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## Appendix A: Conceptual Design Plans

THE FUTURE SKYLINE OF MIDTOWN WITH 175 PARK AVENUE



175 PARK AVENUE

One  
Vanderbilt

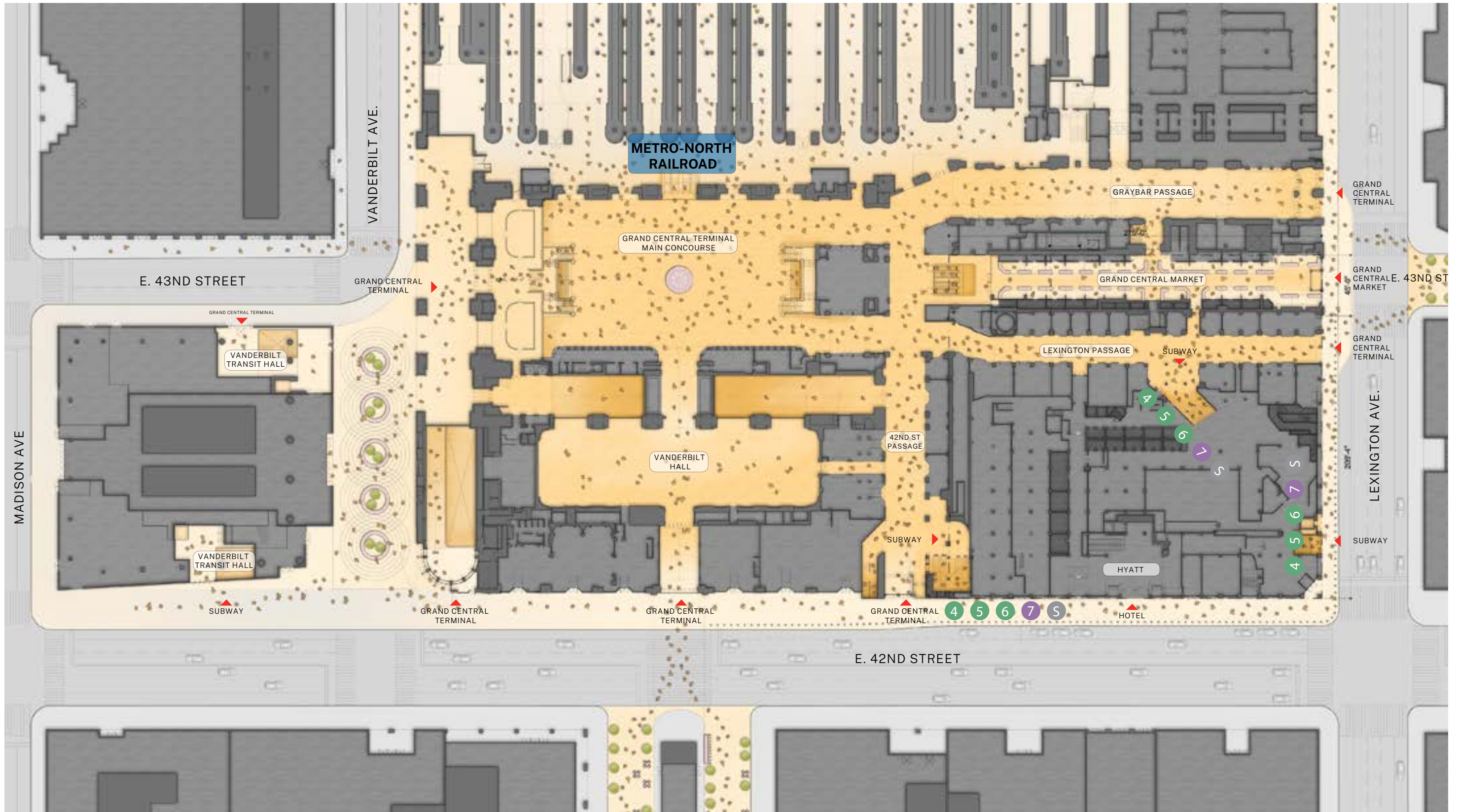
JP Morgan Chase  
Headquarters  
*(Under Construction)*

Bank of  
America Tower

THE FUTURE CORNER OF 42ND STREET AND LEXINGTON AVENUE

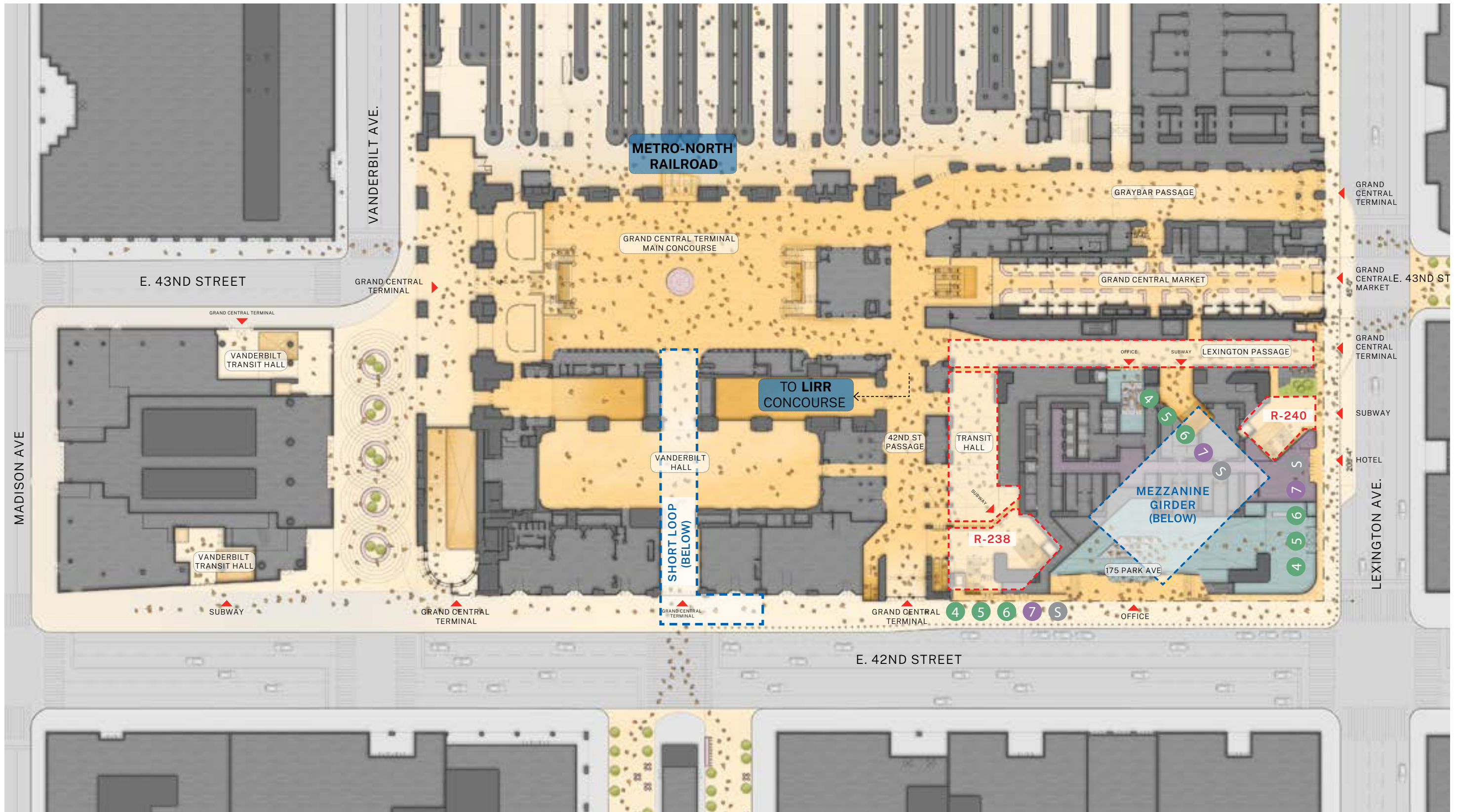


# EXISTING GROUND FLOOR PLAN



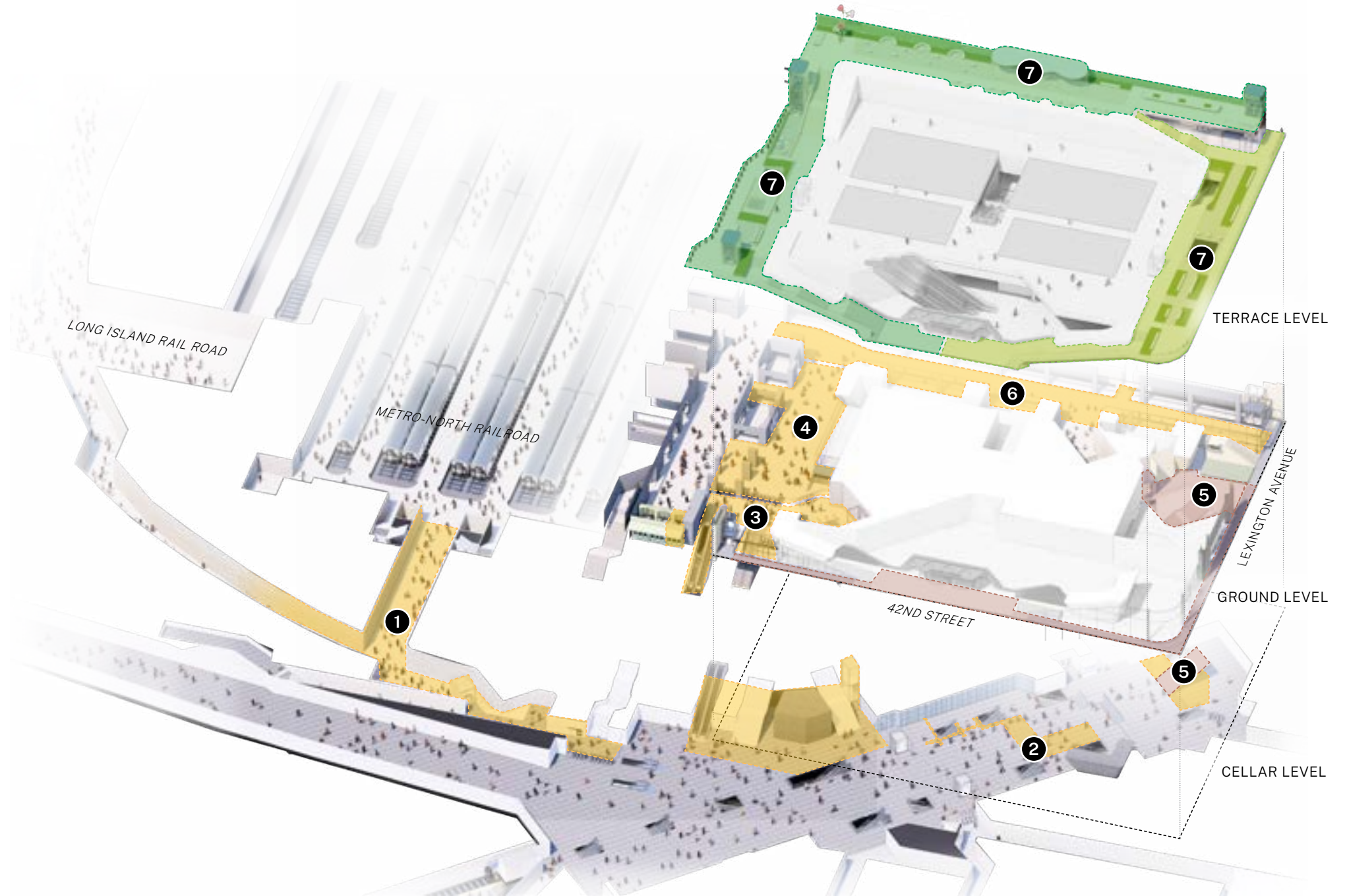
# FUTURE GROUND FLOOR PLAN

\* R238 and R240 represent the subway entrances.



## PUBLIC IMPROVEMENTS OVERVIEW

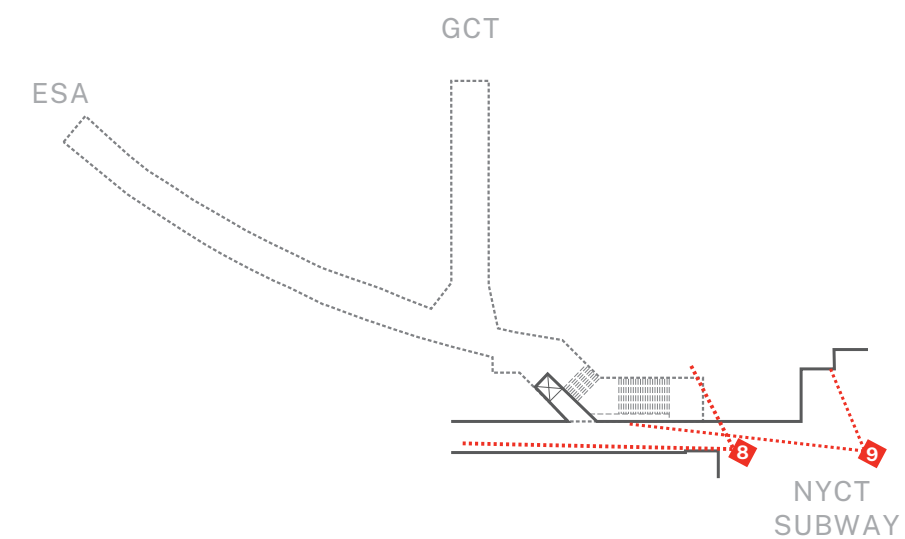
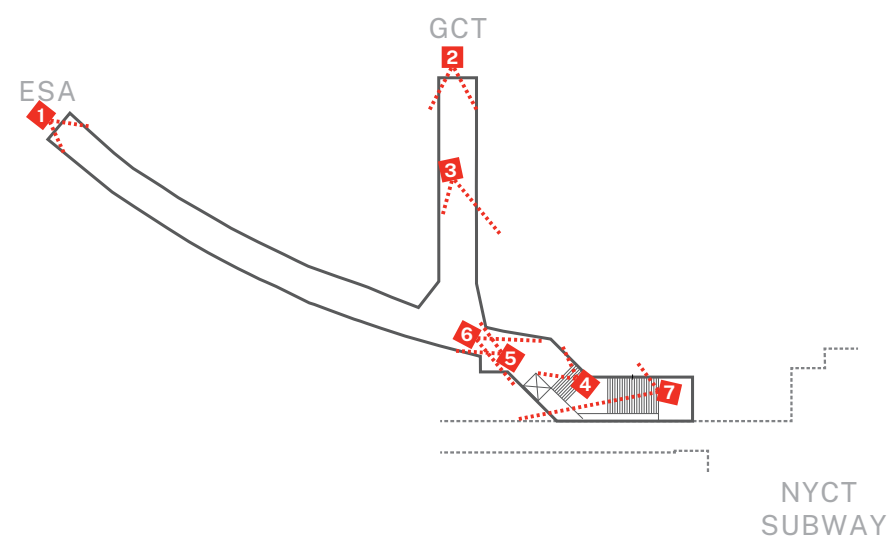
- 1 THE SHORT LOOP CONNECTOR**  
 Connection of the Long Island Rail Road Grand Central Madison directly to Metro North Railroad and NYC Subway via an existing, unused MTA tunnel
- 2 MEZZANINE GIRDER REMOVALS**  
 Removal of Hyatt structural girders to improve headroom, sightlines, and passenger circulation at subway mezzanine level
- 3 42ND STREET SUBWAY ENTRANCE**  
 Expansion and re-design of the existing 42nd Street subway station entrance
- 4 NEW TRANSIT HALL**  
 Expansion of GCT's main transit hall along the existing 42nd Street Passage
- 5 LEXINGTON AVE SUBWAY ENTRANCE**  
 Expansion and re-design of the subway entrance and sidewalk at Lexington Ave
- 6 LEXINGTON PASSAGEWAY**  
 Reconstructed and expanded Lexington Passageway with increased ceiling heights and a new street level entrance to Grand Central Terminal with elevated retail
- 7 PUBLIC TERRACES**  
 New public terraces with retail, art, and other community programming in addition to new views to Grand Central Terminal and the Chrysler Building



- |   |  |  |   |
|---|--|--|---|
| <span style="display: inline-block; width: 15px; height: 15px; background-color: #FFC000; border: 1px solid black; margin-right: 5px;"></span> TRANSIT IMPROVEMENTS | <span style="display: inline-block; width: 15px; height: 15px; background-color: #4CAF50; border: 1px solid black; margin-right: 5px;"></span> PUBLIC CONCOURSE IMPROVEMENTS | <span style="display: inline-block; width: 15px; height: 15px; background-color: #A5D6A7; border: 1px solid black; margin-right: 5px;"></span> PUBLICLY ACCESSIBLE SPACE | <span style="display: inline-block; width: 15px; height: 15px; background-color: #C8A28A; border: 1px solid black; margin-right: 5px;"></span> NON-BONUSABLE IMPROVEMENTS |
|---|--|--|---|

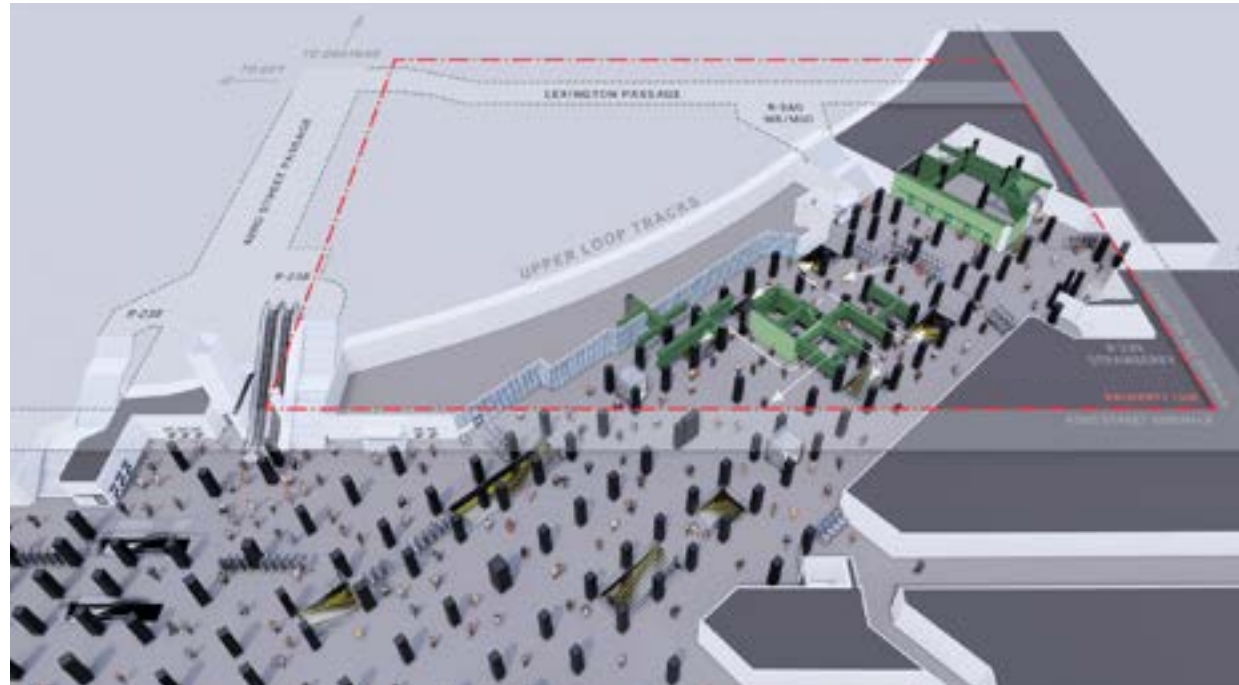


# 1 THE SHORT LOOP CONNECTOR



## 2 MEZZANINE GIRDER REMOVALS

Removal of Hyatt structural girders to improve headroom, sightlines, and passenger circulation at subway mezzanine level



EXISTING



FUTURE

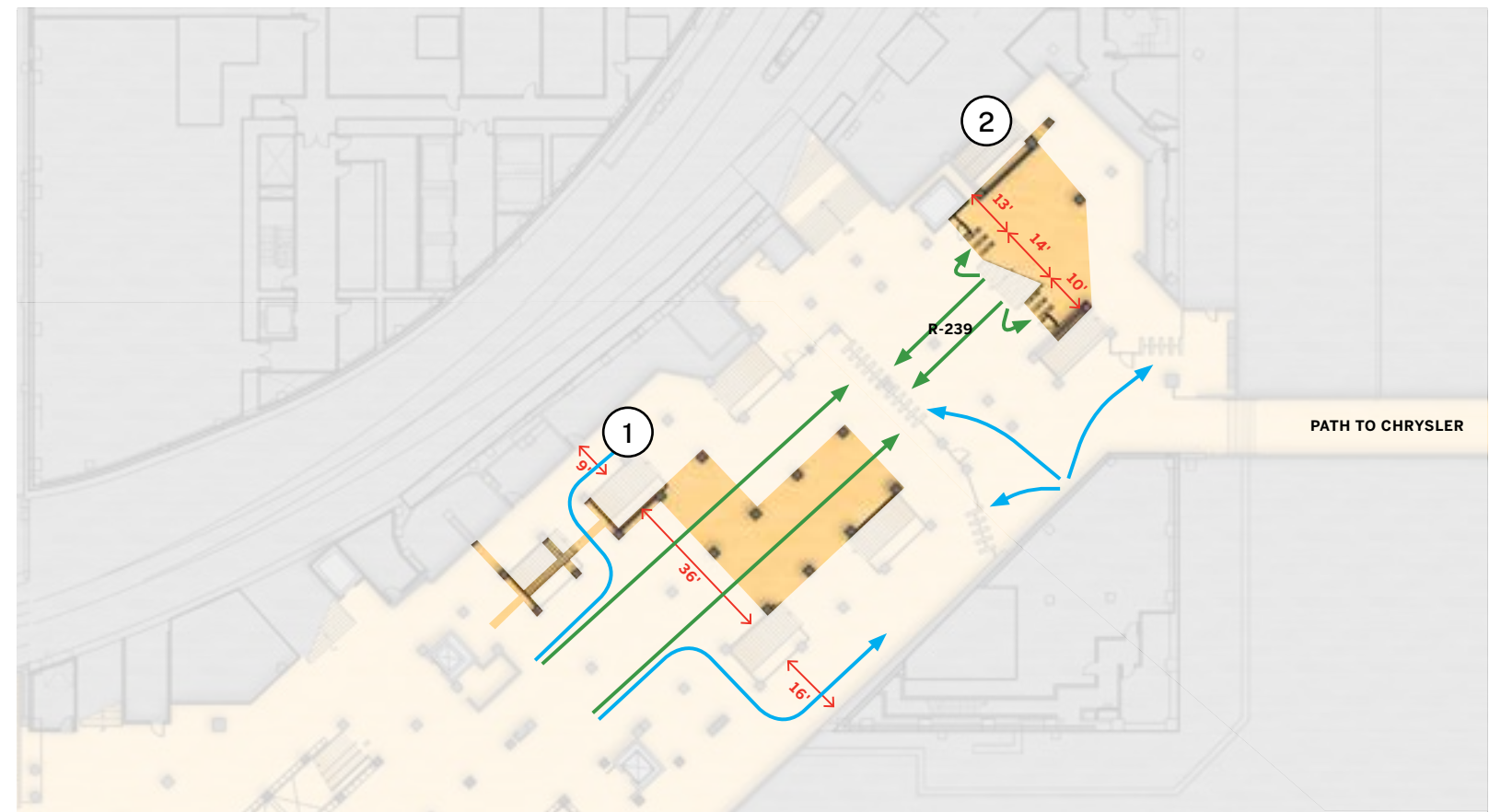
## 2 MEZZANINE GIRDER REMOVALS



EXISTING



FUTURE



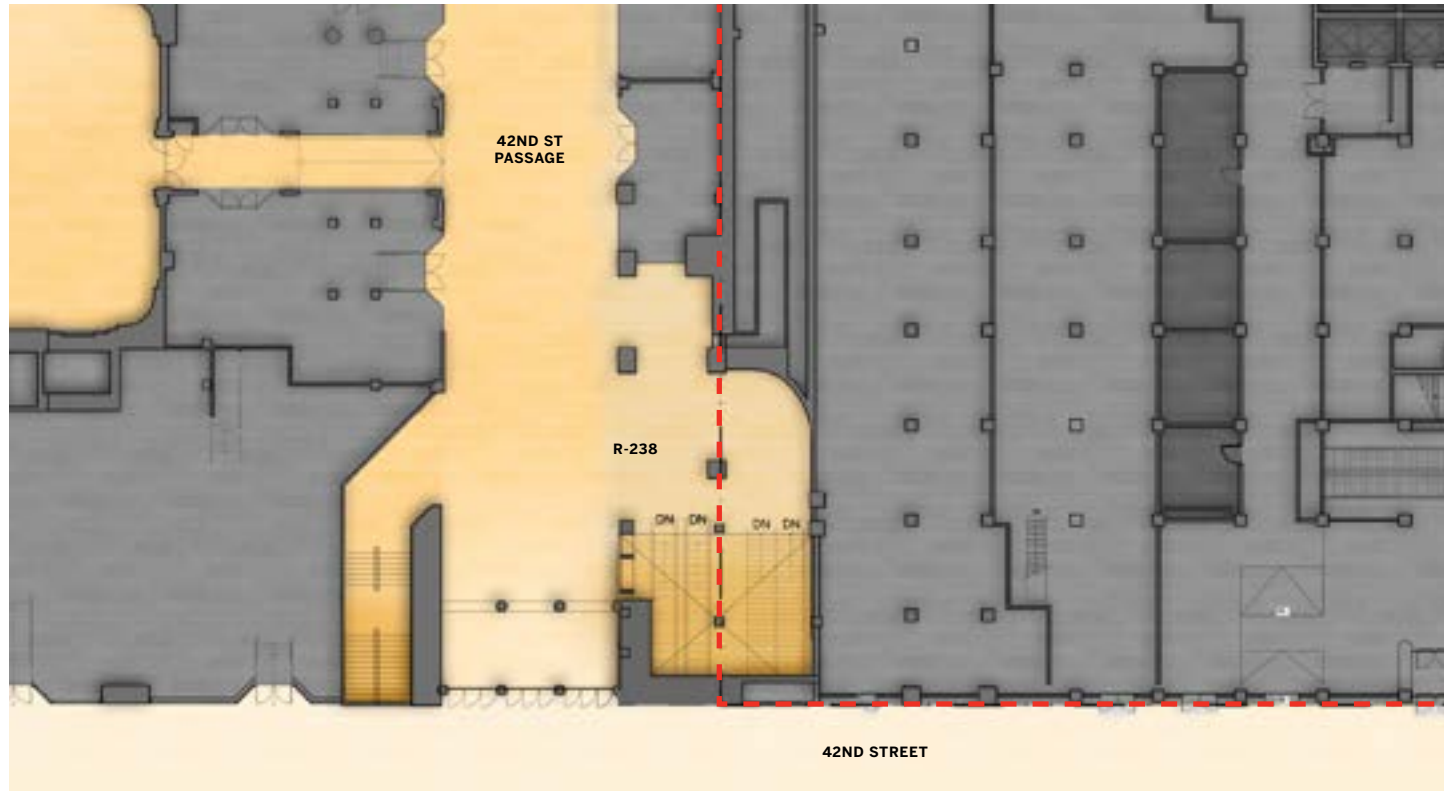
- 1 The removal of the Hyatt Core Girders improves pedestrian capacity by providing approximately 2,800 SF of additional circulation as well as sightlines and ceiling height within the mezzanine
- 2 Relocating the R-239 entrance, the removal of the Hyatt North Girders creates a new mezzanine opening with a capacity of 15,750 pedestrians per hour as well as four additional turnstiles with the capacity of 7,200 pedestrians per hour

█ EXISTING PEDESTRIAN FLOW  
█ ADDITIONAL FLOW AFTER GIRDER REMOVAL

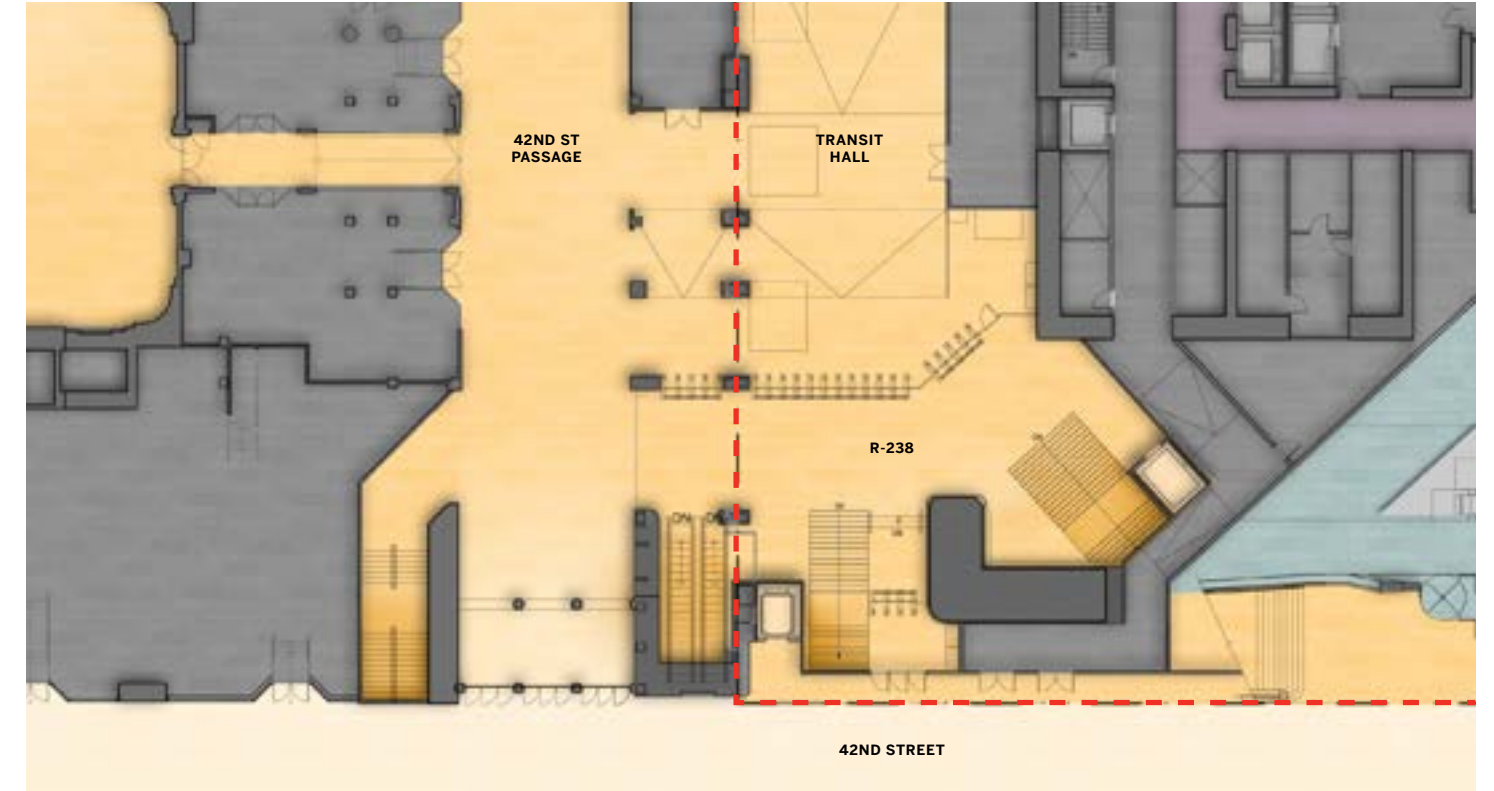
### 3 42ND STREET SUBWAY ENTRANCE

Expansion and re-design of the existing 42nd Street subway station entrance

#### EXISTING



#### FUTURE



HYATT



R-238 ENTRANCE FROM 42ND ST PASSAGE

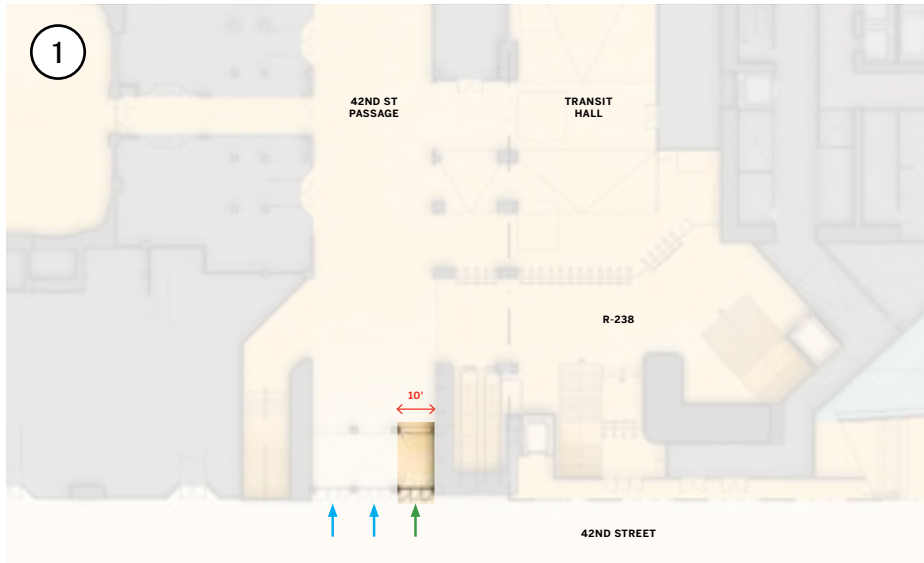


R-238 (42ND ST SUBWAY ENTRANCE)

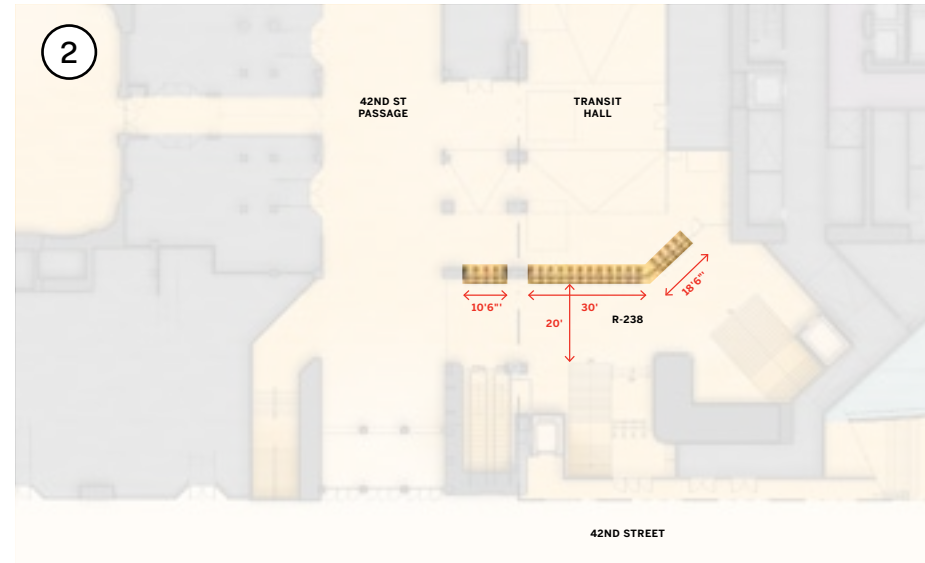


R-238 ENTRANCE FROM 42ND ST PASSAGE

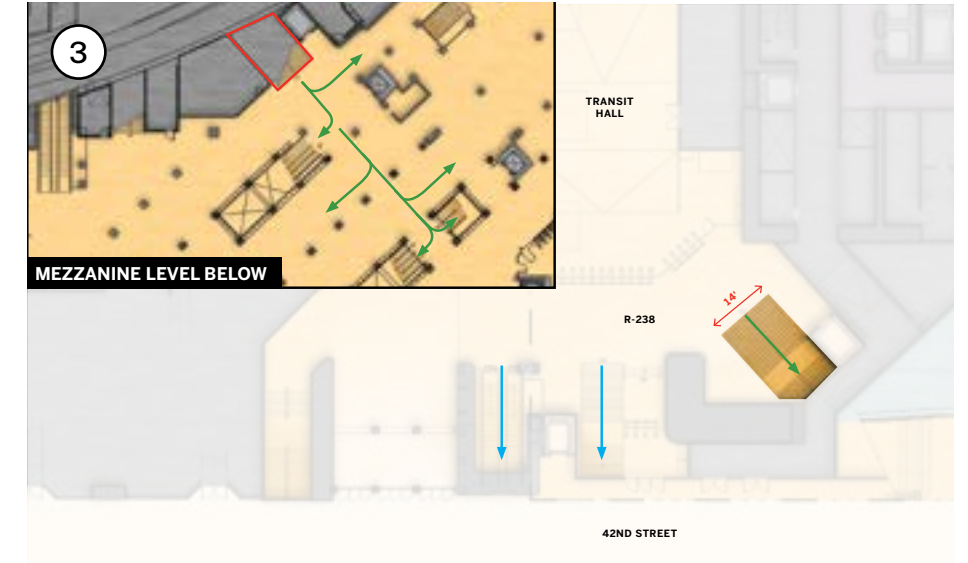
### 3 42ND STREET SUBWAY ENTRANCE



Reinstating 3 doors to the historic entrance will increase entry capacity by 50%, accommodating an additional 9,000 pedestrians per hour



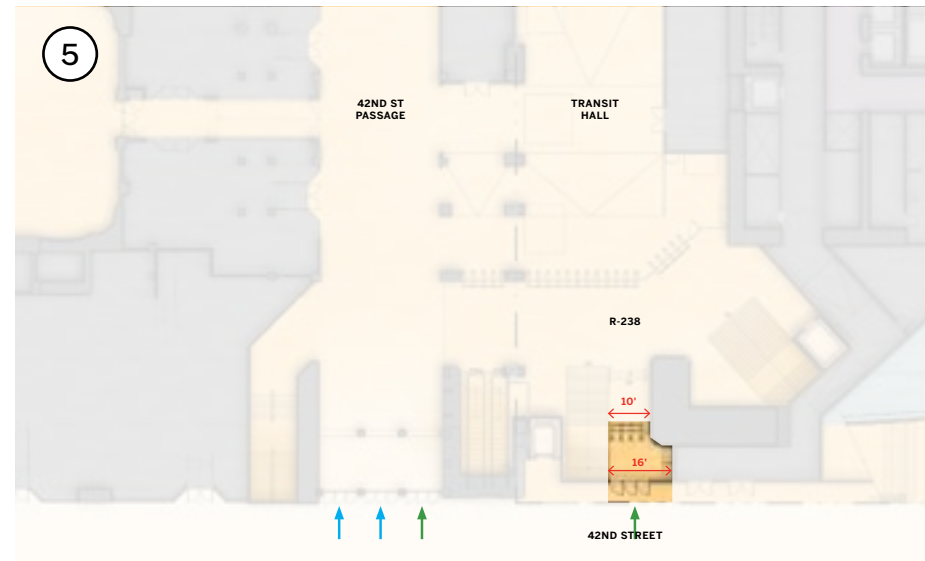
Subway turnstiles relocated to street level unlocks ~3,500 SF of MTA mezzanine circulation



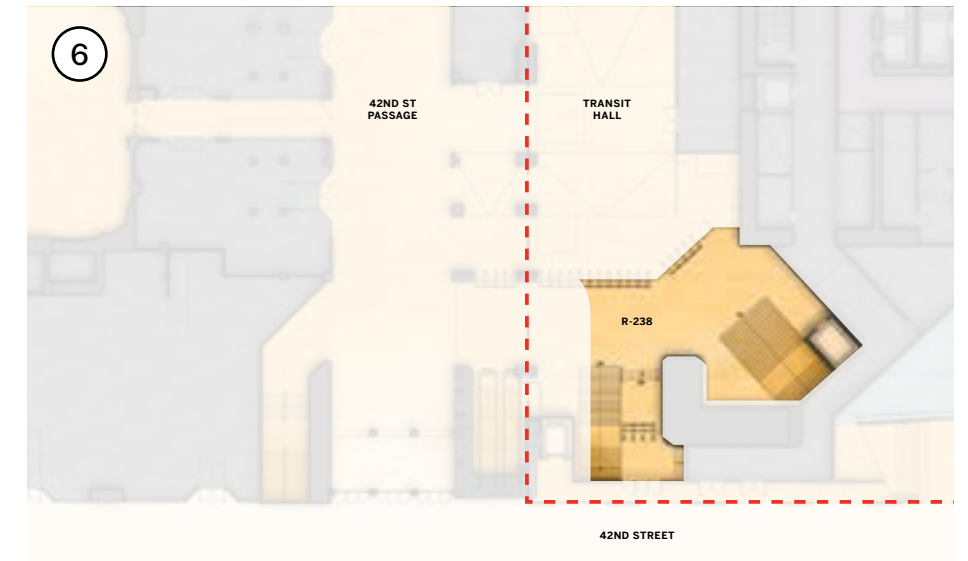
With a capacity of 7,500 pedestrians per hour, new 14' wide stair alleviates congestion at existing R-238 stair, improving it from LOS E in the AM peak hour and LOS D in the PM peak hour to LOS C during both peak hours, and provides access to the middle of the subway mezzanine to better distribute riders along the Lexington Line platform stairs



Visible ADA elevator provides direct connection between street level and the subway mezzanine and is conveniently positioned close to the Lexington Line platform ADA elevators



Creation of a new direct subway entrance from 42nd Street can accommodate 9,000 pedestrians per hour, and the new street frontage brings in abundant natural light into the transit hall



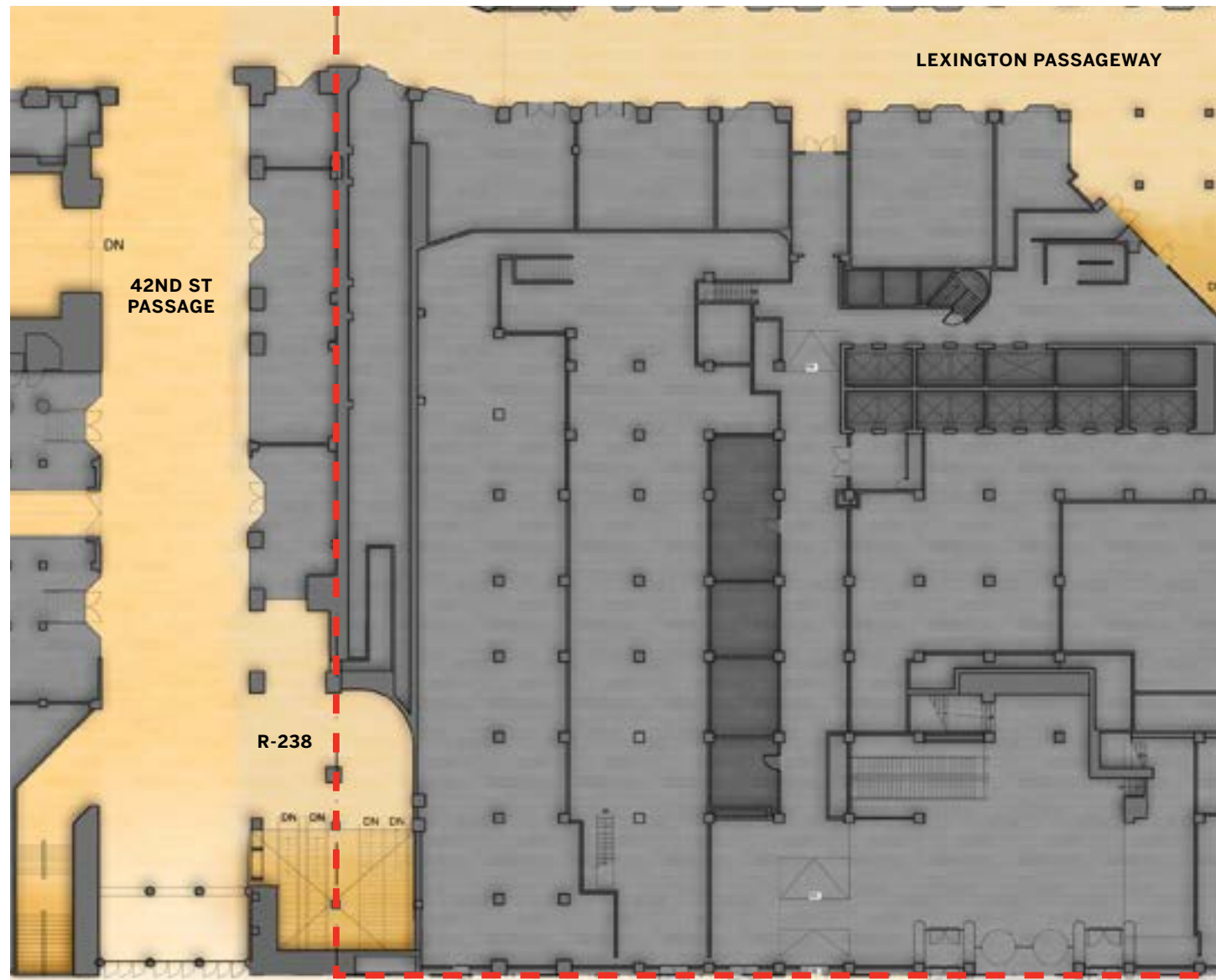
~2,000 SF of new MTA circulation area at street level entirely on 175 Park Ave property

█ EXISTING PEDESTRIAN FLOW  
█ ADDITIONAL FLOW

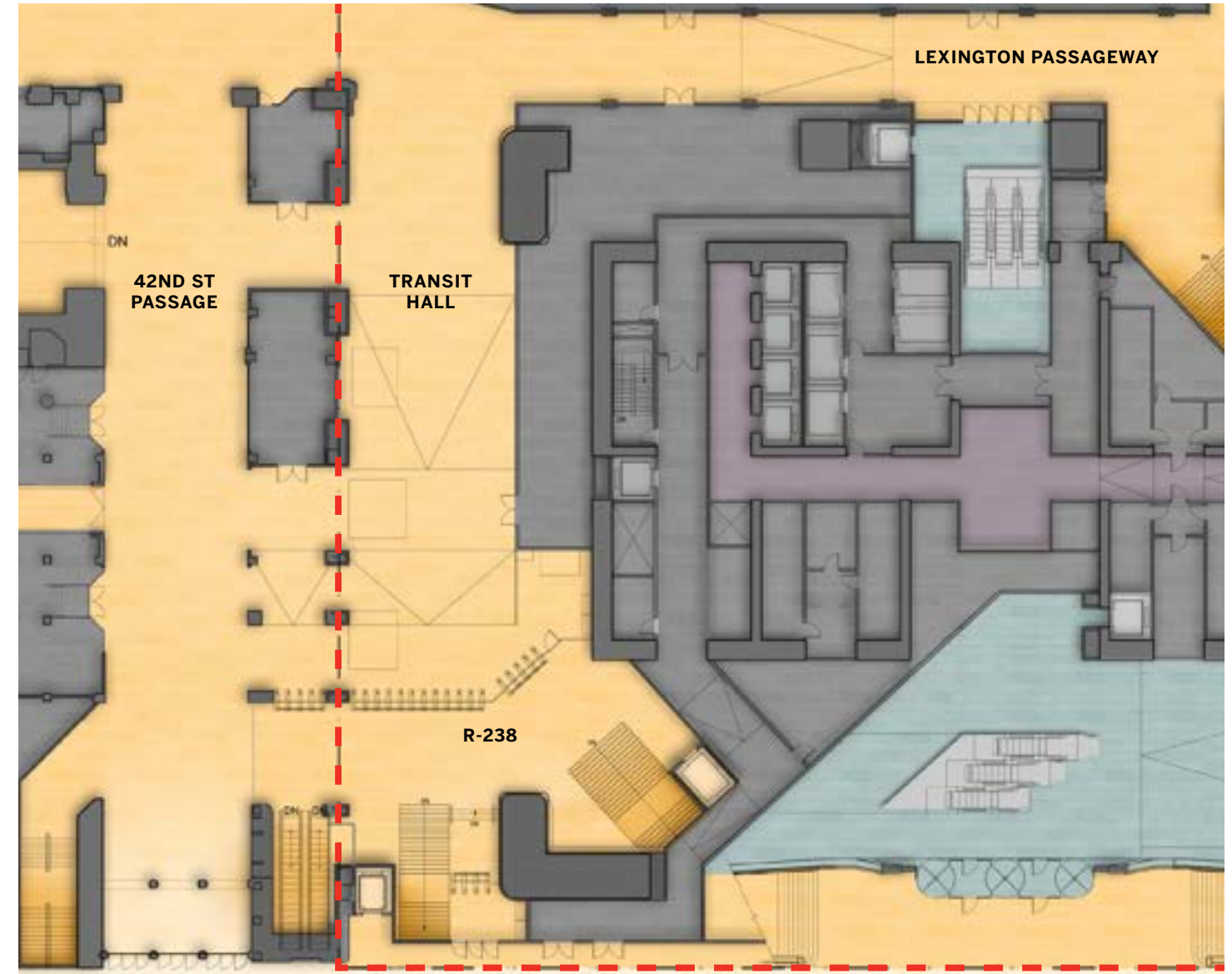
## 4 TRANSIT HALL

Expansion of GCT's main transit hall along the existing 42nd Street Passage

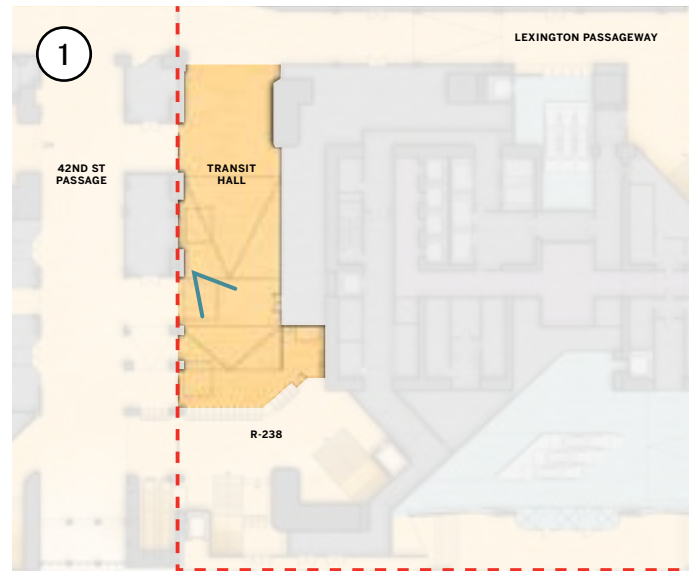
### EXISTING



### FUTURE

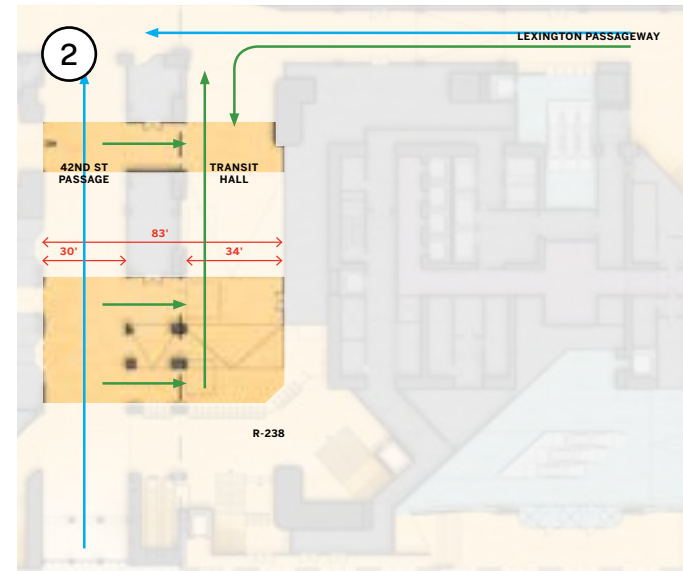


## 4 TRANSIT HALL

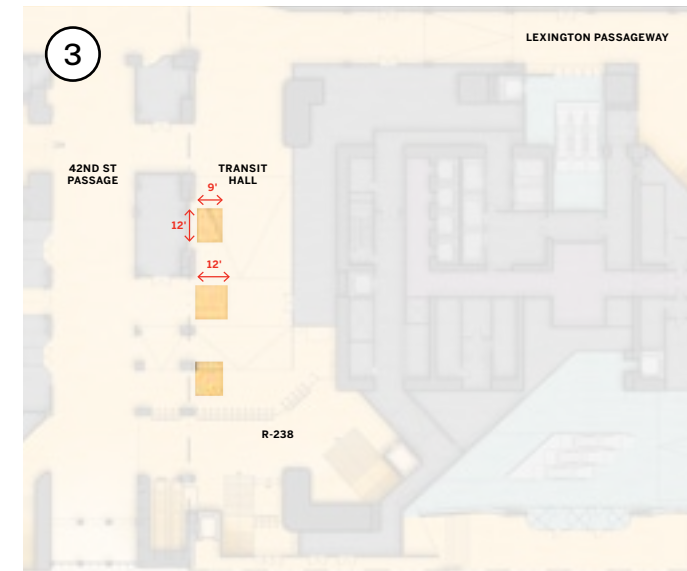


~5,400 SF of new MTA circulation space entirely on 175 Park Ave property

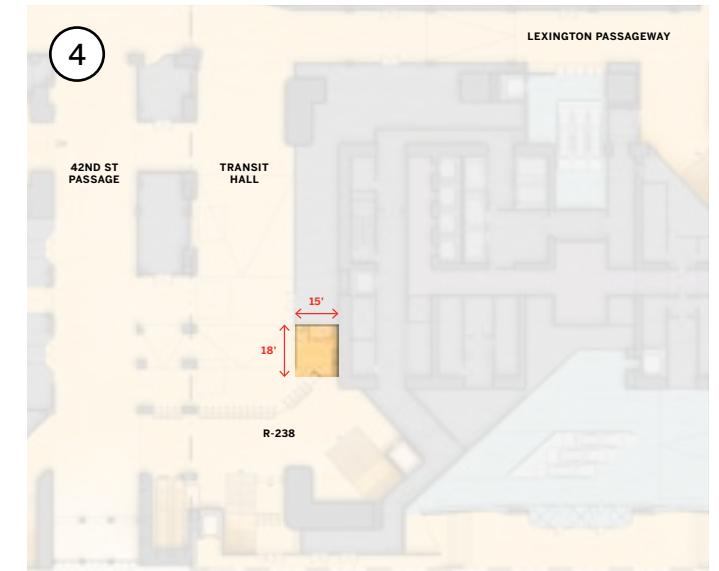
- █ EXISTING PEDESTRIAN FLOW
- █ ADDITIONAL FLOW



By widening 42nd Street Passage, circulation improves from LOS D to A and provides an additional capacity of 27,000 pedestrians per hour



Three new skylights provide abundant natural light within the double-height Transit Hall



New agents booth and ticketing machines



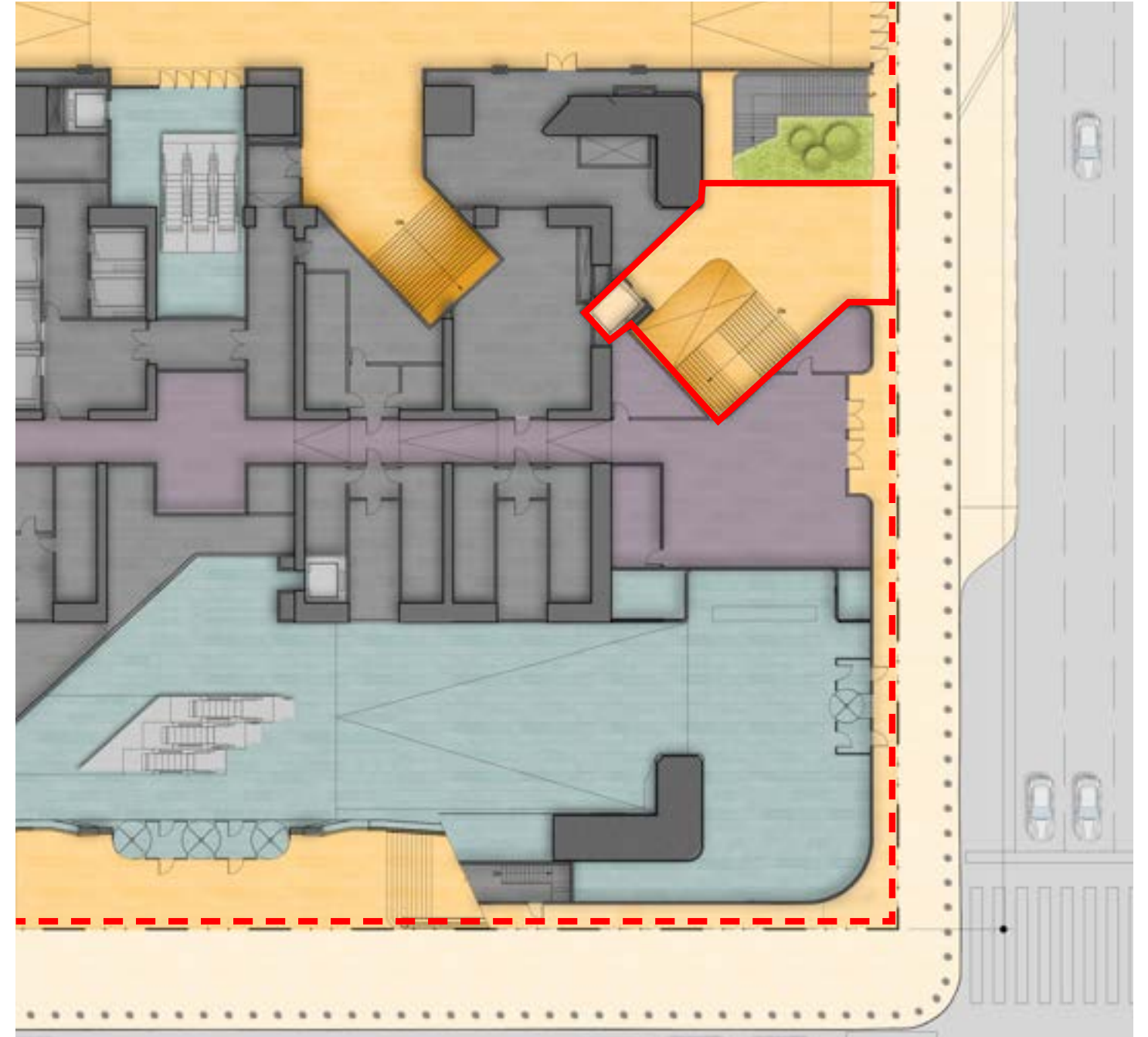
## 5 LEXINGTON AVE SUBWAY ENTRANCE

Expansion and re-design of the subway entrance and sidewalk at Lexington Ave

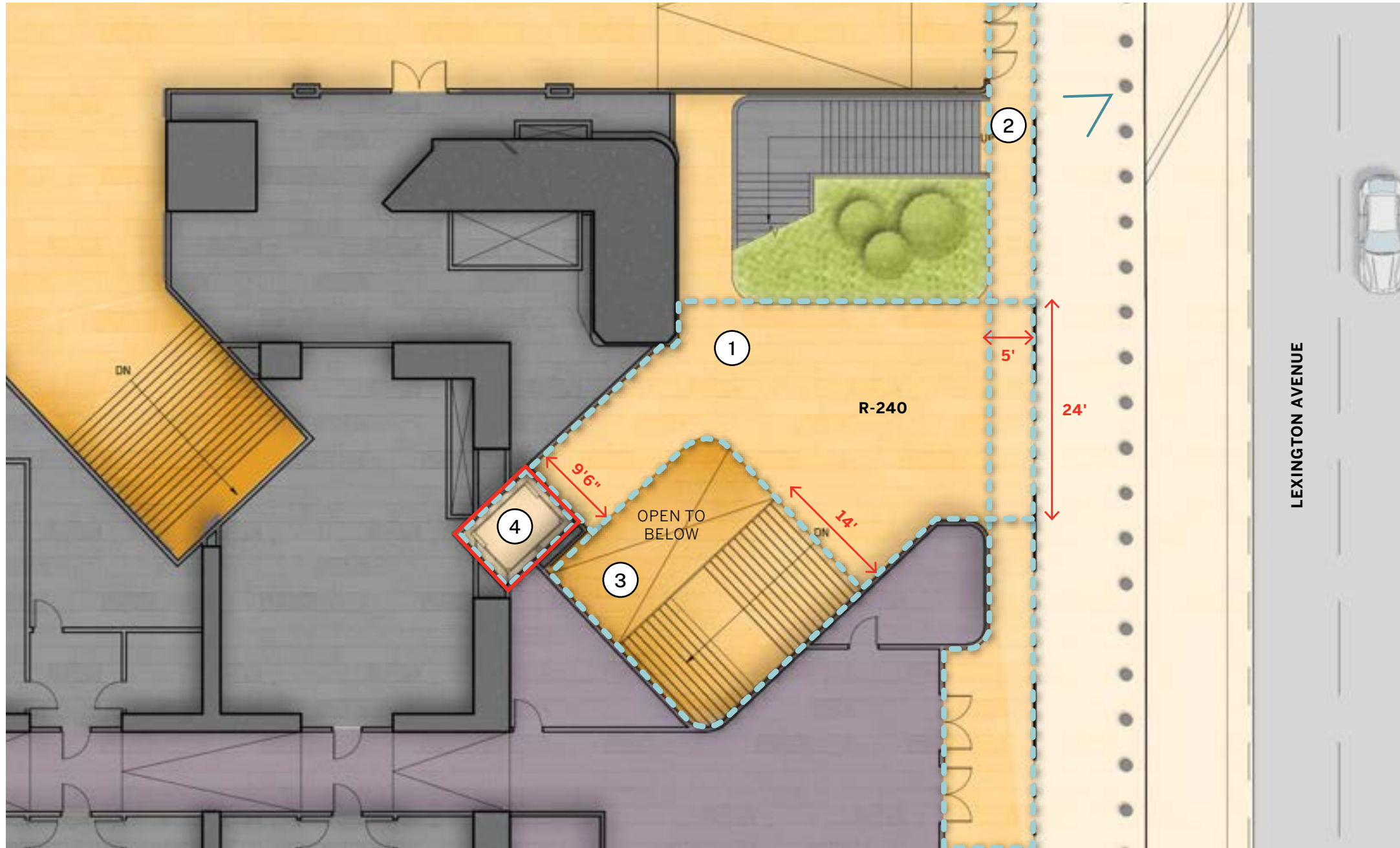
EXISTING



FUTURE



## 5 LEXINGTON AVE SUBWAY ENTRANCE



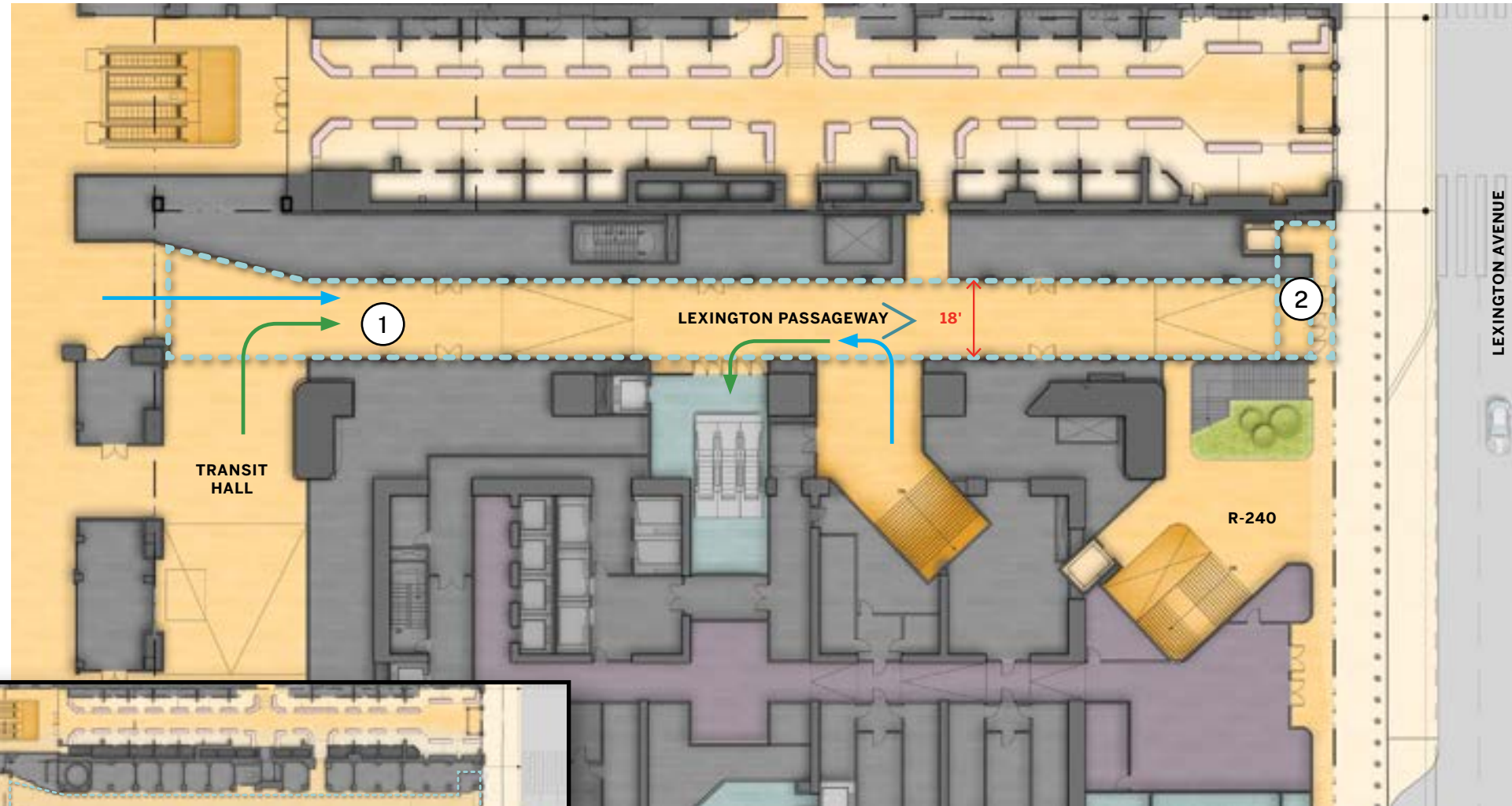
- ① ~870 SF of weather-protected space
- ② 5' sidewalk widening along Lexington Avenue
- ③ Replacing strawberry stair, the new, relocated 14' wide stair connecting Lexington Avenue to mezzanine has a capacity of 7,500 pedestrians per hour, and the adjacent lightwell brings natural light into the mezzanine



- ④ New ADA glass elevator with weather protected waiting area connecting Lexington Avenue to mezzanine

## 6 LEXINGTON PASSAGEWAY

Reconstructed and expanded Lexington Passageway with increased ceiling heights and a new street level entrance to Grand Central Terminal with elevated retail



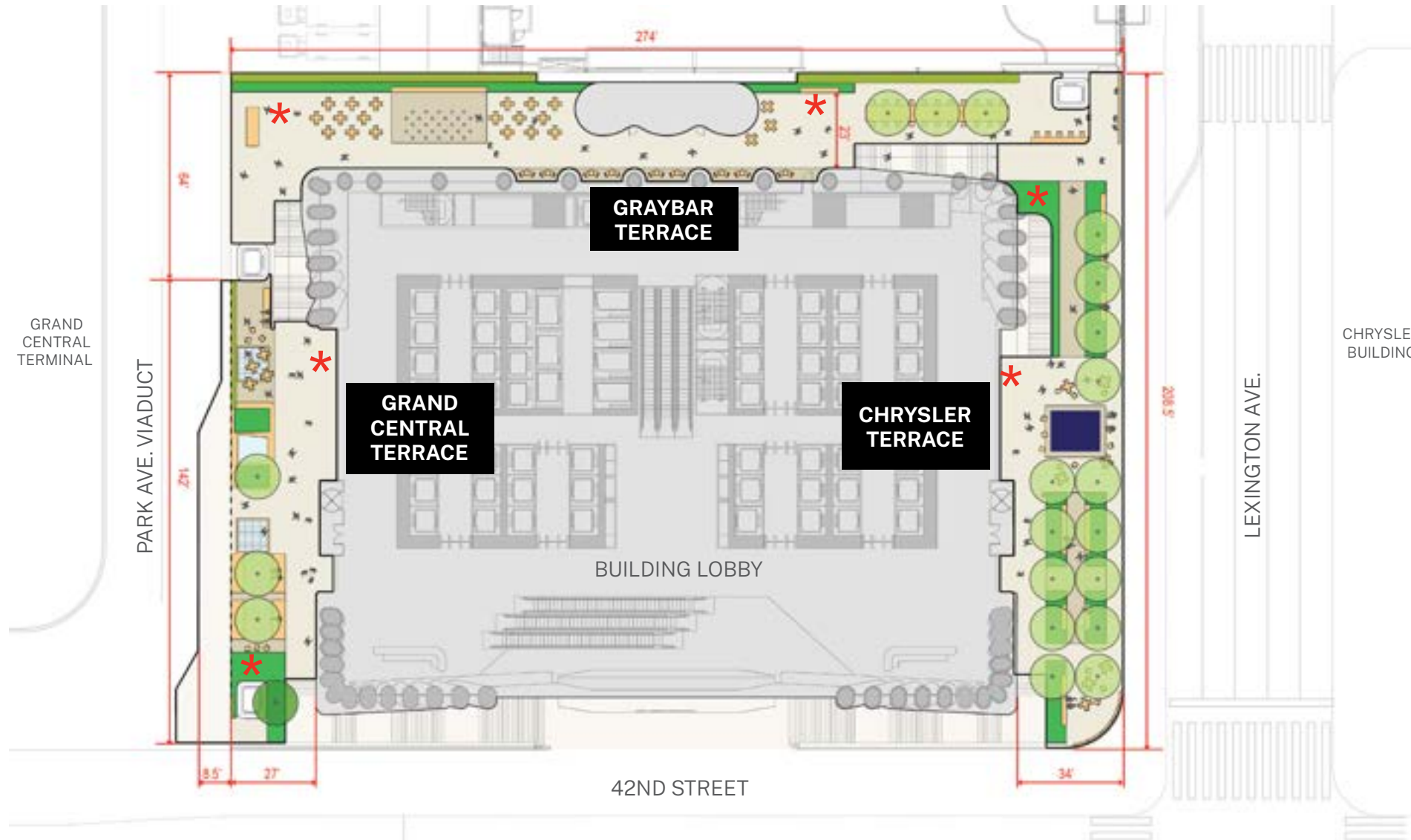
EXISTING

- 1 Passageway ceiling heights are increased from 9'6" to approximately 18'0", and capacity of the passageway is 13,500 pedestrians per hour
- 2 Redesigned Lexington Avenue entrance will improve sightlines and bring in an abundance of natural light



## 7 PUBLIC TERRACES

New public terraces with retail, art, and other community programming in addition to new views to Grand Central Terminal and the Chrysler Building



- Half-an-acre of public open space surrounds the lobby and is elevated 30' above 42nd Street
- A series of urban rooms is created that offers different views and relationships to the iconic context
- Spaces for interaction, concessions, and public art and community programming



CHRYSLER TERRACE



GRAND CENTRAL TERRACE