

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 Brooklyn Bridge - City Hall Subway Station (IRT)
other name/site number _____

2. Location

street & number Under Centre Street between Chambers and Frankfort streets [] not for publication
city or town New York [] vicinity
state New York code NY county New York code 061 zip code 10007

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. ([] See continuation sheet for additional comments.)

Bernard H. Carter, SA/RO 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

Brooklyn Bridge - City Hall
Subway Station (IRT)

New York County, New York
County and State

Name of Property

5. Classification

Ownership of Property (check as many boxes as apply)	Category of Property (check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)		
		Contributing	Noncontributing	
<input type="checkbox"/> private	<input type="checkbox"/> building (s)			Buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district			Sites
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site			Structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure			Objects
	<input type="checkbox"/> object			TOTAL
		1	0	
		1	0	

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

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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**National Register of Historic Places
Continuation Sheet**

Brooklyn Bridge – City
Hall Subway Station
(IRT)

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7. Narrative Description

The Brooklyn Bridge – City Hall Subway Station (IRT- Lexington Avenue Line; 4, 5, 6 trains) is located in Lower Manhattan. The station was opened in 1904 as part of the original IRT Contract 1. It is aligned in a north-south direction beneath and parallel to Lafayette Street. The southern perimeter of the station is just north of the intersection of Frankfort, Nassau, Lafayette Streets and Park Row. The northern perimeter is just south of the intersection of Lafayette and Duane Streets. The station was significantly reconfigured during a 1962 remodeling and cosmetically altered during a 1994 renovation. The station platforms measure approximately 537 feet in length and approximately 85 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – Brooklyn Bridge-City Hall Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in March of 2004.

General Characteristics and Construction Methods

The Brooklyn Bridge-City Hall Station was originally a side platform station that was constructed using the newly-perfected 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. Built-up "I" section columns of varying height are spaced five feet on-center along the outer walls and between the tracks. 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. The infrastructure enters the adjacent buildings above the control area, necessitating a transverse U in that location as well. The lowest portion the U is supported by 5-foot-wide transverse concrete arches that spring from the bottom flange of transverse beams that in turn frame into the center columns of the station. The platform sides of these arches frame into the bottom flanges of longitudinal built-up steel girders with a depth of approximately two feet.

The side walls of the station are of four-inch brick, separated by a one-inch air space from the outer structural walls. Walls of the existing platforms have been recently renovated and feature mostly modern ceramic tiles. Floors throughout are of three-inch thick graded concrete and covered in modern quarry tile.

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The station has two island express platforms and originally had two outer side (local) platforms. These local platforms were built to accommodate extra passenger volume, but became obsolete shortly after the station was opened. They were closed in 1910 after only six years in operation and walled off along the platform edges. Today, the "express" platforms are used for both local and express trains. After the original City Hall Station was closed in 1945, Brooklyn Bridge became the southern terminal of the East side IRT service. The platforms were extended again in 1962. South of the station, the downtown local track splits into three tracks. One is these is the 6 train loop track that returns uptown after passing through the magnificent City Hall Station.

Despite the extensive changes, throughout the station there are unifying decorative elements that are remarkable for their material quality and level of craftsmanship. While the original south end of the platforms have long been blocked off to the public, much still remains intact – including a considerable amount of original wall tile, faience plaques, and mosaics along the walls. There are also some of the original wall tiles and plaques on the eastern wall of the mezzanine.

Originally, there was only one crossover bridge, but a second one was added when the platforms were extended to the north in 1962. This was accomplished by widening the structure in order to move the local tracks outward. At that time, a new underpass was also added to the north end of the station leading to a new street entrance at Reade Street.

Station Circulation

The circulation plan for this station incorporates ten widely spaced concrete stairways. Seven of these belong to the Brooklyn Bridge – City Hall Station; the other three were constructed adjacent to the Chambers Street Station. Two stairways lead from City Hall Park to the West Mezzanine located at the south end of the station. A tunnel extends southward from the East Mezzanine and connects to the Frankfort Street underpass. This underpass is, accessed from the street level via two stairways that are located on the south side of Frankfort Street and one stairway located on the north side of the Mall. Three stairways lead to the North Mezzanine; two are found on the northeast corner of Reade Street and one is located at the northern end of the North Passageway at Foley Square. Stairways at the north and south ends of the platforms lead to the mezzanine levels above. A crossover located centrally along the tracks connects the two platforms and leads to the BMT Nassau Street Subway via a centrally located corridor on the east side of the station.

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Platform Level

The platform level has been substantially altered from its original design. In 1904, it was built with two island platforms to service uptown and downtown express trains and side platforms for local trains. During a renovation that took place in 1962, the island platforms were widened and lengthened and the original side platforms were sealed off from the public. Most of the surfaces of these spaces were covered with a pale yellow glazed tile.

The original west platform is now home to a relay room that can be seen through a window along the wall along the southbound local trackway. The southernmost end of the original platform is also visible from the dispatcher's booth on the downtown island platform. The most impressive portion of the original southbound platform is accessed via a service door located on the north wall of the West Mezzanine. A set of double service stairs (fitted with the original IRT railings), lead to the original west platform. The walls of this space are decorated with the original glass wall tile, mosaics and Roman brick wainscoting. Ten faience eagle plaques made by the Grueby Faience Company are spaced along the length of the wall. Each is holding a shield bearing the back-to-back "B" emblem (Photo 1). Two have been severely damaged, but the rest are in reasonably good condition. Also along the wall are two elaborate "Brooklyn Bridge" mosaic name tablets. A cornice line of terra cotta lines the top edge of the wall and is interrupted by faience volutes. The former local northbound platform (also closed to the public) has retained the original "BROOKLYN BRIDGE" mosaic tablets and eagle plaques as well.

An original sliding metal grate, used to close off access when the trains were not in service, is located at the bottom of the original concrete deck leading to the northbound platform. This grate may be the only one its kind in the system.

Today, the public portions of the station have a distinctively modern appearance. Lines of steel H-sections support the crossovers and jack-arched ceiling above the tracks. The walls are covered in square, white ceramic tiles outlined with a single line of red tiles. Along the top edge there are alternating back-to-back "B" designs, and green tiled plaques that read "City Hall" in white letters. Beginning at the southern end of the platforms, there are a number of stand alone structures located on both platforms including a Dispatcher's Office (on the southbound side) and scrubber rooms on both platforms. Continuing north, the platforms pass beneath the two overpasses that link the East and West Mezzanine. A second crossover linking the two islands is located approximately half way down the length of the track. There are original carved lintels located at the backs of stairways above the service doors. Wrought iron balustrades line the east and west mezzanines and the central crossover. They also feature a back-to back

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"B" design. Two large sets of stairs lead from the platforms down to the North Mezzanine at the far north end of the station. Throughout the station, banks of fluorescent lights illuminate the track edge. The track floors are comprised of modern quarry tile.

Mezzanine Level

The overall appearance of the mezzanine control areas and the present platforms are the result of the 1994 renovation (Photo 2). Walls are generally covered in white ceramic tiles with a red border, although portions of the earlier yellow tile scheme remain in some areas (Photo 3). The same color scheme and back-to-back "B" motif can be found throughout all of the mezzanines, but there are some notable exceptions. The original overpass across the tracks to the east mezzanine has some original fabric, including metal railings and some pieces of the original decorative ceiling, but these have been painted over. The recently rehabbed east mezzanine has retained the original eastern wall. It has low brick wainscoting and mosaic pilasters topped by the original back-to-back "B" wall plaques and faience cornice (Photos 4 and 5). The east mezzanine, originally designed to funnel pedestrian traffic to and from the Brooklyn Bridge, was later enlarged to serve the Municipal Building and nearby Pace University. A long passageway at the south end leads to exits at the Mall and the south side of Frankfort Street.

The west mezzanine provides access to City Hall Park via stairways on the west wall and a newly installed passenger elevator. A modern ticket booth is located on the south wall and service rooms line the north wall. Modern turnstiles divide the paid and unpaid spaces. The service door incorporates a sculpture by artist Mark Gilbian called, "Cable Crossing, 1996."

The north mezzanine connects to a long corridor on the northeast corner that leads to an exit at Duane Street and Foley Square. Additional stairways on the west wall lead up to Reade Street. The ticket booth is located west of the southbound stairwell on the south wall. There are no service rooms or enclosures at this mezzanine.

Exterior Elements and Stairwells

The three original entrances to the Brooklyn Bridge – City Hall Station still exist, although they have been substantially altered. The two concrete stairways in City Hall Park at Park Row and Chambers Street feature decorative metal railings with wavy balusters alternating with straight ones, supporting handrails with a raised chevron design (Photo 6). The tapered lampposts are decorated with raised x's and have chamfered

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corners that curve out and downward at the top, and hold plastic replacement globes. The third original stairway is located on the approach to the Brooklyn Bridge pedestrian walkway and features a very recent stainless steel railing. Over the years, as the station was expanded, additional sidewalk stairway entrances were constructed; two at Frankfort and Nassau Streets featuring typical IND contract entrances and two others at Lafayette and Reade Streets with simple modern balustrades c. 1962.

Brooklyn Bridge – City Hall Subway Station
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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

Significant Dates

1904

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Parsons, William Barclay (engineer)

Heins, George L. and

LaFarge, Christopher G. (architects)

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 Brooklyn Bridge – City Hall Subway Station (IRT), Lexington Avenue Line, 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 Brooklyn Bridge-City Hall Subway Station began operation on October 27, 1904 as one of five four-track express stations on the original Contract 1 IRT subway line. The significance of the station is derived from its being the southernmost station of the five express stops along the original IRT line. Also, despite the major renovations that took place in 1962 and 1994-96, the Brooklyn Bridge-City Hall Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The early IRT stations, including Brooklyn Bridge, are significant at the local and national levels.

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.

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

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served. At the Brooklyn Bridge Station a combination of the double "B" plaques and magnificent Faience eagles holding the same back-to-back "B's" were used.

In the Brooklyn Bridge-City Hall Station the high quality of the remaining materials and the architectural detail are magnificent. Faience plaques, Roman brick wainscoting, ceramic cornices and mosaic tablets are still visible in portions of the station that are closed off from the public. The Brooklyn Bridge-City Hall Station, as part of the original IRT subway system, displays high quality craftsmanship and architectural detail in addition to superior materials.

The Brooklyn Bridge – City Hall Station is located within one of the most bustling areas of the city and it was just as thriving when this station was built. Brooklyn Bridge has always been a busy station serving the Municipal Building, which it is located beneath and the nearby Financial District.

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Brooklyn Bridge – City
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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/>.

National Park Service, Department of the Interior Historic American Engineering Record NY-122, "Interborough Rapid Transit Subway (Original Line): The NY Rapid Transit Decision of 1900: Economy, Society, Politics" prepared by Walter B. Katz, 1979.

New York City Landmarks Preservation Commission. *IRT Subway System Underground Interior Designation Report*. New York: NYC LPC, October, 1979.

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.

Brooklyn Bridge - City Hall Subway Station (IRT)

New York County, New York

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County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid with Zone, Easting, and Northing columns for references 1, 2, 3, and 4.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By (*See Continuation Sheet for authors*)

Form fields for name/title, organization, date, street & number, telephone, city or town, state, and zip code.

Additional Documentation

Submit the following items with the completed form.

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional Items

(Check with SHPO or FPO for any additional items)

Property Owner (Complete this item at the request of the SHPO or FPO)

Form fields for property owner name, contact, street & number, telephone, city or town, state, and zip code.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form.

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10. Geographical Data

Verbal Boundary Description

The boundary of the Brooklyn Bridge – City Hall Station is shown as the bold line on the accompanying site plan entitled, “4th Avenue Station, Station Plan, Sixth Avenue Line - IND Division, 1997.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map, Map ID #B2, NYCTA, 1986.” The designation for the Brooklyn Bridge-City Hall Street Station includes all portions of the station at track level that fall within the boundaries of the current platforms, the former IRT platforms, as well as the mezzanine level and exterior elements.

Boundary Justification

The boundaries for the Brooklyn Bridge – City Hall Station encompass the entire station.

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11. Form Prepared By:

Steven Bedford, Principal Architectural Historian
Stacey Vairo, Architectural Historian
Fitzgerald & Halliday, Inc.
72 Cedar Street
Hartford, CT 06106
860-247-7200

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Additional Documentation

List of Black and White Photos

Brooklyn Bridge – City Hall Subway Station (IRT)

New York County, NY

Photographer: Stacey Vairo

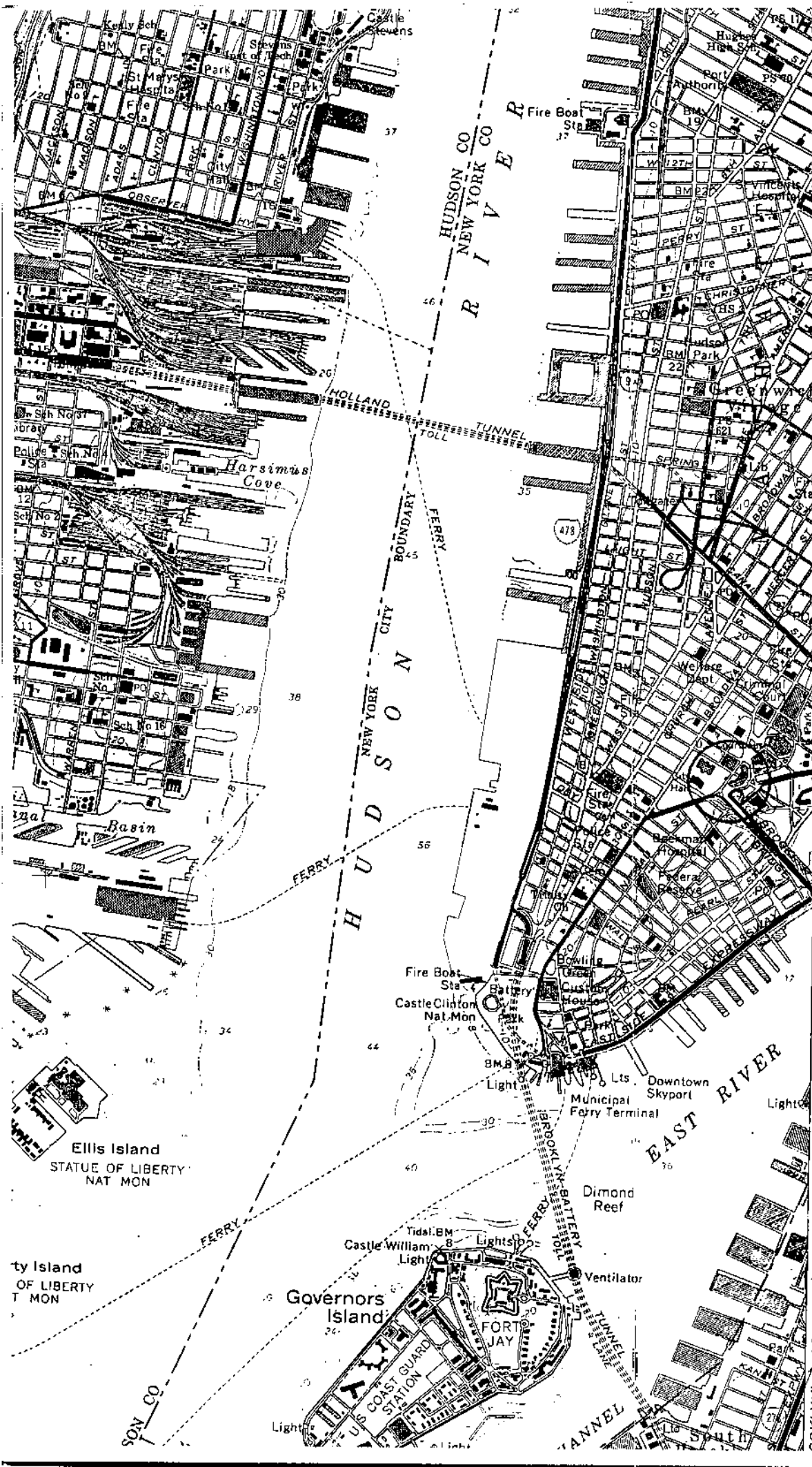
Date: August, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

Hartford, CT 06106

1. Faience plaque on original platform wall. View west.
2. South end of the eastern mezzanine. View west.
3. North end of the western mezzanine. View northwest.
4. South end of the eastern mezzanine. View southeast.
5. Faience plaques on eastern mezzanine wall. View south.
6. Exterior entrance in City Hall Park. View east.



4510

4509

690 000 FEET
(N. J.)

Brooklyn Bridge -
City Hall
4508 Subway Station
(IRT)
New York County, NY

Zone 18
Easting 584090
Northing 4507170

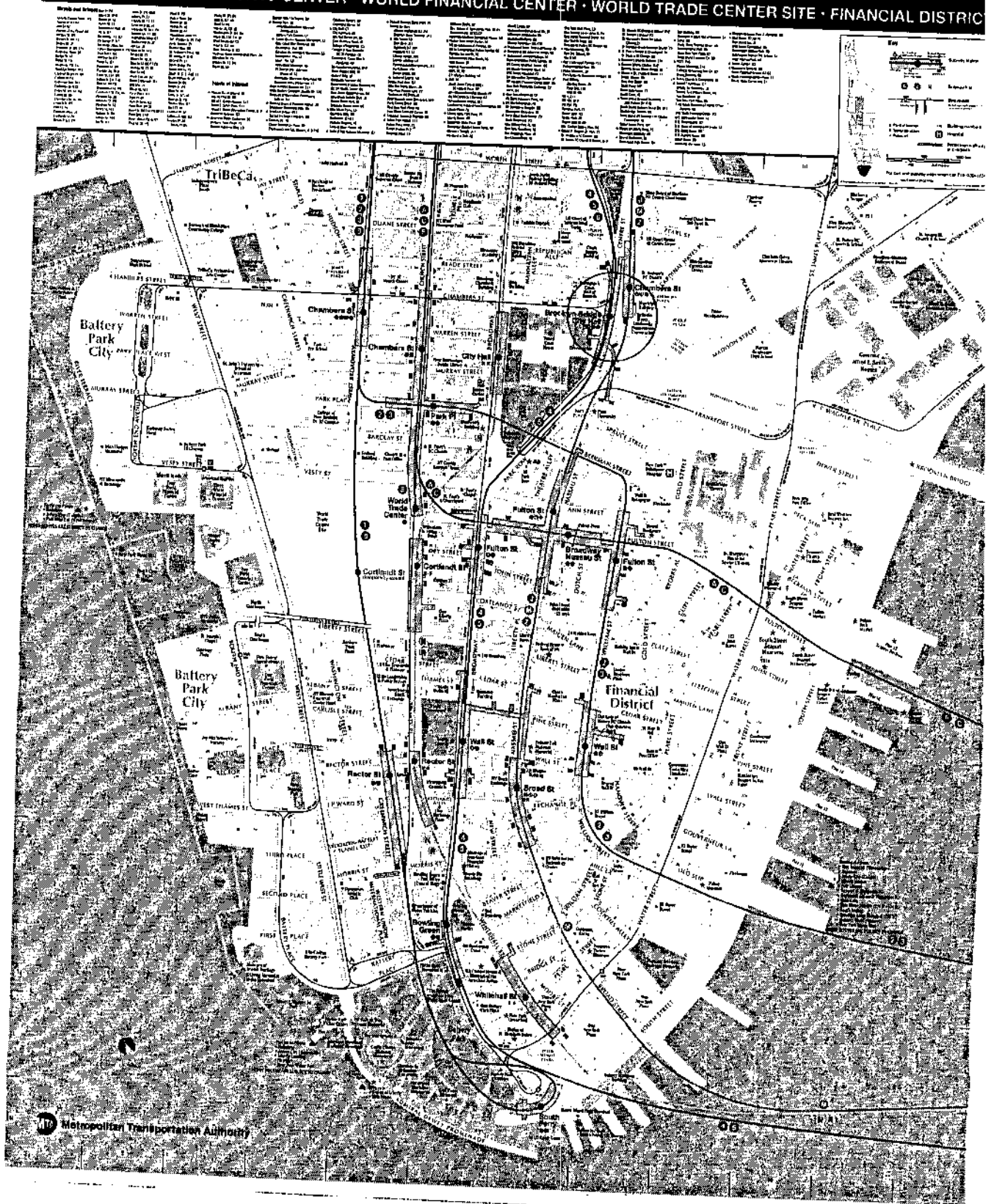
42'30"
Jersey City Quad
USGS
1:24000

MANHATTAN BRIDGE 0.3 MI. UNITED NATIONS HEADQUARTERS 4 MI N 30"

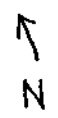
LONG ISLAND EXPWY 6 MI. BROOKLYN 15 MI NW

Lower Manhattan

BATTERY PARK CITY · CIVIC CENTER · WORLD FINANCIAL CENTER · WORLD TRADE CENTER SITE · FINANCIAL DISTRICT



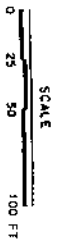
Brooklyn Bridge - City Hall
Subway Station (IRT)
New York County, NY



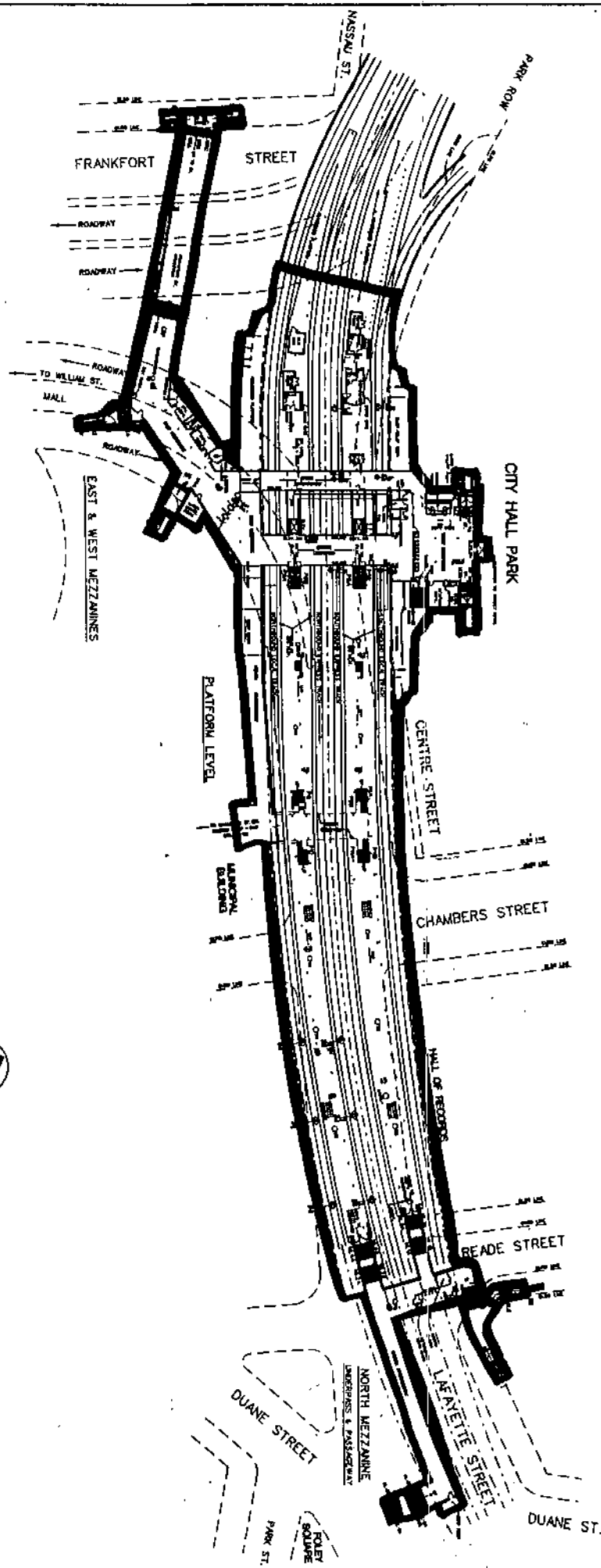
Location map

DATE	1941
BY	W. J. H. ...
FOR	...
PROJECT	...
NO.	...

NOTE: THIS DRAWING SUPERSEDES DRAWING
 NO. 100-100-100-100 DATED 12-10-41.



NEW YORK CITY TRANSIT
 DEPARTMENT OF TRANSPORTATION
 BROOKLYN BRIDGE - CITY HALL
 STATION PLAN
 LEXINGTON AVENUE LINE - 187 DIVISION
 STATION NUMBER: 411
 DATE: 11-22-39





The New York City Landmarks Preservation Commission

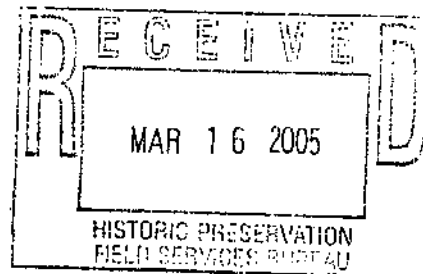
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

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



RONDA WIST
EXECUTIVE DIRECTOR
rwist@lpc.nyc.gov

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

