Chapter 6: Historic and Cultural Resources

A. INTRODUCTION

This chapter assesses the potential of the proposed actions to impact historic and cultural resources, which include archaeological and architectural resources. The analysis presented herein addresses the historic and cultural resources of the One Vanderbilt site and the Vanderbilt Corridor and study area for existing conditions. The analysis considers the No-Action condition and the With-Action condition for the One Vanderbilt site in the 2021 analysis year when the project is expected to be completed. Chapter 19, "Conceptual Analysis," assesses the future conditions both with and without the proposed actions for the Vanderbilt Corridor and larger study area surrounding the Vanderbilt Corridor.

As described in Chapter 1, "Project Description," the proposed actions would facilitate the development by a private applicant, Green 317 Madison LLC (317 Madison), of an approximately 1.8 million-gross-square-foot (gsf) 30.0 FAR building on the One Vanderbilt site. The proposed One Vanderbilt development would be up to approximately 1,514 feet tall to the top of the spire and would contain offices, trading floors, retail, restaurants, transit access, rooftop amenity space, and a transit hall at ground level. Pursuant to the special permits, the proposed One Vanderbilt development would include on-site transit-related improvements that would provide connections to the under-construction East Side Access, the 42nd Street Shuttle, Grand Central Terminal, and the Nos. 4, 5, 6, and 7 subway lines, along with off-site pedestrian circulation improvements specific to the IRT Lexington Avenue subway station. Further, the proposed One Vanderbilt development would receive excess development rights from the New York City Landmark (NYCL) Bowery Savings Bank located at 110 East 42nd Street pursuant to a special permit. As part of the proposed One Vanderbilt development, 317 Madison would provide pedestrian improvements to the proposed public place.

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. Since the proposed actions are expected to generate some of these results, a full analysis was undertaken.

PRINCIPAL CONCLUSIONS

ARCHAEOLOGICAL RESOURCES

The study area for archaeological resources is the Vanderbilt Corridor and the site of the proposed public place. In an Environmental Review letter dated July 10, 2014, the New York City Landmarks Preservation Commission (LPC) determined that the Vanderbilt Corridor and

the site of the proposed public place do not have any archaeological significance. Therefore, no further consideration of archaeological resources was warranted.

ARCHITECTURAL RESOURCES

Although the proposed One Vanderbilt development would remove the Vanderbilt Avenue Building at 51 East 42nd Street, which has been determined eligible for listing on the State and National Registers of Historic Places (S/NR), this architectural resource would be removed in the No-Action condition and, therefore, the proposed One Vanderbilt development would not result in a significant adverse impact.

To avoid inadvertent construction-period damage to Grand Central Terminal—New York City Landmark (NYCL), S/NR-listed property, and National Historic Landmark (NHL)—317 Madison would develop and implement a construction protection plan (CPP) for the Terminal in consultation with the New York City Landmarks Preservation Commission (LPC) and the Metropolitan Transportation Authority (MTA). CPPs would also be prepared and implemented in consultation with LPC for the Pershing Square Building (NYCL-eligible, S/NR-eligible) and the Socony-Mobil Building (NYCL, S/NR-eligible) to avoid inadvertent damage from the construction of adjacent off-site transit-related improvements.

It is not expected that the proposed One Vanderbilt 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. While the shadows analysis presented in Chapter 5, "Shadows," concluded that the proposed One Vanderbilt development would cast new shadows on the west windows of Grand Central Terminal's main concourse and on Bryant Park (NYC Scenic Landmark, S/NR), these new shadows would be limited in extent, duration, and effects and would not result in any significant adverse shadow impacts.

B. METHODOLOGY

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 proposed Vanderbilt Corridor and public place. LPC determined in an Environmental Review letter dated July 10, 2014 that the Vanderbilt Corridor and the site of the proposed public place do not have any archaeological significance (see **Appendix C** for LPC correspondence). Therefore, no further consideration of archaeological resources was warranted.

ARCHITECTURAL RESOURCES

OVERVIEW

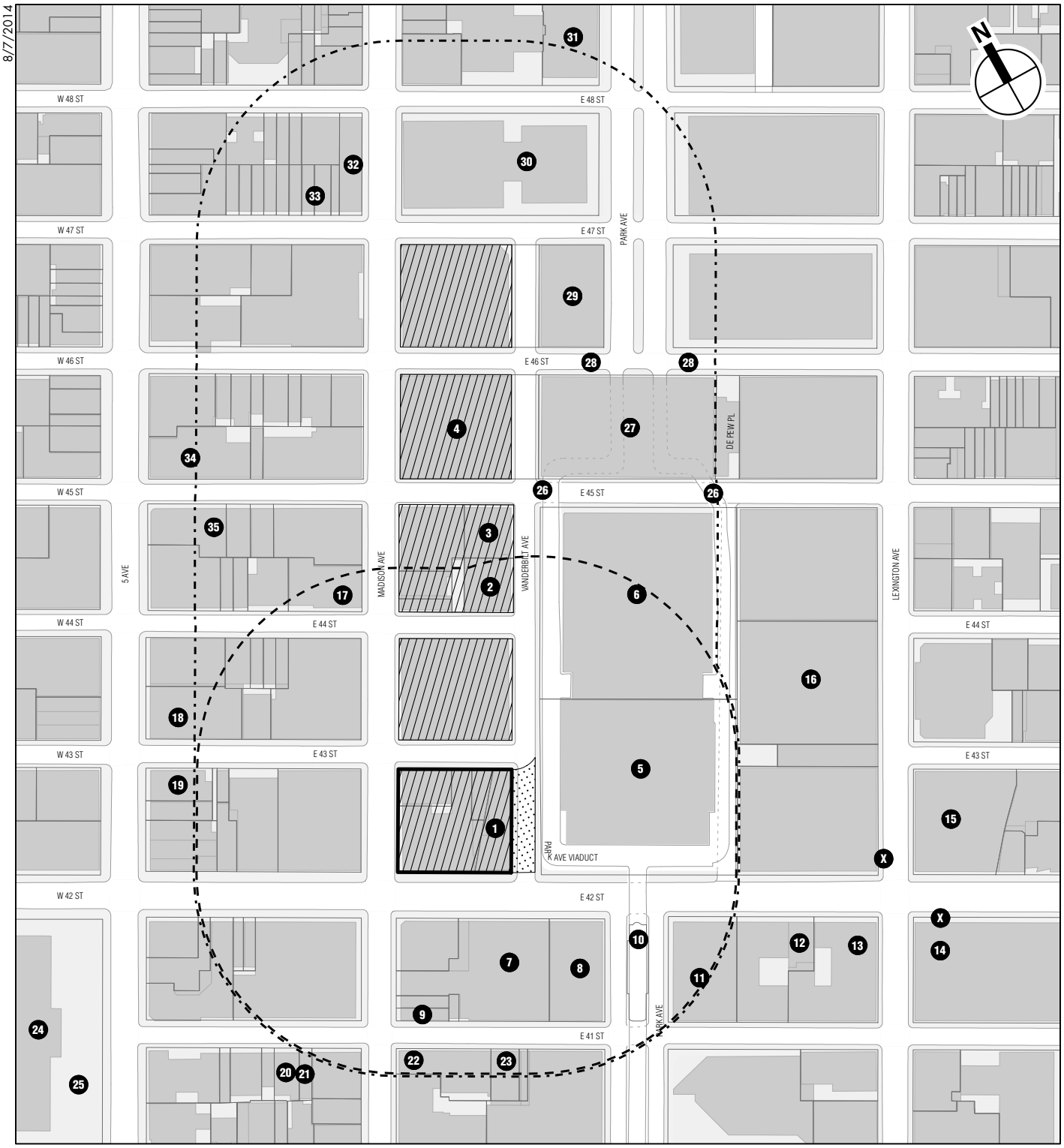
Architectural resources are defined as buildings, structures, objects, sites or districts that are S/NR listed or determined eligible for such listing based on the criteria defined below, NHLs, NYCLs and Historic Districts, and properties that have been found by LPC to appear eligible for designation, considered for designation ("heard") by LPC at a public hearing, or calendared for consideration at such a hearing (these are "pending" NYCLs).

The study area for architectural resources is determined based on the 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 unless proper protection measures are put in place. 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*.[1]

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 quality 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 architectural resources study area for the proposed actions has been defined following the guidelines of the *CEQR Technical Manual*, as being within 400 feet of the Vanderbilt Corridor and site of the proposed public place (see **Figure 6-1**). In addition, a 400-foot radius around the One Vanderbilt site has been delineated to address potential impacts specific to the proposed One Vanderbilt development (see **Figure 6-1**). Further, architectural resources located along 42nd Street but just outside of the 400-study area

[1] *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.



Proposed Vanderbilt Corridor

Vanderbilt Corridor Study Area Boundary (400-Foot Perimeter)

One Vanderbilt Development Site

Proposed Public Place

One Vanderbilt Study Area Boundary (400-Foot Perimeter)

X *At-Grade Off-Site Improvement*

1 *Architectural Resource (See Table 7-1)*

Vanderbilt Corridor and One Vanderbilt

Historic and Cultural Resources Site Map

Figure 6-1

are included to account for potential contextual and visual impacts from the proposed One Vanderbilt.

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. 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 *East Midtown Rezoning and Related Actions Final Environmental Impact Statement* (2013) was used as a reference. In Environmental Review letters dated July 10, 2014 and July 28, 2014, LPC concurred with the list of architectural resources identified in the study area assessed in this chapter (see **Appendix C** for LPC correspondence).

Once the architectural resources in the 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 One Vanderbilt site and the Vanderbilt Corridor and study area for existing conditions. The analysis considers the No-Action condition and the With-Action condition for the One Vanderbilt site in the 2021 analysis year when the project is expected to be completed. Chapter 19, "Conceptual Analysis," assesses the future conditions both with and without the proposed actions for the Vanderbilt Corridor and larger study area surrounding the Vanderbilt Corridor.

C. EXISTING CONDITIONS

The proposed Vanderbilt Corridor is located in East Midtown, a densely developed commercial district that grew up around Grand Central Terminal. The majority of architectural resources located within the proposed Vanderbilt Corridor and in the surrounding study area consists of office buildings constructed in the 20th century. The primary architectural resource in the area is Grand Central Terminal. 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 four architectural resources located within the Vanderbilt Corridor and an additional 31 architectural resources located within the study area. These resources are shown on **Figure 6-1**, listed in **Table 6-1**, and described below.

VANDERBILT CORRIDOR

BLOCK 1277—ONE VANDERBILT SITE

There are four buildings on the One Vanderbilt site: the Vanderbilt Avenue Building at 51 East 42nd Street, which was built in 1913 and is 17 stories tall (214 feet); the Columbia Carbon Building at 33 East 42nd Street, which was built in 1920 and is 22 stories tall (308 feet) with a 15-story (196-foot-tall) section on East 43rd Street; the Prudence Building at 327 Madison Avenue, which was built in 1923 and is 14 stories tall (180 feet); and the 7-story (85-foot-tall) building at 48 East 43rd Street that was built in 1922. Of these four buildings, only the Vanderbilt Avenue Building has been determined to have any historical significance; it is described below.

(#1) Vanderbilt Avenue Building, 51 East 42nd Street, S/NR-eligible

The Vanderbilt Avenue Building occupies the eastern portion of the block across Vanderbilt Avenue from Grand Central Terminal. The American Real Estate Company, to which the property was leased by the New York Central Railroad, constructed the building in 1913 as a six-story office building as part of the Terminal City development around Grand Central Terminal. Warren & Wetmore were the original architects. An advertisement placed in the January 4, 1913 *Real Estate Record & Guide* advertised the building's provision of "direct, indoor passageways to Grand Central and subways" and its location "in the heart of the most talked about business section in the City." By 1929, 11 additional stories had been erected above the original 6-story building. The Vanderbilt Avenue Building is distinguished by brick and limestone cladding, classical detailing that includes window treatments defined by slender Corinthian columns, ornamental plaques, and projecting cornices at the original and later rooflines (see **Figure 6-2**).[1] The ground floor has been altered with modern storefronts.

[1] **Figures 6-2 through 6-28** can be found at the end of this chapter.

Table 6-1
Architectural Resources

Map Ref. No.	Name/Building Type	Address	NYCL	NYCL-eligible	S/NR	S/NR-eligible	NHL
Vanderbilt Corridor							
1	Vanderbilt Avenue Building[1]	51 East 42nd Street				X	
2	Yale Club	50 Vanderbilt Avenue		X			
3	Vanderbilt Concourse Building	52 Vanderbilt Avenue				X	
4	Roosevelt Hotel	45 East 45th Street		X		X	
One Vanderbilt Study Area							
5	Grand Central Terminal	77 East 42nd Street	X		X		X
6	Met Life) Building	200 Park Avenue		X			
7	Lincoln Building	60 East 42nd Street		X		X	
8	Philip Morris Headquarters	118 Park Avenue		X			
9	Loft Building	299 Madison Avenue		X			
10	Park Avenue Viaduct	Park Avenue from East 40th Street to Grand Central Terminal	X		X		
11	Pershing Square Building	100 East 42nd Street		X[2]		X	
12	Bowery Savings Bank	110-120 East 42nd Street	X			X	
13	Chanin Building	122 East 42nd Street	X		X		
14	Socony-Mobil Building	150 East 42nd Street	X			X	
15	Chrysler Building	395-405 Lexington Avenue	X		X		X
16	Graybar Building	420 Lexington Avenue		X[2]		X	
17	Brooks Brothers Store	346 Madison Avenue				X	
18	Lefcourt-National Building	521 Fifth Avenue		X		X	
19	Postal Life Building	511 Fifth Avenue		X			
20	Office Building	18-20 East 41st Street		X			
21	Office Building	22-24 East 41st Street		X			
22	Lefcourt Colonial Building	295 Madison Avenue				X	
23	Chemist Club	50-52 East 41st Street		X		X	
24	New York Public Library, Stephen A. Schwarzman Building	476 Fifth Avenue	X		X		X
25	Bryant Park	Block bounded by Fifth and Sixth Avenues, West 42nd and West 40th Streets	X[3]		X		
Remainder of the Vanderbilt Corridor Study Area							
26	Park Avenue Viaduct East 45th Street Bridges	East 45th Street between Vanderbilt Avenue and Depew Place				X	
27	New York Central Building	230 Park Avenue	X			X	
28	Historic Street Lampposts	SW and SE Corners of Park Avenue and East 46th Street	X				
29	Postum Building	250 Park Avenue		X		X	
30	Union Carbide Building	270 Park Avenue		X			
31	Bankers Trust Building	280 Park Avenue				X	
32	Office Building	400 Madison Avenue		X			
33	Mercantile Library	17 East 47th Street		X			
34	Frederick F. French Building	547-551 Fifth Avenue	X		X		
35	Title Guarantee and Trust Company	6 East 45th Street		X			

Note:
1. The Vanderbilt Avenue Building is located on the One Vanderbilt site.
2. On September 17, 2013, LPC passed a motion to calendar this building for a public hearing on designation.
3. Bryant Park is a New York City Scenic Landmark.

Source: *East Midtown Rezoning and Related Actions Final Environmental Impact Statement (FEIS)* (2013); Correspondence with LPC dated July 10, 2014 and July 28, 2014

BLOCK 1278

This block is developed with one building, the Bank of America Plaza at 335 Madison Avenue. It is a 28-story (336-foot-tall) office building originally built in 1913 as the Biltmore Hotel. In 1981–1983, the building was thoroughly renovated and reclad. It has a modernist appearance with a skin of polished granite. Due to its lack of integrity, this building is not eligible for S/NR listing or NYCL designation. The Biltmore Room, which is part of Grand Central Terminal, is located in the basement.

BLOCK 1279

There are five buildings on Block 1279: the Yale Club at 50 Vanderbilt Avenue, which was built in 1915 and is 22 stories tall (294 feet); the Vanderbilt Concourse Building at 52 Vanderbilt Avenue, which was built in 1914 and is 20 stories tall (260 feet); the former Equitable Trust Building at 347-355 Madison Avenue, which was built in 1918, is 20 stories tall (251 feet) and houses offices of the New York City Metropolitan Transportation Authority (MTA); the former Lawyers Mortgage Company building at 345 Madison Avenue, which was built in 1921 and is 13 stories tall (148 feet); and the office building at 341 Madison Avenue, which was built in 1925 and is 19 stories tall (212 feet). In addition, there is a recently constructed MTA ventilation structure for the East Side Access project at 47 East 44th Street. Of these five buildings, two have been determined to have historical significance; they are described below.

(#2) Yale Club, 50 Vanderbilt Avenue, NYCL-eligible

The Yale Club is located at the northwest corner of Vanderbilt Avenue and East 44th Street. The Yale Leasing Company constructed the building in 1915 on property owned by the New York Central Railroad. Designed by James Gamble Rogers, it is 21 stories tall with a façade that is principally Neo-Classical in derivation (see view 3 of **Figure 6-3**). The building has a limestone base with arched windows at the second story and flat pilasters spanning the third to fifth stories. It is crowned by a loggia with a prominent bracketed cornice at the 21st floor. The Yale Club began in 1897 at a house near Madison Square, subsequently moving to a location at 30 West 44th Street due to an increase in membership. The growth of the institution as a national center of Yale graduate influence affected its decision for a new location in proximity to Grand Central Terminal and the commuter trains to New Haven, CT. The structure was built over the railroad tracks with an underground pedestrian connection to Grand Central Terminal. Its construction on property owned by the New York Central Company necessitated compliance with design regulations imposed by the railroad, including materials and height—a well-defined cornice at a level of about 81 feet above the street.

(#3) Vanderbilt Concourse Building, 52 Vanderbilt Avenue, S/NR-eligible

The Vanderbilt Concourse Building is immediately adjacent to the Yale Club on Vanderbilt Avenue, occupying the southwest corner at East 45th Street. Warren & Wetmore designed this office building in 1914 for the New York Central Company. It is 20 stories high, with a buff-colored brick façade above a 6-story limestone base (see view 4 of **Figure 6-3**). The base is enlivened by decorative details such as plaques beneath the windows on the third through fifth stories and between the windows on the sixth story. It is crowned on each façade by a three-story central loggia and cornice, beneath which there is a balcony supported on corbels.

BLOCK 1281

The Roosevelt Hotel, which was built in 1922–1924, occupies the entirety of Block 1281. It has been determined eligible for S/NR listing and NYCL designation.

(#4) Roosevelt Hotel, 45 East 45th Street, NYCL-eligible, S/NR-eligible

George B. Post designed the 19-story (236-foot-tall) Roosevelt Hotel. Built in 1924, it is ornamented with Italian Renaissance details that include cartouches, columned loggias, balustraded balconies, and bracketed cornices (see **Figure 6-4**). Above the four-story limestone base, the hotel is massed with lightcourts on the Madison Avenue and Vanderbilt Avenue frontages. The building has a prominent, three-story attic defined by a denticulated string course, quoins, and stone window surrounds, surmounted by a cornice. Dedicated to the memory of Theodore Roosevelt, the hotel interiors were designed in such American evocative styles as Colonial and Adams. Constructed during Prohibition, the Roosevelt Hotel was the first hotel in New York City to incorporate ground-floor shops in an attempt to find a substitute source of revenue for the sale of liquor.

BLOCK 1282

Block 1282 is developed with the 383 Madison Avenue building, a 47-story (495-foot-tall) building that opened in 2002. It is occupied by offices of J.P. Morgan Chase & Company. The building is not old enough to be designated as a NYCL, nor is it of exceptional significance to merit S/NR listing before becoming 50 years old.

STUDY AREA

The architectural resources located within 400 feet of the One Vanderbilt site are discussed first below, followed by the architectural resources located within the remainder of the Vanderbilt Corridor study area. Many of the descriptions of the resources were adapted from the *East Midtown Rezoning and Related Actions FEIS*.

ONE VANDERBILT SITE 400-FOOT STUDY AREA

There are 21 architectural resources located within 400 feet of the One Vanderbilt site. These resources are listed in **Table 6-1** and described below.

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

The exterior of Grand Central Terminal and portions of the public spaces in the Main and Dining Concourse levels are NYCLs. The entire Terminal (above and below grade) is listed on the S/NR. Completed in 1913, Grand Central is a monumental but low-rise structure. The overall execution of the Terminal was the work of three talents: engineer William Wilgus and architects Reed & Stem and Warren & Wetmore. Wilgus conceived the Terminal's two-tier underground track design. With a loop at its southern end, it allows empty trains to be moved out of the station as quickly as possible. Reed & Stem developed the pedestrian ramp concept for the interior and the elevated roadway that surrounds the building and connects Park Avenue from 40th Street on the south to 46th Street on the north. As described below, this viaduct is separately designated as a historic resource. Whitney Warren was responsible for the building's monumental Beaux-Arts façade and design of the interior.

Above the one-story entrance and retail base (which supports the elevated roadway), a tall, recessed loggia of fluted columns and arched windows encircles the Terminal (see view 6 of **Figure 6-5**). Bracketed cornices, ox-eye windows, foliate carvings, decorative pediments, ornamental panels, balustrades, and keystones encrust the building. The clock and sculpture on the façade overlooking Park Avenue, by Jules-Felix Coutan, boasts a group of monumental figures representing Mercury, Hercules, and Minerva. On Vanderbilt Avenue, the Terminal has a rounded entrance covered by a metal canopy, and there is a porte-cochere with a Guastavino tile ceiling (see view 7 of **Figure 6-5**). Closed to vehicles, the porte-cochere now serves as a covered dining and bar area.

The public interior spaces of Grand Central Terminal, including the Main and Dining (formerly Suburban) Concourses and the Biltmore Room are grand, marble-clad rooms with connecting vaulted passageways. The Main Concourse is a voluminous space, 275 feet long, 120 feet wide, and 125 feet high, with a barrel vaulted ceiling decorated with illuminated constellations. Large arched windows are located at the east and west ends of the Main Concourse, and there are clerestory windows along the north and south walls. The north wall is lined with the arched open entrances to the Metro-North Railroad (MNR) tracks and platforms, and the south wall is occupied by a series of marble ticket booths. The Biltmore Room, on the Main Concourse level below the Bank of America Plaza, is a large, square space with glossy marble walls and a high ceiling, currently occupied by a modern newsstand in the center of the room. The Biltmore Room was once the Terminal's Incoming Station and was in the base of the Biltmore Hotel. The Dining Concourse is also an inspiring visual space, with the entrances to the MNR lower level tracks extending along the north wall surmounted by sculpted foliate arched plaques. The flow of pedestrians between the many entrances, exits, ramps, and passages not only works efficiently to connect the Terminal with other systems around it, but acts to create a sense of unity as well. Given the function and life of Grand Central Terminal, many view the Terminal complex as the greatest micro-city in America. The ceiling of the main concourse was restored in the 1990s as part of a major restoration and renovation of the Terminal's interior. This project also included construction of an originally planned grand staircase on the east side of the concourse to match the one on the west side, and newly designed retail spaces, including on the Main Concourse level along the Biltmore Concourse and the Lexington and Shuttle Passageways, in keeping with the historic character of the interior spaces.

Routine changes performed in the below-grade portions of the Terminal through time have likely removed original mechanical features. As identified in the Major Investment Study (MIS) published for the Long Island Transportation Corridor for the MTA/Long Island Rail Road East Side Access project in April 1998, it is unlikely that original below-grade mechanisms associated with the signaling system at the Terminal—including signaling stations, switching mechanisms, or other original features related to the electrification and operation of the railroad—remain extant. These mechanisms, while considered technologically innovative at the time of construction, have subsequently been replaced, upgraded, or removed as part of the routine maintenance of the system throughout the years. In addition, correspondence with the New York State Historic Preservation Office (SHPO) during preparation of the MIS indicated that the underground signal systems and mechanical controls of a similar historic resource were eliminated from further eligibility consideration. Likewise, tracks are replaced frequently and platforms are periodically upgraded. During preparation of the MIS, SHPO determined that the tracks and platforms at Grand Central Terminal were not eligible for listing on the Registers. However, the S/NR listing includes a garage that is located adjacent to the One Vanderbilt site beneath East 43rd Street and Block 1278. The garage has a Guastavino tile ceiling, brick walls,

and a floor surface that largely consists of non-original asphalt paving. Some sections of the floor, like the entrance ramp, retain the original brick paving. The entrance/exit is located on East 44th Street in the ground-floor of the Bank of America Plaza (formerly the Biltmore Hotel).

(#6) MetLife (former Pan Am) Building, 200 Park Avenue, NYCL-eligible

The 59-story (769-foot-tall) MetLife Building (former Pan Am Building) is located above Grand Central Terminal at 200 Park Avenue at East 45th (see view 8 of **Figure 6-6**). Emery Roth & Sons, Pietro Belluschi, and Walter Gropius designed the building in the International Style for the headquarters of Pan American World Airways. When it opened in 1963, it was the largest commercial office building in the world and was architecturally infamous for blocking views along Park Avenue and looming over the New York Central Building (#27 below) to the north and Grand Central Terminal to the south. The MetLife Building is massed with a rectangular seven- and nine-story arcaded base and a tower with an octagonal footprint. The angled façade segments of the tower are articulated with thin concrete piers and spandrels creating window grids. Recessed strip windows bisect the façades in two locations. The building has connections to Grand Central Terminal; at the ground floor, there are escalators down to the Terminal's main concourse.

(#7) Lincoln Building, 60 East 42nd Street, NYCL-eligible, S/NR-eligible

The Lincoln Building (now called One Grand Central Place) at 60 East 42nd Street is located across East 42nd Street from the One Vanderbilt site. It is a 53-story (671-foot-tall), through-block office building completed in 1930. James Edwin Ruthven Carpenter designed the building with an H-plan above the base, brick and stone cladding, and Renaissance and Gothic Revival style details. A central, rectangular tower rises above four nine-story corner sections with wide light courts located above the base on both East 42nd and East 41st Streets (see view 9 of **Figure 6-6**). Decorative features include relief panels, balustrades, cornices, and pointed-arch windows at the upper floors.

(#8) Philip Morris Headquarters, 118 Park Avenue, NYCL-eligible

Built as the headquarters of the Philip Morris Companies, this 26-story (414-foot-tall) office building was constructed from 1978-1981 and designed by noted Brutalist architect Ulrich Franzen with the assistance of engineers Weiskopf & Pickworth. Located at the southwest corner of Park Avenue and East 42nd Street across from the One Vanderbilt site and Grand Central Terminal, this rectangular concrete building is notable for the tall, arcaded base with slender round columns along the East 42nd Street frontage that create a wide plaza and entrance vestibule (see view 10 of **Figure 6-7**). Along Park Avenue, the arcade has more constrained dimensions and squat, square columns, but it opens again in height at the corner of East 41st Street. The ground floor contains a public atrium. Above the arcade, the north and south façades are largely flat and articulated with narrow strip windows. On the Park Avenue façade, piers and recessed window bays create a sense of verticality. Deeply recessed sections at the top of each façade form a building crown.

(#9) Loft Building, 299 Madison Avenue, NYCL-eligible

The building at 299 Madison Avenue is a 12-story Neo-Gothic-style structure designed by Hill and Stout and constructed in 1912–1913 as lofts and offices. The building is now the Library Hotel. It has a narrow footprint with a 25-foot frontage on Madison Avenue. Decorative details include a pointed-arch doorway and quatrefoil windows, diamond patterned brickwork, terra-

cotta bands and ornament, and a 10-story copper-clad bay window on the Madison Avenue frontage (see view 11 of **Figure 6-7**).

(#10) Park Avenue Viaduct, NYCL, S/NR

The Park Avenue Viaduct (also known as the Pershing Square Viaduct) is part of the elevated roadway that carries Park Avenue traffic around Grand Central Terminal. The viaduct was completed in 1919 and is connected to the upper story of the Terminal on the south façade, rising from 40th Street in the center of Park Avenue for a distance of two blocks to meet the elevated roadway that encircles Grand Central Terminal. Reed & Stem conceived the viaduct as part of the original 1903 plan for the Terminal, and Warren & Wetmore carried out the design. At East 40th Street, the viaduct rises with stone retaining walls capped by balustrades. It crosses over East 41st and East 42nd Streets with arched, steel bridges with ornamental railings (see view 12 of **Figure 6-8**). Decorative lampposts are located along the viaduct, and there is a restaurant beneath the structure at East 42nd Street. The viaduct takes its name from the section of East 42nd Street in front of Grand Central Terminal, which was named for General John J. Pershing, the commander of American forces in France during the First World War.

(#11) Pershing Square Building, 100 East 42nd Street, NYCL-eligible, S/NR-eligible

The Pershing Square Building is a 25-story structure with a U-shaped plan above a 7-story base, which is located on the east side of Park Avenue between East 41st and East 42nd Streets across from Grand Central Terminal (see view 12 of **Figure 6-8**). John Sloan of the firm York & Sawyer designed the building in the Romanesque style. Completed in 1923, it has an intricately patterned brick and terra-cotta façade, with materials supplied by the Atlantic Terra Cotta Company. Brick window surrounds and piers with cross-hatched brick patterns give texture to the multi-colored brick façades. On the second and third floors, there are double-height arched windows with terra-cotta columns and arches embellished with geometric and foliate reliefs. Terra-cotta entablatures, cornices, and knights and other human figures provide additional ornamentation. The ground floor has been altered with modern cladding. In 1924, Sloan opened the office of Sloan & Robertson with partner Thomas Markoe Robertson in the building. The firm is perhaps best known for their skyscraper designs, including the Chanin Building (#13 below) and the Graybar Building (#16 below). On September 17, 2013, LPC passed a motion to calendar the Pershing Square Building for a public hearing on designation.

(#12) Bowery Savings Bank, 110-120 East 42nd Street, NYCL, S/NR

The Bowery Savings Bank constructed the building at 110 East 42nd Street between Park and Lexington Avenues across from Grand Central Terminal in 1921-23 as its new headquarters, relocating from the Bowery. York and Sawyer, with William Louis Ayres as the partner in charge, designed the 18-story building in the Italian Romanesque Revival style. It is most notable to the pedestrian for the deeply recessed entrance set within a tall, compound arch framed by thin attached columns with unique surface patterns and capitals (see view 13 of **Figure 6-8**). Terra-cotta ornament, upper story loggias, and wheel windows embellish the limestone façade. The monumental interior, which measures 65 feet high, 80 feet wide and 197½ feet long, uses marble, limestone, sandstone and bronze in its design. The banking hall is a New York City Interior Landmark. The six-story addition to the east was built in 1931–33.

(#13) Chanin Building, 122 East 42nd Street, NYCL, S/NR

Irwin S. Chanin built the Chanin Building in 1927-29 at the southwest corner of East 42nd Street and Lexington Avenues. This Art Deco brick and terra-cotta skyscraper rises 52 stories

(approximately 720 feet) with a series of setbacks (see view 14 of **Figure 6-9**). Buttresses and rounded, fluted piers enhance the sense of verticality. Designed by Sloan & Robertson with sculptural decoration by Rene Chambellan, the Chanin Building is a major example of Art Deco architecture in New York City. Chambellan's ornamentation on the base includes a terra-cotta frieze with stylized floral patterns, recessed windows with copper panels decorated with geometric patterns, and a bronze band depicting the theory of evolution. Buttresses at the top of the building are illuminated from the inside at night, lighting up the recesses in the crown.

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

A curtain wall of 7,000 embossed stainless steel panels gives the Socony-Mobil Building a unique presence on the midtown skyline. Constructed between 1954 and 1956, this skyscraper fills an entire block, extending from East 42nd to East 41st Streets and from Lexington to Third Avenues. At the center of the block, above a 3-story base, is a 42-story (568-foot-tall) tower, oriented from east to west, flanked by 13-story wings (see view 15 of **Figure 6-9**). Reflective panels of blue structural glass are used on the base, and the recessed, exterior entrance vestibules are through stainless steel arches. Constructed as a speculative office venture, the building takes its name from the original anchor tenant, the Mobil Oil Corporation. The Socony-Mobil Building was designed in two phases. John B. Peterkin designed the initial scheme for 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 redesigned the elevations using industrial materials.

(#15) Chrysler Building, 395-405 Lexington Avenue, NYCL, S/NR, NHL

Located at the intersection of East 42nd Street and Lexington Avenue, the Chrysler Building is an Art Deco skyscraper by architect William Van Alen. At 1,046 feet tall, the Chrysler Building was the world's tallest building for 11 months before the Empire State Building surpassed it in 1931. The tower rises from the middle of the structure above a section massed with setbacks and lightcourts. Built as a speculative office building in 1928–1930 for Walter P. Chrysler of the Chrysler Corporation, it is noted for its machine-age design and décor that includes gargoyles modeled on winged radiator caps, emblematic of the automobile that was the foundation of its builder's fortune, racing cars, and stainless steel eagles. The iconic stainless steel crown consists of a series of stepped arches with triangular windows that culminate in a thin spire (see view 16 of **Figure 6-10**). Decorated with murals, marble, onyx, steel, and aluminum, the interior lobby is a New York City Interior Landmark. There is an entrance to Grand Central Terminal in the basement that is reached by black marble stairs. The Chrysler Building is located beyond 400 feet of the One Vanderbilt site.

(#16) Graybar Building, 420 Lexington Avenue, NYCL-eligible, S/NR-eligible

The Graybar Building was erected directly east of Grand Central Terminal in 1925 to the designs of Sloan & Robertson. At the time of construction, it was the largest office building in the world. It is 30 stories tall and faced in a buff-colored brick above a limestone base designed with a mix of abstract Classical and Moorish elements in addition to figurative bas reliefs. Pavilions rise on either side of a two-story base, creating a large exterior court along Lexington Avenue (see view 17 of **Figure 6-10**). The building's basements were built as an extension of Grand Central Terminal, and a portion of the ground floor was originally utilized as space for the adjacent Grand Central Post Office (located outside of the study area). The southernmost of the building's three entrances provides direct access to Grand Central Terminal via a concourse that runs the

depth of the building. On September 17, 2013, LPC passed a motion to calendar the Graybar Building for a public hearing on designation.

(#17) 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 the preponderance of university clubs in the area, such as the Yale Club (#2). The building has a tripartite design of limestone base, brick shaft, and limestone attic (see view 18 of **Figure 6-11**). 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.

(#18) Lefcourt-National Building, 521 Fifth Avenue, NYCL-eligible, S/NR-eligible

Known as the Lefcourt-National Building, the 40-story-tall structure at 521 Fifth Avenue (at the northeast corner of East 43rd Street) was completed in 1929 to the Art Deco designs of architects Shreve, Lamb & Harmon who also designed the Empire State Building. The Lefcourt-National Building is massed with a series of setbacks and piers that rise to the crown (see view 19 of **Figure 6-11**). Stylized Classical details like rams' heads and cornices provide some ornamentation.

(#19) Postal Life Building, 511 Fifth Avenue, NYCL-eligible

York & Sawyer designed the Postal Life Building at 511 Fifth Avenue at the southeast corner of East 43rd Street. Completed in 1917, it is a 16-story fireproof bank and office building. As with many of their bank commissions, York & Sawyer gave the building a Renaissance Revival style. The brick and limestone building has a tripartite arrangement of base, shaft, and capital (see view 20 of **Figure 6-12**). The limestone base has the form of a loggia with double-height arches framed by pilasters and topped with an entablature below a row of arched windows. The office floors of the shaft are largely unornamented except for some cartouches. The five-story capital is ornamented with entablatures, recessed window bays, and a cornice.

(#20) Office Building, 18-20 East 41st Street, NYCL-eligible

The 22-story office building at 18-20 East 41st Street was designed by brothers George and Edward Blum and constructed in 1912–1914. This narrow, brick and terra-cotta building has a Gothic Revival style (see view 21 of **Figure 6-12**). It rises to its full height without setbacks, and it is richly embellished with buttresses, heavy floral carvings, pointed-arch motifs, and cartouches.

(#21) Office Building, 22-24 East 41st Street, NYCL-eligible

George and Edward Blum also designed the adjacent four-story office building at 22-24 East 41st Street. The central, fenestrated portion of the façade is recessed within an enframement of terra-cotta blocks richly embellished with geometric and flora patterns (see view 22 of **Figure 6-13**). The wide spandrels marking each floor are clad in similarly patterned terra-cotta blocks.

(#22) Lefcourt Colonial Building, 295 Madison Avenue, S/NR-eligible

Abraham E. Lefcourt built the 47-story (538-foot-tall) brick office building at 295 Madison Avenue. Two architectural firms were involved in the design: Charles F. Moyer Company and Bark & Djorup. Originally, it had 40 floors when it was completed by 1930 but was

subsequently enlarged with an additional seven stories. The Art Deco Lefcourt Colonial Building has a limestone, brick, and cast-iron façade. The base and lower floors have Classical Revival style details that include tall Ionic pilasters and heavy pediments over the cast iron windows. The building is massed with a series of setbacks that culminate in a slender Art Deco tower capped with pinnacles and glazed blue ornaments (see view 23 of **Figure 6-13**).

(#23) Chemist Club, 50-52 East 41st Street, NYCL-eligible, S/NR-eligible

The Chemist Club building at 50-52 East 41st Street (now the Dylan Hotel) was constructed in 1910 for the Chemist Club, an organization founded in 1898 by New York members of the American Chemical Society. York & Sawyer designed the 10-story building in the Classical Revival style. Architectural details typical of the style used on the brick and stone building include a rusticated base, bracketed balcony, window pediments, pilasters, an entablature, and a bracketed cornice (see view 24 of **Figure 6-14**).

(#24) New York Public Library, Stephen A. Schwarzman Building, 476 Fifth Avenue, NYCL, S/NR, NHL

The Stephen A. Schwarzman Building (SASB) is the main building of the New York Public Library system, and it occupies the eastern portion of the block bounded by West 42nd Street, Fifth Avenue, West 40th Street, and Sixth Avenue and is adjacent to Bryant Park (#25 below), which occupies the remainder of the block. Some of the interior rooms are also designated New York City Interior Landmarks. The New York architectural firm of Carrère & Hastings designed the Central Building of the New York Public Library, Astor, Lenox and Tilden Foundations (renamed the Stephen A. Schwarzman Building in 2008). This 4.5-story building occupies a portion of the site of the former Croton Reservoir, and is set back from, and elevated above, the street and surrounded by terraces. SASB is a rectangular building with two interior courtyards, and the Fifth Avenue façade is distinguished by a central pavilion with a triple-arched portico of Corinthian columns (see view 25 of **Figure 6-14**). Pedimented pavilions balance the building on each end. Sculptured figures on the portico entablature, in the end pediments, and on fountains that flank the central portico embellish the main façade, and lion sculptures overlook the staircase. The elevated Fifth Avenue terrace is set back from the street behind landscaped gardens and enclosed with a stone balustrade. Trees, decorative lampposts, and movable seating are located on the terrace, which also fronts on West 40th and West 42nd Streets. On the west façade facing Bryant Park, tall narrow windows illuminate the seven floors of stacks, and large arched windows on the upper floor provide light to the Rose Main Reading Room. A terrace is located in front of the west façade. Designed by Carrere & Hastings, that terrace forms the east end of Bryant Park.

(#25) Bryant Park, NYCL, S/NR

Bryant Park occupies the western half of the SASB block, and is a New York City Scenic Landmark that is also S/NR listed. Established in 1884, the park is located on the site of New York City's Crystal Palace, which was dedicated in1853 and destroyed by fire in 1858, and is named after William Cullen Bryant, the 19th-century poet, orator, and editor of the New York Review and the Evening Post. A monument to Bryant is located on the east terrace adjacent to SASB. Planned in the style of a formal French garden, the main park was begun in 1934 as a public works project. The formal plan is distinguished by an elevated central lawn and an east-west axis delineated by four flagstone walks lined with London plane trees and gardens (see view 26 of **Figure 6-15**). The park also contains a number of statues and a fountain. Stone balustrades border the park along West 40th and West 42nd Streets. An extensive restoration,

which involved a partial redesign of the park, was undertaken from 1988 to 1991. A restaurant and a café are located on the eastern terrace adjacent to SASB on either side of the Bryant monument. Food kiosks are located at the western end of the park.

REMAINDER OF THE VANDERBILT CORRIDOR 400-FOOT STUDY AREA

In addition to the 23 architectural resources listed above within 400 feet of the One Vanderbilt site, there are an additional 10 architectural resources located within the remainder of the Vanderbilt Corridor study area. They are described below.

(#26) Park Avenue Viaduct East 45th Street Bridges, S/NR-eligible

This portion of the Park Avenue Viaduct encompasses the bridges that cross over East 45th Street and reach street level through the New York Central Building (#27 below), rejoining Park Avenue at East 46th Street. The original viaduct, which opened in 1919, ran from East 40th Street at Park Avenue to Grand Central Terminal. Traffic was then routed to the western side of Grand Central Terminal, exiting at East 45th Street and Vanderbilt Avenue. Soon after completion, the decision was made to continue the viaduct northward, because traffic was backing up at East 45th Street. The northern part of the viaduct was completed in 1928, coinciding with the construction of the New York Central Building. The bridges over East 45th Street have cast-iron parapets with decorative motifs similar to those used on the railings of the original portion of the viaduct (see view 27 of **Figure 6-15**). Each overpass is supported by piers with scrolled brackets.

(#27) New York Central Building, 230 Park Avenue, NYCL, S/NR-eligible

The New York Central Building (now known as the Helmsley Building) is located one block north of Grand Central Terminal. The 34-story (545-foot-tall) office building straddles Park Avenue between 45th and 46th Streets (see view 28 of **Figure 6-16**). It is related to Grand Central Terminal, having been designed by Warren & Wetmore and built in 1927–1929 to be the headquarters of the New York Central Railroad and the lynchpin of the Terminal City complex of hotels and office buildings sponsored by the railroad. The tower, with its pyramidal roof and ornate cupola, once dominated Park Avenue. On each side, the tower is flanked by lower wings. Arches in the base permit north and southbound traffic to flow around Grand Central Terminal on the elevated roadway and Park Avenue Viaduct. In the interior, which is also part of the landmark designation, there is an impressive lobby and two pedestrian corridors (known as the East and West Helmsley Walks) between East 45th and East 46th Streets.

(#28) Historic Street Lampposts 54 and 55, Park Avenue and East 46th Street, NYCL

According to the NYCL Historic Street Lampposts designation report (1997):

> Approximately 100 historic, cast-iron lampposts are known to survive in the City of New York. The earliest, dating from the mid-19th century, are two gas lampposts. Electric lights first appeared in 1880 on Broadway. The first installation of truly ornamental electrified cast-iron posts occurred on Fifth Avenue in 1892. By the 1930s, New York streets were lighted by a variety of lampposts, brackets, and pedestals. During the 1950s and 1960s most of these posts were replaced by "modern" steel and aluminum types. (p. 1)

Of the approximately 100 historic lampposts, sixty-two lampposts and four wall bracket lamps are included in the NYCL 1997 designation. The remaining lampposts are protected within NYCL historic districts or are on NYCL sites.

A historic traffic signal post is located at each East 46th Street entrance to the pedestrian corridors through the New York Central Building: Lamppost 54 at the southeast corner of Park Avenue and East 46th Street and Lamppost 55 at the southwest corner of Park Avenue and East 46th Street. These two lampposts are traffic signal posts of the mast-arm type (see view 29 of **Figure 6-16**). Decorative scrolled brackets on each post include a wheel motif indicative of the traffic signal function.

(#29) Postum Building, 250 Park Avenue, NYCL-eligible, S/NR-eligible

The Postum Building occupies the block bounded by Park and Vanderbilt Avenues between East 46th and East 47th Streets. Set on a large limestone base, the building is U-shaped with wings that rise 16 stories flanking a central block of 20 stories (see view 30 of **Figure 6-17**). Cross & Cross designed the building in an understated Classical vocabulary. Built in 1924, it has brick façades and terra-cotta ornament with decorative features including plaques along the top of the base and colonnades between the 18th and 19th floors.

(#30) Union Carbide Building, 270 Park Avenue, NYCL-eligible

The 1.5-million-square-foot Union Carbide Building from 1958–1960 occupies the full block bounded by East 48th and East 47th Streets and Park and Madison Avenues. Designed by Skidmore, Owings & Merrill in a style and form imitative of the earlier Seagram Building, the Union Carbide Building is massed with a 52-story (684-foot-tall) slab on Park Avenue and a 13-story (188-foot-tall) wing that occupies the rest of the block. A through-block arcade continues the alignment of Vanderbilt Avenue between East 47th and East 48th Streets. The tower is set back 50 feet from Park Avenue and 23 feet from the street sides behind a plaza. The ground floor is designed as a low arcade, and the glazed lobby is visible from the street. The main lobby is on the second floor, because the building was constructed over train tracks and the elevator pits could not penetrate deeply below street level. The façades of this International Style building are articulated as a grid of thin, silvery projecting mullions, strip windows, and dark spandrel bands (see view 31 of **Figure 6-17**). The Madison Avenue wing has a similar design, although it is not set back from the street.

(#31) Bankers Trust Building, 280 Park Avenue, S/NR-eligible

Emery Roth & Sons designed the Bankers Trust Building at 280 Park Avenue in the International Style, one of many such buildings along Park Avenue. The building was constructed in two phases. The original section from 1961–1963 on Park Avenue consists of a 12-story (395-foot-tall) tower above a 16-story base, and the western mid-block addition from 1968-1971 is 40 stories tall. The original building is set back from Park Avenue and East 48th and East 49th Streets on an elevated plaza. Like the Union Carbide Building across East 48th Street, the Bankers Trust Building has a ground floor designed as a low arcade that provides views into the glazed lobby. Above the arcade, the façades have a grid-like skin of recessed windows set in pre-cast concrete frames (see view 32 of **Figure 6-18**). The mid-block addition has a more generic International Style appearance.

(#32) Office Building, 400 Madison Avenue, NYCL-eligible

The 22-story Neo-Gothic building at 400 Madison Avenue occupies an unusually configured lot; it covers the entire 188-foot-long frontage along Madison Avenue but is only 44 feet deep. The architect H. Craig Severance responded to the site conditions by providing expansive fenestration and locating the service areas along the inner wall; these plan features provided daylight throughout the floors. Constructed in 1928, the building has bronze and glass

storefronts on the street level and terra-cotta ornamentation on the upper levels that feature geometric Gothic style motifs of crenellation, pinnacles, crosses, and tracery (see view 33 of **Figure 6-18**).

(#33) Mercantile Library, 17 East 47th Street, NYCL-eligible

The New York Mercantile Library building at 17 East 47th Street opened in 1932. Merchants and their clerks founded the New York Mercantile Library in 1820 for the educational uplift of young men in the mercantile trade, and the original facility opened in 1821 in one room on Fulton Street. The library relocated to the Astor Place Opera House in 1854 and continued growing through the late 1800s, but the establishment of the New York Public Library system hurt the Mercantile Library and other private libraries. Despite dwindling membership, the trustees built a new structure at 17 East 47th Street in 1932 as a real-estate investment. Henry Otis Chapman was the architect. The eight-story building has a marble façade embellished with Classical-style details such as broken entrance pediments, fluted pilasters, an entablature, and a bracketed cornice, and the interior originally contained several floors of book stacks, offices and a board room, and a reading room and lounge (see view 34 of **Figure 6-19**). In 2009, the Mercantile Library changed its name to the Center for Fiction, modifying its focus to that of a literary arts center, but the organization continues to maintain and add to the original circulating library, which remains open to members.

(#34) Frederick F. French Building, 547-551 Fifth Avenue, NYCL, S/NR

The Fred F. French real estate firm constructed the 38-story building at 547-551 Fifth Avenue in 1926–27 as its headquarters and a rental property. The brick building reaches its penultimate height through a series of setbacks beginning at the 12th floor, culminating in a stepped tower (see view 35 of **Figure 6-19**). The architects H. Douglas Ives and Sloan & Robertson ornamented the building with Near Eastern motifs. The brass entrance surrounds and brass friezes across the base depict mythological figures, colorful terra-cotta ornament with geometric and floral patterns mark the setbacks, and large faience panels of gryphons and beehives embellish the crown. The lobby is a NYCL Interior.

(#35) Title Guarantee and Trust Company, 6 East 45th Street, NYCL-eligible

The 20-story Title Guarantee and Trust Company building at 6 East 45th Street was constructed in 1931. John Mead Howells was the architect of the Art Deco building. Above the 12th floor, the building steps back with a series of setbacks. The two-story base is clad in metal and enamel and decorated with streamlined, abstract geometric designs (see view 36 of **Figure 6-20**). The upper floors are largely ornamented only with brickwork that creates the impression of thin piers.

D. THE FUTURE WITHOUT THE PROPOSED ACTIONS

Absent the proposed actions, the properties in the Vanderbilt Corridor other than those on the One Vanderbilt site are expected to remain in their current condition through 2021. Chapter 19, "Conceptual Analysis," provides a discussion of potential development that could occur on Blocks 1279 and 1281 absent the proposed actions in 2021 and by 2033.

OVERVIEW

In the future without the proposed actions, the status of architectural resources could change. S/NR-eligible resources could be listed on the Registers, NYCL-eligible properties could be

calendared for a designation hearing, and properties pending designation as Landmarks could be designated. It is also possible, given the proposed One Vanderbilt development's completion year of 2021, that additional sites could be identified as architectural resources and/or potential architectural resources in this time frame.

In the future without the proposed actions, changes to architectural resources or to their settings could occur. For instance, 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 landscape or 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.

Architectural resources that are listed on the S/NR or that have been found eligible for listing are given a measure of protection under Section 106 of the National Historic Preservation Act from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must attempt to avoid adverse effects on such resources through a notice, review, and consultation process. Properties listed on the Registers are similarly protected against effects resulting from projects sponsored, assisted, or approved by State agencies under the State Historic Preservation Act. However, private owners of properties eligible for, or even listed on, the Registers using private funds can alter or demolish their properties without such a review process. Privately owned properties that are NYCLs, in New York City Historic Districts, or pending designation as NYCLs are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur, regardless of whether the project is publicly or privately funded. 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. While these regulations serve to protect all structures adjacent to construction areas, they do not afford special consideration for historic structures. A second protective measure, DOB's *TPPN #10/88*, applies to NYCLs, properties within New York City Historic Districts, and NR-listed properties. *TPPN #10/88* supplements the standard building protections afforded by the Building Code by requiring a monitoring program to reduce the likelihood of construction damage to adjacent NYCLs and NR-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed.

VANDERBILT CORRIDOR BLOCK 1277—ONE VANDERBILT SITE

In the future No-Action condition, the four buildings located on the One Vanderbilt site, including the S/NR-eligible Vanderbilt Avenue (#1) building, will be demolished, and the site will be redeveloped with a 15 FAR office building by 2021. The No-Action building will total approximately 811,034 gross square feet (gsf) of commercial space. Constructed pursuant to existing zoning, the No-Action building is expected to be approximately 678 feet tall and have a rectilinear massing with an approximately 120-foot-tall base. The tower portion of the building will be massed with upper-floor setbacks. The base will be built to the lot lines and conform to the existing streetwall requirements. The No-Action building will not provide any on-site or off-

site transit-related improvements, as the existing floor area bonus generated by pedestrian improvements under the regulations of the Grand Central Subdistrict of the Midtown Special District is only available through a separate discretionary approval. However, the No-Action building will provide a replacement stairway connecting to the mezzanine level of the 42nd Street Shuttle station in accordance with an existing New York City Transit easement in order to maintain the access provided by the existing subway stair on the site. The No-Action building will not utilize excess development rights from the Bowery Savings Bank (#12). In addition, the No-Action condition will not include an amendment to the City Map to designate Vanderbilt Avenue between East 42nd and East 43rd Streets as a public place. That section of Vanderbilt Avenue will remain in its current condition as a street open to vehicles.

In order to accommodate the No-Action building, the sewer line running underneath the site between East 43rd Street and Vanderbilt Avenue will be removed as more fully described in Chapter 9, "Water and Sewer Infrastructure," and the sewer line will be re-pitched to flow to the west with a new connection into an existing Madison Avenue line. Some of this work would require construction in the Grand Central Terminal ceiling above the ramp at the southwest corner of the terminal to East 42nd Street and Vanderbilt Avenue and within the Grand Central Terminal parking garage, which is a contributing component to the S/NR-listed Terminal. (The garage is not part of the NYCL designation.) Work affecting the ramp ceiling and the parking garage will be coordinated with MTA, and 317 Madison will undertake to protect historic materials during construction of the No-Action building. Work affecting portions of the NYCL-designated portions of the Terminal will also be coordinated with LPC. Further, 317 Madison has committed to preparing and implementing a CPP for work affecting NYCL and S/NR-listed portions of Grand Central Terminal. Work in the floor slab of the garage is not expected to affect historic materials, as most of the floor is paved with non-original asphalt. For the under-construction MTA East Side Access project, work was recently performed in the garage to replace a water main and install Consolidated Edison Company of New York (Con Edison) manholes and conduits.

STUDY AREA

POTENTIAL DIRECT EFFECTS

Grand Central Terminal (#5) is located within 90 feet of the One Vanderbilt site, close enough to construction activities for the No-Action building to potentially experience construction-related effects from ground-borne construction-period vibrations, falling debris, subsidence, collapse, or damage from construction machinery. There are no other architectural resources located within 90 feet of the One Vanderbilt site.

While not required to do so for construction of the No-Action building, 317 Madison has committed to developing and implementing a CPP for Grand Central Terminal to avoid inadvertent construction-period damage from demolition, ground-borne vibrations, falling debris, collapse, dewatering, subsidence, or construction equipment. 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*.

POTENTIAL INDIRECT EFFECTS

As described above, in the No-Action condition a 678-foot-tall commercial building will replace the four existing buildings on the One Vanderbilt site that range in height from 85 feet to 308 feet. The No-Action building will be constructed across the narrow Vanderbilt Avenue from Grand Central Terminal (#5) and on East 42nd Street, which is lined with numerous architectural resources. Although the No-Action building will be more than double the height of the tallest existing building on the One Vanderbilt site, it will not be expected to substantially change views of Grand Central Terminal. The low-rise Terminal building, the bulk of which is set back behind the elevated roadway, is largely visible only in its immediate vicinity, with some longer views north on Park Avenue. Grand Central Terminal is surrounded by tall commercial buildings, and on 42nd Street it is only visible from close proximity. From farther away, existing buildings block views of the Terminal. As shown in view 37a of **Figure 6-21**, the existing buildings on the One Vanderbilt site partially obscure existing eastward views of the Terminal on East 42nd Street. As the No-Action building would have an existing 120-foot-tall base and would maintain the existing streetwalls, the No-Action building would similarly obscure eastward views to the Terminal, and these views would not change appreciably in the No-Action condition (see view 37b of **Figure 6-21**). In views west on East 42nd Street, the No-Action building will be one of many tall buildings in the background of Grand Central Terminal (see **Figure 6-22**). Overall, the No-Action building will not change the scale, visual prominence, or visual context of Grand Central Terminal, or screen or eliminate any publicly accessible views of Grand Central Terminal.

From west of Madison Avenue, the No-Action building will partially block eastward views of the Chrysler Building (#15), and these blocked views will be more pronounced from farther away. From within Bryant Park, there will continue to be views of the Chrysler Building as shown on **Figure 6-23**. As seen from Bryant Park (#25) in the background of SASB (#24), the No-Action building will be one of many tall office buildings in the area and in the foreground of the Chrysler Building. For more discussion of these views of the Chrysler Building and from Bryant Park in the No-Action condition, see Chapter 7, "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. 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. There are no significant views of architectural resources in the Madison Avenue view corridors that could be blocked by the No-Action building. In views south on Vanderbilt Avenue, the No-Action building may partially block views of the Lincoln Building (#7), but that building will remain prominent in those southward views as it straddles the view corridor.

ADDITIONAL DEVELOPMENT PROJECTS

Within the study area, there are two projects currently under construction. The MTA East Side Access project, which will create a new Terminal for two Long Island Rail Road commuter lines at Grand Central Terminal, 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 Grand Central Terminal.

As part of the Public Plaza Program operated by the New York City Department of Transportation (DOT), southbound lanes of Park Avenue between East 42nd Street and East 41st Street—part of Pershing Square adjacent to Grand Central Terminal—are expected to be closed

to traffic and redeveloped into a pedestrian plaza with landscaping and seating, including a terrace with seating for the restaurant located underneath the Park Avenue Viaduct (#10).

There are no additional development projects in the 400-foot study area that are expected to be complete by 2021.

E. THE FUTURE WITH THE PROPOSED ACTIONS

VANDERBILT CORRIDOR

BLOCK 1277—ONE VANDERBILT SITE

Proposed One Vanderbilt Development

With the proposed actions, the four buildings on the One Vanderbilt site would be demolished (as in the No-Action condition), and the site would be redeveloped with the proposed One Vanderbilt development. Built to 30 FAR, the One Vanderbilt development would contain approximately 1.8 million gsf consisting of office, retail, restaurant, transit access, and rooftop amenity space. The proposed One Vanderbilt development would occupy the entire block, and it would have a tapered form that reaches an approximate height of up to 1,414 feet to the top of the building structure and up to 1,514 feet to the top of the spire (see Figure 1-6 in Chapter 1, "Project Description"). The tapered form would consist of angled, reclining planes. At the base, the building would have low streetwalls of varying height and recessed sections to pull the mass of the base away from Grand Central Terminal (#5) and to create a sense of openness on the proposed public place on the west side of Grand Central in Vanderbilt Avenue between East 42nd and East 43rd Streets (see **Figures 6-24 and 6-25**). In addition, the southern streetwall would be set back approximately 10 feet from the East 42nd Street lot line at an angle, and the southeast corner of the building would be further set back from East 42nd Street and the public place. The treatment of the base would open street-level views to Grand Central Terminal on East 42nd Street (see **Figure 6-24**). In addition to the recessed design of the base that defers to the Terminal, it is currently expected that the building would have a primarily clear glass curtain wall to provide maximum visibility to Grand Central Terminal from inside the building and through the glass corners from the street. The façades of the proposed building would have glazed terracotta tiles or other suitable materials in a diagonal pattern reminiscent of the pedestrian circulation ramps in the Terminal and the Guastavino tiles used for certain ceilings in the Terminal. An approximately 4,000-square-foot transit hall would be located within the building's northeast corner fronting on East 43rd Street and Vanderbilt Avenue; this public area would provide expansive views to Grand Central Terminal and the proposed public place. The transit hall would serve as a waiting area for East Side Access with connections to East Side Access, the 42nd Street Shuttle, Grand Central Terminal, and the Nos. 4, 5, 6, and 7 subway lines. In addition to the transit hall, the proposed One Vanderbilt development would provide a new ground-level subway entrance with stairs, escalators, and an elevator on East 42nd Street connecting to the 42nd Street Shuttle and the Nos. 4, 5, 6, and 7 subway lines using the Grand Central Terminal concourse level, and a new below-grade corridor and escalators connecting to the East Side Access concourse level, providing access to the 42nd Street Shuttle, Grand Central Terminal, the Nos. 4, 5, 6, and 7 subway lines, and street level. The Grand Central Public Realm Improvement Bonus special permit will define the building's site plan, height, and envelope.

Proposed Public Place

As part of the proposed One Vanderbilt development, the portion of Vanderbilt Avenue that would be designated as a public place and closed to vehicular traffic would be improved for pedestrian use. Amenities such as seating, landscaping, and lighting would be installed. The public place would be similar to other pedestrian plazas such as the Pershing Square plaza in front of Grand Central Terminal. It would enhance the setting of Grand Central Terminal and provide pedestrians a more comfortable place to view its west façade.

Proposed Off-Site Transit-Related Improvements

In addition to the on-site transit-related improvements described above, the proposed One Vanderbilt development would provide funding for additional off-site improvements in connection with the Grand Central Public Realm Improvement Bonus as described in Chapter 1, "Project Description." The potential off-site improvements that could potentially affect architectural resources include:

- A new stair in the basement of the Pershing Square Building (#11) that would connect the IRT Lexington Avenue subway mezzanine to the platform. While located within the Pershing Square Building, this off-site improvement would not affect the building exterior or any significant publicly accessible interior areas.
- A new street-level entrance in the sidewalk at the southeast corner of East 42nd Street and Lexington Avenue adjacent to the Socony-Mobil Building (#14) that would connect to an existing below-grade passageway. This off-site improvement would not affect the adjacent resource.

REMAINDER OF THE VANDERBILT CORRIDOR

With the proposed text amendment, it is reasonably foreseeable that development could occur on Blocks 1279 and 1281 within the Vanderbilt Corridor. Since no specific development proposals for these blocks are known at this time, their future development is discussed in Chapter 19, "Conceptual Analysis."

POTENTIAL DIRECT IMPACTS FROM REDEVELOPMENT

The proposed One Vanderbilt development, similar to the No-Action building, would remove the S/NR-eligible Vanderbilt Avenue Building (#1). Since this architectural resource would be removed in the No-Action condition, the proposed development would not result in a significant adverse impact. Nevertheless, 317 Madison will investigate the feasibility of salvaging decorative façade features of the Vanderbilt Avenue Building for public display, as committed to Manhattan Borough President Gale Brewer in a letter dated January 28, 2015 (see **Appendix G** for the applicant letter to the Manhattan Borough President).

It is not expected that the proposed on-site transit-related improvements would have significant adverse impacts on Grand Central Terminal (#5). The escalators, elevators, and stairways that would provide connections to the 42nd Street Shuttle and Nos. 4, 5, 6, and 7 subway lines would not directly affect Grand Central Terminal, instead only affecting the Grand Central/42nd Street subway station, which is not an architectural resource.

The new below-grade corridor that would connect to the East Side Access concourse level, the 42nd Street Shuttle, Grand Central Terminal, the Nos. 4, 5, 6, and 7 subway lines, and street level would be constructed within Grand Central Terminal. This new corridor would primarily

be located in what is currently commercial and back-of-house space for the retail shops lining the Shuttle passageway and ramp to East 42nd Street at the southwest corner of the Terminal. Portions of the existing marble-clad storefronts would be removed. These storefronts are not part of the NYCL designation. While they are part of the S/NR-listed Terminal, it is not expected that removal of a small section of the storefronts lining the Shuttle passageway would result in a significant adverse impact to Grand Central Terminal, because these storefronts were designed as part of the 1990s restoration of the Terminal and are not located in one of the primary character-defining interiors of the Terminal. However, to avoid, minimize, or mitigate any adverse direct impacts that could occur from design and construction of the new corridor, the design will be submitted to LPC for review.

In order to accommodate the proposed One Vanderbilt development, the sewer line running underneath the site between East 43rd Street and Vanderbilt Avenue would be removed and the sewer line would be re-pitched to flow to the west with a new connection into an existing Madison Avenue line constructed. This work will also occur with construction of the No-Action development. As some of this work would require construction within Grand Central Terminal—in the ceiling above the ramp at the southwest corner of the terminal to East 42nd Street and Vanderbilt Avenue and within the parking garage, which is a contributing component to the S/NR-listed Terminal—317 Madison would undertake to protect historic materials during construction, and the work plan would be developed and implemented in consultation with MTA and LPC. As described above, work in the floor slab of the garage would not be expected to affect historic materials, as most of the floor is paved with non-original asphalt.

POTENTIAL DIRECT IMPACTS FROM ADJACENT CONSTRUCTION

Construction of the One Vanderbilt development and the public place would occur adjacent to and partially within Grand Central Terminal (#5). Therefore, 317 Madison, in consultation with LPC and MTA, would develop and implement a CPP for Grand Central Terminal to avoid inadvertent construction-period damage from ground-borne vibrations, falling debris, collapse, dewatering, subsidence, or construction equipment. 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 Grand Central Terminal.

Construction of two of the off-site improvements would occur adjacent to architectural resources: the new stair in the basement of the Pershing Square Building (#11), and the new street-level subway entrance in the sidewalk adjacent to the Socony-Mobil Building (#14). Therefore, CPPs for the construction of these two off-site improvements would be developed and implemented in consultation with LPC to avoid adverse construction-related impacts to the Pershing Square Building and the Socony-Mobile Building. The other three potential off-site improvements are not adjacent to any architectural resources.

POTENTIAL CONTEXTUAL IMPACTS

It is not expected that the proposed One Vanderbilt development would result in any 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 One Vanderbilt development would have beneficial effects on both the Bowery Savings Bank (#12) and Grand Central Terminal (#5). The special permit allowing the transfer of development rights from the Bowery Savings Bank to the development site would require commitment to a continuing maintenance program for the Bowery Savings Bank that is approved by LPC, thus ensuring the resource's continual upkeep. As described below, the proposed One Vanderbilt development would result in enhanced views to Grand Central Terminal.

While the new approximately 1,514-foot-tall One Vanderbilt development would alter the visual context of the adjacent Grand Central Terminal, it would not result in a significant adverse contextual impact to the Terminal. In the No-Action condition, a 678-foot-tall building will be constructed on the One Vanderbilt site, altering the Terminal's visual context. Further, skyscrapers, many of them architectural resources, define Grand Central Terminal's immediate setting. These surrounding historic skyscrapers include the 1,046-foot-tall Chrysler Building (#15), the 769-foot-tall MetLife Building (#6), the 671-foot-tall Lincoln Building (#7), the 414-foot-tall Philip Morris Headquarters (#8), the approximately 720-foot-tall Chanin Building (#13), and the 568-foot-tall Socony-Mobil Building (#14). Added to this setting, the proposed One Vanderbilt development would not adversely change the scale, visual prominence, or visual context of Grand Central Terminal. Compared with the No-Action building that will be constructed with a 120-foot-tall base built that will maintain the existing streetwalls on East 42nd Street and Vanderbilt Avenue, the proposed One Vanderbilt development would enhance Grand Central Terminal's visual prominence by using setbacks at street level, low streetwalls, 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 **Figures 6-24 and 6-26**). The use of modern materials and a curtain wall design 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. While the proposed One Vanderbilt development would cast new shadows on the west-facing windows of Grand Central Terminal in the mid-afternoon, resulting in an adverse impact, these new shadows would not significantly impact the appreciation of the Grand Central Terminal concourse for users during the limited duration of approximately one hour it would fall on the west façade windows, as more fully described in Chapter 5, "Shadows."

The proposed One Vanderbilt development 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 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 (see **Figure 6-27**). Further, the proposed One Vanderbilt development would not result

in any significant adverse shadow impacts on Bryant Park, as more fully described in Chapter 5, "Shadows."

The proposed One Vanderbilt development would enhance views of Grand Central Terminal (#5) and would not screen or eliminate any publicly accessible views of architectural resources that would not be similarly screened or eliminated in the No-Action condition. As described above, the proposed building would be set back from East 42nd Street at an angle to the street and would be further set back at the southeast corner to provide more open views to Grand Central Terminal. In contrast, the No-Action building would continue to partially obstruct views to the Terminal, as it would have a 120-foot-tall base built to the lot lines (see **Figure 6-26**). While the proposed One Vanderbilt development would block views of the Chrysler Building (#15) on 42nd Street from the vicinity of Fifth Avenue and locations to the west, these views will also be blocked by the No-Action building (see Figures 7-35 and 7-36 in Chapter 7, "Urban Design and Visual Resources"). On East 42nd Street from the vicinity of Madison Avenue and locations to the east, the proposed One Vanderbilt development would not block views of the Chrysler Building (see **Figure 6-24**). Views to the Chrysler Building would remain available from many existing vantage points, including from vantage points closer to the Chrysler Building in views north and south on Lexington Avenue and eastward and westward views from East 42nd and East 43rd Streets. From Bryant Park (#25), the height of the proposed One Vanderbilt development 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 6-28**). Further, the Chrysler Building would still be visible from within Bryant Park. For a more detailed discussion of views in the With-Action condition, see Chapter 7, "Urban Design and Visual Resources." ✷

10.13.14

Vanderbilt Avenue Building (#1). **1**
View from East 42nd Street

Vanderbilt Avenue Building (#1). **2**
View south on Vanderbilt Avenue

Historic Resources
Vanderbilt Corridor Block 1277 - One Vanderbilt Site
Figure 6-2

Yale Club (#2). View north on Vanderbilt Avenue **3**

Vanderbilt Concourse Building (#3). View south on Vanderbilt Avenue **4**

Historic Resources
Vanderbilt Corridor Block 1279

Vanderbilt Corridor and One Vanderbilt

Figure 6-3

Roosevelt Hotel (#4). View northeast from Madison Avenue and East 45th Street **5**

View northeast from East 42nd Street **6**

View northeast on Vanderbilt Avenue **7**

Historic Resources
Study Area - Grand Central Terminal (#5)

Pan Am Building (#6). View north on Park Avenue **8**

Lincoln Building (#7). View south on Vanderbilt Avenue **9**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-6

10.13.14

Philip Morris Headquarters (#8). **10**
View south from Vanderbilt Avenue

Loft building, 299 Madison Avenue (#9) **11**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-7

Park Avenue Viaduct (#10) and Pershing Square Building (#11) **12**

Bowery Savings Bank (#12) **13**

Vanderbilt Corridor and One Vanderbilt

Historic Resources Study Area

Figure 6-8

10.13.14

Chanin Building (#13). View south on Lexington Avenue **14**

Socony-Mobil Building (#14). **15**
View east on East 42nd Street

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-9

Chrysler Building (#15). View east on East 42nd Street from Fifth Avenue **16**

Graybar Building (#16) **17**

10.13.14

Brooks Brothers Store (#17) **18**

Lefcourt-National Building (#18) **19**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-11

Postal Life Building (#19) **20**

Office Building, 18-20 East 41st Street (#20) **21**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-12

Office Building, 22-24 East 41st Street (#21) **22**

Lefcourt Colonial Building (#22). View east on East 41st Street **23**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-13

Chemist Club (#23) **24**

New York Public Library, Stephen A. Schwarzman Building (#24) **25**

Historic Resources
Study Area
Figure 6-14

Bryant Park (#25). View east across lawn **26**

Park Avenue Viaduct, East 45th Street Bridges (#26). View west **27**

10.13.14

New York Central Building (#27). View south on Park Avenue **28**

Lamppost 54 (#28), southeast corner of Park Avenue and East 46th Street **29**

Vanderbilt Corridor and One Vanderbilt

Historic Resources Study Area
Figure 6-16

10.13.14

Postum Building (#29) **30**

Union Carbide Building (#30) **31**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-17

Bankers Trust Building (#31) **32**

Office Building at 400 Madison Avenue (#32) **33**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-18

Mercantile Library (#33) **34**

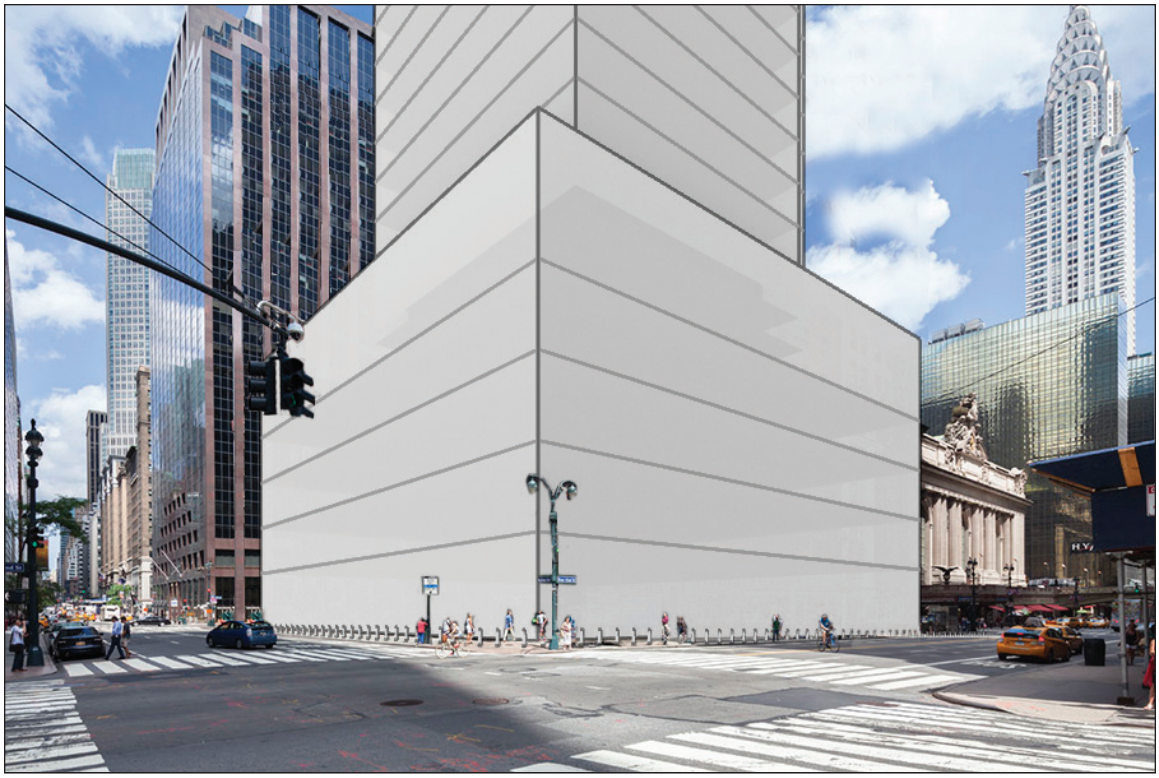
Frederick F. French Building (#34) **35**

Vanderbilt Corridor and One Vanderbilt

Historic Resources
Study Area
Figure 6-19

Title Guarantee and Trust Company (#35) **36**

Existing View **37a**



No-Action Illustrative View **37b**

Existing and No-Action Comparative Views—
East 42nd Street View East from Madison Avenue

Existing View **38a**

No-Action Illustrative View **38b**

Existing and No-Action Comparative Views—
East 42nd Street View West from Third Avenue

Figure 6-22

Existing View **39a**

No-Action Illustrative View **39b**

Existing and No-Action Comparative Views—
Bryant Park View Northeast toward One Vanderbilt
Figure 6-23

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

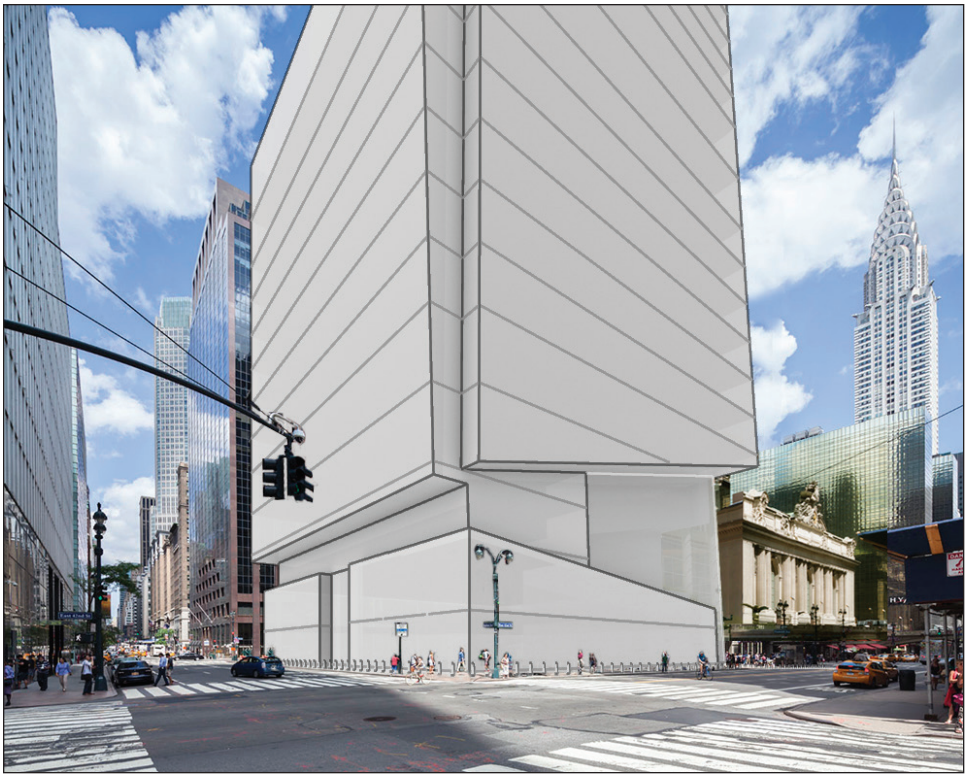
Proposed One Vanderbilt
View Looking East on East 42nd Street

10.13.14

NOTE: FOR ILLUSTRATIVE PURPOSES ONLY

Proposed One Vanderbilt
View Looking East on East 42nd Street

No-Action Illustrative View **40a**



With-Action Illustrative View **40b**

No-Action and With-Action Comparative Views—
East 42nd Street View East from Madison Avenue

No-Action Illustrative View **41a**

With-Action Illustrative View **41b**

No-Action and With-Action Comparative Views—
East 42nd Street View West from Third Avenue

No-Action Illustrative View **42a**

With-Action Illustrative View **42b**

No-Action and With-Action Comparative Views—
Bryant Park View Northeast toward One Vanderbilt

Figure 6-28