

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name 14th Street - Union Square Subway Station (IRT; Dual System BMT)
other name/site number _____

2. Location

street & number Broadway, Fourth Ave., and East 14th Street [] not for publication
city or town New York [] vicinity
state New York code NY county New York code 061 zip code 10003

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements as set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [X] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)
Bernadette Carter, SAPO 5/11/05
Signature of certifying official/Title Date
State or Federal agency and bureau

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)
Signature of certifying official/Title Date
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:
[] entered in the National Register
[] see continuation sheet
[] determined eligible for the National Register
[] see continuation sheet
[] determined not eligible for the National Register
[] removed from the National Register
[] other (explain) _____
Signature of the Keeper _____
Date of Action _____

14th Street-Union Square
Subway Station (IRT, BMT)

New York County, New York
County and State

Name of Property

5. Classification

Ownership of Property
(check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(check only one box)

- building (s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	Buildings
_____	_____	Sites
1	0	Structures
_____	_____	Objects
1	0	TOTAL

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

Historic Resources of the New York
City Subway System

Number of contributing resources

previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

Current Functions

(Enter categories from instructions)

Transportation/rail-related

Government/public works

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th & 20th Century Revivals/

Beaux-Arts

Other/ Arts & Crafts

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Brick, concrete, ceramic tile, glass
tile, marble

Roof Steel, concrete

Other Decorative finishes: faience, ceramic
tile, terra cotta, wood, bronze, cast iron

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets)

See continuation sheet

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14th Street – Union
Square Subway Station
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7. Narrative Description

The Union Square – 14th Street Subway Station (Broadway Line) is located at the intersection of Broadway, 4th Avenue (Park Avenue South) and East 14th Street. It permits a complex exchange below grade, among three subway lines. The original Contract 1 IRT (Interborough Rapid Transit) line curves north below 4th Avenue and the BMT (Brooklyn-Manhattan Transit) runs north-south, approximately 30 feet below 14th Street, while the Canarsie Line crosses below both in an east-west direction. The IRT portion of this station was built in opened in 1905 as part of Contract 1 of the original IRT system. The BMT portions of the station were opened in 1917 (Broadway/4th Avenue Line) and 1924 (Canarsie Line) as part of the Dual System. The following narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – 14th Street – Union Square Station Inventory Form* that was completed in 1994 and was supplemented with information from field inspections undertaken in March of 2004.

General Characteristics and Construction Methods

The station consists of three separate stations that were built during different times: the original IRT station was a side platform express station that was later modified to include four tracks and two platforms; the BMT-Broadway/4th Avenue portion of the station shares the same track and platform configuration, but follows a different decorative scheme; and the Canarsie Line is a two-track, side-platform local station. All three of the lines were built using the cut-and-cover method of construction. The base of the cut is lined by a concrete foundation with a minimum thickness of four inches. The basic structural frame of the station consists of a concrete foundation and side walls with steel columns. Concrete was used to infill between the columns and created the exterior walls. The “cover” for the station is trough shaped, with the “U” running generally parallel to the tracks in order to accommodate such infrastructure necessities as steam, sewer, gas, and water lines, as well as electrical and telecommunications cables beneath the roadway.

One stipulation of the Dual Contracts agreement stated that all street surfaces must remain intact during station construction. Therefore, it was necessary to build the “cover” of the station beneath a web of timber supports over which the road continued to function. The majority of the Dual Contract station ceilings consisted of structural steel frames spanned by concrete jack arches. Along each platform, the roof girder is

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supported by H-section columns placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers.

The side walls of the station are of four-inch brick separated by a one-inch air space from the outer structural walls. The practice of waterproofing the stations with layers of coal-tar coated burlap was eliminated on the Dual Contract stations due to the excessive insulating quality of the materials used. The IRT subways were (and are) notorious for holding in the heat generated by the subway cars. Throughout the station there are unifying decorative elements that are remarkable for their material quality and level of craftsmanship, including mosaics, friezes and directional signs. The platform walls of the BMT stations are clad in square, white ceramic tile with decorative mosaic bands. The IRT station has modern white-glass tiled walls. The mezzanine level walls throughout the station are covered in rectangular white "subway" tiles with a repeating raised geometric patterned border (Photo 1). Along many of the passageways large, square tiles, inscribed with the number "14" in white letters on a green field, are set at regular intervals. In addition, green and white "Union Square" name tablets are located regularly just below the top frieze band (Photo 2). Throughout the station original wall tiles are called out by bright red metal frames (Photo 3). All of the platforms are lit with banks of modern fluorescent lighting and floors throughout are surfaced with modern, non skid ceramic tile (Photo 4). Ties set in concrete have replaced the original ballast tracks.

In the late 1980s the station underwent a major renovation in conjunction with the development of Zeckendorf Towers. A second full station renovation in 1993-1994 replaced the current wall cladding throughout the complex. A transit police station was added to the BMT mezzanine in 1994.

Station Circulation

The circulation plan for this station encompasses numerous entrances, mezzanines and connecting passageways. Eleven entrances lead from the street level to the various mezzanines. A control area on the north (16th Street) is part of a 480-foot long mezzanine which ramps down to terminate in a control area on the south. This control area has four sets of stairs that lead to the platforms below and is reached from above by modern canopied stairways located on the southeast and southwest edges of the Union Square Park. This east entry is a 20-foot-wide passageway which ramps downward to the original IRT station. Directly to the east and west of the BMT stairs, ramped passageways lead to the Canarsie Line mezzanines at University Place and 4th Avenue. These mezzanines tie into an extensive concourse that includes the original IRT mezzanine.

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IRT Station

The IRT (Lexington Avenue; 4, 5, 6 trains) portion of the station is the standard two-island, four-track express type. This portion of the station has been completely reconfigured and two of the original side platforms have been abandoned (the northbound platform is still visible through a set of red framed windows in the east wall and a portion of the original frieze can be seen in an adjacent passageway leading to the platforms) (Photo 5).

The platforms are offset from one another and are slightly curved at the north and south ends. Arches along the walls are divided by the steel track supports at five foot intervals. Each segment is covered in vertically set white glass tiles. There is no superfluous decoration and no station identification on the platform walls. Instead, modern signage is suspended from the ceiling and affixed to the steel H-section columns that support the galleries and crossovers above. To compensate for the curved track at the north and south ends, gap filling movable platforms are automatically deployed when a train arrives at the station.

Galleries located along the length of the track provide access to the island platforms and connect to two crossovers to an extensive mezzanine at the north end of the platform. The crossovers are open (with ceiling-height metal gates) to the platform level below. Restored portions of the original IRT station walls have been placed in the western IRT upper mezzanine (Photos 6 and 7). These show cross-sections of wall with the original faience eagle plaques, mosaic borders and faience cornice bands (Photo 8).

All other wall tile in the mezzanine is of recent vintage, including a pale blue mosaic frieze. The only exceptions are the partially reconstructed wall panels in the southwest entry stair with numeral "14" faience corner plaques. At the northern end of the mezzanine, there are modern storefronts and rounded steel and glass enclosures near an escalator. This area was constructed in the mid-1980s as part of the Zeckendorf Towers project. The only original elements observed in place were: a terra cotta lintel with carved paterae above one of the below-stair service doors at platform level; IRT tube and ball style railings along portions of the galleries; and a few original cast iron Tuscan columns.

BMT Station (Broadway/4th Avenue Line)

The BMT station is a typical four-track, two platform express station. The platforms were originally 535 feet long, but were extended to 615 feet in the early 1970s. This

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station is located 30 feet below street level and was reconfigured with elevators and additional improvements during the early 1990s. A mezzanine covers nearly the full length of the platforms below and branches off at the south end via a complex set of tunnels connecting to the mezzanines of the Canarsie and IRT Lines.

On the platform level, the walls are divided every five feet by the steel track columns. They are decorated with square, white ceramic tiles and are topped by a 12-inch mosaic frieze that features a multicolored geometric pattern – a similar motif is seen on Canarsie Line friezes. At every third panel there is a faience cruciform medallion depicting gabled houses below a sky filled with stylized clouds (Photo 9). This design is taken from a historical scene of the area by Jay Van Everen entitled “The Junction of Broadway and the Bowery Road, 1828.” A green tiled border lines the frieze and each vertical support.

The platforms have fairly low, flat, plastered ceilings that are supported by steel H-sections. Above the tracks the jack arched ceiling is slightly higher. The floors are modern quarry tile and modern signage is used throughout to identify the station.

When this mezzanine was constructed there was insufficient headroom, requiring that Union Square Park be elevated on a four foot tall plinth to accommodate the station. The BMT mezzanine has a police station built along the east wall and various offices constructed along the west wall.

The jack-arched ceiling of the mezzanine is supported by rolled steel I-columns, and some original tiled piers. A few of the tiled piers retain a decorative mosaic band along their top edge. At the south control area, the walls are decorated by some of the original mosaic friezes.

Canarsie Line Station

The BMT Canarsie Line portion of the station is a two-track, single island platform station. The overall design is very similar to that of the BMT Broadway/4th Avenue Line. The walls of the platform area are divided by exposed steel columns set at 5-foot intervals (Photo 10). These columns are bordered vertically by green ceramic tile and crowned by a polychrome, geometric Arts and Crafts-style mosaic panel (Photo 11). Every third panel features a “U” inscribed in white letters within a hexagon.

Mezzanines are located on the north and south sides ends of the station and are reached from above on the south side of the 14th Street and from below by passages which connect with the BMT south control area. Several of the connecting passageways

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between the Canarsie Line and Broadway Line stations have been sealed off and are no longer visible. Another passage to the east connects the platform directly to the modern Zeckendorf Towers concourse under 14th Street. Walls throughout are clad in the modern white tile and cruciform border seen throughout the other mezzanine areas. Floors are modern ceramic tiles. Portions of the polychrome, geometric patterned mosaic friezes are found throughout the mezzanine and, to a lesser extent, in the connecting passageways.

Exterior Elements and Stairwells

There are 11 exterior entries to the station complex, only one of which retains any historic integrity. It is located on the east corner of 14th Street and 4th Avenue and leads to the east Canarsie Line mezzanine. The exterior surround is a typical IND-type cast iron balustrade with alternating curved and straight balusters. The tapered hexagonally-shaped lamposts support plastic globe lights and a partially restored IRT-period wall graphic lines the stairwell wall. Two entries at the south of Union Square Park are covered by large metal and glass umbrella-style canopies (Photo 12). These were added in the 1980s and serve the east and west sides of the BMT south control area. The remainder of the open entrances feature non-descript metal handrails. Finally, an escalator and a modern set of stairs were built into an arcade of the Zeckendorf Towers on the north side of the East 14th Street.

Name of Property

8. Statement of Significance**Applicable National Register Criteria**

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "X" in all boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture; Art

Engineering

Community Planning and Development

Social History

Period of Significance

1904-1924

Significant Dates

1904, 1917, 1924

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parsons, William Barclay (engineer)

Craven, Alfred (engineer)

Heins & LaFarge (architects)

Vickers, Squire J. (architect)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey
- # _____
- recorded by Historic American Engineering Record
- # NY-122

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal Agency
- Local Government
- University
- Repository name: _____
- NYC Transit Archives
- NYC Landmarks Preservation Commission

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8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the 14th Street-Union Square Subway Station (IRT, BMT), Broadway/4th Avenue/Canarsie Lines, is significant under Criterion A in the areas of transportation, community planning and development, and social history. The station also meets Criterion C in the areas of engineering, architectural design, and art. The 14th Street – Union Square Subway Station was constructed over a period of twenty years between 1904 and 1924. Despite major renovations of the IRT station and recent renovations to the mezzanine level of the BMT stations, the 14th Street – Union Square Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. Early IRT stations, including Union Square, are significant at the local and national levels.

The IRT station (1904) was an original express station and already a major transportation hub when the BMT station opened in 1917. The BMT Broadway Line was part of the Dual System strategy of linking transportation centers in Brooklyn and Queens with the Manhattan core by adding lines through built-up areas. The BMT Canarsie Line portion of this station opened in 1924.

William Barclay Parsons (1859-1902), a Columbia University-trained engineer, began to devise the plan for the creation of the subway system after he was named chief engineer of the Rapid Transit Commission in 1894. Although Parsons was not the first to utilize building techniques associated with underground rail construction, such as the cut-and-cover method, the early IRT system is undoubtedly one of the greatest public works projects ever undertaken.

The engineering and architecture of the early IRT stations was strictly divided between Parsons and the architectural firm he hired – Heins & LaFarge. While all of the structural elements were completed by Parsons, the architectural and artistic design of each station was left to George L. Heins and Christopher Grant LaFarge, a team already famous for the design of the Cathedral of St. John the Divine in Manhattan and buildings at the New York Zoological Gardens in the Bronx. Heins & LaFarge drew on the ideas presented by the “City Beautiful” movement for their inspiration (HAER 1979:368). Proponents of the movement believed that by creating a beautiful municipality, its inhabitants would be inspired to a higher level of moral and civic virtue and the subway was to be no exception.

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In 1891, the *Report of the Rapid Transit Commissioners* stated that every effort should be made “in the way of painting and decoration to give brightness and cheerfulness to the general effect” of the stations (in NYC Landmarks Preservation Commission, *IRT Subway System Underground Interior Designation Report 1979*: 4). Each IRT station had its own unique color scheme. In addition, each station had a repeated faience plaque that serves as a symbolic link between the station and the area above ground which it served. At Union Square, the remaining plaques of the IRT station depict an eagle holding a plaque inscribed with the number 14.

The design of BMT portions of the 14th Street-Union Square Station was the work of Dual System chief architect Squire J. Vickers. The design aesthetic was based on simple decoration and a strong belief in efficiency. Vickers, known as “The Dean of underground architecture,” served as Design Architect of the New York City Subway System from 1906 to 1942. Educated at Cornell University’s College of Architecture, he was responsible for the design of most of the Dual System and later IND stations. His approach differed dramatically from that of the original subway architects Heins & LaFarge in that he created utilitarian spaces that often featured simple, colorful, whimsical, tile work. In his spare time, Vickers was a painter of fantastical urban scenes that featured strong graphic images and bold colors. Many of these paintings were translated into the mosaic plaques seen throughout the system. Regarding his use of colorful tiles in his designs, Vickers was quoted in *The Municipal Engineer’s Journal* in 1917; “This bit of color set in the hard unyielding surface gives a joyous note like a banner flying from the barrel window of a frowning Medieval Castle.”

Alfred Craven, Chief Engineer of the Dual Contracts expansion, was born in 1846 and received his formal education in engineering from the US Naval Academy. Craven came from a long line of prominent naval engineers, including his uncle, Alfred W. Craven, Chief Engineer of the Old Croton Aqueduct, Central Park Reservoir and numerous other municipal projects.

Despite massive renovations to this station, a large percentage of the original material remains intact. In the IRT portion of the station, sections of the highly ornate platform walls have been thoughtfully preserved in the upper mezzanine. Portions of the original BMT-era mosaic bands in the mezzanine have also been preserved throughout the station and remain fully intact in the platform areas. Those elements that have been preserved are brought to the attention of the riders by the red framing convention and serve as excellent educational tools as well as art. As a whole, the station maintains its architectural integrity and exhibits good examples of both early IRT and later BMT wall decorations.

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Before the Civil War, Union Square was a private park located within the most fashionable suburb in New York. As New York's residential districts moved uptown, the eastern portion of the neighborhood became the new theater district. In the 1870s many of the major department stores moved uptown to follow the important clientele. Many stores established themselves along 14th Street and on a stretch of Broadway from 8th to 23rd Street known as "The Ladies Mile." Traffic congestion in the area was acute. The IRT station (opened in 1904) immediately became a major transportation hub. By 1914, many of the theaters and stores, as well as the people who frequented them, had moved further uptown. Union Square (NHL 12-9-97) was transformed into a center of union radicalism and became the scene of numerous rallies and soap box orations. It remained an important meeting point on the Lower East side of Manhattan. With the establishment of S. Klein's on Union Square in 1921, 14th Street became New York's bargain center. The park was completely redone and numerous high rise apartment buildings such as Zeckendorf Towers were built around the area during the 1980s. Since then the area has become a lively and active mix of restaurants, theaters, and retail establishments.

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9. Bibliography

Cudahy, Brian. *A Century of Subways: Celebrating 100 Years of the New York City's Underground Railways*. New York: Fordham University Press, 2003.

Hood, Clifton. *722 Miles: The Building of the Subways and How they Transformed New York*. Baltimore: Johns Hopkins University Press, 1993.

Interborough Rapid Transit Company. *The New York Subway: Its Construction and Equipment*. 1904. Reprinted on website managed by David Pirmann (2004). Retrieved 03/14/04 from source: <http://www.nycsubway.org/irt/irtbook/>.

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Orlando, Barbara. "Recapturing the Past: Station Architecture," *At Your Service: MTA New York City Transit Employee Newsletter*, March, 2004.

Parsons, Brinckerhoff, Quade & Douglas, Inc., Historical Perspectives, Inc. and Robert E. Olmstead, P.E. "Phase I: Reconnaissance Level Historical Survey of Transit Authority Properties," June, 1991.

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10. Geographical Data

Verbal Boundary Description

The boundary of the 14th Street-Union Square Station – Broadway/4th Avenue/Canarsie Line is shown as the bold line on the accompanying map entitled, "Union Square/Gramercy Park, 1999." Additional site plans include, "14th Street/Union Square-Station Plan – Broadway/4th Avenue Line – BMT Division, 1996." The designation includes all portions of the station at track level that fall within the boundaries of the current platforms, as well as the mezzanine levels and exterior elements.

Boundary Justification

The boundaries for the 14th Street – Union Square Station encompass the entire station. Despite the recent renovations and the reconstruction of the IRT station, the integrity of the design and sympathetic nature of renovations make this station architecturally significant in its entirety.

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11. Form Prepared By:

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Additional Documentation

List of Black and White Photos

14th Street-Union Square Subway Station (IRT, BMT)

New York County, NY

Photographer: Stacey Vairo

Date: March, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. Passageway in main mezzanine level of the station. View east.
2. Typical tiled walls and name tablet found in station. View east.
3. Original station tiles framed with red borders found throughout the station. View west.
4. IRT Station platform. View north.
5. Passageway leading to IRT station with original mosaics. View southeast.
6. Original sections of IRT station walls. View north.
7. Faience eagle holding a "14" plaque in IRT mezzanine. View west.
8. Faience eagle and original mosaic section in IRT mezzanine. View west.
9. BMT platform wall. View northwest.
10. Canarsie Line platform wall. View east.
11. Canarsie Line mosaic detail. View northeast.
12. Exterior entrance in Union Square. View south.

14th Street -
Union Square
Subway Station
New York County, NY

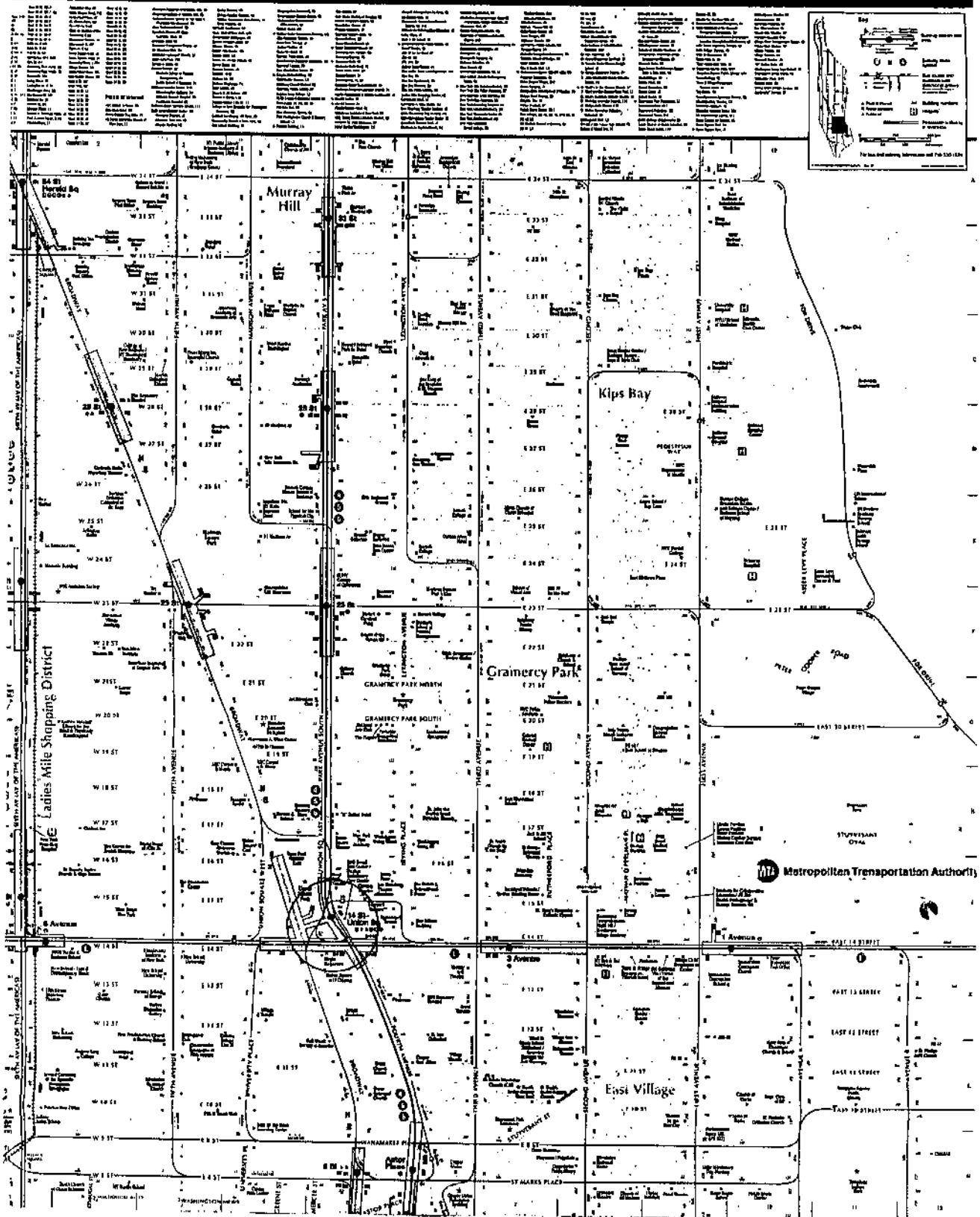
Zone 18
Easting 585190
Northing 4509660

Brooklyn Quad
USGS
1:24000



Union Square / Gramercy Park

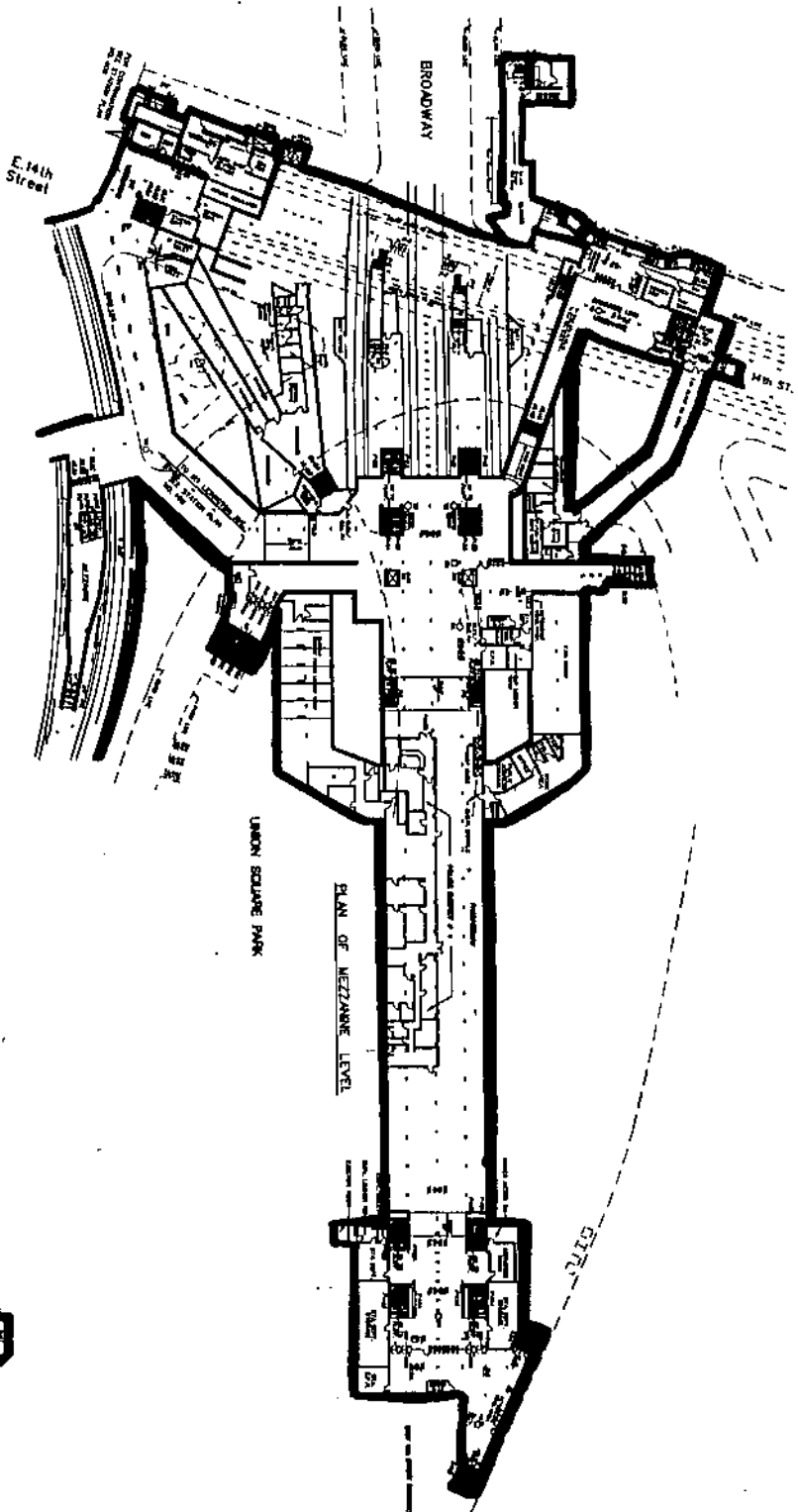
MURRAY HILL · KIPS BAY · LADIES MILE SHOPPING DISTRICT · EAST VILLAGE



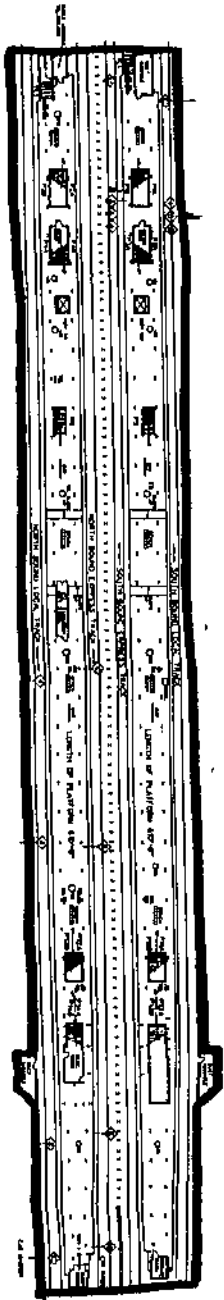
14th Street - Union Square Subway Station (IRT, BMT)
New York County, NY

MTA neighborhood map, B99





PLAN OF MEZZANINE LEVEL



PLAN OF PLATFORM LEVEL

NO.	DESCRIPTION	DATE
1	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
2	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
3	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
4	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
5	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
6	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
7	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
8	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
9	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911
10	REVISED AT THE CONSTRUCTION OF THE STATION	11-1-1911

NOTES: THE DRAWING SUPERSEDES DRAWING NO. 989-B DATED 04-20-22.



SCALE
0 25 50 100 FT

NEW YORK CITY
DEPARTMENT OF TRANSPORTATION
BROADWAY/14th AVE. LINE - BMT DIVISION
STATION NUMBER: 15
DATE: 9-20-26

37-1-26-1-125-11



The New York City Landmarks Preservation Commission

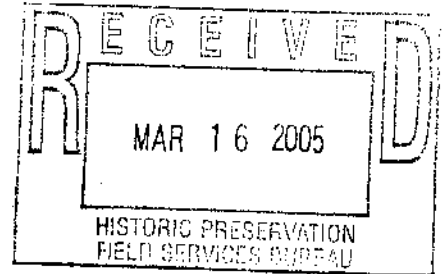
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

<http://nyc.gov/landmarks/>



RONDA WIST
EXECUTIVE DIRECTOR
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March 11, 2005



Ms. Ruth Pierpont, Director
New York State Office of Parks Recreation
and Historic Preservation
Historic Preservation Field Services Bureau
Peebles Island
P.O. Box 189
Waterford, New York 12188-0189

Re: The Historic Resources of the New York City Subway
System, various counties, New York

Dear Ms. Pierpont:

I write on behalf of Chair Robert B. Tierney in response to your request for comment on the eligibility of The Historic Resources of the New York City Subway System (Bronx, Kings, Queens, and New York Counties) and the individual substations nominated for the State and National Registers of Historic Places.

The Commission has reviewed the materials submitted by the Historic Preservation Field Services Bureau and believes that the Morris Park Station, Woodlawn Station, Avenue U Station, Bay Parkway Station, 15th Street-Prospect Park Subway Station, 4th Avenue Station, New Utrecht Avenue Station, 9th Avenue Station, Ocean Parkway Station, Substation #401, Wilson Avenue Subway Station, Brooklyn Bridge-City Hall Subway Station, Chambers Street Subway Station, 14th Street-Union Square Subway Station, and Elmhurst Avenue Subway Station appear to meet the criteria for inclusion on the State and National Registers of Historic Places.

Sincerely yours,

Ronda Wist

cc: Robert B. Tierney, Chair
Mary Beth Betts

