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## Appendix A: Historic and Cultural Resources

## **ENVIRONMENTAL REVIEW**

**Project number:** DEPARTMENT OF CITY PLANNING / 21DCP057M

**Project:** PROJECT COMMODORE

**Date Received:** 4/27/2021

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The LPC is in receipt of the revised Historic and Cultural Resources chapter of 4/27/21. The chapter appears acceptable.

*Gina Santucci*

5/7/2021

SIGNATURE

Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 35229\_FSO\_GS\_05072021.docx



**Parks, Recreation,  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner

April 28, 2021

Jennifer Barry  
Assistant Director, Planning & Design Compliance  
MTA Metro-North Railroad  
525 North Broadway  
White Plains, NY 10603

Re: MTA  
Project Commodore  
109 E 42<sup>nd</sup> St, New York, NY 10017  
20PR03612

Dear Ms. Barry:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the Landmark Preservation Commission's positive Advisory Report and the Draft Environmental Impact Statement "Cultural Resource Assessment" chapter, submitted to our office on April 7<sup>th</sup>, 2021. Based upon our review, we have no comments on the LPC's positive report. With regard to the DEIS chapter, it appears acceptable for historic and cultural resources, but we note that our office was not included in the list of agencies to be consulted for development of the Construction Protection Plans for historic resources adjacent to the project site. Please include us in that consultation.

If you have any questions, I am best reached via e-mail.

Sincerely,

Olivia Brazee  
Historic Site Restoration Coordinator  
olivia.brazee@parks.ny.gov

via e-mail only

cc: George Monasterio, MTA Metro-North Railroad  
Frank Prial and William Ladley, Beyer Blinder Belle Architects & Planners, LLP



THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION  
1 CENTRE STREET 9TH FLOOR NORTH NEW YORK NY 10007  
TEL: 212 669-7700 FAX: 212 669-7780



March 19, 2021

ISSUED TO:

**Marisa Lago, Chair**  
**New York City City Planning Commission**  
**120 Broadway**  
**31st Floor**  
**New York, NY 10271**

Re: **MISCELLANEOUS/AMENDMENTS**  
LPC-21-05602  
MISC-21-05602  
71-105 EAST 42ND STREET  
Grand Central Terminal, Individual Landmark  
Grand Central Terminal, Interior Landmark  
MANHATTAN  
Block/Lot: 1280 / 1

The following is an advisory letter on behalf of the Landmarks Preservation Commission ("the Commission") regarding a new building proposed at 175 Park Avenue within the Grand Central Subdistrict. This building is not designated, but the Commission reviewed the design at the request of the applicant pursuant to Section 25-318 of the Zoning Resolution and voted to provide a positive report to the City Planning Commission concerning the harmonious relationship of the proposed building with Grand Central Terminal.

At the Public Hearing and Public Meeting of February 23, 2021, the Landmarks Preservation Commission was presented with the design for a new building located on the block bounded by East 42nd Street, Lexington Avenue, Grand Central Terminal, and 420 Lexington Avenue (The Greybar Building). The site of the proposed new building is not under the jurisdiction of the Landmarks Preservation Commission and is adjacent to Grand Central Terminal. The design consists of a one-story stone and glass plinth adjacent to and aligning in height with the plinth of Grand Central Terminal, and a central metal and glass tower, featuring a stone-clad core set behind glazing assemblies and metal-clad supercolumns that cinch at the base and intermittently taper towards the flat arched top, as shown in a digital presentation titled "175 Park Avenue", dated February 22, 2021, and prepared by Skidmore, Owings, and Merrill, including ninety-eight (98) slides consisting of photographs, drawings and photomontages, and presented at the Public Hearing and Public Meeting.

At the Public Hearing and Public Meeting of February 23, 2021, a majority of the Commissioners determined that the proposed design had a harmonious relationship with Grand Central Terminal, finding that the form and materiality of the new building, featuring a wide plinth with a narrower centered tower and large expanses of clear glazing aligning with the upper level of Grand Central Terminal, will enhance views of the terminal from the east, which are currently obscured by the existing building; that the elevated public terrace near the east side of the terminal, will enhance the public's ability to appreciate the design and form of the historic terminal by providing new access to the east façade; that the cinching of the tower's structure at the base of the building will allow views of the east façade of the terminal through the new building; that the alignment of the proposed building's plinth with the terminal's plinth will help provide harmonious scale relationships between the base of the new building and the terminal; that the material and finish of the stone cladding of the core and base of the building will relate well to the historic terminal's material and finish palettes; that the muted tones of the proposed stone cladding and painted metal-clad structural elements, combined with their modern detailing, will help the building to be harmonious with the historic material and finish palette of the terminal, while also maintaining a clear distinction between the adjoining historic and modern plinths; that the cumulative effect of the detailing, including tapering and fluting of the metal-clad structural framing and the diagonal grid frame of the glazing system, will help the base of the tower to maintain a human scale and level of ornamentation, which will be harmonious with the scale and ornamentation of the terminal; and that the presence of this architecturally prominent building, designed with contemporary materials and forms, while subtly referencing the significant architectural features of Grand Central Terminal, will be in harmonic contrast to this important Individual Landmark without diminishing its prominence.

Additionally, some of the Commissioners also noted that the skeletal structure will create a sense lightness and porousness in the design, helping the building's overall bulk not to overwhelm the terminal; that the placement of the proposed plinth, set back from the front façade of the terminal, will help support the monumental prominence of the terminal within the streetscape; and that the modern design of the plinth, echoing rhythm of solids and voids, in a simplified way, will resonate harmoniously with the terminal's plinth.

Finally, one Commissioner, who did not support the proposal, thought that the proposed building will have a dissonant relationship with the terminal, noting that the new building will not be in keeping with the originally planned lower terminal city buildings or with the realized terminal city buildings; that the new building will change the scale of its environs, resetting the metric for the terminal, resulting in the terminal appearing small and out of scale; and that the sloping expression, glazing, and penetrations at the proposed plinth will lack a visual sense of weight, defying, rather than extending, the base, thereby rendering the proposed building antithetical to the mostly masonry terminal.

Please note that exterior and interior alterations at 71-105 East 42nd Street (Grand Central Terminal) was also shown in the presentation and reviewed by the Commission as part of a separate application (LPC 21-05603).

Please direct inquiries regarding this report to Julianne Wiesner-Chianese, Senior Landmarks Preservationist.



Sarah Carroll

PLEASE NOTE: APPROVED DOCUMENTS, DEPARTMENT OF BUILDINGS FILING DRAWINGS WHERE APPLICABLE, AND A COPY OF THIS PERMIT HAVE BEEN PROVIDED TO:

cc: Bernadette Artus, Deputy Director; Frank Prial, Beyer Blinder Belle

# LANDMARKS PRESERVATION COMMISSION

**REVIEWED - 03/19/2021 - JWC**  
THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION  
1 CENTRE STREET 9TH FLOOR NORTH NEW YORK NY 10007  
TEL: 212 669-7700 FAX: 212 669-7780



## ADVISORY REPORT

<b>ISSUE DATE:</b> 03/19/2021	<b>EXPIRATION DATE:</b> 2/23/2027	<b>DOCKET #:</b> LPC-21-05603	<b>CRA</b> CRA-21-05603
<b>ADDRESS:</b> 71-105 EAST 42ND STREET		<b>BOROUGH:</b> MANHATTAN	<b>BLOCK/LOT:</b> 1280 / 1
Grand Central Terminal, Interior Landmark			
Grand Central Terminal, Individual Landmark			

To the Mayor, the Council, and the Chair of the Metropolitan Transit Authority,

This report is issued pursuant to Section 25-318 of the Administrative Code of the City of New York, which requires a report from the Landmarks Preservation Commission for plans for the construction, reconstruction, alteration, or demolition of any improvement or proposed improvement which is owned by the City or is to be constructed upon property owned by the City and is or is to be located on a landmark site or in a historic district or which contains an interior landmark.

February 23, 2021, following the Public Hearing of the same date, the Landmarks Preservation Commission voted to grant a positive Advisory Report for the proposed work at the subject premises, as put forward in your application completed on January 27, 2021. The approval will expire on February 23, 2027.

The proposal, as approved, consists of exterior alterations at the viaduct level, adjacent to the west (side) facade of Grand Central Terminal, including replacing existing modern paving and bollards with new masonry paving and metal bollards, connecting with paving at a terrace of a proposed building (175 Park Avenue) which will be outside of the designated site of the individual landmark; interior alterations at the eastern side of Grand Central Terminal ("42nd Street Passageway"), which is part of the designated interior landmark, consisting of converting three storefronts to passageways and enlarging and combining openings by removing modern storefront infill; replacing cladding, backup materials, and framing surrounding the three storefront openings and one passageway opening with new cladding, backup materials, and framing, in conjunction with combining two of the openings and enlarging all four of the openings, which will connect the 42nd Street Passageway portion of the designated interior landmark with the interior ground floor of the proposed adjacent building (175 Park Avenue), which is outside of the designated sites of the individual and interior landmarks; and installing glass infill at the passageway at the southernmost bay; and interior restoration work at the eastern end of the southern wall of the 42nd Street

# LANDMARKS PRESERVATION COMMISSION

**REVIEWED - 03/19/2021 - JWC**

Passageway, including removing a modern elevator and installing new entrance infill, matching the historic infill in terms of design, as well as replacing flooring throughout the 42nd Street Passageway in-kind, as shown in a digital presentation titled "175 Park Avenue," dated February 22, 2021, and prepared by Skidmore, Owings, and Merrill, including ninety-eight (98) slides consisting of photographs, drawings and photomontages, and presented at the Public Hearing and Public Meeting.

In reviewing this proposal, the Commission noted that the Grand Central Terminal Individual and Interior Landmark Designation Report describes 71-105 East 42nd Street as a French Beaux-Arts style railroad terminal designed by Reed & Stem and Warren & Wetmore and built in 1903-13. The Commission also notes that the 42nd Street Passageway, which is part of the designated interior landmark, is highly altered from its original condition and many of the original features, materials, and finishes are no longer extant. Finally, the Commission notes that Grand Central Terminal is owned by the Metropolitan Transportation Authority ("MTA"), a state authority that is not subject to the requirements of the Landmarks Law, but that the MTA and project team sought LPC advisory review of the project nonetheless.

With regard to this proposal, the Commission found that the work on the viaduct will help improve and expand public accessibility, without eliminating or damaging any significant architectural features; that the retention of the historic balustrade and handrail will maintain visual cues to the original footprint of the upper level at the terminal; and that replacement of the existing modern paving and bollards with new paving and bollards, adjoining the new paving at the proposed neighboring building, will be a minor alteration, which will not detract from any design features of the building.

With regard to the work within the designated interior landmark, the Commission found that many of the alterations will not affect any historic fabric due to the alterations of the 42nd Street passageway that were previously reviewed and/or approved by the Commission; that the enlargement of select openings at the interior corridor and elimination of infill at these bays will not significantly diminish the sense of solidity of this wall; that the enlarged openings for the new passageways will be consistent with the existing passageway openings throughout the terminal corridors in terms of scale and will relate well to the historic circulation pattern of the corridors; that the proposed details, materials and finishes of the enlarged opening surrounds will match the historic details, materials and finishes, thereby helping to maintain the unity of the design; that the simply designed glass infill within an existing opening will maintain a sense of a void and be compatible with the infill at storefront bays throughout the corridor; and that the cumulative effect of the modifications will not detract from the special historic and architectural character of this designated individual and interior landmark.

Based on these findings, the Commission determined the work to be appropriate to the building and voted to support the proposal. Therefore, Advisory Report 21-05603 is being issued.

Please note that the construction of a new building (175 Park Avenue) was also shown in the presentation and reviewed by the Commission as part of a separate application (LPC 21-05602).

This report is issued on the basis of the building and/or site conditions described in the application and disclosed during the review process. By accepting this report, the applicant agrees to notify the Commission if the actual building or site conditions vary or if original or historic architectural fabric is discovered. The Commission reserves the right to amend or revoke this report, upon written notice to the applicant, in the event that the actual building or site conditions are materially different from those described in the application or disclosed during the review process.

The reviewed documents, and Department of Buildings filing drawings where applicable, are marked as

# LANDMARKS PRESERVATION COMMISSION

REVIEWED - 03/19/2021 - JWC  
reviewed by the Commission, with the date of the review indicated. Other work or amendments to this filing must be reviewed separately. A copy of this report must be prominently displayed at the site while work is in progress. Please direct inquiries to Julianne W Chianese.



Sarah Carroll  
Chair

PLEASE NOTE: REVIEWED DOCUMENTS, DEPARTMENT OF BUILDINGS FILING DRAWINGS WHERE APPLICABLE, AND A COPY OF THIS REPORT HAVE BEEN PROVIDED TO:

cc: Bernadette Artus, Deputy Director; Frank Prial, Beyer Blinder Belle





**Parks, Recreation,  
and Historic Preservation**

**ANDREW M. CUOMO**  
Governor

**ERIK KULLESEID**  
Commissioner

October 29, 2020

Jennifer Barry  
MTA Metro-North Railroad  
525 North Broadway  
White Plains, NY 10603

Re: MTA  
Project Commodore  
109 E 42nd St, New York, NY 10017  
20PR03612

Dear Jennifer Barry:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law).

We have reviewed the additional information dated September 30, 2020 with regards to the evolution of the 42<sup>nd</sup> Street passage and the viaduct level configuration. We understand the 42<sup>nd</sup> Street passage has undergone numerous changes over time and has always provided a connection to the subway lines. As part of the proposed project, the project proposes to restore all three historic door bays; relocating the elevator that is currently located in one of the door bays.

Based upon our review, it is OPRHP's opinion the proposed project will have No Adverse Impact provided the following conditions are met:

1. New finishes within the 42<sup>nd</sup> Street passage shall read as Grand Central Terminal with the historic finishes of the Terminal. Plans, when available, shall be provided to our office for review.
2. Finishes within the new Transit Hall shall be harmonious with the 42<sup>nd</sup> Street passage.
3. Open connections from the 42<sup>nd</sup> Street passage to the new Transit Hall shall retain a header of the historic Botticino marble at the ceiling to indicate the historic location of the 42<sup>nd</sup> Street passage wall.
4. At the Viaduct Level, plans for the terrace design elements that are selected to delineate the boundary between the Commodore and Grand Central Terminal shall be submitted for our review and comment.

Submissions to meet these conditions shall be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov/> on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project" at the very bottom of the page. You will need this project number and your email address. If you have any questions, I am best reached via e-mail.

Sincerely,

Beth Cumming  
Senior Historic Site Restoration Coordinator  
e-mail: [beth.cumming@parks.ny.gov](mailto:beth.cumming@parks.ny.gov)

via e-mail only

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**Division for Historic Preservation**

P.O. Box 189, Waterford, New York 12188-0189 • (518) 237-8643 • [parks.ny.gov](http://parks.ny.gov)



## Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO  
Governor

ERIK KULLESEID  
Commissioner

August 11, 2020

Jennifer Barry  
Assistant Director, Planning & Design Compliance  
MTA Metro-North Railroad  
525 N Broadway  
White Plains, NY 10603

Re: MTA  
Project Commodore  
109 East 42<sup>nd</sup> St, New York, NY 10017  
20PR03612

Dear Ms. Barry:

Thank you for continuing to consult with the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We have reviewed the presentation materials that were provided to our office on July 28<sup>th</sup>, 2020. Based upon our review, and also based on a conference call with the project team held on July 29<sup>th</sup>, 2020, we offer the following comments:

1. The amount and size of new openings proposed to connect the 42<sup>nd</sup> Street passage and subway station entrance area with the new transit hall located within the new construction may not be appropriate. Please provide more detailed information about the historic appearance of this wall, changes that have occurred to it over time, and current conditions with respect to historic integrity.
2. The plaza proposed to be constructed adjacent to the east side of the historic Grand Central Terminal viaduct (referred to as the "ring road" in our previous letter) may be acceptable provided that it does not cause the removal of historic fabric. We note the presence of a historic stone and decorative metal balustrade to the north of the proposed plaza, and we understand that the intent is to retain and protect this feature during construction. It would be helpful to understand the original configuration and appearance of this section of the viaduct and the physical connection with the historic Hotel Commodore. It may be appropriate to provide a visual "boundary" demarcating the historic extent of the east side of the viaduct in this area, perhaps through the treatment of paving materials.
3. We note that the Lexington Passage is not within the boundary of the National Register listed Grand Central Terminal site, which is defined as Manhattan Tax Map Bock 1280, Lot 1, plus Park Avenue from East 40<sup>th</sup> Street to East 42<sup>nd</sup> Street. Therefore, we cannot comment on work proposed for this space.

4. We understand that the project design is in its conceptual phase, and we look forward to reviewing more detailed plans as they become available.

We would appreciate if the requested information could be provided via our Cultural Resource Information System (CRIS) at <https://cris.parks.ny.gov/> on the CRIS site, you can log in as a guest and choose "submit" at the very top menu. Next choose "submit new information for an existing project" at the very bottom of the page. You will need this project number and your e-mail address. If you have any questions, I can be reached at (518) 268-2182.

Sincerely,



Olivia Brazee  
Historic Site Restoration Coordinator  
olivia.brazee@parks.ny.gov

via e-mail only

cc: Frank Prial and William Ladley, Beyer Blinder Belle Architects & Planners, LLP