
Appendix F: Cultural Resources Assessment and Section 106 Consultation

Section 106 Correspondence

This appendix contains letters from agencies regarding Section 106 consultation.



U.S. Department
of Transportation

**Federal Transit
Administration**

Headquarters

1200 New Jersey Avenue, SE
Washington, DC 20590

July 31, 2025

Beth Cumming
State Historic Preservation Officer
Office of Parks, Recreation and Historic Preservation
PO Box 189
Waterford, NY 12188

**Re: Continuing Section 106 Consultation
175 Park Avenue Project, New York, New York**

Dear Beth Cumming:

As you are aware, Commodore Owner, LLC is seeking credit assistance from the U.S. Department of Transportation Build America Bureau (Bureau) through the Railroad Rehabilitation & Improvement Financing (RRIF) program for the proposed redevelopment of 175 Park Avenue, in New York, NY (Project or Undertaking). The Federal Transit Administration (FTA) previously notified your office of this federal Undertaking (June 5, 2025) and sought input on the area of potential effects (APE) and assessment methodology in subsequent coordination meetings. This letter seeks your concurrence on FTA's determination of eligibility, effects, and commitments in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR part 800 (Section 106) as described below.

Project Description

The Project area is located in the East Midtown Central Business District (CBD), on Block 1280, Lot 30, at the north corner of Lexington Avenue and East 42nd Street. The lot currently contains the Hyatt Grand Central New York hotel, which sits directly above the Grand Central – 42nd Street subway station and Metropolitan Transportation Authority (MTA) Metro-North Railroad tracks and is immediately east of the Grand Central Terminal (GCT; Block 1280, Lot 1). The Project includes the acquisition of the site, the demolition of the existing hotel, and the construction of a new, mixed-use office and hotel building with retail, public space, and large-scale transit and public concourse improvements.

The new building would extend approximately 1,575 feet high and include a new 42nd Street subway entrance and a new Lexington Avenue subway entrance. A dual “grand staircase” would lead from the sidewalk on 42nd Street up to new public terraces with retail, art, and views of GCT, the Graybar Building, and the Chrysler Building. The at-grade and below-grade portions of the Project would improve the subway station and rail station areas. The ground floor would include a reconstructed Lexington Passage, a Transit Hall, and additional area for subway entries off 42nd

Street and Lexington Avenue. The Project has been designed to reflect its location among a group of iconic and historically significant buildings within the immediate area and larger East Midtown CBD. The building would have a massing with multiple setbacks, honoring the style of the classic Manhattan skyscraper and reducing impacts to viewsheds. The design elements, elevations, and setbacks of the building were envisioned to align with important visual features of both the GCT and the Chrysler Building. More detailed information about the Project is included in Attachment A of the enclosed Cultural Resources Assessment.

Area of Potential Effects (APE)

Pursuant to 36 CFR § 800.4(a)(1), the Area of Potential Effects (APE) is defined as the geographic area(s) within which the undertaking may directly or indirectly affect historic resources. Based on the proposed scope of work, FTA has determined that the APE encompasses the Project's construction area footprint or the limits of disturbance (LOD), as well as a radius of 400 feet around the LOD to account for direct visual effects associated with the new tower and associated public plaza terraces (see Figure 2 of enclosed Cultural Resources Assessment). Although the height of the proposed tower is appreciably taller than the existing building, views to and from most individual buildings along the public right of way in this heavily developed area are generally limited to one or two blocks. The new building will be consistent with the density or massing of the existing urban context.

Identification of Historic Properties

Individuals who meet the Secretary of the Interior's (SOI) Professional Qualification Standards conducted research of available state and city data and field survey to identify historic properties in the APE. Identification focused on any previously documented or potential cultural resources built 40 or more years ago (to account for the timeline of Project construction) within the Project's APE. FTA identified two National Historic Landmarks (NHL), one National Register of Historic Places (NRHP)-listed property, seven properties previously determined eligible for listing in the NRHP and two properties previously determined not eligible within the APE. Ten buildings within the APE of 40 years or more in age with no prior determination of eligibility were evaluated to determine if they meet the criteria for listing in the NRHP. FTA determined two properties eligible for listing in the NRHP: Grand Central Terminal Post Office and 101 Park Avenue. FTA determined the other eight properties are not eligible due to a lack of significance and/or loss of integrity. See enclosed Table 1 and Cultural Resources Assessment for more details.

The entire LOD has been disturbed and lacks archaeological sensitivity. The New York State Historic Preservation Office (NYSHPO) concurred with this determination in association with a state-level historic review, #20PR03612; therefore, FTA proposes no further analysis of archaeological resources.

Assessment of Effects

Based on the aforementioned identification and evaluation, FTA finds that there are 11 historic properties as defined in 36 CFR § 800.16(l) within the APE, including two NHLs. Table 1, enclosed, lists the identified historic properties within the APE and provides a summary of the results of the assessment of effects.

The GCT is located adjacent to the existing hotel; both the existing and proposed buildings are integrated into the underground circulation system associated with the station. As shown in Appendix B of the enclosed Cultural Resources Assessment, renovations are proposed to the 42nd Street Passage and the existing subway entrance at East 42nd Street. The 42nd Street Passage is highly altered from its original condition and the proposed work at the passage would largely impact non-historic features, materials, and finishes. The Project would also implement the conditions that resulted from prior consultation between MTA and the NYSHPO and LPC, thereby avoiding adverse effects to GCT. These conditions include:

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

Construction of the Project would occur adjacent to GCT and the Park Avenue Viaduct and within 90 feet of the Graybar Building and the Chrysler Building. To avoid inadvertent construction-related damage to these historic resources, construction protection plans (CPP) specific to each historic property would be developed and implemented in consultation with the NYSHPO, LPC, and MTA.

The Project would introduce a new visual feature into the setting of the 11 historic properties in the APE. However, the Project would not adversely change the scale, visual prominence, or visual context of the historic properties, as it would be one of many tall office buildings located along East 42nd Street and Lexington Avenue in a densely developed commercial district that contains many prominent skyscrapers and other notable buildings that exhibit a range of heights and a variety of styles, massing, and materials. Several of the properties are eligible solely for their architectural significance, and setting is not a qualifying characteristic. Further, the new building is designed in character with the significant architectural properties nearby and to enhance views of the historic properties using clear glazing, setbacks, and terraces. See the Enclosed report for details on avoidance measures and the assessment of effects.

The Project, incorporating the design specifications, NYSHPO review of plans, and development and implementation of individual CPPs for specific historic properties as noted above, will not alter the characteristics of the historic properties in the APE that qualify them as eligible for inclusion in the NRHP in a manner that would diminish their integrity; therefore, in accordance with 36 CFR § 800.5, FTA has determined the Undertaking will result in No Adverse Effect to Historic Properties.

Consulting Party Outreach

FTA identified parties that may be interested in the Undertaking and its effects on historic properties and invited them to participate in consultation. FTA is continuing consultation with the

LPC, MTA, and Metro-North Railroad Company, who are copied on this letter. FTA also notified the National Park Service, National Historic Landmarks Program of the Project and its potential effects on NHLs in the APE and is continuing consultation with staff from the Northeast Regional Office to ensure FTA is undertaking planning and actions necessary to minimize harm to the NHLs in accordance with 36 CFR § 800.10(a).

FTA also invited the following federally recognized tribes to participate in consultation by separate correspondence: Delaware Nation, Delaware Tribe of Indians, Shinnecock Indian Nation, and Stockbridge-Munsee Community. The Stockbridge Munsee Community Tribal Historic Preservation Officer responded with no issues with the Project and requested continued consultation in the case of an expanded APE or inadvertent discovery. No other responses were received.

Request for Concurrence

Based on the information provided above, and in accordance with 36 CFR § 800.5(b), FTA finds that the Project will result in No Adverse Effect to historic properties with conditions. Please review the information provided in this letter and the enclosed Cultural Resources Assessment. We respectfully request your concurrence with FTA's determinations of eligibility and finding of effects within 30 days of the date of this letter. Should you have any questions or need additional information please contact Dee Phan, Environmental Protection Specialist, at dee.phan@dot.gov or 202-366-1799.

Sincerely,

MARK ANTHONY
FERRONI

Digitally signed by MARK
ANTHONY FERRONI
Date: 2025.07.31 06:55:56
-04'00'

Mark Ferroni
Associate Administrator
FTA Office of Planning and Environment

Cc: New York City Landmarks Preservation Commission
Metropolitan Transportation Authority
The Metro-North Railroad Company

Enclosures: Table 1
Cultural Resources Assessment

Table 1 Summary of Results of Identification of Historic Properties and Effects Assessment

Resource Identification	NRHP Eligibility Status/Criteria	Effect
Grand Central Terminal and Park Avenue Viaduct 77 East 42nd Street 6101.000365, 6101.006478	NHL; Criterion A as a major catalyst for the growth of Midtown Manhattan and as one of the city's most important infrastructure elements; Criterion B as one of the hallmark examples of Warren and Wetmore's portfolio; and Criterion C for its highly decorative surface features and design to facilitate complex, multiple modes of transportation	No Adverse Effect <i>42nd Street Passage is highly altered; renovations mostly impact non-historic fabric. Work consistent with scale, materials, and circulation patterns of original design. Project will follow conditions, including NYSHPO design review.</i>
Chrysler Building 405 Lexington Avenue 6101.001565	NHL; Criterion A as an early example of New York's wealth of skyscrapers, especially important as it was completed during the Great Depression Criterion C for its iconic Art Deco style and detailing referencing the machine age	No Adverse Effect <i>No physical impacts with implementation of CPP; view of building from certain vantage points will be interrupted, but new tower would not diminish integrity of design, setting, materials, and workmanship</i>
Chanin Building 374 Lexington Avenue 6101.000626	Listed; Criterion C as a well-preserved and exemplary example of an Art Deco skyscraper	No Effect <i>Project will not alter any significant characteristics of the property.</i>
Grand Central Terminal Post Office 450 Lexington Avenue 6101.007095	Eligible; Criterion A as one of the last extant examples of Terminal City and Criterion C as a Beaux Arts complement to Grand Central Terminal, with the use of monumental architecture combined with more delicate detailing	No Effect <i>No physical impacts; visibility of new tower is negligible</i>
Pershing Square Building (former) 125 Park Avenue 6101.015069	Eligible; Criterion A as an extant example of the Terminal City development, constructed specifically in response to the opening of Grand Central Terminal. Criterion C as an example of Renaissance Revival design, especially notable for its influential masonry decoration	No Adverse Effect <i>No physical impacts; new tower would not diminish integrity of setting</i>

Resource Identification	NRHP Eligibility Status/Criteria	Effect
Bowery Savings Bank Building 120 East 42nd Street 6101.008623	Eligible; Criterion C as a well-preserved example of a Romanesque Revival building with a dramatic arched entrance	No Adverse Effect <i>Project will not alter any significant characteristics of the property.</i>
Graybar Building 420 Lexington Avenue 6101.010661	Criterion A for its association with Terminal City and its role in the area's development and Criterion C as an intact representative example of a well-rendered 1920s office building in the Art Deco style	No Adverse Effect <i>No physical impacts with implementation of CPP; new tower would not diminish integrity of setting</i>
Socony-Mobil Building 150 East 42nd Street 6101.012800	Criterion C as the city's first skyscraper constructed with stainless steel sheathing and the largest metal-clad office building in the world at the time	No Effect <i>Project will not alter any significant characteristics of the property.</i>
St. Agnes Rectory 141 East 43rd Street 6101.010609	Criterion C as a well-preserved example of early 20 th century vernacular Gothic Revival architecture	No Effect <i>Project will not alter any significant characteristics of the property.</i>
Pan Am/ MetLife Building 200 Park Avenue 6101.018052	Criterion A for its association with the post-WWII building boom and mid-century redevelopment of Manhattan. Criterion C as a fine example of Brutalist design that is associated with notable designers (Gropius, Belluschi, and Roth) and its complex structural work that allowed the building to be constructed above a passenger terminal	No Adverse Effect <i>No physical impacts; new tower would not diminish integrity of setting</i>
101 Park Avenue 6101.010508	Criterion A for its association with a new wave of large-scale commissions resulting from the 1961 change in ordinance; Criterion B for its association with the architect Eli Attia; and Criterion C for its curtain wall design using the patented "Engineered Architecture" approach	No Effect <i>No physical impacts; visibility of new tower is negligible</i>
Grand Hyatt (Project Site) 109 E. 42nd Street 6101.009451	Not eligible – lack of integrity	N/A

Resource Identification	NRHP Eligibility Status/Criteria	Effect
Chrysler East Building 663 Third Avenue 6101.019016	Not eligible – lack of integrity	N/A
118 Park Avenue 100 Park Avenue	Not eligible – lack of integrity	N/A
364 Lexington Avenue	Not eligible – not significant	N/A
363 Lexington Avenue	Not eligible – lack of integrity	N/A
145 E. 42nd Street	Not eligible – lack of significance and integrity	N/A
155 E. 42nd Street	Not eligible – lack of significance and integrity	N/A
144 E. 44th Street	Not eligible – lack of integrity	N/A
137 E. 44th Street	Not eligible – lack of integrity	N/A
437 Lexington Avenue	Not eligible – lack of integrity	N/A



August 22, 2025

Dee Phan
Federal Transit Administration
1200 New Jersey Ave SE
Washington, DC 20590

Re: FTA
New York, New York RRIF Program
175 Park Ave, New York, NY 11205
25PR06948

Dear Dee Phan:

Thank you for requesting the comments of the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include other environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the following buildings that are currently eligible to be listed in the State and National Registers of Historic Places (S/NRHP), listed in the S/NRHP, or Not Eligible have been identified within the 400-foot APE project radius:

1. Grand Hyatt (Project Site), 109 East 42nd Street: Not Eligible (previously evaluated)
2. Grand Central Terminal and Park Avenue Viaduct: National Historic Landmark and listed (local landmark)
3. Chrysler Building: National Historic Landmark and listed (local landmark)
4. Chanin Building: S/NRHP-listed (local landmark)
5. Grand Central Terminal Post Office: S/NRHP-eligible
6. Pershing Square Building (former): S/NRHP-eligible (local landmark)
7. Bowery Savings Bank Building: S/NRHP-eligible (local landmark)
8. Graybar Building: S/NRHP-eligible (local landmark)
9. Socony-Mobil Building: S/NRHP-eligible (local landmark)
10. St. Agnes Rectory: S/NRHP-eligible
11. Pan Am/MetLife Building: S/NRHP-eligible
12. Chrysler East building, 663 Third Avenue: Not Eligible

The following buildings were identified for potential eligibility:

1. 101 Park Avenue: S/NRHP-undetermined (less than 50 years of age)
2. Grand Central Terminal Post Office: currently S/NRHP-listed

The following buildings were identified as potentially Not Eligible and will be declared Undetermined:

1. 118 Park Avenue: Undetermined
2. 363 Lexington Avenue: Undetermined
3. 364 Lexington Avenue: Undetermined

4. 145 East 42nd Street: Undetermined
5. 155 East 42nd Street: Undetermined
6. 137 East 44th Street: Undetermined
7. 144 East 44th Street: Undetermined
8. 437 Lexington Avenue: Undetermined

Overall, our office concurs with the properties identified by the historic and cultural resource survey. We have reviewed the Section 106 consultation initiation letter dated July 31, 2025, the Cultural Resources Assessment report dated July 2025, and the accompanying attachments A, B, and Project Effects (APE) existing conditions photographs. Before we can complete our review of this project, we would like to request additional information and express some concern about potential impacts to the National Historic Landmarks within the APE, which are deserving of a higher level of protection under federal law:

1. Please provide a viewshed analysis for potential visual impacts to the Chrysler Building NHL.
2. Please provide the shadows analysis for potential impacts to light-sensitive resources.
3. Please provide available design drawings. We would like to better understand the exterior and interior connection to the Grand Central Terminal NHL and proposed interior changes to the Terminal.
4. We are concerned about the elevator over-run located adjacent to Grand Central Terminal along East 42nd Street and the tall elevator overrun combined with an elevated/cantilevered viewing platform along Lexington Avenue, shown in renderings of the proposed design. Would it be feasible to shift the proposed East 42nd Street elevator to be located further within the interior transit hall space and/or to reduce the overrun? Is it feasible to reduce the height of the overrun for the proposed Lexington Avenue elevator and reduce the visibility of the viewing platform from the street?

Please submit the requested information using the link provided in this CRIS communication.

If you have any questions, you can call or e-mail me at the contact information below.

Sincerely,



Sara McIvor
Historic Site Restoration Coordinator
518-268-2127 | sara.mcivor@parks.ny.gov

Cc: M. Eberle – NPS
J. Porter – NPS
C. Sams – NPS
K. Giraldo – USDOT
S. Hass – USDOT
G. Santucci – NYC LPC



September 29, 2025

Dee Phan
Federal Transit Administration
1200 New Jersey Ave SE
Washington, DC 20590

Re: FTA
New York, New York RRIF Program
175 Park Ave, New York, NY 11205
25PR06948

Dear Dee Phan:

Thank you for continuing to consult the New York State Historic Preservation Office (SHPO). We have reviewed the provided documentation in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources.

Our office has reviewed the 175 Park Avenue project presentation from our meeting with the FTA and project sponsor on September 19th, 2025. The presentation included additional information regarding the proposed building's viewshed, specifically around the Chrysler Building-NHL, and massing studies of the proposed building. Based on this additional information, it is SHPO's opinion that the proposed construction of 175 Park Avenue, as described, will have No Adverse Effect on historic or archeological resources, provided the following conditions are met:

1. A Construction Protection Plan describing how the adjacent historic resources, including the Grand Central Terminal-NHL and Chrysler Building-NHL, will be protected from potential damage during the construction phase of this project will be submitted to our office for review and approval.
2. Potential means of reducing the visibility of the proposed elevator at the East 42nd Street portion of the 175 Park Avenue viewing deck, including potential relocation or height reductions of the overrun, will be submitted to our office for review.
3. The Bottocino marble located on the walls proposed for removal at the East 42nd Street passageway within Grand Central Terminal-NHL shall be salvaged and reinstalled to the extent that is feasible.
4. High resolution digital photographic documentation of the existing viewshed around Grand Central Terminal-NHL and Chrysler-NHL. The photographs from the submitted viewshed studies would be sufficient and can be submitted as a report without the renderings included. This documentation is to be provided to our office no later than construction begins.

Sincerely,

R. Daniel Mackay

Deputy Commissioner, State Historic Preservation Officer
Division for Historic Preservation

Cc: M. Eberle – NPS
J. Porter – NPS
C. Sams – NPS
K. Giraldo – USDOT
S. Hass – USDOT
G. Santucci – NYC LPC

175 Park Avenue

Cultural Resources Assessment

September 2025

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1.0 Introduction

The Federal Transit Administration (FTA) is overseeing the federal environmental review requirements associated with a Transit-Oriented Development located at 175 Park Avenue, New York City, NY (the “Project”), which is seeking federal financing through the Railroad Rehabilitation and Improvement Financial (RRIF) loan program (Figure 1). FTA has determined that the Project is an undertaking subject to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR part 800 (Section 106). This report documents effects on historic properties in accordance with 36 CFR 800.4 and 800.5, which were identified and evaluated by (1) determining the area of potential effects (APE); (2) identifying historic properties present in the APE that are either listed in or eligible to be listed in the National Register of Historic Places (NHRP); and (3) applying the criteria of adverse effect to affected historic properties.

The purpose of the Project is to further New York City’s goals for development in East Midtown as stated in the 2017 Greater East Midtown Rezoning New York City Environmental Quality Review (CEQR) Final Environmental Impact Statement (FEIS):

- › Protect and strengthen East Midtown as one of the world’s premier business addresses and a key job center for the City and region;
- › Seed the area with new modern and sustainable office buildings to maintain its preeminence as a premier office district;
- › Improve the area’s pedestrian and built environments to make East Midtown a better place to work and visit; and
- › Complement office development in Hudson Yards and Lower Manhattan to facilitate the long-term expansion of the City’s overall stock of office space.

The Project is needed because, despite East Midtown’s current stature as a premier business district for the New York region that attracts national and international companies, the area faces long-term challenges related to:

- › Aging building stock that can no longer compete for premier tenants; and
- › Public realm challenges, including inefficient pedestrian circulation, limited open space, and indirect transit network connectivity that limit accessibility.

The Department of City Planning (DCP) projected in the 2017 Greater East Midtown Rezoning CEQR FEIS that East Midtown would become less desirable as a business district over time if these needs are not addressed, leading to businesses looking elsewhere for office space.¹ Furthermore, the recent investments in transit infrastructure, including the

¹ The effects of the COVID-19 pandemic on office demand appear to be resulting in a “flight to quality” both in New York City and nationally, which reinforces the need for additional premiere office space in East Midtown. As described in the New York City Comptroller’s May 2024 Spotlight: New York City’s Office Market (New York City Comptroller 2024), the volume of occupied space in “5 Star” buildings in the City has risen by 11 percent since 2020, while occupied space in Class B and Class C buildings has dropped by 8 percent. These trends indicate that businesses are “trading up” in terms of the quality of their office space.

MTA's East Side Access project (completed in 2023) and Second Avenue Subway project (in progress), would fail to generate their full potential of jobs and tax revenue for the City and region.

As stated in the 2017 Greater East Midtown Rezoning CEQR FEIS, the rezoning was intended to result in new commercial office development, including approximately 14.2 million gsf of new commercial space (13.4 gsf of office space and 0.6 million gsf of total retail space). The area immediately surrounding Grand Central Terminal (Grand Central Terminal), which includes the development site at 175 Park Avenue, was specifically identified with the highest proposed as-of-right density allowance in the East Midtown Subdistrict (27 FAR), reflecting DCP's planning policy of focusing density in areas with excellent access to transit.

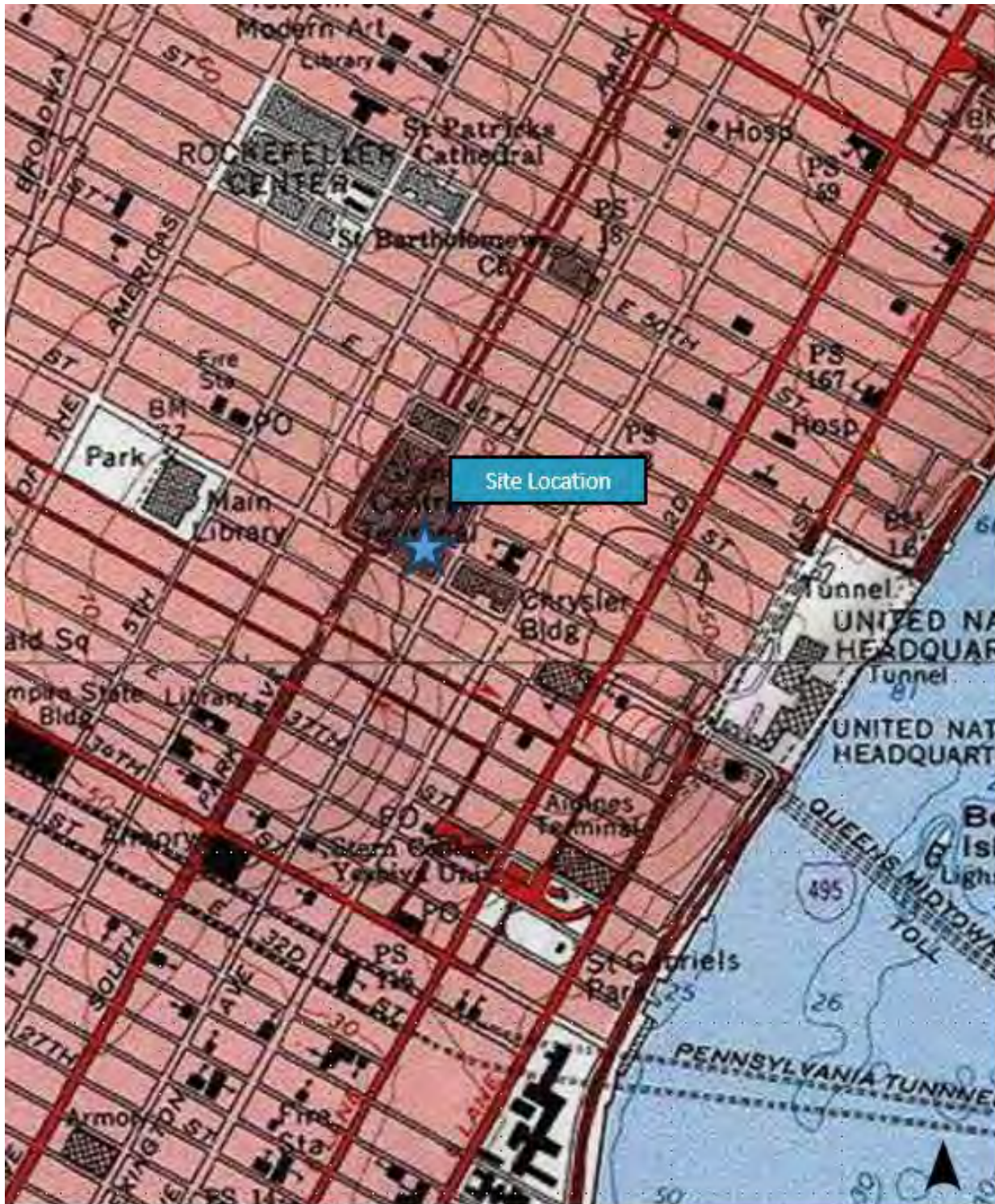
2.0 Description of the Undertaking

A more detailed Project description is provided as [Attachment A](#); key elements used to establish the APE are described herein. The Project includes the acquisition of the site, the demolition of the existing Hyatt Grand Central New York hotel (the Hyatt), and the construction of a new, mixed-use office and hotel building with retail, public space, and large-scale transit and public concourse improvements.

The Project includes an aboveground redevelopment component at the site of the proposed hotel, and an interior, transit-oriented component at the connection between the new tower and the Grand Central Terminal, which is a designated National Historic Landmark (NHL).

The aboveground portion at 175 Park Avenue (also identified as the "Project Site") includes the removal of the existing Hyatt building, a 26-story, approximately 295-foot-tall steel and glass building constructed in 1917 and completely redesigned 1978-1980. The proposed redevelopment replaces the existing building with a new, mixed-use office and hotel building, extending to 92 stories and approximately 1,575 feet high, with 21,000 square feet (sf) of outdoor publicly accessible terrace space. The new building would also include a new 42nd Street subway entrance with improved sightlines at the subway mezzanine level, and a new Lexington Avenue subway entrance with an expansion to the existing sidewalk. A dual "grand staircase" would lead from the sidewalk on 42nd Street up to new public terraces with retail, art, and views of Grand Central Terminal, the Graybar Building, and the Chrysler Building.

Figure 1 USGS Location Map



The tower component of the Project Site abuts one of the city's primary transportation hubs, which includes the Grand Central Terminal, the Grand Central Terminal – 42nd Street subway station (which is partially underneath the new tower), and Metropolitan Transit Authority (MTA) Metro-North Railroad tracks. The Grand Central Terminal building is adjacent to the existing hotel, and both the existing and proposed buildings are integrated into the underground circulation system associated with the subway station. Thus, the Project includes a number of transit circulation betterments at Grand Central Terminal, the Grand Central Terminal – 42nd Street subway station, and on the Project Site as described in [Attachment A](#).

Elements of the Project would occur on Grand Central Terminal property. These changes include improvements to the sidewalk at the level of the Park Avenue Viaduct and interior modifications to the retail storefronts, entrance doors, and circulation portals within the 42nd Street Passage. These elements are shown in [Attachment B](#).

3.0 Area of Potential Effects (APE)

The APE is defined as "...the geographic area within which the undertaking may cause changes in the character of or use of historic properties if any such properties exist. The area of potential effects is influenced by the scale and natures of an undertaking and may be different for different kinds of effects caused by the undertaking" [36 CFR 800.16(d)]. The establishment of a Project APE is based on the potential for physical and non-physical effects, including those resulting from changes in the visual setting, noise, vibration, traffic, etc.

3.1 Archaeological APE

The APE for archaeological resources is defined as the Project Site, consistent with the limits of disturbance. The archaeological APE has a vertical component as well, taking into account the proposed depth of disturbance in relation to the depth of existing disturbance. If the Project involves a depth of disturbance that would likely exceed the existing level of disturbance, the difference between the two disturbance levels will be considered part of the archaeological APE.

3.2 Aboveground APE

There are two APE extents for aboveground historic properties, based on the type of work anticipated at the site of the new tower vs. the type of work associated with pedestrian circulation modifications within the Grand Central Terminal. Due to Project activities inside the Grand Central Terminal being confined within the existing building, with no potential to visually affect resources located outside of the Grand Central Terminal, the APE for Grand Central Terminal-related work is confined to the limits of disturbance.

At the Project Site, an APE of 400 feet around the limits of disturbance is used to account for potential visual effects associated with the new tower and associated public plaza terraces. It is recognized that the Project is located in Midtown Manhattan, one of the densest urban environments in the country, which has a concentration of large skyscrapers and towers reflecting 150 years of efforts to create the newest, tallest structure. Although the height of the proposed tower is appreciably taller than the existing building, views to and from most individual buildings along the public right of way in this heavily developed area are generally limited to one or two blocks. Streetscapes exhibit mixed construction dates; even the subject existing building exhibits a 1980 exterior despite being over 100 years old. The new building does not introduce a structure that is inconsistent with the density or massing of the existing urban context.

The APE associated with work activities within the Grand Central Terminal is entirely within the footprint of the 400-foot APE associated with the new tower. For mapping purposes, only the 400-foot APE is depicted ([Figure 2](#)).

4.0 Identification of Aboveground Historic Properties

To account for the timeline of construction for the Project, properties at least 40 years old located wholly or partially within the APE were evaluated for historic significance.² A total of 21 properties at least 40 years old were identified in the APE, which include two NHLs, one property listed in the National Register of Historic Places (NRHP), and eight properties that are determined or recommended as eligible for the NRHP. It also includes 10 properties which were previously determined as not eligible, or are recommended as not eligible for the NRHP as a result of this evaluation. Photo numbers are included below (see [Attachment C](#)).

4.1 Methodology

The methodology for the survey of historic properties was designed to locate and identify above-ground properties, including districts, buildings, structures, objects, and sites, within the Project APE that are listed or may be eligible for listing in the NRHP.

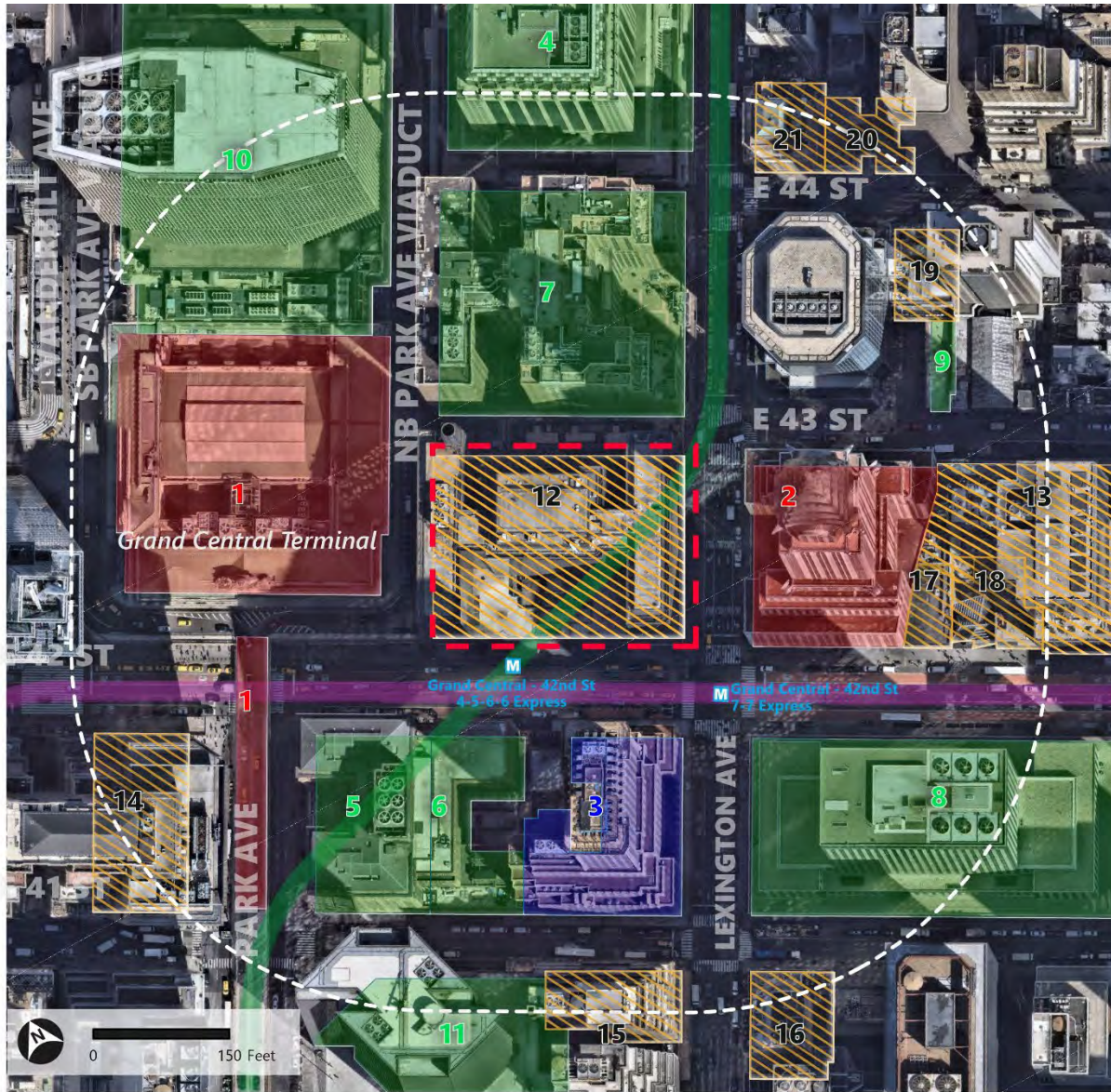
The New York Office of Parks, Recreation, and Historic Preservation's Division for Historic Preservation (NYSHPO)³ online Cultural Resource Information System (CRIS) online mapping interface was consulted to identify historic properties within the APE. CRIS provides access to building and archaeological inventory forms, NRHP documents, and survey reports. Due to the Project's location in Midtown Manhattan, the majority of the

² Construction completion is estimated in 2032. Therefore, including properties that are at least 40 years old in 2025 ensures all properties that will be over the 50-year threshold at the time of completion have been considered.

³ The Division of Historic Preservation administers the functions of the New York State Historic Preservation Office, and therefore is referred to as NYSHPO throughout this document.

properties over 40 years old within the APE have either been listed in the NRHP or previously evaluated for listing. The information from CRIS was supplemented by reviewing the New York City Landmarks Preservation Commission’s (LPC) “Discover NYC Landmarks” and “Permit Application Finder” mapping tools and LPC designation reports for relevant

Figure 2 APE and Identified Historic Properties



information regarding buildings within the APE. The ArcGIS-based NYCityMap available through the Office of Technology and Information (NYCOTI) and the City's digital Property Information Portal provided additional information regarding construction dates.

4.2 Evaluation

The results of the research provided the information used to determine whether a property or area meets the criteria for listing in the NRHP. Established by the National Park Service (NPS), the criteria are broadly defined to encompass the wide range of resources and kinds of significance that qualify properties for listing. Under Section 106, the criteria act as a guide for federal agencies in their evaluation of historic properties that may be affected by a proposed undertaking (36 CFR 800.4(c)(1)). Districts, sites, buildings, structures, and objects may be significant in American history, architecture, archaeology, engineering, and culture when they possess integrity of location, design, setting, materials, workmanship, feeling, or association, and meet the following criteria:

- › **Criterion A.** Association with events that have made a significant contribution to the broad patterns of our history; or
- › **Criterion B.** Association with the lives of persons significant in our past; or
- › **Criterion C.** Embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master, or possessing high artistic values, or representing a significant and distinguishable entity whose components may lack individual distinction; or
- › **Criterion D.** Yielding, or may be likely to yield, information important to prehistory or history.

4.3 Properties Within the Project Site

4.3.1 Grand Hyatt, 109 E. 42nd Street (Not Eligible, USN 6101.009451, Photos 13-14)

Originally known as the Commodore, the hotel was designed by well-known firm Warren and Wetmore and began construction in 1917. The building was extensively renovated in the latter half of the 20th century, resulting in the loss of many of its original historic features.⁴

The building was conceived as part of Terminal City, a set of hotels and amenities around the Grand Central Terminal, itself designed partially by Warren and Wetmore. It was named after "Commodore" Cornelius Vanderbilt, who established the New York Central Railroad, and

⁴ Lexington Passage within the Grand Hyatt was constructed as part of the Commodore to provide pedestrian access between Grand Central Terminal and Lexington Avenue. It experienced an extensive replacement of materials in the 1990s, including retail storefronts and light fixtures; previously, it was excluded from the 1980 Grand Central Terminal landmark designation because it was in poor condition. Due to its diminished integrity, the entrance and passage are not considered contributing features to Grand Central Terminal.

the hotel was financed by the railroad and operated by the Biltmore Corporation. The building featured an H-shaped footprint above a podium base, with a buff brick exterior featuring Beaux Arts and Classical Revival trim and decoration in limestone and terracotta.

Though popular for many years due to its location, convention/ballroom amenities, and approximately 2,000 rooms, it suffered a decline by the 1960s along with the neighborhood and was refurbished with a full renovation. The hotel's fortunes did not turn around, however, and in 1976 the building was purchased by the Trump Organization which remodeled it with a brass-colored curtain wall across the façade and renovated the interior amenity spaces. The renovation stripped much of the original façade and interior detailing. The building is noted as not eligible by NYSHPO, and lacks integrity of design, feeling, materials, and workmanship.

4.4 NRHP Listed and Eligible Properties Located Within the APE

In the APE there are two NHLs, one NRHP-listed property, and eight properties that are NRHP-eligible, which includes those previously determined eligible for the NRHP and those recommended as eligible (Table 1).

Table 1 NRHP-Listed and Eligible Properties Located Within the APE

Map ID	Resource Name	Location	NYS USN	Designation/ Determination/ Recommendation
1	Grand Central Terminal and Park Avenue Viaduct	77 East 42nd Street	6101.000365. 6101.006478	NHL
2	Chrysler Building	405 Lexington Avenue	6101.001565	NHL
3	Chanin Building	374 Lexington Avenue	6101.000626	NR
4	Grand Central Terminal Post Office	450 Lexington Avenue	6101.007095	NRE
5	Pershing Square Building (former)	125 Park Avenue	6101.015069	NRE
6	Bowery Savings Bank Building	120 East 42nd Street	6101.008623	NRE
7	Graybar Building	420 Lexington Avenue	6101.010661	NRE
8	Socony-Mobil Building	150 East 42nd Street	6101.012800	NRE
9	St. Agnes Rectory	141 East 43rd Street	6101.010609	NRE
10	Pan Am/MetLife Building	200 Park Avenue	6101.018052	NRE

Map ID	Resource Name	Location	NYS USN	Designation/ Determination/ Recommendation
11	101 Park Avenue	101 Park Avenue	6101.010508	NRE

NHL = National Historic Landmark; NR = National Register of Historic Places Listed;
NRE = National Register of Historic Places Eligible

4.4.1 Grand Central Terminal and Park Avenue Viaduct (NHL, USN 6101.000365 and 6101.006478; NR# and NHL# 75001206 and NR# 83001726, Photos 18-19)

The Grand Central Terminal is one of the most well-known transportation hubs in the country. Built by the New York Grand Central Railroad at the site of an earlier depot, the Grand Central Terminal was constructed between 1903 and 1913 and designed by the architectural firms of Reed and Stem and Warren and Wetmore. It was conceived as the centerpiece of a new Terminal City to rival the Pennsylvania Railroad's then-new station a short distance away. While the Beaux Arts style building was indeed grand, the Grand Central Terminal was built as a machine, and the plan included submerging all tracks below 97th Street, different levels for commuter and long-distance trains, ramps for easy travel, an elevated viaduct, and the utilization of air rights. It was accompanied by the electrification of three Vanderbilt-owned railroads.

The main façade of the building features three triumphal arches flanked by paired Corinthian columns, with granite, limestone, and cast stone as the primary exterior materials. Sculptural details are found throughout the building; the façade features a clock set in a large, central broken pediment at the roofline with cornucopia ornamentation, and a large sculptural group of Roman gods by artist Jules-Felix Coutan. Several of the interior spaces are architectural masterpieces as well, some of the best-known including the Main Concourse, and the Guastavino-vaulted Oyster Bar on the lower concourse. The building is a designated NHL and New York City Landmark (interior and exterior). A major restoration project was completed in 1998.

The Grand Central Terminal is significant under Criteria A, B, and C. The property is significant under Criterion A as a major catalyst for the growth of Midtown Manhattan and as one of the city's most important infrastructure elements. It is also significant under Criterion B as one of the hallmark examples of Warren and Wetmore's portfolio, and Criterion C for its highly decorative surface features and design to facilitate complex, multiple modes of transportation.

4.4.2 Chrysler Building, 405 Lexington Avenue (NHL, USN 6101.001565; NR/NHL# 76001237, Photos 6-7)

The Chrysler Building is one of the best-known Art Deco style buildings in the country. It was designed by architect William Van Alen, and the structure was the world's tallest building for 11 months before it was surpassed by the Empire State Building in 1931. Built in

1928-1930 for Walter P. Chrysler of the Chrysler Corporation, it was noted for its machine age design and décor. The Chrysler Building rises 77 stories in a series of setbacks in accordance with the 1916 city zoning regulations. Featuring exterior facing of primarily black granite, white marble, and white brick, it has gargoyles modeled on winged radiator caps, emblematic of the automobile that was the foundation of its builder's fortune. The building is a designated NHL and New York City Landmark (interior and exterior), and is significant under Criteria A and C. The Chrysler Building is significant under Criterion A as an early example of New York's wealth of skyscrapers, especially important as it was completed during the Great Depression. It is significant under Criterion C for its iconic Art Deco style and detailing referencing the machine age.

4.4.3 Chanin Building, 372 Lexington Avenue (NRHP, USN 6101.000626; NR# 80002676, Photos 8-9)

The Chanin Building was built in 1927-1929 by Irwin S. Chanin for his company's headquarters. Designed by the architectural firm of Sloan & Robertson with sculptural decoration by Rene Chambellan, it is a major example of Art Deco architecture in the city. The base of the building boasts black Belgian marble around the store fronts with a bronze frieze directly above depicting scenes of evolution. A second terra-cotta frieze runs the whole length of the lower façade, presenting a dramatic collection of angular zigzags and curvy leaves. The tower rises 22 stories and then thins into a series of setbacks, reaching a total of 56 floors. The top of the building is a series of buttresses that are illuminated from the inside at night, lighting up the recesses in the crown. The building is listed in the NRHP under Criterion C and is a designated New York City Landmark. The Chanin Building is significant under Criterion C as a well-preserved and exemplary example of an Art Deco skyscraper.

4.4.4 Grand Central Terminal Post Office, 450 Lexington Avenue (NRHP-Eligible, USN 6101.007095, Photos 27-28)

Opened in 1909, this building echoes the Beaux Arts design of the terminal building and was one of the first completed buildings in Terminal City. One of the few remaining buildings in this 48-acre complex, it was designed by Reed and Stem, and Warren and Wetmore. The exterior has a monumental quality due to four-story vertical bands of windows set between massive limestone fluted columns and piers. It is clad in red granite and limestone blocks, with decoration generally limited to a modillioned cornice, molded stringcourse at the second story, and elaborate door surrounds throughout the building. The windows feature bronze sash and cast iron frames. The interior was entirely remodeled in the 1930s, and a 32-story glass tower was constructed above the building in the 1980s-1990s, requiring substantial interior renovations. The exterior remains mostly intact, and the building is recommended as eligible for the NRHP with significance under Criteria A

and C.⁵ The building is significant under Criterion A as one of the last extant examples of Terminal City, an integrated, master-planned series of buildings set around and connected to Grand Central Terminal. Despite the addition of a large office tower, the exterior remains intact, and the building is significant under Criterion C as Beaux Arts complement to Grand Central Terminal, with the use of monumental architecture combined with more delicate detailing.

4.4.5 Pershing Square Building 125 Park Avenue (NRHP-Eligible, USN 6101.015069, Photos 16-17)

Erected on the site of the former Grand Union Hotel, this 25-story, Renaissance Revival brick and terracotta office building was completed in 1923 and designed in the Romanesque style by architect John Sloan of the firm York & Sawyer. It was constructed for the Pershing Square Building Corporation and was the last tall building completed in the city without setbacks, as its foundations predated 1916 zoning regulations. Building materials were supplied by the Atlantic Terra Cotta Company, and the façade is notable for intricate brickwork and polychrome terracotta details specifically intended to look weathered, and was the first tall office building to use such detailing. Sloan himself leased space in the new building, and in 1924 opened the office Sloan & Robertson with partner Thomas Markoe Robertson. The firm is perhaps best known for their skyscraper designs, including the Graybar and Chanin Buildings. The Pershing Square Building was previously determined eligible by the NYSHPO, and is a significant under Criterion A as an extant example of the Terminal City development, constructed specifically in response to the opening of Grand Central Terminal. It is significant under Criterion C as an example of Renaissance Revival design, especially notable for its influential masonry decoration.

4.4.6 Bowery Savings Bank, 120 East 42nd Street (NRHP-Eligible, USN 6101.008623, Photo 15)

This building was completed in 1923 for the Bowery Savings Bank to move its operation to a growing Midtown. 18-story structure was designed by York and Sawyer in the Italian Romanesque Revival style, with William Louis Ayres as the partner in charge. Its main façade features sandstone with pink granite details, with the tower above expressed in buff brick and details of marble and sandstone. One of the challenges of the site was that it was too expensive to warrant a standalone bank building; therefore, the project design incorporated a vast banking room into the bottom of an office tower. This is translated onto the façade of the building as a particularly imposing base portion of the building, featuring a monumental arch on the façade framed by multiple archivolt, that hints at the four-story high interior banking room. Other notable details are a pair of rosette windows and an engaged colonnade capping the base, and tower bays employing a pier and spandrel configuration. A six-story addition to the east, which came to be called “the

⁵ The building is already listed in the State Register.

Chapel," was built in 1931-33. The building was determined NRHP-eligible by the NYSHPO. It is significant under Criterion C and is a designated New York City Landmark (interior and exterior). The Bowery Savings Bank is significant under Criterion C as a well-preserved example of a Romanesque Revival building with a dramatic arched entrance, an uncommon design feature in this area that is a direct reflection of the building's need to incorporate a large banking room into the ground floor. The arched treatment extends to its colonnaded addition.

4.4.7 Graybar Building, 420 Lexington Avenue (NRHP-Eligible, USN 6101.010661, Photo 35)

The Graybar Building was completed in 1927 for the Graybar Electric Company as one of the components of Terminal City, with connections to the Grand Central Terminal track network. It was designed by the firm of Sloan and Roberson and was the largest office building in the world when constructed. The building consists of a two-story base, with two towers above separated by a light court. An example of Art Deco style, the limestone and buff brick building also features Moorish and Classical Revival details with work in bronze and terra cotta. The NYSHPO previously determined the building as eligible for the NRHP. The building is significant under Criterion A for its association with Terminal City and its role in the area's development, and Criterion C as an intact representative example of a well-rendered 1920s office building in the Art Deco style.

4.4.8 Socony-Mobil Building, 150 East 42nd Street, (NRHP-Eligible, USN 6101.012800, Photo 5)

Completed in 1956, the Socony-Mobil Building was designed by the firm Harrison and Abramowitz, along with John B. Peterkin. Harrison was involved in the design of Rockefeller Center and had previous experience with metal cladding (in that case, aluminum). This full-block building has a four-story tinted glass base topped by a 42-story tower that has two 14-story wings. The building is innovative for its creative use of steel panels, which feature a high-relief diamond pattern. Each of the two main entrances is highlighted by a long, low stainless steel arch.

The building was previously determined eligible for the NRHP and is significant under Criterion C as the city's first skyscraper constructed with stainless steel sheathing and the largest metal-clad office building in the world at the time. It also marked several other milestones as the largest office tower constructed in the city after the completion of Rockefeller Center, and the largest commercial building to utilize central air conditioning. The NYSHPO previously determined that the building is eligible for listing in the NRHP.

4.4.9 St. Agnes Rectory, 141 East 43rd Street, (NRHP-Eligible, USN 6101.010609, Photo 36)

The Rectory of the Church of Saint Agnes was built in 1904, adjoining the 1873 Roman Catholic Church, which was destroyed by fire in 1992. The rectory was designed by Jeremiah O'Rourke & Sons, a Newark-based architectural firm, who in its later years specialized in ecclesiastical designs. The four-story stone and brick Gothic Revival façade features stone trim and a tripartite arched window on the top story. The rectory is a well-preserved example of early 20th century vernacular Gothic Revival architecture and is considered eligible for the NRHP under Criterion C. The NYSHPO previously determined the building to be eligible for listing in the NRHP.

4.4.10 Pam Am/MetLife Building, 200 Park Avenue (NRHP-Eligible, USN 6101.018052, Photos 25-26)

The MetLife Building was initially constructed for Pan American and was completed in 1963. The early plan for the site was to demolish the Grand Central Terminal; however, opposition led to a new design by Richard Roth that took advantage of air rights. Walter Gropius and Pietro Belluschi were later brought in to make the design bolder. The result was a 49-story tower atop an eight-story base. Unlike many designs of the period which utilized curtain walls, the tower uses cream-colored precast concrete panels with vertical projections providing additional texture. Colonnades at the 21st and 46th floor help break up the composition, along with the pattern of recessed windows that create shadows. The Pan Am/MetLife Building was previously determined eligible by the NYSHPO. It is significant under Criterion A for its association with the post-WWII building boom and mid-century redevelopment of Manhattan. It is also significant under Criterion C as a fine example of Brutalist design that is associated with notable designers (Gropius, Belluschi, and Roth) and its complex structural work that allowed the building to be constructed above a passenger terminal.

4.4.11 101 Park Avenue (NRHP-Eligible, USN 6101.010508, Photo 22)

101 Park Avenue is a 46-story glass curtain wall tower set angled to the street to create a public plaza that wraps around the south elevation of the building. The main entrance is set back and canted from the intersection of Park Avenue and E. 40th Street, highlighted by a dramatic, angled recess pierced by four concrete columns. It received a special permit from the City for modified height and setback regulations in exchange for a plaza, arcade, and widening of the sidewalk.⁶ Completed in 1982, the building was designed by Eli Attia, an architect formerly of Philip Johnson/John Burgee's firm who started his own firm upon being chosen for the 101 Park Avenue project. He later partnered with Bradford Perkins of

⁶ New York City Department of City Planning, *Grand Central Subdistrict*, DCP# 91-17, November 1991, pg. 15. https://www.nyc.gov/assets/planning/download/pdf/about/city-planning-history/grand_central_subdistrict.pdf, accessed June 2025.

the well-known firm Perkins and Will, and the firm became known as Attia and Perkins. The building was part of a new wave of large-scale commissions resulting from the 1961 change in ordinance.⁷ Having since designed buildings all over the city and the world, he uses a patented technology-driven approach is called “Engineered Architecture.” The building is recommended as eligible for the NRHP under Criteria A, B, and C, upon hitting the 50-year threshold.

4.5 Properties Within the APE Not Eligible for Listing in the NRHP

There are 10 buildings within the APE that are at least 40 years old but are not recommended eligible for listing in the NRHP (Table 2). This includes the existing hotel building on the Project Site (see *Properties Within the Project Site* above).

Table 2 Properties Within the APE Not Eligible for Listing in the NRHP

Map ID	Resource Name	Location	NYS USN	Determination/ Recommendation
12	Grand Hyatt (on the Project Site)	109 E. 42nd Street	6101.009451	NE
13	Chrysler East Building	663 Third Avenue	6101.019016	NE
14	118 Park Avenue	118 Park Avenue	N/A	NE
15	364 Lexington Avenue	364 Lexington Avenue	N/A	NE
16	363 Lexington Avenue	363 Lexington Avenue	N/A	NE
17	145 E. 42nd Street	145 E. 42nd Street	N/A	NE
18	155 E. 42nd Street	155 E. 42nd Street	N/A	NE
19	144 E. 44th Street	144 E. 44th Street	N/A	NE
20	137 E. 44th Street	137 E. 44th Street	N/A	NE
21	437 Lexington Avenue	437 Lexington Avenue	N/A	NE

NE = Not Eligible

4.5.1 Grand Hyatt, 109 E. 42nd Street (USN 6101.009451)

Please see *Properties Within the Project Site*. NYSHPO previously evaluated this property and determined it is not eligible for listing in the NRHP.

4.5.2 Chrysler East Building, 663 Third Avenue (USN 6101.019016, Photos 2-3)

This 32-story commercial tower was designed in a late Art Deco style by Reinhard, Hofmeister and Walquist and was completed in 1952. In the 1990s, a new façade of green

⁷ Huxtable, Ada Louise, Architecture View, *New York Times*, July 22, 1979. Section D, Page 27.

<https://www.nytimes.com/1979/07/22/archives/architecture-view-a-radical-change-on-the-citys-skyline.html>, accessed June 2025.

glass and ground floor pylons was installed, designed by Phillip Johnson. In 2015, NYSHPO determined that this property is not eligible for listing in the NRHP.

4.5.3 118 Park Avenue⁸ (Photos 20-21)

This 26-story, concrete Post-Modern style tower was designed by noted Brutalism Ulrich Franzen and completed in 1981. A three-story recessed entrance is marked by a corner support pier. The stories above feature narrow bands of single-pane windows, separated on the north façade by projected vertical piers. The building was designed as the Philip Morris Companies headquarters and was notable for features such as a public art gallery in the lobby and a sculpture garden maintained by the Whitney Museum of Art, a medallion with the corporate logo on the Park Avenue façade, and energy saving measures such as ceiling fans and operable windows. It appears that many of these amenities were removed during a 2008 renovation. A renovation in progress is replacing the façade on the 5th and 6th floors in favor of an open loggia, which will interrupt the fenestration pattern of the façade.⁹ The building is recommended as not eligible for listing in the NRHP.

4.5.4 364 Lexington Avenue (Photo 11)

This 26-story brick tower was built in 1928, designed by Moore and Landsiedel of New York City. The three-story base is faced with limestone panels capped by a narrow, denticulated cornice. The building is relatively unadorned. Historic photos show that the entrances and storefronts have been altered.¹⁰ The current entrances are surrounded by squared brass panels protected by a flat canopy on Lexington Avenue. The main façade entrances were initially arched, and although the entrances appear to be squared off by the 1980s, the present canopy is not visible. The transoms of the storefronts have been glazed since that time and the signband transferred upward, in a late 20th century renovation that may also have covered original first story materials, as small sections of decorative trim appear above the entrances. The building is recommended as not eligible for listing in the NRHP, as it does not exhibit architectural significance or influence and the first story alterations have diminished the building's integrity.

4.5.5 363 Lexington Avenue (Photo 12)

Constructed in 1937, this 26-story building was designed by James W. Northrop of Bridgeport, CT. It served as the J.L. Mott headquarters by 1940. The main block of the building consists of a tower stepped back at 13, 18, and 23 stories, with each setback

⁸ This building is currently referred to as 120 Park Avenue.

⁹ Turner Begins Redevelopment of 120 Park Avenue. <https://www.turnerconstruction.com/insights/turner-begins-redevelopment-of-120-park-avenue>, accessed June 2025.

¹⁰ The New York City Municipal Archives Tax Department photo collections were used throughout this section. <https://nycrecords.access.preservica.com/>, accessed June 2025.

marked by cast stone decorative bands and finials. The tower is flanked by two- and four-story sections that share a common denticulated cornice above the first story and molded rectangular panels on the Lexington Avenue façade. Storefronts and the main entrance have been entirely altered with masonry panels covering or replacing original fluted piers and molded wreaths, garlands, and floral motifs. The main entrance was infilled in the late 20th century, and window sash and configurations have changed. The building is recommended as not eligible for listing in the NRHP.

4.5.6 145 and 155 E. 42nd Street (Photo 4)

The buildings at these addresses were renovated together and now read as a single building comprising two-story, masonry-clad blocks flanking a sharply-angled, fully-glazed atrium. The NYC Property Information Portal records the buildings as being constructed in 1935 and 1925, respectively; however, the modern appearance suggests the buildings were entirely rebuilt and/or replaced in the late-20th or early 21st centuries. The buildings read as modern and are recommended as not eligible for listing in the NRHP.

4.5.7 144 E. 44th Street (Photo 33-34)

This eight-story office building was designed in 1958 by Paul Resnick of New York City. Its International style origins can be discerned in its uninterrupted, horizontal bands of windows that one alternated with solid cladding. A renovation in recent decades has given the building a sleek makeover, covering the façade with mirrored glass and surrounding the storefronts and entrance in polished granite. The building is recommended as not eligible for listing in the NRHP because the extensive alterations have diminished the integrity of the building.

4.5.8 137 E. 44th Street (Photo 32)

Designed by architect Emery Roth in 1915, this 10-story brick building has a modified dumbbell footprint with deep air shaft indentations on each side of the building. The façade features decoration above the second and fourth stories in the form of terracotta molded into egg and dart and denticulated cornices, shields, sheaths, and other ornamentation. Although the storefronts feature stylized columns and oversized volutes, these appear to be late 20th century alterations as an earlier photo shows full-height vertical recessed windows in sets of three up to the first band of terracotta ornament. While these alterations seemingly predate the 40-year threshold of 1985, the two different decorative approaches have diminished the integrity of the building as an early 20th century residential block and the building is recommended as not eligible for listing in the NRHP.

4.5.9 437 Lexington Avenue (Photo 30)

This 18-story brick tower steps back in three stages, with the top stories capped by a copper hipped roof. It was designed by Ludlow and Peabody in 1924. Horizontal decorative cornices in the upper stories of the first section of the shaft are extant; however, much of the original ornamentation has been stripped during one or more renovation campaigns. The corner bays of the first section of the shaft are wide and capped by triangular parapets that initially had decorative swags, since removed. More substantially, the three-story base of the tower features polished marble blocks with rectangular fenestration and spandrels. Originally the base featured Renaissance Revival style masonry features including full-height arches that appeared to have sprung from rounded columns. Although a late 20th century photograph indicates the change to a gridded tower base had already occurred, it appears that it was clad in a lighter material than the current dark green marble. Each iteration had its own fenestration pattern resulting in a modern façade at street level. The building is recommended as not eligible for listing in the NRHP.

5.0 Identification of Archaeological Resources

As defined in the Archaeological Resources Protection Act (ARPA), archaeological resources are “any material remains of past human life or activities which are of archaeological interest.” Artifacts and archaeological sites are examples of archaeological resources, which are typically found buried within and on the ground. These resources are investigated by archaeologists to identify and interpret human behavior for hundreds or thousands of years.

Archaeological deposits range in date from 50 years old to several thousands of years old. Pre-contact archaeological sites are those sites that contain the remains of ancient Native American settlements that predate European arrival. Post-contact archaeological sites are characterized by evidence of a range of activities and human groups that are associated with the period after European arrival.

The entire Project Site has been disturbed and lacks archaeological sensitivity. NYSHPO has concurred with this assumption in association with a state-level historic review, completed in compliance with the New York State Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law) (O. Brazee, NYSHPO to J. Barry, MTA Metro-North Railroad, April 28, 2021). Therefore, no further analysis of archaeological resources is deemed warranted.

6.0 Assessment of Effects¹¹

Determining adverse effects to historic resources is based on criteria established by 36 CFR 800 of the ACHP regulations. As defined in Section 106 regulations at 36 CFR 800.5(a)(1), an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative. Examples of adverse effects on historic properties include, but are not limited to:

- › Physical destruction of or damage to all or part of the property;
- › Alteration of a property that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;
- › Removal of the property from its historic location;
- › Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- › Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;
- › Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian Tribe or Native Hawaiian Organization; and
- › Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance (36 CFR 800.5(a)(2)).

Anticipated impacts to identified historic properties are summarized in [Table 3](#) and described below.

The NHL-listed Grand Central Terminal is located within the APE adjacent to the existing hotel. Both the existing and proposed buildings are integrated into the underground circulation system associated with Grand Central Terminal. Transit-related work at Grand Central Terminal includes mostly interior work at the ground and mezzanine levels. It is anticipated that the conditions that resulted from prior consultations with the NYSHPO in 2020 and LPC in 2021 would be implemented.

Treatment measures that were developed as part of these conditions included the

¹¹ Consultation with the New York State Historic Preservation Office (NYSHPO) regarding the Project was conducted as part of the 2021 New York City Environmental Quality Review (CEQR) Final Environmental Impact Statement (FEIS) in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York Parks, Recreation and Historic Preservation Law). NYSHPO issued a finding of No Adverse Impact with Conditions on October 29, 2020. The New York City Landmarks Preservation Commission issued a Positive Advisory Report on March 19, 2021 that approved of the physical changes proposed in Grand Central Terminal. There have been no changes to the design of the Project since completion of the 2021 CEQR FEIS that would impact those findings.

following: new finishes within the 42nd Street passage would read as Grand Central Terminal with the historic finishes of the Terminal; finishes within the new Transit Hall would be harmonious with the 42nd Street passage; and, open connections from the 42nd Street passage to the new Transit Hall would retain a header of the historic Botticino marble at the ceiling to indicate the historic location of the 42nd Street passage wall. In addition, at the Viaduct Level, plans for the terrace design elements that are selected to delineate the boundary between the Commodore and Grand Central Terminal would be submitted to NYSHPO for review and comment. As a result, with implementation of these conditions, the Project would have no adverse effect to Grand Central Terminal.

As shown in [Appendix B](#), renovations are proposed to the 42nd Street Passage, and the existing subway entrance at East 42nd Street. The 42nd Street Passage is highly altered from its original condition, and many of the original features, materials, and finishes are no longer extant as a result of renovations in the 1990s that widened the Passage, added retail along the perimeter, and relocated and reopened access to areas like Vanderbilt Hall and the Oyster Bar. The 42nd Street entrance, marked by three large arches, was altered to accommodate an elevator in one of the arched bays. Therefore, the proposed work at the 42nd Street Passage would largely impact non-historic and non-contributing features and materials such as retail storefronts, circulation openings, and arched bays. As a successor to the late-20th century renovations, the Project redesigns the Passage width and retail space, adding openings to the perimeter walls that are in scale with similar, existing circulation openings along the Passage. The historic 42nd Street entrance, possibly the most intact part of the Passage, will be retained and restored by removing the elevator to reinstate the three-arched opening.

Construction of the Project would occur adjacent to Grand Central Terminal and the Park Avenue Viaduct. The Graybar Building and the Chrysler Building are also within 90 feet of the Project Site. Construction activities for the Project have the potential to result in construction-related effects to these resources. Therefore, to avoid inadvertent construction-period damage to these historic resources, it is expected that a construction protection plan (CPP) would be developed and implemented in consultation with the NYSHPO, LPC, and the Metropolitan Transportation Authority (MTA). With a CPP in place, no construction damage to historic properties is expected.

The design of the new tower is intended to increase visual interaction with the historic Grand Central Terminal. The Project would be set back from Lexington Avenue to allow for five-foot increased sidewalk widths on Lexington Avenue and 42nd Street and enhanced views from within the APE to adjacent landmarks. A wraparound, open-air, publicly accessible terrace surrounding the building would be constructed approximately 30-45 feet above street level, providing new visual vantage points from which to appreciate the Grand Central Terminal and the viaduct as well as other nearby historic buildings such as the Chrysler Building, Graybar Building, Chanin Building, Bowery Savings Bank Building, Socony-Mobil Building, and the

Pershing Square Building. The terraces include a variety of designed areas, featuring both fixed landscaping and features along with movable furniture. Moreover, the use of clear glazing and cinching the new building at street level would allow better views of Grand Central Terminal from the east along East 42nd Street.

While the new approximately 1,575-foot tall building would alter the visual context of the adjacent Grand Central Terminal, it is not expected to result in an adverse contextual effect to Grand Central Terminal. The Project would incorporate expansive public access space on the second level and a step back design that reveals previously obstructed views of Grand Central Terminal's eastern façade. As a result, the Project would enhance Grand Central Terminal's visual prominence by creating a low streetwall and recessed sections that would pull back the base of the new building, opening up views to Grand Central Terminal along East 42nd Street.

Nearby skyscrapers, many of them historic architectural resources, define Grand Central Terminal's immediate setting. These surrounding historic skyscrapers include the 1,046-foot-tall Chrysler Building, the 769-foot-tall MetLife Building, the approximately 720-foot-tall Chanin Building, and the 568-foot-tall Socony-Mobil Building. Added to this setting, the Project would not adversely change the scale, visual prominence, or visual context of Grand Central Terminal. The structure would be in keeping with the surrounding historic skyscrapers that exhibit a range of styles and cladding materials, like the Art Deco Chrysler Building and Modernist Socony-Mobil Building, both of which—despite being built decades apart and representing different architectural styles—use stainless steel materials.

The Project would not affect the scale, visual prominence, or visual context of other architectural resources located in the APE, as it would be one of many tall office buildings located along East 42nd Street and Lexington Avenue in a densely developed commercial district that contains many historic skyscrapers and other historic buildings that exhibit a range of heights and a variety of styles, massings, and materials. Further, the Project would enhance views of the Chanin Building from the north as it would be set back from the southwest corner of the site to allow for a publicly accessible space and would open views at pedestrian sight lines.

The view corridor of the Chrysler Building would not be significantly altered by the Project, but would instead incorporate a tall building along a corridor that includes several other high-rise buildings. Existing views of the top portion of the Chrysler Building along 42nd Street from east of Madison Avenue would be obstructed by the Project. This impact on views would not detract from the Chrysler Building's history and integrity of design, materials, and workmanship which are characteristics that qualify it for listing in the National Register. The Chrysler Building would still be visible from vantage points closer to Lexington Avenue, as well as from other vantage points within the APE along Lexington Avenue and further east along East 42nd Street as well as East 43rd Street. These views are direct and high-quality by comparison. In addition, as described above, the Project

provides a significant new viewpoint from which to view the Chrysler Building in the form of second floor outdoor terraces.

Consideration of potential impacts to the Chrysler Building was an important aspect of the Project's design. In particular, the design of the new tower considered the Chrysler Building in two ways:

- 1) The design of the new tower tapers the volume of the building with setbacks that are deliberately not in line with the tower of the Chrysler Building. In this way, the design of the new tower is respectful of the Chrysler Building and does not compete with its iconic crown.
- 2) The design of the new tower acknowledges the evolution of skyscraper design in Manhattan—at the time of its construction, the Chrysler Building was the tallest building in the world, and buildings that reach such great heights feature a crown at the top of the building. Therefore, given the soaring height of the new tower, the design features a crown. The design of the new building also resonates with the Art Deco design of the Chrysler Building and is a gentle “nod” to be sympathetic to its design and materials.

Overall, though taller than buildings in its immediate surrounding context, the Project would sit within the context of other tall towers of the Manhattan Skyline, including One Vanderbilt, the MetLife Building, and 270 Park Avenue. Terminal City, as the area around Grand Central Terminal has been called, was historically a catalyst of urban density and the Project extends a tradition of towers that defined the district, including many of the surrounding historic resources. Moreover, the goal of the Greater East Midtown Rezoning is to continue this tradition and facilitate new, high-quality commercial towers. As a result, the Project will be constructed alongside a newly revitalized East Midtown skyline, including towers such as One Vanderbilt.

With the exception of Grand Central Terminal, none of the buildings within the APE include sunlight-sensitive features for which the significance of the building depends on sunlight. While the Project would periodically cast incremental shadows on the east-facing windows of Grand Central Terminal, these shadows would be limited in duration and extent and in no case would substantially eliminate light from Grand Central Terminal as a whole. During periods of shadow casting, the main concourse's eastern façade windows would provide ambient and reflected light to the interior of Grand Central Terminal, and direct sun would continue to reach the main concourse through Grand Central Terminal's other windows. These new shadows would not adversely affect the way in which the design allows light to enter the Grand Central Terminal concourse.¹²

¹² A shadows analysis was conducted as part of the 2021 CEQR FEIS; the analysis found that the Project would not result in adverse shadows impacts to historic resources.

Other nearby historic properties would have varying degrees of views towards the new tower, from proximate views to those that are negligible due to intervening buildings and sightlines limited by 90-degree corners, such as the Grand Central Terminal Post Office and St. Agnes Rectory. As explained above in [Section 4.4](#) and [Table 3](#), historic buildings in the APE are primarily significant for their design and materials. Although the new tower would create a noticeable change in the streetscape, it is not expected that the Project would diminish the integrity of these historic properties' location, design, setting, materials, workmanship, feeling or association. Midtown Manhattan is constantly evolving, including a notable mix of buildings reflecting major periods of the development of the city. Overall, though taller, the building would be one of many tall office buildings in a densely developed commercial district that contains skyscrapers and other historic buildings, and within this context, the proposed building features would ensure that the building is cohesive with and would not adversely affect those surrounding buildings. Therefore, the Project is anticipated to have no adverse effect to historic properties.

Table 3 Impacts to Historic Properties Within the APE

Map ID	Resource Name	Location	NYS USN	NR Criteria for Eligibility	Recommendation of Effect
1	Grand Central Terminal and Park Avenue Viaduct	77 East 42nd Street	6101.000365. 6101.006478	Criterion A as a major catalyst for the growth of Midtown Manhattan and as one of the city's most important infrastructure elements; Criterion B as one of the hallmark examples of Warren and Wetmore's portfolio; and Criterion C for its highly decorative surface features and design to facilitate complex, multiple modes of transportation	No Adverse Effect <i>42nd Street Passage is highly altered; renovations mostly impact non-historic fabric. Work consistent with scale, materials, and circulation patterns of original design. Project will follow conditions, including NYSHPO design review</i>
2	Chrysler Building	405 Lexington Avenue	6101.001565	Criterion A as an early example of New York's wealth of skyscrapers, especially important as it was completed during the Great Depression; Criterion C for its iconic Art Deco style and detailing referencing the machine age	No Adverse Effect <i>No physical impacts with implementation of CPP; view of building from certain vantage points will be interrupted, but new tower would not diminish integrity of design, setting, materials, and workmanship</i>
3	Chanin Building	374 Lexington Avenue	6101.000626	Criterion C as a well-preserved and exemplary example of an Art Deco skyscraper	No Effect <i>Project will not alter any significant characteristics of the property</i>
4	Grand Central Terminal Post Office	450 Lexington Avenue	6101.007095	Criterion A as one of the last extant examples of Terminal City and Criterion C as a Beaux Arts complement to Grand Central Terminal, with the use of monumental architecture combined with more delicate detailing	No Effect <i>No physical impacts; visibility of new tower is negligible</i>
5	Pershing Square Building (former)	125 Park Avenue	6101.015069	Criterion A as an extant example of the Terminal City development, constructed specifically in response to the opening of Grand Central Terminal; Criterion C as an example of Renaissance Revival design, especially notable for its influential masonry decoration	No Adverse Effect <i>No physical impacts; new tower would not diminish integrity of setting</i>
6	Bowery Savings Bank Building	120 East 42nd Street	6101.008623	Criterion C as a well-preserved example of a Romanesque Revival building with a dramatic arched entrance	No Adverse Effect <i>Project will not alter any significant characteristics of the property</i>

Map ID	Resource Name	Location	NYS USN	NR Criteria for Eligibility	Recommendation of Effect
7	Graybar Building	420 Lexington Avenue	6101.010661	Criterion A for its association with Terminal City and its role in the area's development and Criterion C as an intact representative example of a well-rendered 1920s office building in the Art Deco style	No Adverse Effect <i>No physical impacts with implementation of CPP; new tower would not diminish integrity of setting</i>
8	Socony-Mobil Building	150 East 42nd Street	6101.012800	Criterion C as the city's first skyscraper constructed with stainless steel sheathing and the largest metal-clad office building in the world at the time	No Effect <i>Project will not alter any significant characteristics of the property</i>
9	St. Agnes Rectory	141 East 43rd Street	6101.010609	Criterion C as a well-preserved example of early 20 th century vernacular Gothic Revival architecture	No Effect <i>Project will not alter any significant characteristics of the property</i>
10	Pan Am/ MetLife Building	200 Park Avenue	6101.018052	Criterion A for its association with the post-WWII building boom and mid-century redevelopment of Manhattan; Criterion C as a fine example of Brutalist design that is associated with notable designers (Gropius, Belluschi, and Roth) and its complex structural work that allowed the building to be constructed above a passenger terminal	No Adverse Effect <i>No physical impacts; new tower would not diminish integrity of setting</i>
11	101 Park Avenue	101 Park Avenue	6101.010508	Criterion A for its association with a new wave of large-scale commissions resulting from the 1961 change in ordinance; Criterion B for its association with the architect Eli Attia; and Criterion C for its curtain wall design using the patented "Engineered Architecture" approach	No Effect <i>No physical impacts; visibility of new tower is negligible</i>

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Attachment A: Project Description

Project Description

Commodore Owner LLC, a partnership between RXR and TF Cornerstone (the Project Sponsor), is proposing to redevelop 175 Park Avenue (the Project) located in New York, New York.

The Project Site is located on Block 1280, Lot 30, an approximately 57,300 square foot (sf) lot that currently contains the Hyatt Grand Central Hotel, a 26-story, approximately 295-foot-tall steel and glass building. The Hyatt contains approximately 1,028,120 gsf with 1,300 guest rooms and 60,000 gsf of conference and event space.

The Project Site is located adjacent to Grand Central Terminal. In addition, it sits directly above the Grand Central – 42nd Street subway station and MTA Metro-North Railroad tracks (see **Figure 1**). The Metropolitan Transit Authority (MTA) controls Grand Central Terminal and adjacent lots to the north of the Project Site, as well as ground-floor and mezzanine-level circulation areas located on the Project Site.

The Project Sponsor proposes to acquire the Project Site via a ground lease from Hyatt Equities, demolish the existing Hyatt building, and construct a new building that would extend up to 92 stories and 1,575 feet high, containing approximately 2.9 million gsf of mixed-use office, hotel, and public space. The proposed building would include approximately 2,165,000 gsf of office space; 258,000 gsf of hotel space with up to 200 hotel rooms operated by Hyatt; 21,000 sf of outdoor publicly accessible terrace space; 25,000 sf of MTA circulation space; and 3,000 gsf of retail space on the cellar, ground, and second floors. See **Figures 2 through 5** for illustrative renderings of the Project.

The Project includes several public concourse, transit and public space improvements to enhance circulation and reduce congestion within the Grand Central Terminal transportation network. These elements are “betterments” that are a condition of the Project’s development approvals. Pursuant to New York City requirements, the transit improvements would be fully funded by the developer and would be implemented pursuant to the terms of agreements with the MTA as the agency charged with the management of and the making of improvements to its transportation facilities.

In connection with the proposed development, the proposed Project would provide the following transit circulation and public space betterments at Grand Central Terminal, the Grand Central – 42nd Street subway station, and on the Project Site:

- › The subway entrance at East 42nd Street would be redesigned and expanded. Turnstiles would be relocated to street level, and a new diagonal staircase leading to the subway would ease the flow of foot traffic. A new elevator adjacent to the stair would provide a more direct ADA connection to the subway mezzanine. The elevator located at the entrance to the 42nd Street Passage would be removed, and in its place, the historic entrance would be restored. A new designated subway entrance would be constructed on the Project Site to provide a direct connection to East 42nd Street from the subway and help ease crowding and backups at the entrances.

- › A new transit hall of approximately 5,300 sf containing retail, information screens and booths, and connections to Grand Central Terminal would be constructed at the ground floor level on the western side of the Project Site. The transit hall would work in tandem with the existing 42nd Street Passage and expanded subway entrance to increase pedestrian throughput.
- › Improvements to the subway entrance on Lexington Avenue and below-grade mezzanine would be constructed to bring light and air into the subway mezzanine and provide a larger, covered at-grade subway entrance. These improvements would also help to ease crowding and backups at the entrances. The stairs located near the northwest corner of Lexington Avenue and East 42nd Street that provide access from Lexington Avenue down to the mezzanine level of the subway station would be realigned and relocated further north.
- › The building would be set back from Lexington Avenue to allow for a minimum five-foot increased sidewalk widths on Lexington Avenue and East 42nd Street.
- › The Lexington Passage entrance would be redesigned to make it legible and inviting to pedestrians. The Passage would be refinished, and its ceiling height would be increased from approximately 9 feet 6 inches to as high as 18 feet for most of its length.
- › Girders would be removed from the subway mezzanine level to improve circulation and enhance sightlines.
- › A "Short Loop Connection" would be constructed through adaptive reuse of an existing, decommissioned Metro-North loop track tunnel to create a pedestrian connection between the Long Island Rail Road Grand Central Madison station and the lower-level Metro-North trains and subway mezzanine level.
- › The open space proposed on the west side of the building, the Grand Central Terrace, would provide new visibility of the southeast corner of Grand Central Terminal. The terrace would provide trees, planting, seating, and skylights that bring light to the transit hall below. Additionally, a small portion of the sidewalk will be expanded and refinished to better complement the adjacent Grand Central Terrace.
- › The open space proposed on the east side of the building, the Chrysler Terrace, would provide an overlook onto Lexington Avenue and East 42nd Street, and a unique vantage point for viewing the surrounding landmarks. The terrace would feature trees, plantings, and multiple types of seating.
- › The open space proposed on the north side of the building, the Graybar Terrace, would feature retail use, fixed and movable seating, and flexible space.

Elements of the Proposed Project would occur on Grand Central Terminal property. These changes include improvements to the sidewalk at the level of the Park Avenue Viaduct and interior modifications to the retail storefronts, entrance doors, and circulation portals within the 42nd Street Passage.

Figure 1 Proposed Area of Potential Effects

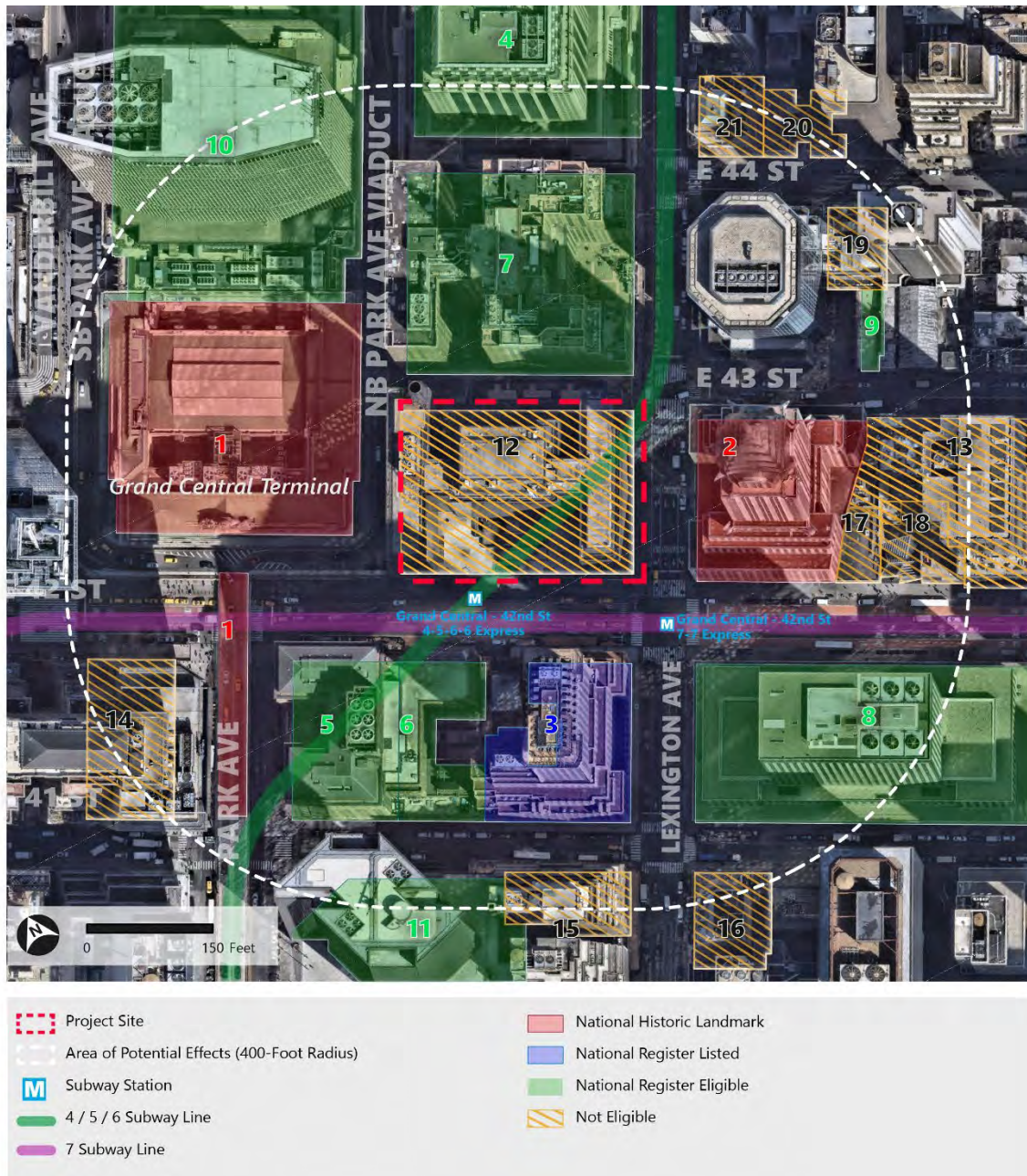


Figure 2 Rendered skyline view showing the Proposed Project in context among One Vanderbilt, the future JP Morgan Chase Headquarters building, and the Bank of America Tower



Source: Renderings by Skidmore, Owings & Merrill, 2021.

Figure 3 Renderings of Proposed Project as seen from East 42nd Street



The proposed redesigned and expanded entrance to the Grand Central – 42nd Street subway station is shown at the ground level with the proposed elevator and west grand staircase to the publicly accessible terrace above.

Source: Renderings by Skidmore, Owings & Merrill, 2021.



Two grand staircases will lead to the publicly accessible terrace on the second floor.

Source: Renderings by Skidmore, Owings & Merrill, 2021.

Figure 4 Rendering of the Proposed Project from Lexington Avenue



View showing the entrance to the Grand Central – 42nd Street subway station and the entrance to Lexington passage with the publicly accessible terrace above
Source: Renderings by Skidmore, Owings & Merrill, 2021.

Figure 5 Comparison of Existing Condition to the Proposed Project



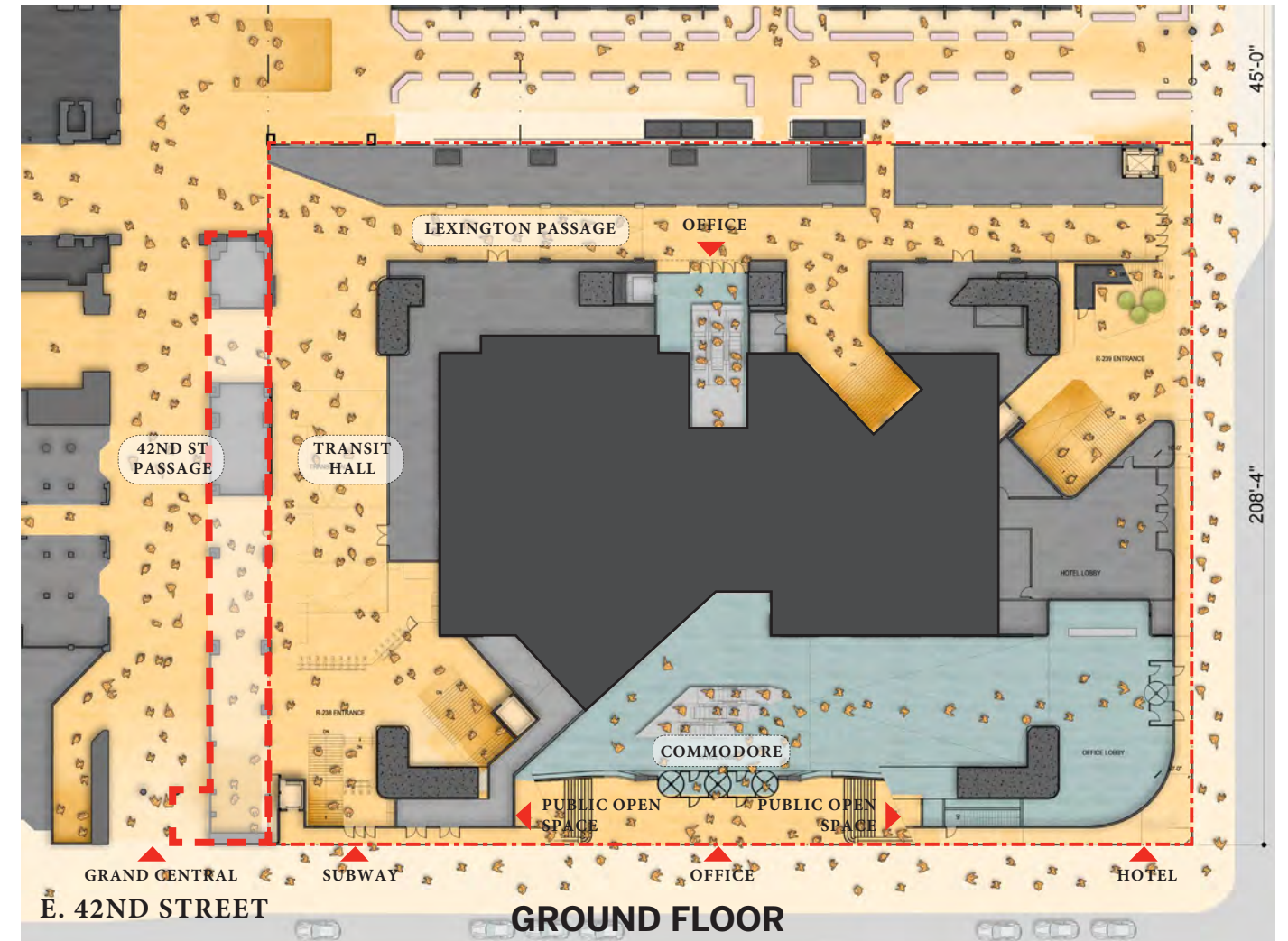
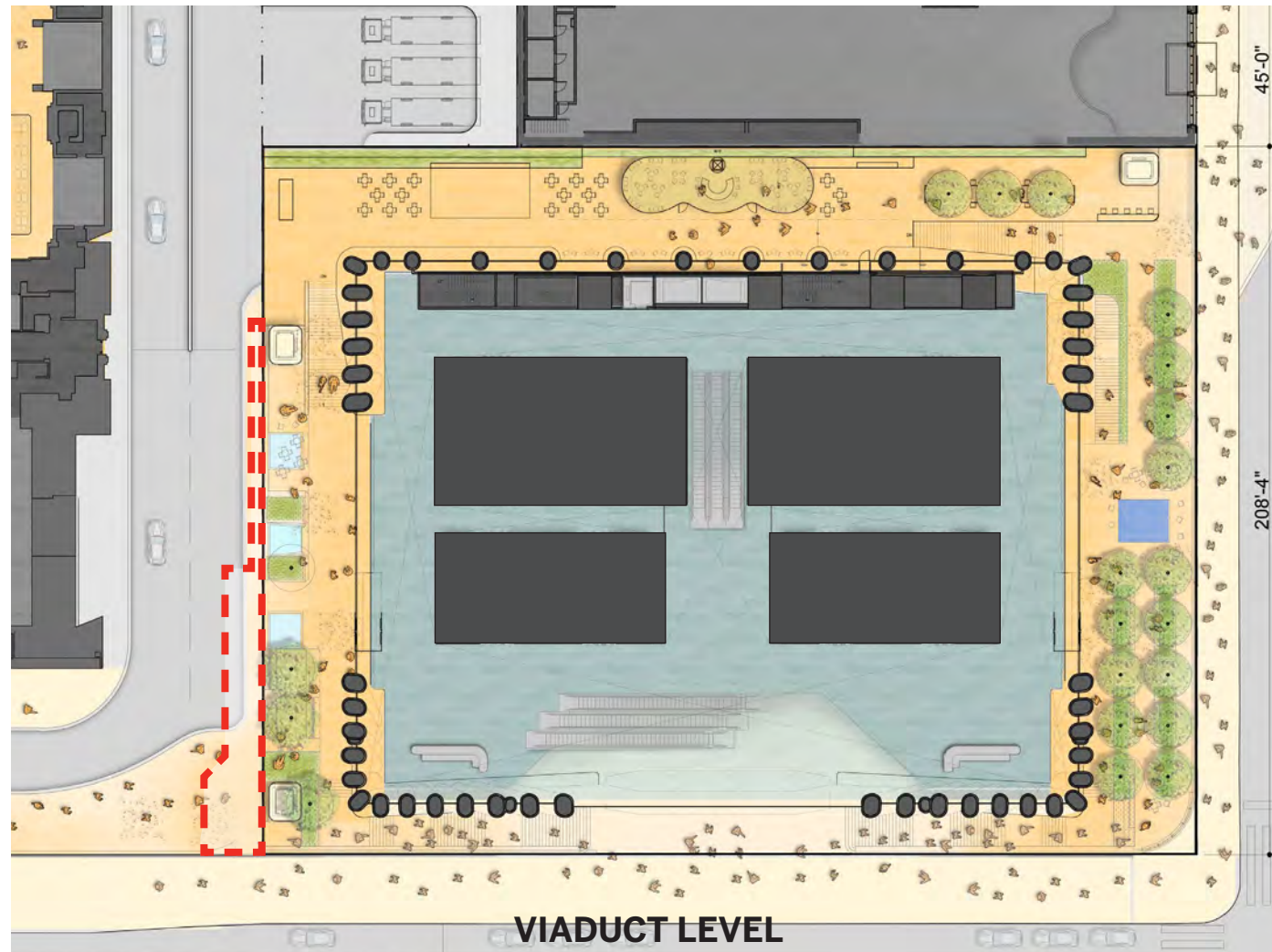
View facing northwest of the southern corner of 175 Park Avenue at the intersection of East 42nd Street and Lexington Avenue
Source: Renderings by Skidmore, Owings & Merrill, 2021.

Attachment B: Improvements on Grand Central Terminal Property

IMPROVEMENT SUMMARY

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

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



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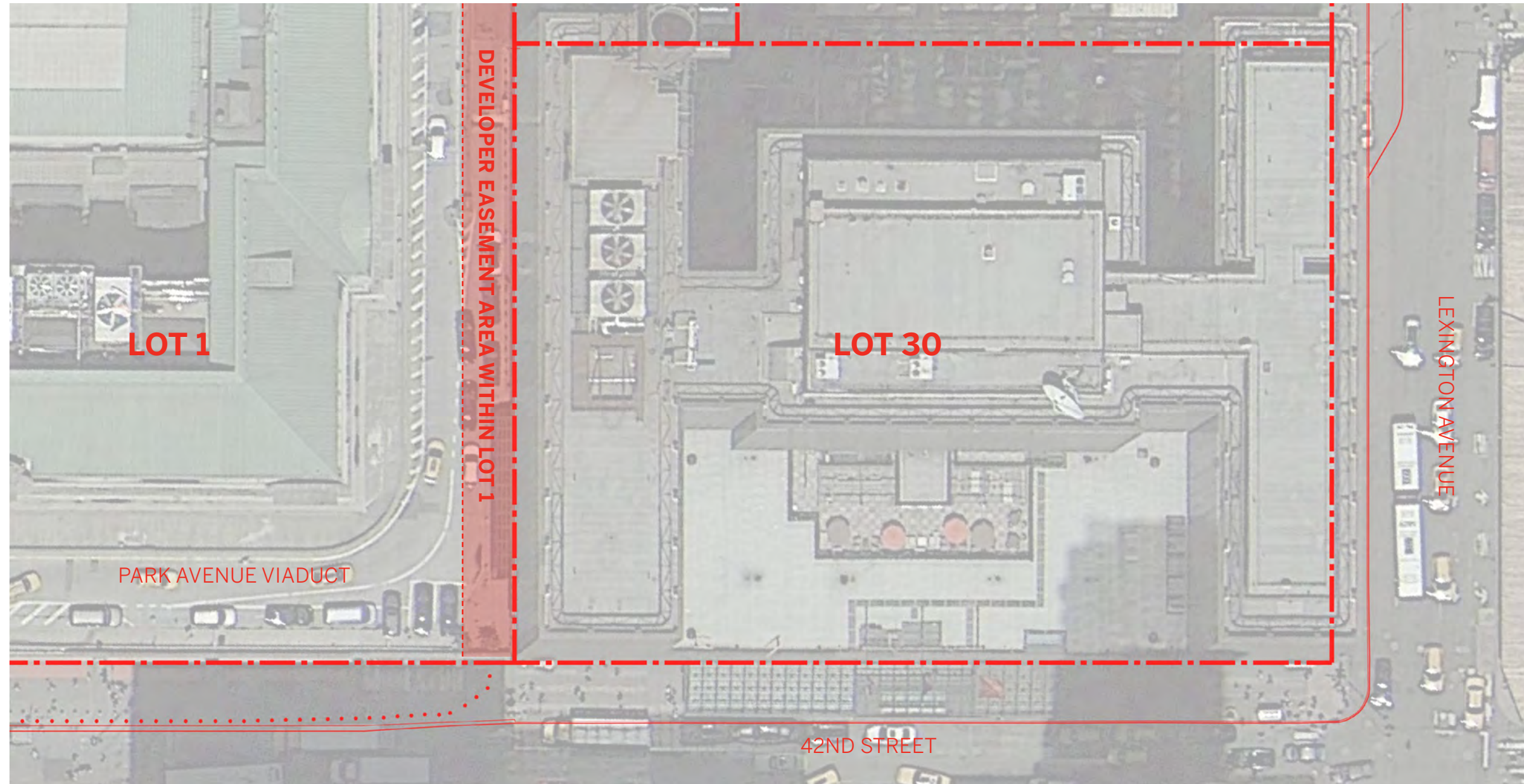
175 PARK AVENUE



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Viaduct-Level Sidewalk Improvement

VIADUCT-LEVEL SIDEWALK IMPROVEMENT EXISTING CONDITION



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VIADUCT-LEVEL SIDEWALK IMPROVEMENT EXISTING CONDITION



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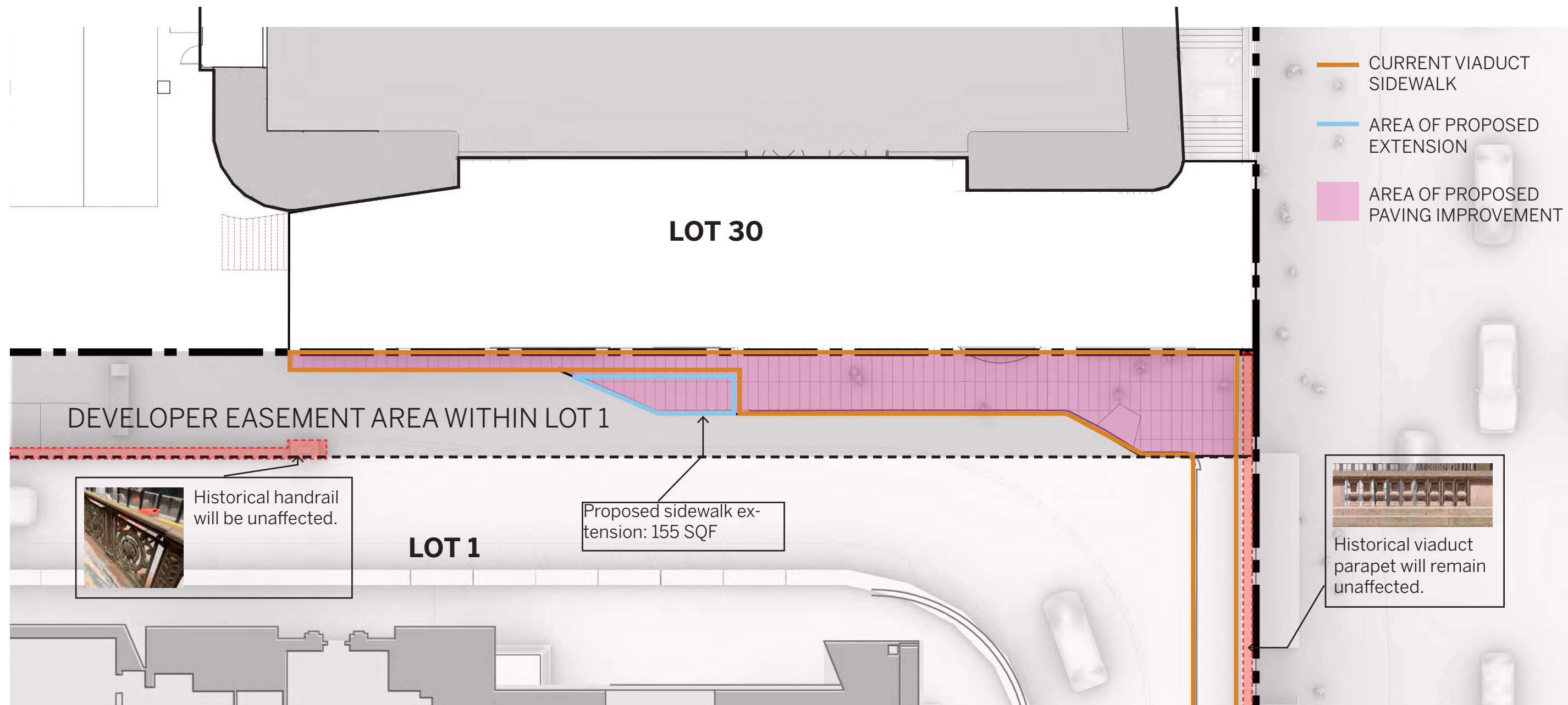
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VIADUCT-LEVEL SIDEWALK IMPROVEMENT

SIDEWALK IMPROVEMENT



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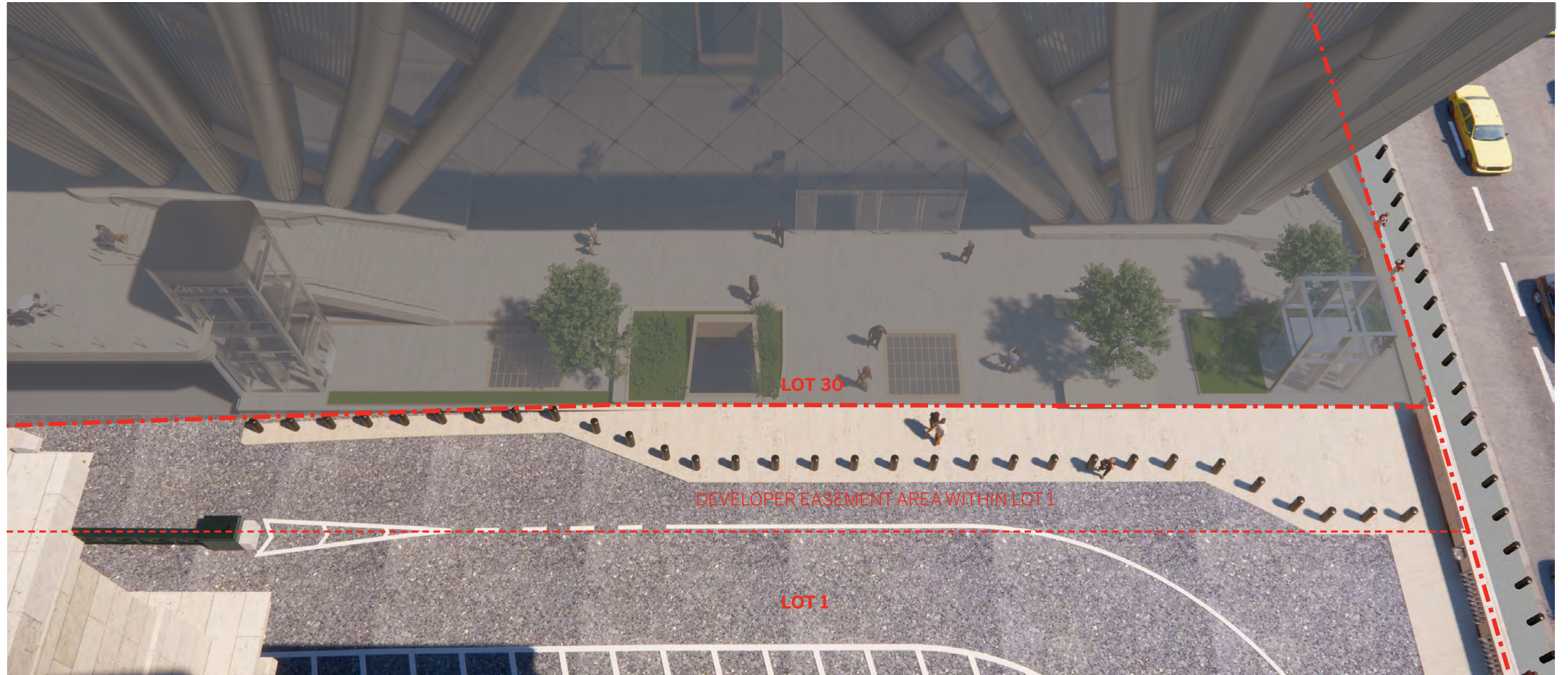
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VIADUCT-LEVEL SIDEWALK IMPROVEMENT

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FEBRUARY 23, 2021



Changes to 42nd Street Passage

EVOLUTION OF THE 42ND STREET PASSAGE 1992-1996

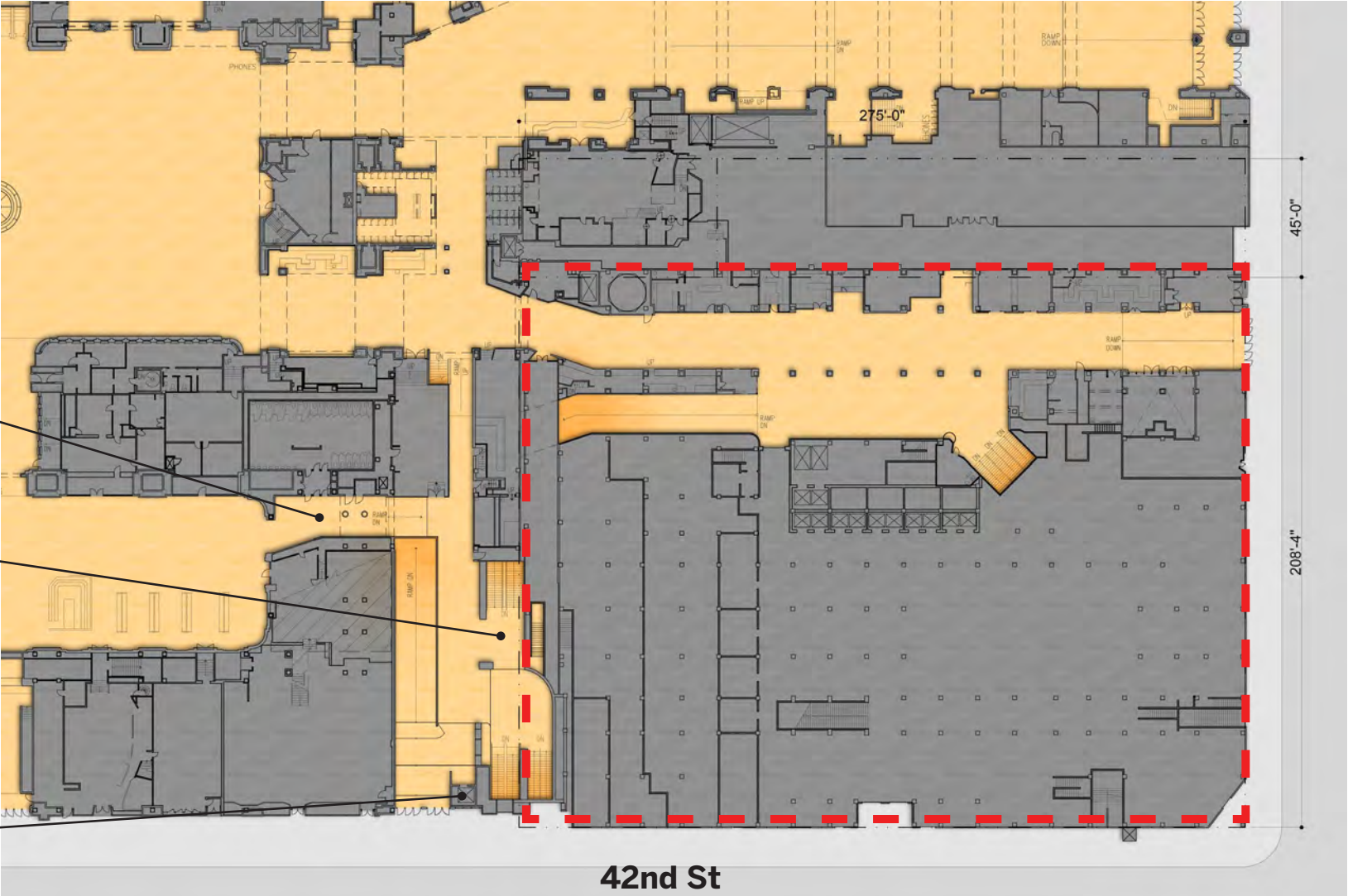
GROUND FLOOR - PRE CONSTRUCTION SURVEY

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

New connection to Vanderbilt Hall

Ramp replaced with stair to Lower Concourse

Historic entrance replaced with elevator



EVOLUTION OF THE 42ND STREET PASSAGE- 1999

GROUND FLOOR - BEYER BLINDER BELLE MASTERPLAN

The Beyer Blinder Belle Master Plan significantly changed the 42nd Street Passage during the 1990's.

Removal of the ramp and stair that descended to the Lower Concourse from the street

Widening of 42nd St Passage

Oyster Bar ramp reopened leading into 42nd St Passage

Relocated access into Vanderbilt Hall

New retail along the passage



EVOLUTION OF THE 42ND STREET PASSAGE SUMMARY

BEFORE AND AFTER BEYER BLINDER BELLE MASTERPLAN



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



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

EVOLUTION OF THE 42ND STREET PASSAGE SUMMARY

BEFORE AND AFTER BEYER BLINDER BELLE MASTERPLAN



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



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

EXISTING 42ND STREET PASSAGE VIEWS



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175 PARK AVENUE



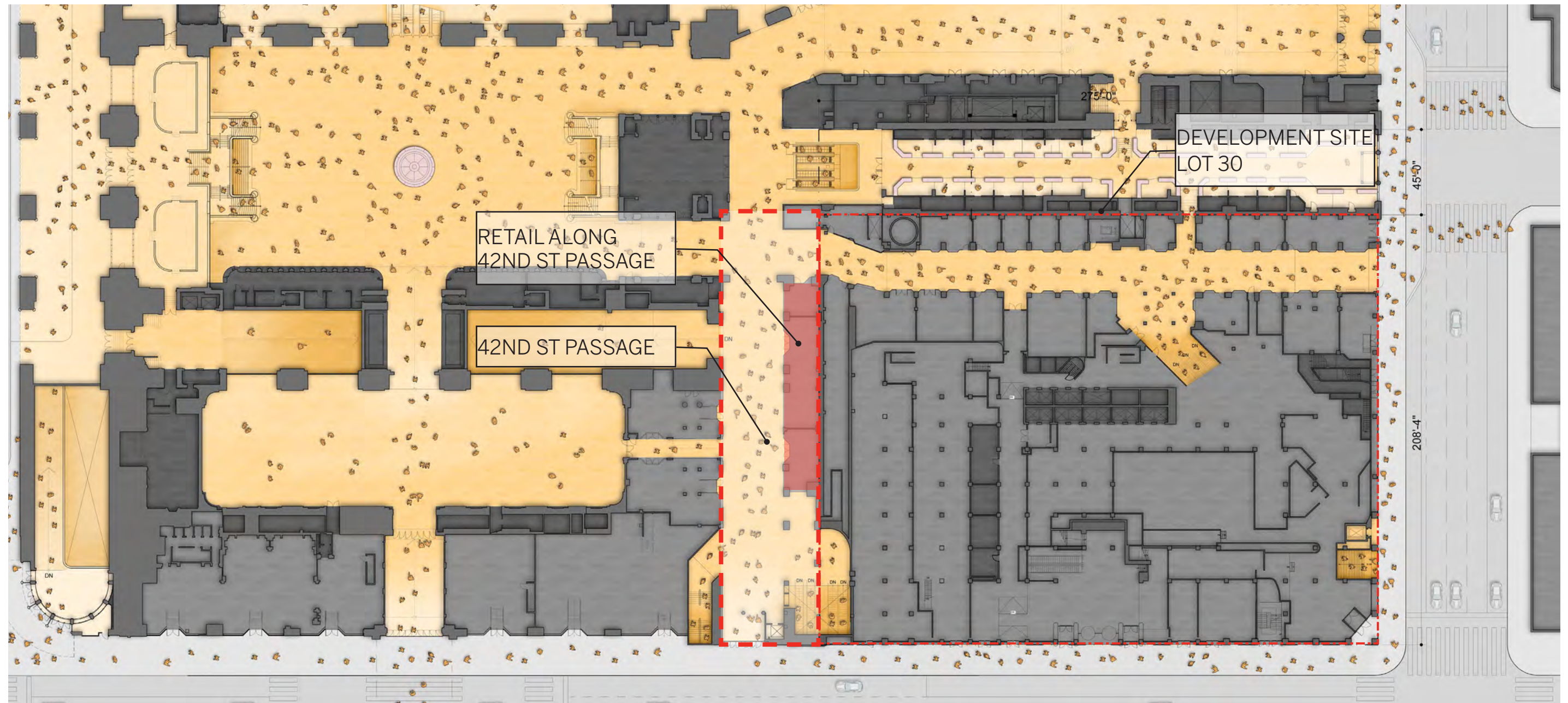
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GROUND FLOOR PLAN - 1999 - CURRENT CONDITION



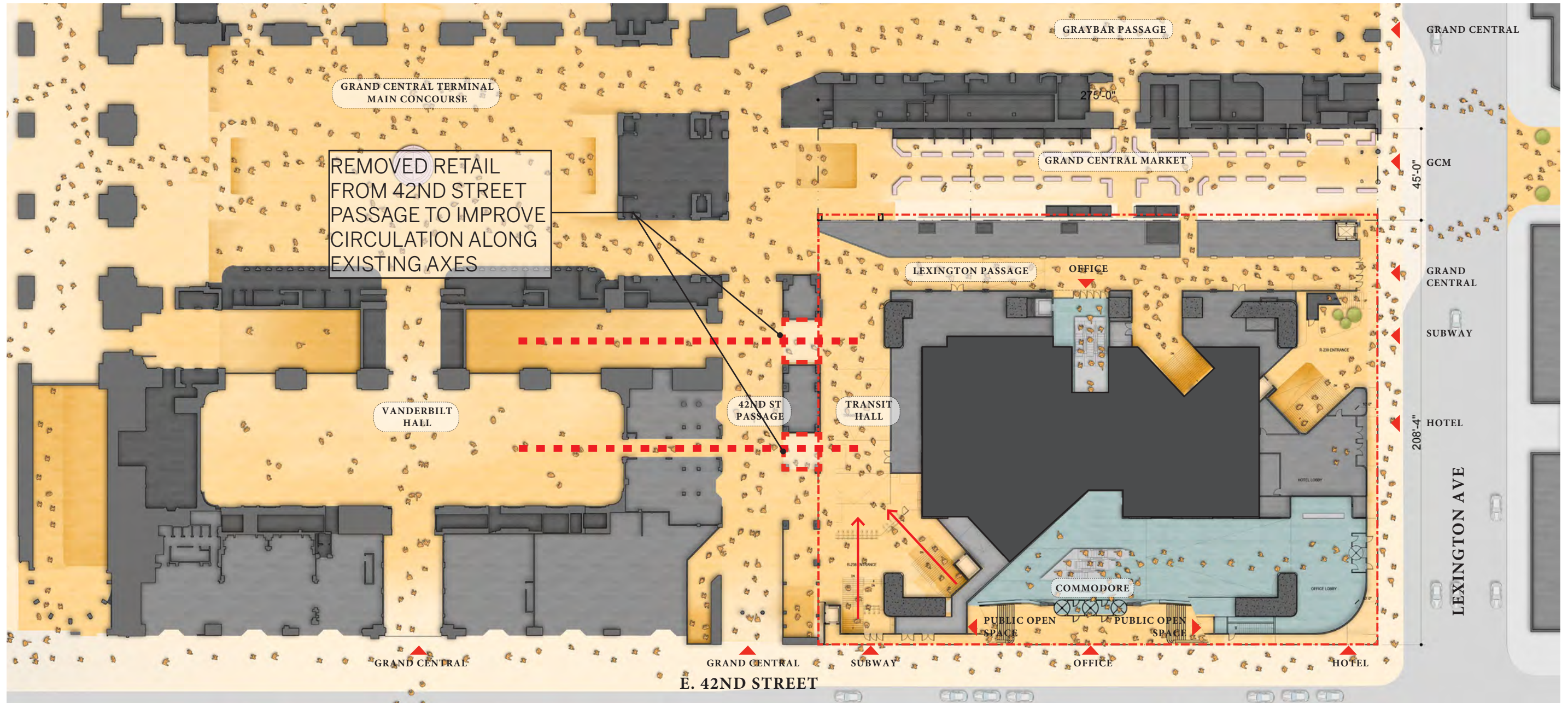
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GROUND FLOOR - PROPOSED

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



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THE EVOLUTION OF THE 42ND ST PASSAGE

1992 Preconstruction Survey (Changes between 1931 - 1992)

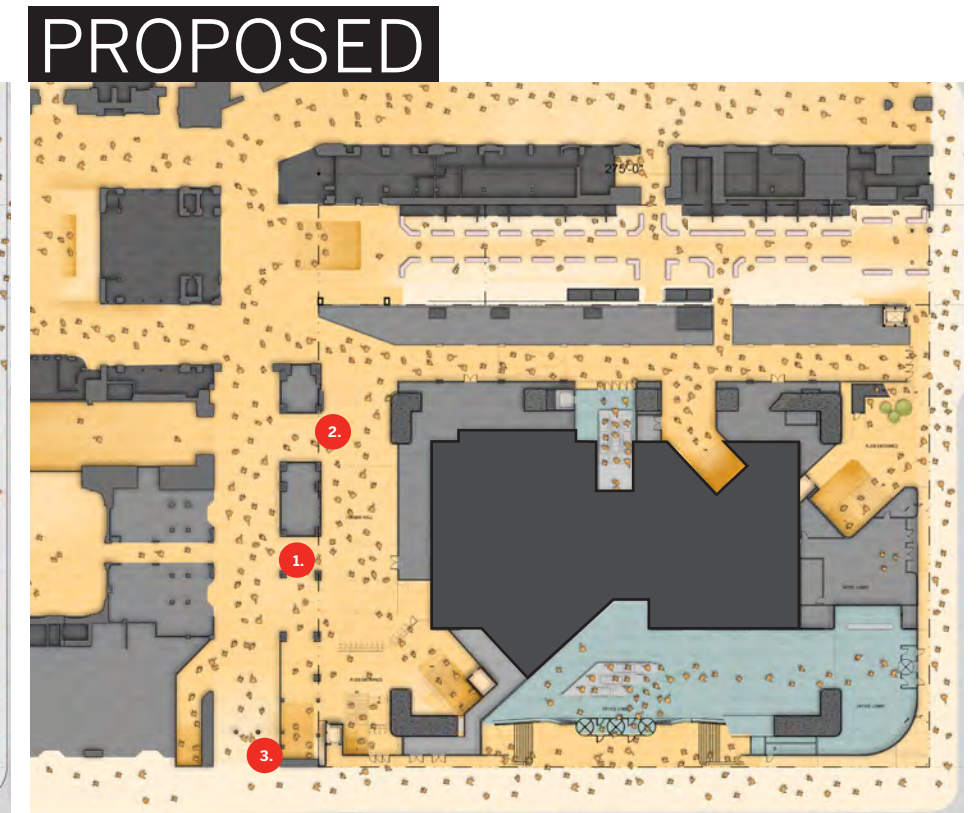
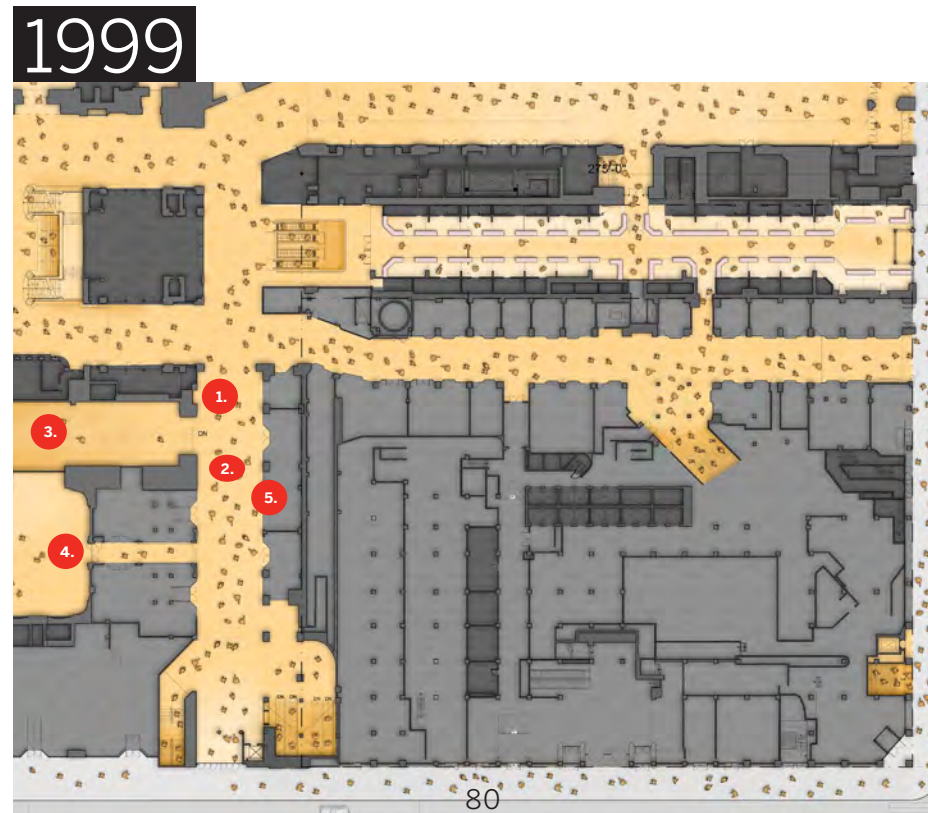
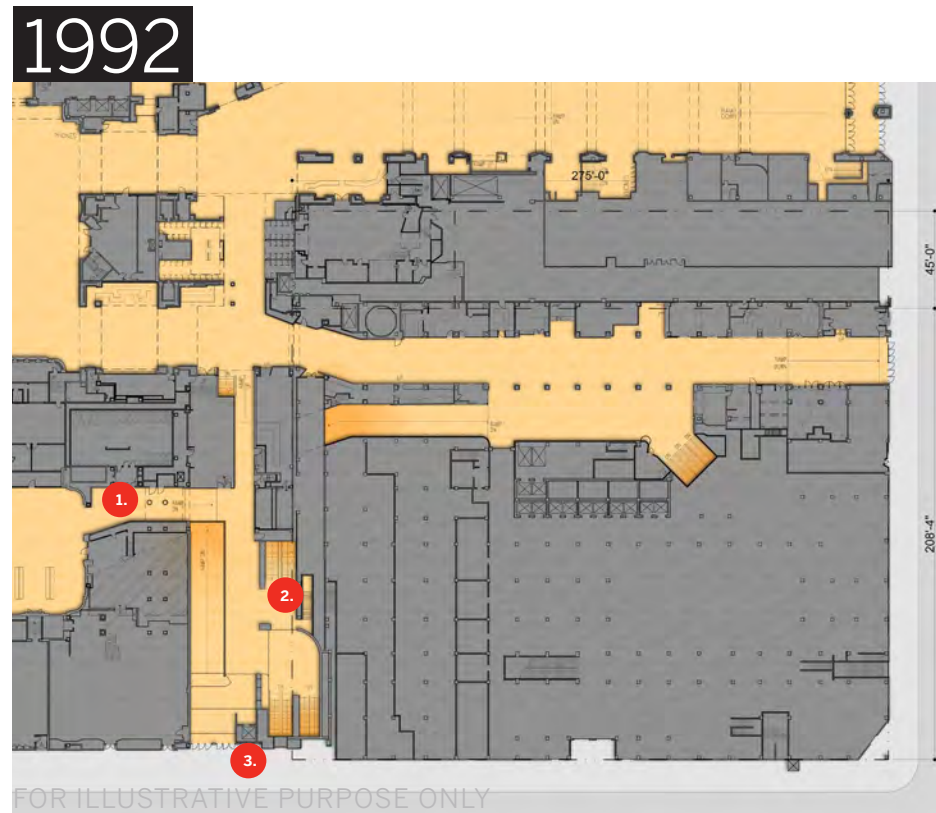
1. New connection to Vanderbilt Hall
2. Ramp replaced with stair to Lower Concourse
3. Historic entrance replaced with elevator

1999 Beyer Blinder Belle Masterplan

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

Proposed Ground Floor Plan

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



175 PARK AVENUE



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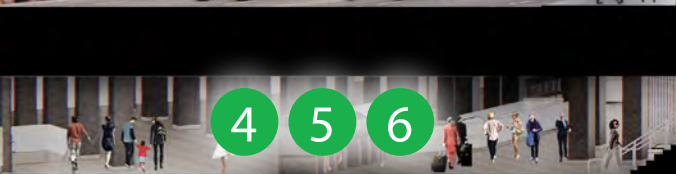
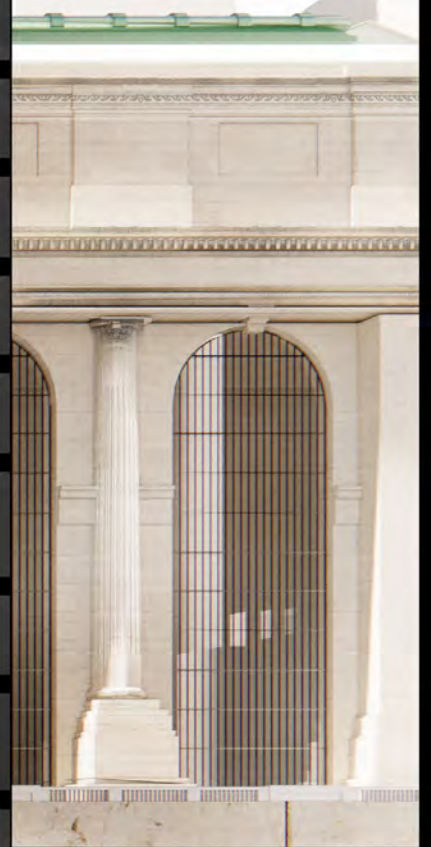
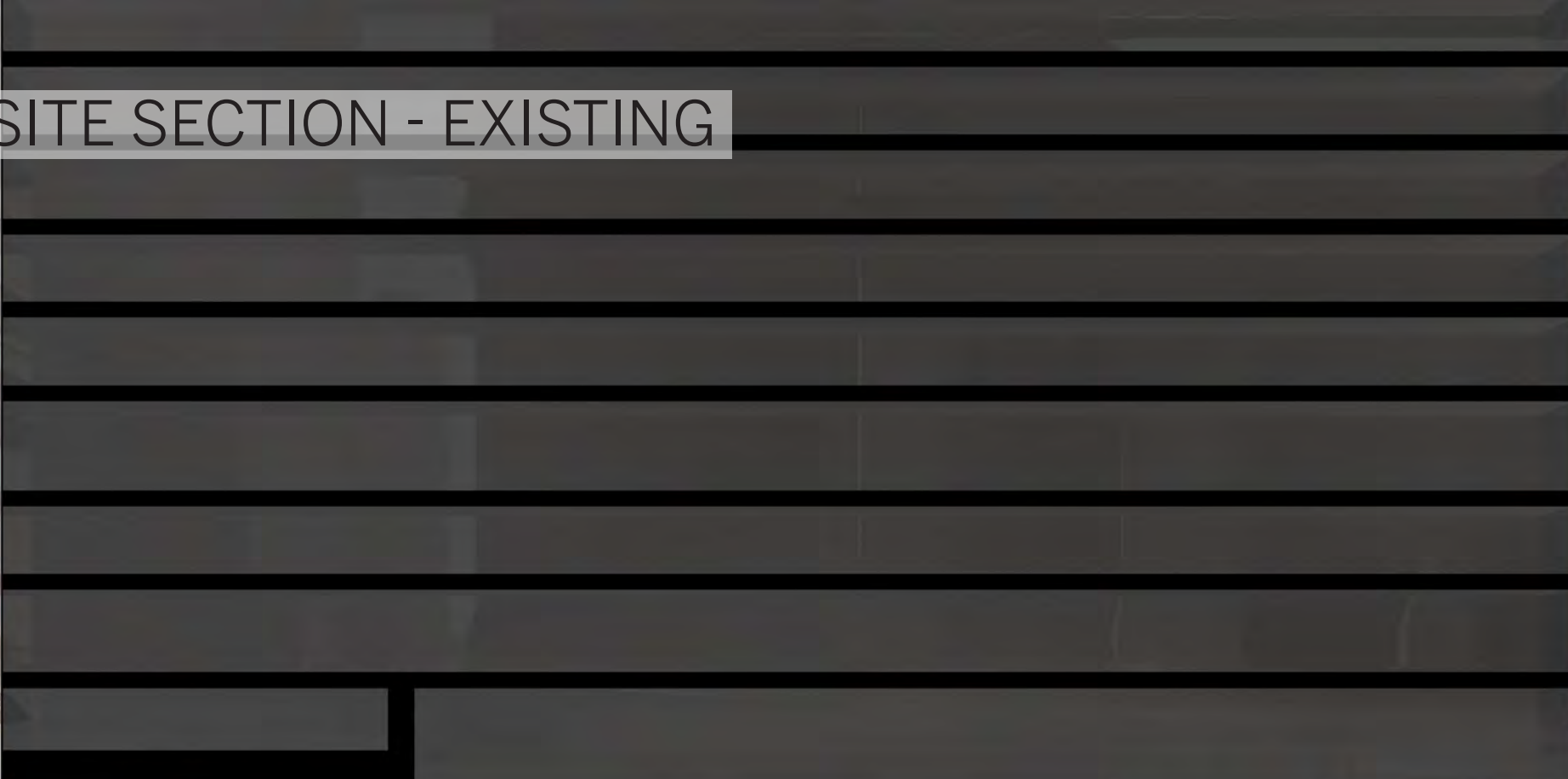
FEBRUARY 23, 2021



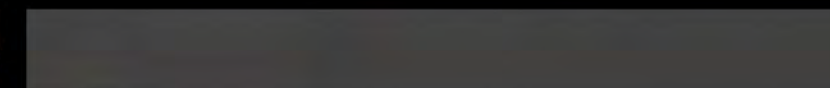
DEVELOPMENT SITE SECTION - EXISTING



EAST 42ND STREET



4 5 6



TO LEXINGTON PASSAGE

TO DINING CONCOURSE



FOR ILLUSTRATIVE PURPOSE ONLY
175 PARK AVENUE



DEVELOPMENT SITE SECTION - PROPOSED



EAST 42ND STREET

TRANSIT HALL

TO LEXINGTON PASSAGE

TO DINING CONCOURSE

4 5 6



FOR ILLUSTRATIVE PURPOSE ONLY
175 PARK AVENUE

RXR

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



FOR ILLUSTRATIVE PURPOSE ONLY
175 PARK AVENUE
RXR **TE**

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

PROPOSED OPENING
ALIGNING WITH THE
VANDERBILT HALL
AXES

BOUNDARY BETWEEN
LOT 1 AND LOT 30



PROPOSED OPENING
ALIGNING WITH THE
OYSTER BAR RAMP

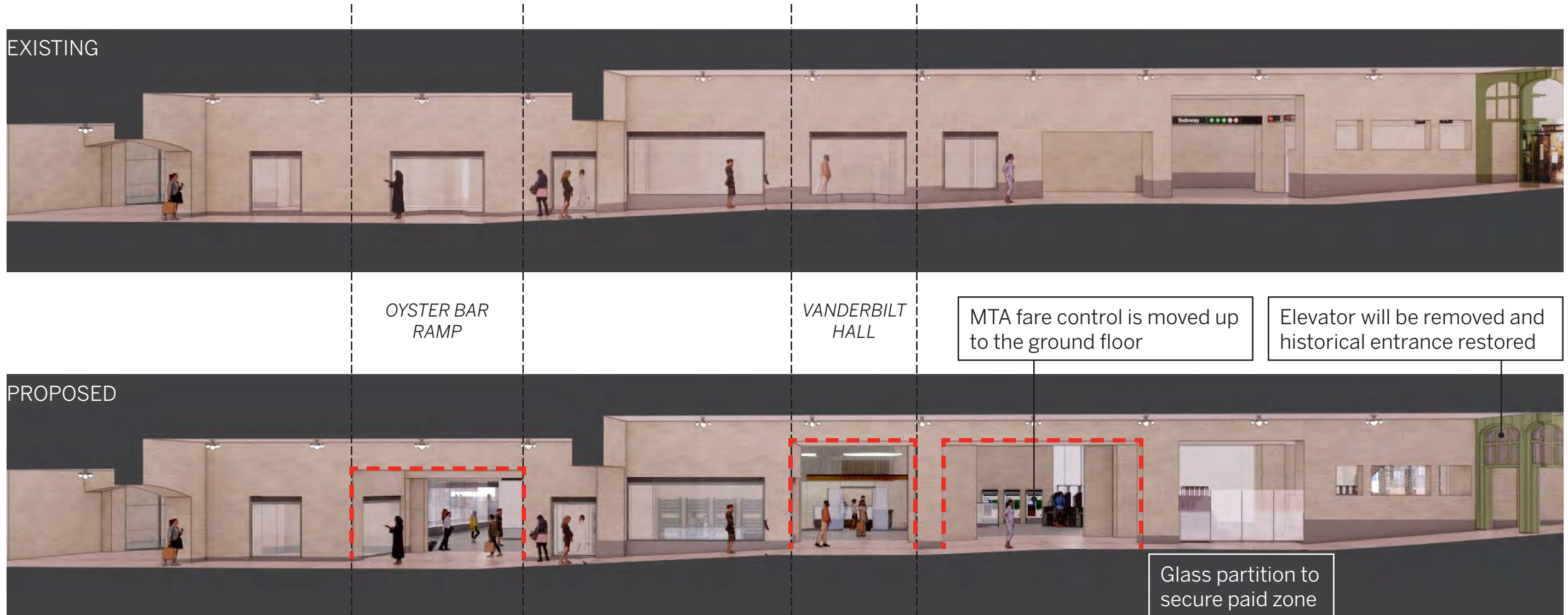
TRANSIT HALL LOOKING SOUTH TOWARDS 42ND STREET VIEW FROM LOT 30



FOR ILLUSTRATIVE PURPOSE ONLY
175 PARK AVENUE
RXR 

42ND STREET PASSAGE - ELEVATION

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

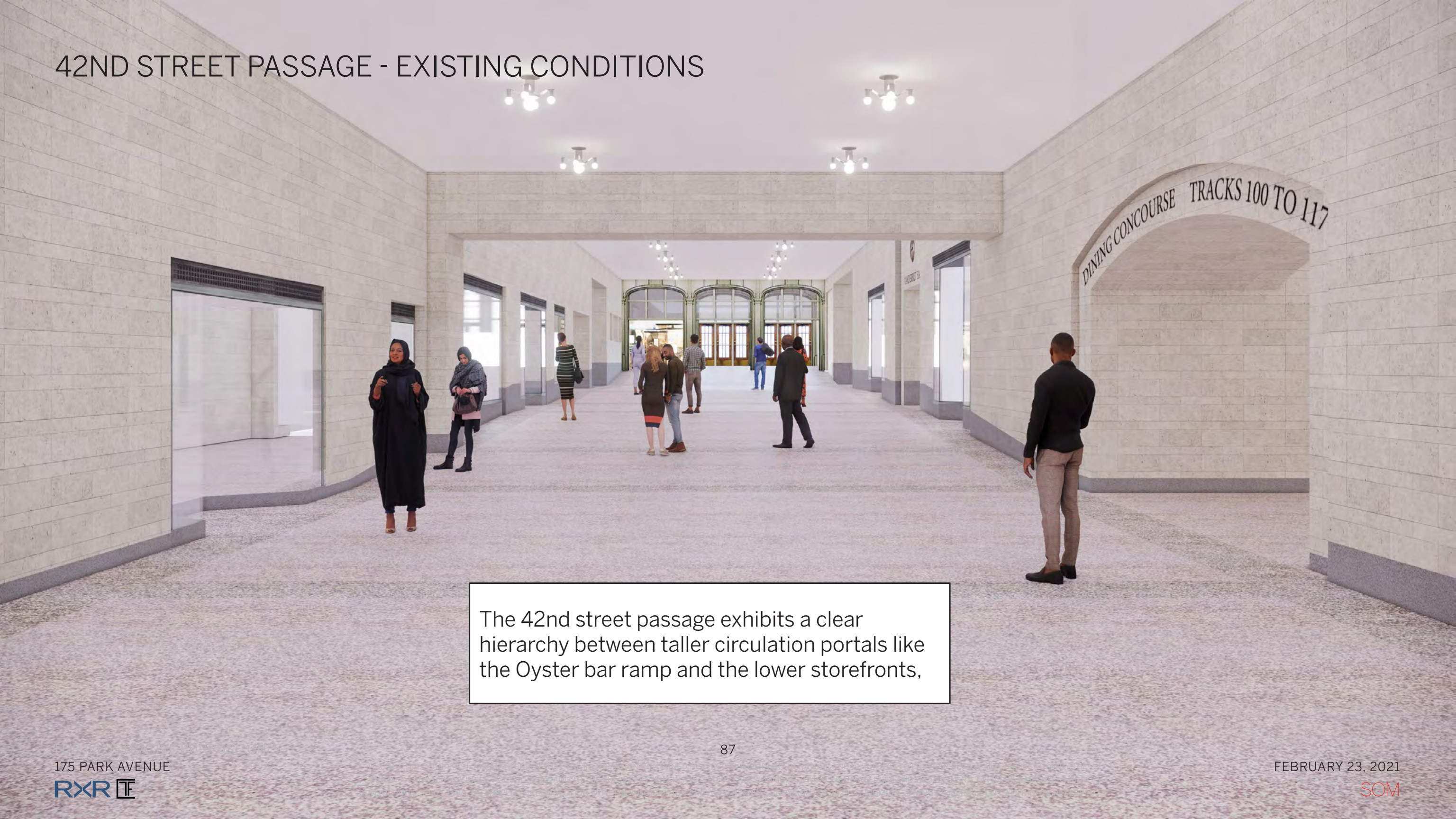


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42ND STREET PASSAGE - EXISTING CONDITIONS



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

42ND STREET PASSAGE - PROPOSED CONDITIONS

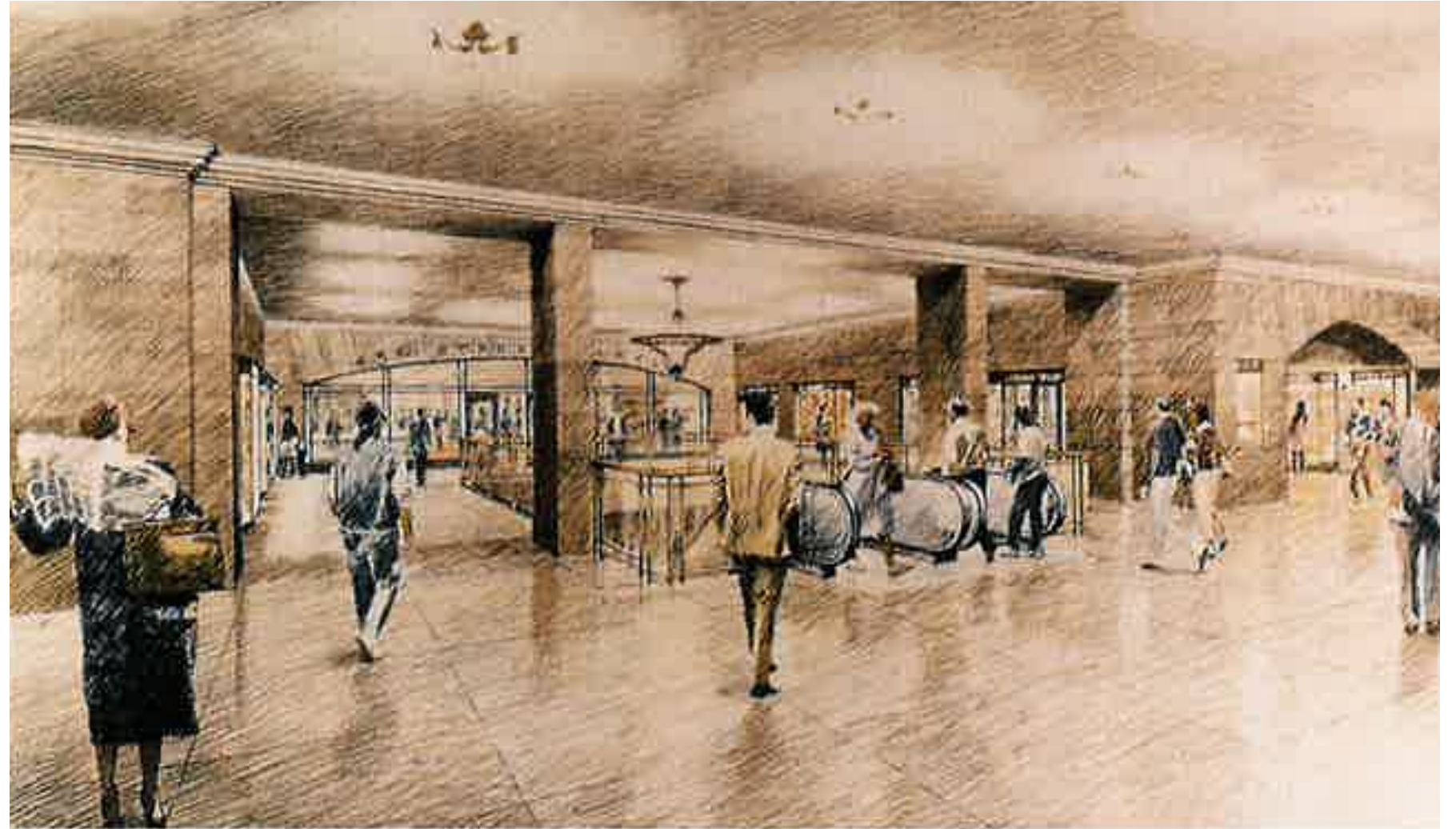


Proposed openings are similar in scale to the existing circulation portals, differentiating them from the scale of the storefronts.

42ND STREET PASSAGE

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

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



42ND STREET PASSAGE - EXISTING CONDITIONS



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42ND STREET PASSAGE - PROPOSED CONDITIONS



Elevator will be removed and historical entrance restored

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

42ND STREET PASSAGE - EXISTING CONDITIONS



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175 PARK AVENUE



42ND STREET PASSAGE - PROPOSED CONDITIONS

Finishes within the Passage will be consistent with the current condition

The proposed opening aligns with the Vanderbilt Hall axes

Boundary between the Terminal and Lot30

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175 PARK AVENUE



42ND STREET PASSAGE - EXISTING CONDITIONS



Portals dedicated to circulation are higher than the datum of storefronts

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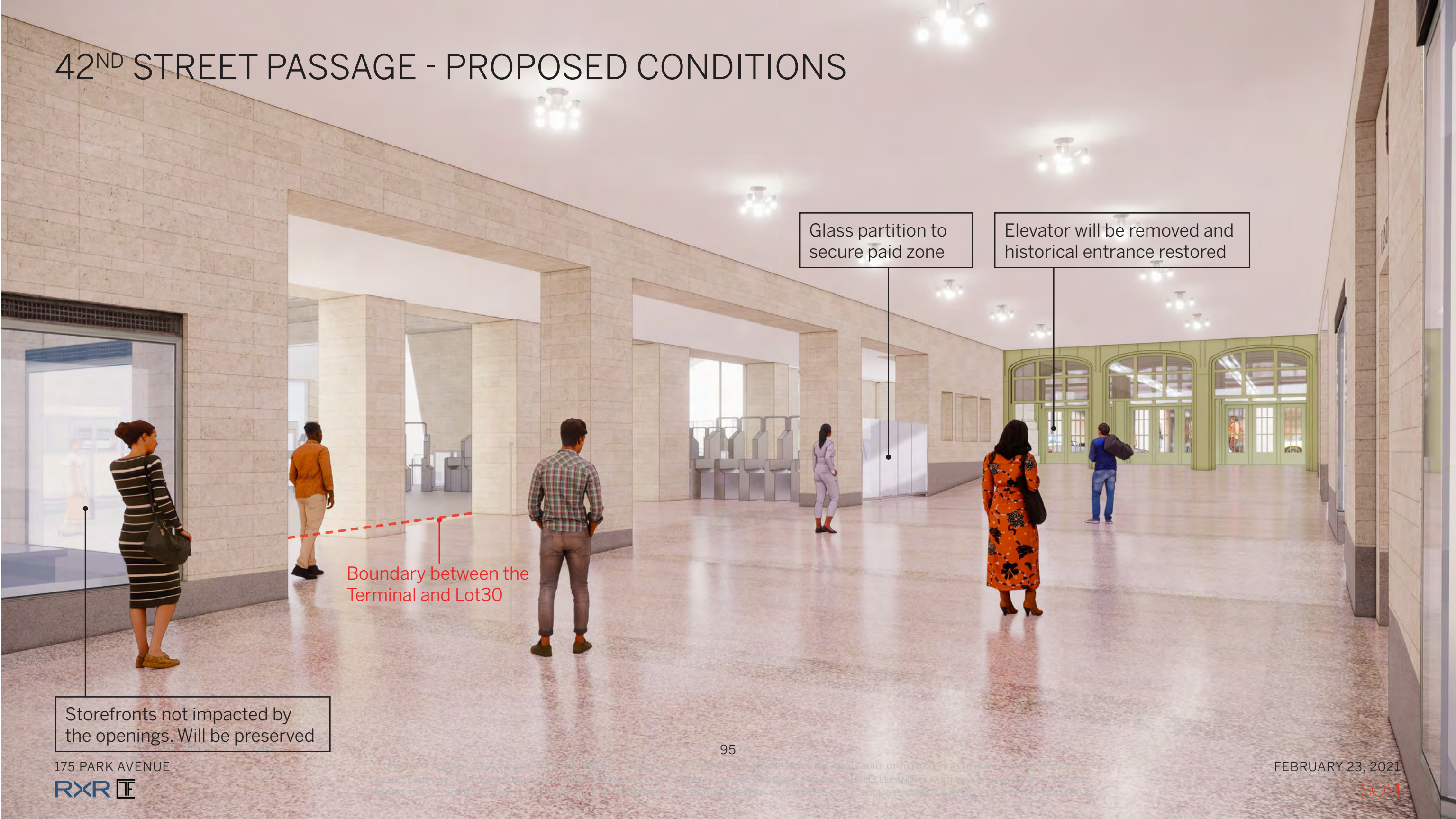
94

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FEBRUARY 23, 2021

SOM

42ND STREET PASSAGE - PROPOSED CONDITIONS



Glass partition to secure paid zone

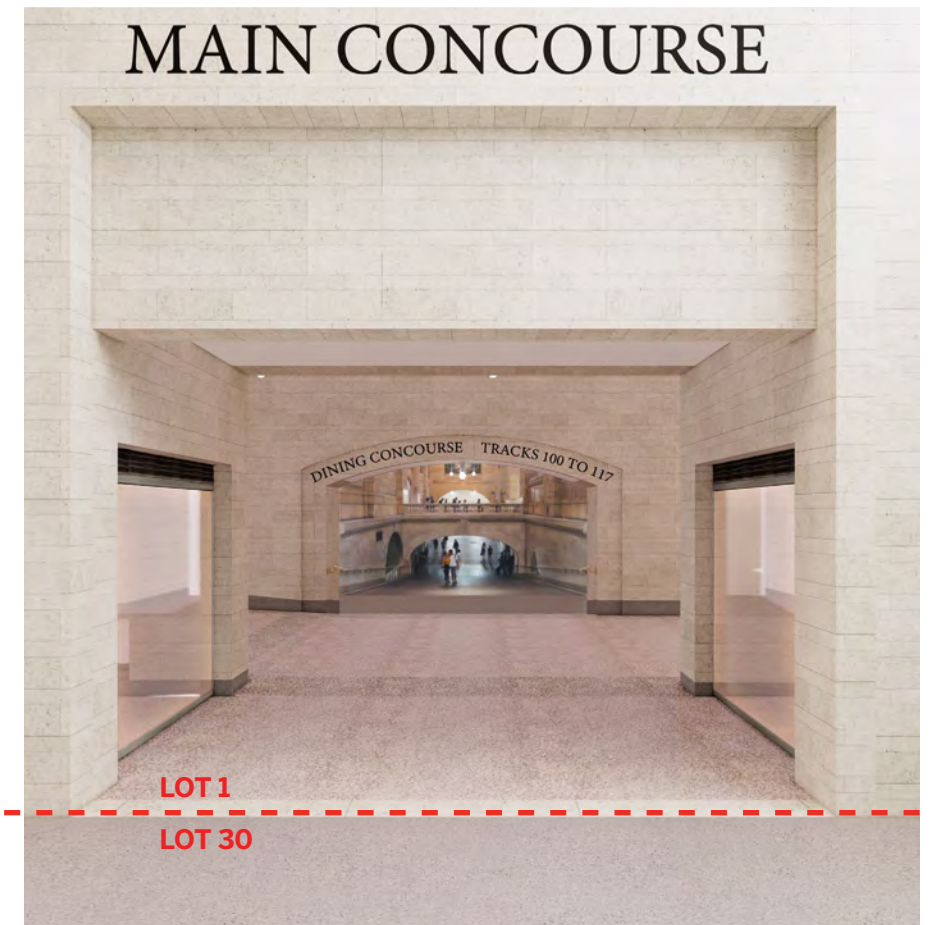
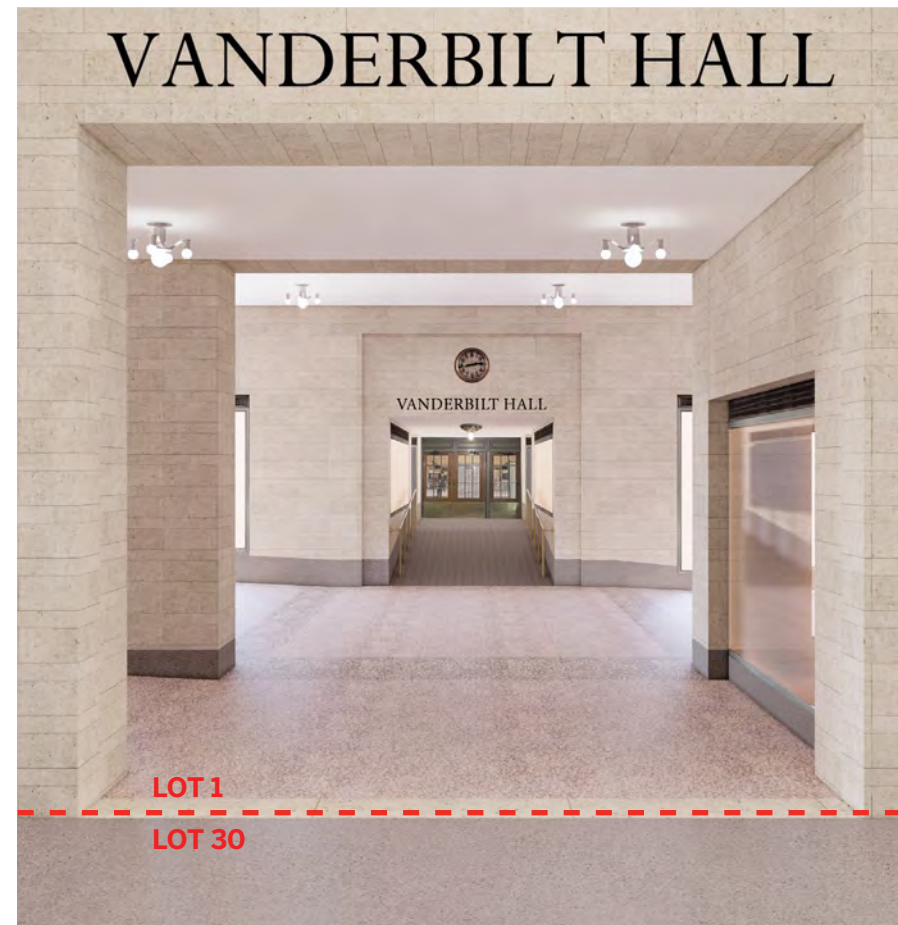
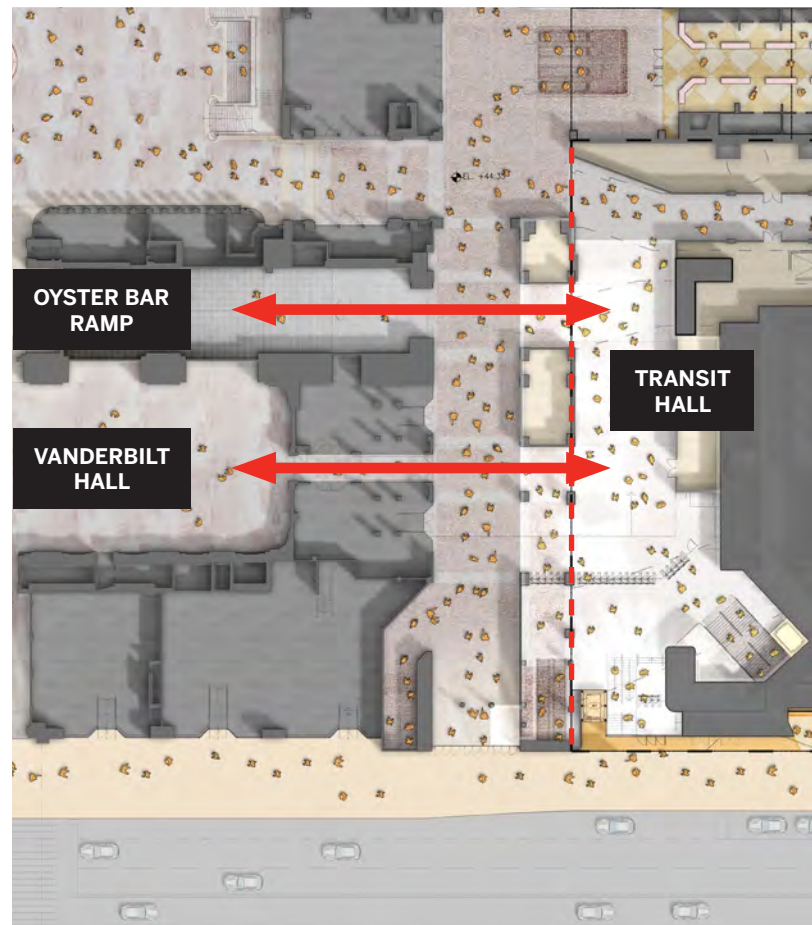
Elevator will be removed and historical entrance restored

Boundary between the Terminal and Lot30

Storefronts not impacted by the openings. Will be preserved

42ND STREET PASSAGE - PROPOSED CONDITIONS

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



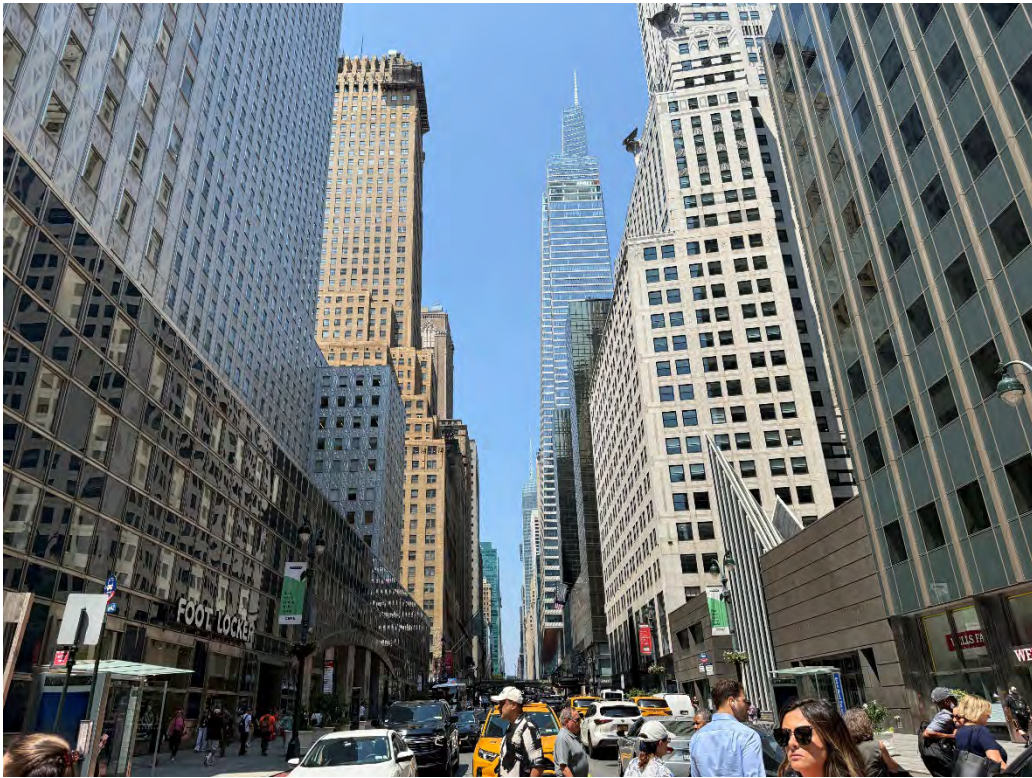
Attachment C: Photographs



Hyatt Redevelopment, 175 Park Avenue, New York, NY



Photograph Key



1. Streetscape view along E. 42 Street from 3rd Avenue, looking toward the Project Site. Chrysler Building (Map ID 2) at background right, Chanin Building (Map ID 3) at center left. Photographer facing NW.



2. Map ID 13: Chrysler East Building (right), 663 3rd Avenue. Photographer facing N.

175 Park Avenue Project, New York, NY.



3. Map ID 13: Chrysler East Building (center right) in streetscape context. Photograph facing NW.



4. 145 E. 42 Street (center left) and 155 E. 42nd Street (center right, includes angled atrium). Photographer facing N.

175 Park Avenue Project, New York, NY.



5. Map ID 8: Socony-Mobil Building, 150 East 42nd Street. Photographer facing S.



6. Map ID 2: Chrysler Building, 405 Lexington Avenue. Photographer facing NE.

175 Park Avenue Project, New York, NY.



7. Map ID 2: Chrysler Building in E. 42nd streetscape context, approximately from the Project Site. Photographer facing E.



8. Map ID 3: Chanin Building, 374 Lexington Avenue, Project Site on the right side of the photo. Photographer facing W.

175 Park Avenue Project, New York, NY.



9. Map ID 3: Chanin Building (right of center) in Lexington Avenue streetscape. Photographer facing S.



10. Map ID 16: 364 Lexington Avenue (right arrow) and Map ID 15: 363 Lexington Avenue (left arrow) in Lexington Avenue context. Chanin Building and Socony-Mobil Building in foreground (right and left, respectively). Photographer facing SW.

175 Park Avenue Project, New York, NY.



11. Map ID 15: 364 Lexington Avenue (center). Photographer facing SW.



12. Map ID 16: 363 Lexington Avenue (center). Photographer facing SE.

175 Park Avenue Project, New York, NY.



13. Map ID 12: Grand Hyatt, 109 East 42nd Street (Project Site). Photographer facing N.



14. Map ID 12: Grand Hyatt, 109 East 42nd Street (Project Site, center) in 42nd Street context. Grand Central Terminal at foreground left, Chanin Building at foreground right. Photographer facing E.

175 Park Avenue Project, New York, NY.



15. Map ID 6: Bowery Savings Bank Building, 120 East 42nd Street (indicated by outline). Photographer facing W.



16. Map ID 5: Pershing Square Building, 125 Park Avenue. Photographer facing S.

175 Park Avenue Project, New York, NY.



17. Map ID 5: Pershing Square Building, 125 Park Avenue (right), in East 42nd Street context (Grand Central Terminal and Park Avenue Viaduct in foreground). Photographer facing SE.



18. Map ID 1: Grand Central Terminal and Park Avenue Viaduct, 77 East 42nd Street. Grand Hyatt and Chrysler Building on right, Pan Am/MetLife Building background left. Photographer facing W.

175 Park Avenue Project, New York, NY.



19. Map ID 1: Grand Central Terminal and Park Avenue Viaduct, 77 East 42nd Street, and East 42nd Street context. 42nd Street Passage entrance on right (under lit canopy). Photographer facing NW.



20. Map ID 14: Philip Morris Headquarters, 118 Park Avenue (center right). Photographer facing S.

175 Park Avenue Project, New York, NY.



21. Map ID 14: Philip Morris Headquarters, 118 Park Avenue (center) and East 42nd Streetscape. Photographer facing NW.



22. Map ID 11: 101 Park Avenue. Photographer facing NE.

175 Park Avenue Project, New York, NY.



23. Park Avenue streetscape, with 101 Park Avenue on right, Grand Central Terminal and Pan Am/ MetLife Building at center background. Photographer facing NE.



24. East 42nd Streetscape, Grand Central Terminal at center left and Chrysler Building in background. Photographer facing SE.

175 Park Avenue Project, New York, NY.



25. Map ID 10: Pan Am/MetLife Building, 200 Park Avenue. Photographer facing SE.



26. Map ID 10: Pan Am/Metlife Building tower (center background) and East 44th Streetscape. Photographer facing NW.

175 Park Avenue Project, New York, NY.



27. Map ID 4: Grand Central Terminal Post Office (under scaffolding), 450 Lexington Avenue. Photographer facing SW.



28. Map ID 4: Grand Central Terminal Post Office (under scaffolding), 450 Lexington Avenue, and East 45th Streetscape. Photographer facing W.

175 Park Avenue Project, New York, NY.



29. Lexington Avenue Streetscape from East 45th Street, looking toward Project Site. Grand Central Terminal Post Office on right. Photographer facing SE.



30. Map ID 21: 437 Lexington Avenue. Photographer facing E.

175 Park Avenue Project, New York, NY.



31. East 44th Streetscape. Photographer facing SE.



32. Map ID 20: 137 East 44th Street (center right). Photographer facing N

175 Park Avenue Project, New York, NY.



33. Map ID 19: 144 East 44th Street. Photographer facing SW.



34. East 44th Streetscape, 144 East 44th Street center left. Photographer facing W.

175 Park Avenue Project, New York, NY.



35. Map ID 7: Graybar Building, 420 Lexington Avenue. Photographer facing N.



36. Map ID 9: St. Agnes Rectory (center, masonry building), 141 East 43rd Street. Photographer facing NE.

175 Park Avenue Project, New York, NY.