lattice.' Along East 42nd Street, that structural lattice would gather at the southeast and southwest corners of the building to form mega columns which sit on muscular stone piers. This structural gathering is required to avoid subway and train infrastructure below grade. The parting of the Proposed Development's columns would provide views through the column-free second-story lobby to GCT, both from the exterior and the interior of building. The structural lattice would be clad in metal in a nod to the adjacent Chrysler Building's (#5) iconic Nirosta steel accents and the neighboring Socony-Mobil Building (#9) across the corner. The rhythm of the rounded structural columns would also echo the procession of columns on GCT's (#1) beaux arts façade along East 42nd street. In this way, the building would derive its architectural expression primarily from the vertical thrust of its structural elements. This expression would make strong references to the patterning of the surrounding Moderne and Art Deco towers, namely the Graybar Building (#3), the Chrysler Building (#5), and the Chanin Building (#5).

The at-grade and below-grade portions of the Development Site would continue to contain the subway station and rail station areas, with significant improvements. The ground floor would consist of a transparent glass office lobby, a hotel lobby and an office lobby, a reconstructed Lexington Passage and MTA retail located along the passage, an approximately 5,300-sf Transit Hall, and approximately 2,400-sf of additional area for subway entries off 42nd Street and Lexington Avenue. The hotel lobby would be located on the eastern frontage on Lexington Avenue and would be placed in direct symmetry with the Chrysler Building's main entrance on Lexington Avenue, while the office lobby would be accessed from East 42nd Street.

Proposed Public Space

As part of the Proposed Project, the second floor would include a wrap around, open-air publicly accessible space running the length of the site in the north/south and east/west directions, in the form of three terraces. These would be elevated at a height of approximately 30 to 45 feet above street level.

The open space proposed on the east side of the building, the Chrysler Terrace, would provide an overlook onto Lexington Avenue and East 42nd Street, and a unique vantage point for viewing the Chrysler Building (#5), the Chanin Building (#8), and the Socony-Mobile Building (#9). The 10,000-square-foot Chrysler Terrace would be the largest of the Proposed Development's three public terraces. A water feature at the center of the terrace would reflect the terrace's iconic surroundings, while the sound of water would attenuate the bustle

of Lexington Avenue. Adjacent to the reflecting pool to the north and south, moveable tables and chairs would provide social seating. To the south, a grove of high-branching trees would provide a sense of shelter for a collection of fixed benches lined by low planting beds. To the north, another set of fixed benches facing east would create balcony-type seating overlooking the Chrysler Building (#5). The northern end of the terrace would be activated by a food-and-beverage retail space. The Chrysler Terrace would be reachable by the grand staircase along East 42nd Street, by a second staircase along Lexington Avenue, and by elevator.

The open space proposed on the west side of the site, the Grand Central Terrace, would provide new visibility of the currently obstructed southeast corner of GCT (#1) and the Park Avenue Viaduct (#2). As currently envisioned, the 7,368-square-foot Grand Central Terrace would be at the same elevation as the Park Avenue Viaduct roadway and would provide views of the eastern façade of GCT. Along its western edge, the terrace would be anchored by three skylights (two of which would be flush-to-grade and one of which would be extruded) that would provide daylight to the Transit Hall below. The skylights would organize the terrace into a series of spaces with different opportunities to view the Terminal: a seating area with fixed benches under a canopy of large-scale trees, a flexible plaza-like space allowing for east-west pedestrian circulation and clear views of the Terminal, and a balcony-like space at the north that would be lined with a planter and feature moveable tables and chairs. At the southern end of the space, a garden and a standing ledge would provide visual signals of the public nature of the space to pedestrians at street level. . The terrace would be reached by a grand staircase along East 42nd Street, as well as by ADA elevator.

The open space proposed on the north side of the building, the Graybar Terrace, would provide a critical connection between the Grand Central Terrace and Chrysler Terrace and provide enhanced viewing of the Graybar Building (#3). The Graybar Terrace, which would be elevated approximately 16 feet above the level of the Grand Central Terrace and have an area of approximately 7,673 square feet. A retail establishment would be located at the center of the terrace along its northern boundary to ensure that the space remains active and inviting year-round. On the eastern and western ends of the terrace, where the space benefits from exposure to sunlight and favorable views, different seating types would provide for a variety of social experiences and programming. At the western end, moveable tables and chairs would maintain the flexibility of the space, allowing for small-scale events and other public programming. At the eastern end, a high-top table would provide users with views of East 43rd Street, Lexington Avenue, and the Chrysler Terrace below.

These open spaces would create new vantage points for the viewing of these surrounding historic resources that would improve their visibility for the public.

Proposed Transit-Related Improvements

As described in **Chapter 1, Project Description**, in connection with the Proposed Project, transit and public realm improvements are proposed to improve the pedestrian experience and reduce congestion at GCT and the Grand Central/42nd Street subway station. The subway entrance at East 42nd Street would be redesigned and expanded. The 42nd Street Passageway, part of the designated interior landmark, was highly altered from its original condition and many of the original features, materials, and finishes are no longer extant. Proposed modifications would remove the elevator within the Passage and restore the

historic entrance onto East 42nd Street, as well as relocate turnstiles to street level to decongest the mezzanine level. LPC determined that these modifications would not affect the historic fabric of GCT or the 42nd Street Passageway. A new elevator adjacent to the stairs would provide a more direct ADA connection to the subway mezzanine, and a new transit hall containing retail, information screens and ticket booths, and connections to the Terminal would be constructed at the ground floor level on the western side of the Development Site. These would serve to relieve the congested 42nd Street Passage. A new staircase leading to the subway from the transit hall would further ease the flow of foot traffic. The transit hall would work in tandem with the existing 42nd Street Passage to increase pedestrian flow. As per an LPC Positive Advisory report issued 3.19.21 (LPC 21-05603, CRA 21-05603, see **Appendix A**), and as approved by SHPO with conditions (10/29/20 see **Appendix A**) the transit hall would be consistent with the existing passageway openings throughout the terminal corridors in terms of scale and relate to the historic circulation patterns of the corridor. Further, LPC found the proposed details, materials, and finishes matching original would help to maintain the unity of the design (**Figure 1-3** in **Chapter 1, Project Description**). Improvements to the subway entrance on Lexington Avenue and below-grade mezzanine would be undertaken. These improvements would help to ease crowding and backups at the entrances and improve the clarity of circulation and visibility at the subway mezzanine level

The Lexington Passage entrance, renovated in the 1990s, would be replaced. The Lexington Passage improvement would replace the existing 5,500-square-foot Lexington Passage with a well-marked circulation corridor of at least the same size. Ceiling heights would increase from the current nine-foot, six-inch height along the entire length of the Lexington Passage, with increases to as high as 18 feet for most of its length. The Passage would feature natural light at the entrance. These design features would improve sight lines to orient pedestrians and provide an entrance to GCT from Lexington Avenue that is commensurate with the Terminal's iconic status. The new Lexington Passage would continue to be lined with retail establishments and maintain an entrance to the building on the Development Site.

Girders would be removed from the subway mezzanine level below to improve circulation and enhance sightlines within the subway mezzanine. Further, a "Short Loop Connection" would be constructed to provide direct access through GCT from the lower-level Metro North trains and East Side Access to the Subway mezzanine level.

Potential Direct Impacts from Redevelopment

The Proposed Project, similar to the No-Action building, would remove the existing building on the Development Site and replace it with a new structure. Since the building on the Development Site is not an architectural resource, the Proposed Project would not result in an adverse impact.

It is not expected that the proposed on-site transit-related improvements would have significant adverse impacts on GCT (#1) in the Project Area. LPC issued a Positive Advisory Report (3/19/2021 3/19/21, LPC 21-05603, CRA 21-05603) that approved of the physical changes proposed in GCT including new openings on the east wall of the 42nd Street Passage, which is located partially in the Terminal but was extensively reconfigured in the 1990s and where MTA retail spaces are currently located, to accommodate increased circulation, elevators and stairways that would provide direct connection from 42nd Street to the subway. The proposed improvements would also include the restoration of the historic entrance on the east

side of the building and the 42nd Street Passage (**Figure 5-4, Photo 5-30, Photo 5-31, Photo 5-32, Photo 5-33, Photo 5-34, Photo 5-35**).

Work affecting the 42nd Street Passage and any other NYCL-designated portions of the Terminal Interior has received a Positive Advisory Report from LPC and has been reviewed and approved by SHPO (10/29/2020, 4/28/2021) with specific conditions (see **Appendix A**). Consultation would continue to avoid impacts during construction of the Proposed Project, as it would in the No-Action condition

The improvements to the Grand Central/42nd Street subway station or the Lexington Passage would not result in impacts, since they are not architectural resources (**Photo 5-36**, **Photo 5-37**).

Figure 5-4 Transit and Public Space Improvements

Photo 5-30 Grand Central Terminal 42nd Street Passage Doors

Existing entrance doors for 42nd Street Passage. View north on East 42nd Street

Photo 5-31 View south from 42nd Street Passage Grand Central Terminal 42nd Street Passage Doors

Existing exit doors for 42nd Street Passage. View south from 42nd Street Passage

Photo 5-32 View southeast 42nd Street Passage

Existing stores and entrance for subway. View southeast in 42nd Street Passage

Photo 5-33 View southwest 42nd Street Passage

Existing stores and entrance to Vanderbilt Hall. View southwest in 42nd Street Passage

Figure 5-4 Transit and Public Space Improvements

Photo 5-34 View north in 42nd Street Passage

42nd Street Passage. View north in 42nd Street Passage

Photo 5-35 View south in 42nd Street Passage

Existing exit doors for 42nd Street Passage. View south from 42nd Street Passage

Photo 5-36 View east to Lexington Passage

Lexington Passage. View east from Grand Central Terminal Main Concourse

Photo 5-37 View east in Lexington Passage

Lexington Passage. View east in passage

Study Area

Potential Indirect Impacts from Adjacent Construction

Construction of the Proposed Project would occur adjacent to GCT (#1) and the Park Avenue Viaduct (#2), as in the No-Action condition. Also within 90 feet of the Development Site are the Graybar Building (#3), and the Chrysler Building (#5). As in the No-Action condition, construction activities for the Proposed Project have the potential to result in construction-related effects to these resources. Therefore, the Applicant, in consultation with LPC, SHPO, and MTA, would develop and implement a CPP for the four identified resources to avoid inadvertent construction-period damage from ground-borne vibrations, falling debris,

collapse, dewatering, subsidence, or construction equipment to the four identified resources. The plan would be expected to follow the guidelines of *TPPN #10/88*, which "requires a monitoring program to reduce the likelihood of construction damage to adjacent historic structures and to detect at an early stage the beginnings of damage so that construction procedures can be changed." It is expected that the CPP will also be prepared in accordance with LPC's guidance document *Protection Programs for Landmarked Buildings* and the National Park Service's *Preservation Tech Notes, Temporary Protection #3: Protecting a Historic Structure during Adjacent Construction*. With the CPP in place, construction would not be expected to result in significant adverse impacts to GCT, the Park Avenue Viaduct, the Graybar Building, and the Chrysler Building.

Potential Contextual Impacts

It is not expected that the Proposed Project would result in contextual impacts on architectural resources. As described in the *CEQR Technical Manual*, contextual impacts can include a change in scale, visual prominence, or visual context of any building, structure, object, or landscape feature; screening or elimination of publicly accessible views; or introduction of significant new shadows or significant lengthening of the duration of existing shadows on an historic landscape or an historic structure if the features that make the structure significant depend on sunlight.

The Proposed Project would be set back from Lexington Avenue to allow for five-foot increased sidewalk widths on Lexington Avenue and 42nd Street and enhanced views from within the Study Area to adjacent landmarks including the Graybar Building to the north (#3), the Chrysler Building to the east (#5), and the Chanin Building to the south (#8). As described below, the Proposed Project would also result in enhanced views to GCT.

While the new approximately 1,646-foot tall Proposed Project would alter the visual context of the adjacent GCT, it would not result in a significant adverse contextual impact to the Terminal. In the No-Action condition, a 1,118-foot-tall building would be constructed on the Development Site, altering the Terminal's visual context with ground-floor massing that would obscure some views of GCT. In contrast to the No-Action condition, the Proposed Project would incorporate expansive public access space on the second level and a step back design that reveals previously obstructed views of the Terminal's eastern façade. Compared with the No-Action building that would be constructed with a 150-foot-tall base that would maintain the existing streetwalls on East 42nd Street and Lexington Avenue, the Proposed Project would enhance GCT's visual prominence by creating a low streetwall and recessed sections that would pull the base of the building away from the Terminal, opening up views to it along East 42nd Street (see **Figure 5-5, Photo 5-38** and **Photo 5-39**).

Nearby skyscrapers, many of them architectural resources, define GCT's immediate setting. These surrounding historic skyscrapers include the 1,046-foot-tall Chrysler Building (#5), the 769-foot-tall MetLife Building (#18), the 671-foot-tall Lincoln Building (#13), the 414-foot-tall Philip Morris Headquarters (#17), the approximately 720-foot-tall Chanin Building (#8), and the 568-foot-tall Socony-Mobil Building (#9). Added to this setting, the Proposed Project would not adversely change the scale, visual prominence, or visual context of GCT. The structure would be in keeping with the surrounding historic skyscrapers that exhibit a range of styles and cladding materials, like the Art Deco Chrysler Building and Modernist Socony-Mobil Building, both of which—despite being built decades apart and representing different architectural styles—use stainless steel materials.

The Proposed Project would not adversely change the scale, visual prominence, or visual context of other architectural resources located in the study area, as it, like the No-Action building, would be one of many tall office buildings located along East 42nd Street and Lexington Avenue in a densely developed commercial district that contains many historic skyscrapers and other historic buildings that exhibit a range of heights and a variety of styles, massings, and materials. Further, it would enhance views of the Chanin Building (#8) from the north as it would be set back from the southwest corner of the site to allow for a publicly accessible space and would open views at pedestrian sight lines (see **Figure 5-5, Photo 5-40** and **Photo 5-41**). In contrast, the No-Action building would continue to partially obstruct views to the Chanin Building, as it would have a 150-foot-tall base built to the lot lines.

The Proposed Project would block views of the Chrysler Building (#5) on East 42nd Street from the vicinity of Madison Avenue and locations to the west, but these views would also be mostly blocked by the No-Action building (see **Figure 5-5, Photo 5-42** and **Photo 5-43**). As seen from the New York Public Library and Bryant Park on East 42nd Street, the No-Action view of the Chrysler Building is largely obscured (see **Figure 5-3, Photo 5-26**). At this distance, the Proposed Project will further obscure the eastward view of the Chrysler Building, but only slightly more than with the No-Action building (see **Figure 5-5, Photo 5-44** and **Photo 5-45**). Views to the Chrysler Building remain available from many existing vantage points, including vantage points near the structure (see along the left side of **Figure 5-5, Photo 5-40** and **Photo 5-41**). For more discussion of these views of the Chrysler Building in the No-Action and With-Action condition, see **Chapter 6, Urban Design and Visual Resources**. From west of Madison Avenue, the height of the Proposed Project would be prominent, and it would be taller than other buildings seen in eastward views, but it would be one of many tall buildings seen from within the park (see **Figure 5-5, Photo 5-45**). For a more detailed discussion of views in the With-Action condition, see **Chapter 6, Urban Design and Visual Resources**.

While the Proposed Project would periodically cast incremental shadows on the east-facing windows of GCT, these shadows would be limited in duration and extent and in no case would substantially eliminate light from the Terminal as a whole. During periods of shadow casting, the main concourse's eastern façade windows would provide ambient and reflected light to the interior of the Terminal, and direct sun would continue to reach the main concourse through the Terminal's other windows. These new shadows would not significantly impact the appreciation of the GCT concourse, as more fully described in **Chapter 4, Shadows.**

Figure 5-5 No-Action and With-Action Views

Photo 5-38 Grand Central Terminal with No-Action Building

No-Action illustrative view, northwest on East 42nd Street

Photo 5-39 Grand Central Terminal With-Action Building

With-Action illustrative view, northwest on East 42nd Street

Photo 5-40 Chanin Building with No-Action Condition

No-Action illustrative view, south on Lexington Avenue

Photo 5-41 Chanin Building With-Action Condition

With-Action illustrative view, south on Lexington Avenue

Figure 5-5 No-Action and With-Action Views

Photo 5-42 No-Action East 42nd Street view east from Madison Avenue

Photo 5-43 With-Action East 42nd Street view east from Madison Avenue

Photo 5-44 No-Action East 42nd Street view east from New York Public Library

Photo 5-45 With-Action East 42nd Street view east from New York Public Library