



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 Elmhurst Avenue Subway Station (IND)
other name/site number _____

2. Location

street & number Beneath Broadway at 82nd Street and 45th Avenue and Elmhurst Avenue [] not for publication
city or town Queens [] vicinity
state New York code NY county Queens code 081 zip code 11373

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 [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)
Bernadette Carlini, 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) _____

for
Signature of the Keeper Edson H. Bell Date of Action 7/6/05

Elmhurst Avenue Subway Station
(IND)

Queens 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)

Modern Movement: Art Deco

Materials

(Enter categories from instructions)

Foundation Concrete

Walls Concrete, ceramic tile.

Roof Steel, concrete

Other Decorative finishes: ceramic tile.

Narrative Description

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

See continuation sheet

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 1

Elmhurst Avenue
Subway Station (IND)
Name of Property
Queens County, NY
County and State

7. Narrative Description

The Elmhurst Avenue Subway Station (Queens Boulevard Line; R, G, V trains) is located in the Elmhurst neighborhood of Queens. The station was completed in 1936 as part of the IND System. It is aligned in an east-west direction beneath and parallel to Broadway. The perimeter of the station lies roughly between the intersection of Elmhurst and 45th Avenues with Broadway in the east and the intersection of Britton Avenue and 82nd Street in the west. The platforms measure approximately 600 feet in length and 80 feet in width. This narrative description was taken largely from the *NYCT Historical Properties Survey: Phase II – Elmhurst Avenue Station Inventory Form* that was completed in 1994 and was supplemented with field inspections undertaken in August of 2004.

General Characteristics and Construction Methods

The Elmhurst Avenue Station is a two track, center platform station that consists of a platform level and an upper mezzanine. It has the typical expansive IND-style mezzanine and multiple street entrances. 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 5 feet on-center in the outer walls and between the tracks. The roof above the IND tracks are approximately 6 inches taller and the track width is approximately one foot wider than the original IRT stations. Concrete was used to infill between the columns and create the exterior walls. The "cover" for the station is trough shaped in section, 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 majority of the IND station ceilings consisted of structural steel frames with concrete jack arches between. Along each platform, the roof girder is supported by H-section piers placed at 15-foot intervals, and the roof girder webs are stiffened above each of the piers. The piers are tied into the vertical supports along the side wall of the station by, lateral, webbed trusses, which are diagonally braced at each end.

The side walls of the station are of four-inch brick separated by a one-inch air space from the outer structural walls. The interiors are covered in uniformly shaped, square white ceramic tiles, with contoured pieces at the corner. These are offset by a colored tile band and black and white mosaic directional and stations signs. Floors throughout are three inch thick graded concrete incised into large squares. All ties are fitted with tie plates (www.nysubways.org).

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Elmhurst Avenue
Subway Station (IND)

Name of Property

Queens County, NY

County and State

Section 7 Page 2

Throughout the platform areas there are unifying decorative elements that identify this as a typical IND station. The mezzanine and platforms at Elmhurst Avenue are typical of IND stations: simple utilitarian spaces that are extremely long and expansive to enhance passenger flow. The simple tile band that indicated express or local stops on various lines runs along the top portion of white-tiled IND station platform walls. It is, apart from advertising signs, the only spot of color found in most IND stations.

Station Circulation

The circulation plan for this station incorporates multiple J-staircases located along the length of the platform that lead to the mezzanine level above. From this mezzanine, where the control area is located, there are two entrances at the west end of the station and three at the east end.

Mezzanine Level

The mezzanine level is a wide, open space with a low ceiling. Five rows of evenly spaced steel columns set at 15-foot intervals support the mezzanine ceiling (Photo 1). The walls are clad in square, white ceramic tiles. They are occasionally punctuated by ceramic tile directional signs that point pedestrians to the exits at 45th or Elmhurst Avenues. The signs are lettered in white against black backgrounds. The pedestrian traffic is channeled using the original grilles and replacement wire fencing. The ticket booth is located centrally along the length of the mezzanine. Two pairs of turnstiles (the exit turnstiles are original) are located at each end of the platform and separate the paid and unpaid spaces. The entire space is lit by suspended, fluorescent fixtures. At the east end of the station, on the north wall, there are station department rooms (employee toilets), and a passageway that leads to an arcade area. An original wooden directional sign for the City Hospital at Elmhurst located along the west wall in this mezzanine.

Platform Level

The platforms are equally open and expansive spaces. Painted steel H-section columns, set at 15-foot intervals, line the edge of each platform and three lines of steel columns line each track. The platform walls are covered in a wide expanse of white tiles. A blue band of ceramic tile bordered by a row of narrow black tile runs the full length of each wall (Photo 2). Ceramic mosaic name tablets are evenly spaced between the staircases. They are each approximately two feet by twelve feet and announce "Elmhurst Avenue" (Photo 3) The white letters against a black background with a blue frame are simple and modern in style, without serifs. This is also true for the smaller "Elmhurst" signs

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 7 Page 3

Elmhurst Avenue
Subway Station (IND)
Name of Property
Queens County, NY
County and State

consisting of white lettering on black ceramic tile (Photo 4). In between the signs are tile-free advertising recesses. Fluorescent lights hang between each pair of columns.

The concrete, jack-arch ceiling over the platform is punctuated by large metal grates decorated with a geometric, Art-Deco-style design to provide ventilation (Photo 5). Each platform is accessed by seven steel and concrete staircases located along the length of the platform and against the platform wall (Photo 6), Each staircase retains original metal railings, with simple straight balusters. The sides and backs of the open string staircases are covered in white tile.

Exterior Elements and Stairwells

Three stairway entrances (Britton Avenue and Broadway; 82nd Street and Broadway; and 45th Avenue and Broadway) have standard IND-style railings consisting of straight and undulating stiles, decorated rails with pyramidal studs, and replacement lamps and globes. A fourth entrance (45th and Broadway) has simple metal railings (Photo 7). A fifth entrance (Elmhurst Avenue and Broadway) is through a building where four concession stands are located along an arcade leading from the mezzanine. An original stairway was abandoned this arcade and entrance. The stairwells are covered with tan tile with some non-matching replacement tile. Most of the double-wide staircases have the original pipe railing running down the middle of the stairs. Some have the original wood handrails along the stairwell walls but about half have been replaced with simple metal handrails. Fluorescent lighting is used in all the stairway entrances.

Elmhurst Avenue Subway Station (IND)

Queens County, New York

Name of Property

County and State

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
- Engineering
- Community Planning and Development
- Social History

Period of Significance

1936

Significant Dates

1936

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

- Raisman, Aaron (design engineer)
- Ridgeway, Robert (chief engineer)
- Snow, Jesse B. (chief engineer)

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 8 Page 1

Elmhurst Avenue
Subway Station (IND)
Name of Property
Queens County, NY
County and State

8. Narrative Statement of Significance

As part of the Multiple Property Submission of the Historic Resources of the New York City Subway System, the Elmhurst Avenue Subway Station (IND), Queens Boulevard 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, and architectural design. The Elmhurst Avenue Subway Station began operation in 1936 as an extension to the Independent (IND) system. The Elmhurst Avenue Station retains a relatively high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. Many of the remaining IND stations, including Elmhurst Avenue, are significant at the local level.

The Elmhurst Avenue IND Subway Station was opened on December 31, 1936. This local station on the Queens Boulevard Line has two side platforms and four tracks, including two express tracks that run through the center.

In 1924, the newly formed Board of Transportation (BOT) assumed the responsibility of expanding the subway system. The BOT planned, designed, built and operated a third subway system, known as the Independent Subway System (IND), that operated separately from the BMT and IRT. Three IND lines were built in Brooklyn--the Fulton Street and Prospect Park lines and a Brooklyn-Queens crosstown line. When it first opened, the IND system was celebrated for its expansive platforms, large mezzanines and multiple access points. The interior tiling of IND stations is notable for its "modern" design that utilized bands of identifying colors; bold, sans serif lettering and uniform, square, white wall tile. Stations were coded by a solid, ornamental, ceramic tile band running along the top of the platform wall. The color was changed at each express stop so that passengers on a moving train could readily identify their location. The wall tiling and mosaic signage in the Elmhurst Avenue Station follows typical IND models. The station is one of about 100 subterranean IND stations. After unification of the three systems in 1940, the IND was linked to certain BMT lines (60th Street, Chrystie Street, Culver and Liberty Avenue) to form one operating division -- "Division B".

The Queens Boulevard Line was one of the IND's trunk lines, and perhaps one of the easiest of all the IND's lines to build. Aside from the river crossing and some construction in the Queens Plaza area, the areas of Queens through which it passed were sparsely developed. Parts of Queens Boulevard were then lined with billboards rather than buildings, and the street was so wide that surface traffic could continue in the outer lanes while excavation proceeded through the center area.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 8 Page 2

Elmhurst Avenue
Subway Station (IND)

Name of Property

Queens County, NY

County and State

Robert Ridgeway, Chief Engineer of this station, was born and bred in Brooklyn. He did not receive a formal education in his trade but instead gained his experience while working under Alfred Craven, Chief Engineer of the Dual Contracts system. Design Engineer, Aaron I. Raisman, worked closely with Ridgeway on numerous projects for the BRT and later IND lines.

In the Elmhurst Station, the consistency of the materials and the architectural detail are impressive. It is architecturally significant as a well preserved example of the simplicity of the 1930s Art-Deco style, designed for maintenance and efficiency. The Elmhurst Station, as part of the IND subway system, retains a high degree of integrity of original material and craftsmanship.

The Queens Boulevard Line linked separate settlements across Queens Long Island City, Newtown (now Elmhurst) and Jamaica, opening up rural areas to urbanization, and increasing property values. It made vast suburban and rural areas easily and cheaply accessible to Manhattan workplaces. Today many of the side streets are part of quiet residential neighborhoods and Broadway is the main commercial street of Elmhurst featuring one-to seven-story buildings.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 9 Page 1

Elmhurst Avenue
Subway Station (IND)
Name of Property
Queens County, NY
County and State

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.

Elmhurst Avenue Subway Station (IND)

Queens County, New York

Name of Property

County and State

10. Geographical Data

Acreeage 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 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.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 10 Page 1

Elmhurst Avenue
Subway Station (IND)

Name of Property

Queens County, NY

County and State

10. Geographical Data

The boundary of the Elmhurst Avenue Station – Queens Boulevard Line is shown as the bold line on the accompanying site plan entitled, “Elmhurst Avenue Station, Station Plan, Queens Line - IND Division, 1997.” The above-ground station boundaries are also shown on the accompanying location map entitled, “Neighborhood Map, NYCTA, 1985.” The designation for the Elmhurst Avenue Station includes all portions of the station at track and mezzanine levels that fall within the boundaries of the current platforms, as well as the exterior entrances.

Boundary Justification

The boundaries for the Elmhurst Avenue Station encompass the entire station.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section 11 Page 1

Elmhurst Avenue
Subway Station (IND)

Name of Property

Queens County, NY

County and State

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

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section 11 Page 2

Elmhurst Avenue
Subway Station (IND)

Name of Property

Queens County, NY

County and State

Additional Documentation

List of Black and White Photos

Elmhurst Avenue Subway Station (IND)

Queens County, NY

Photographer: Stacey Vairo

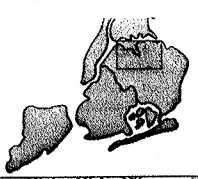
Date: March 12, 2004

Negatives on file: Fitzgerald & Halliday, Inc.

72 Cedar Street

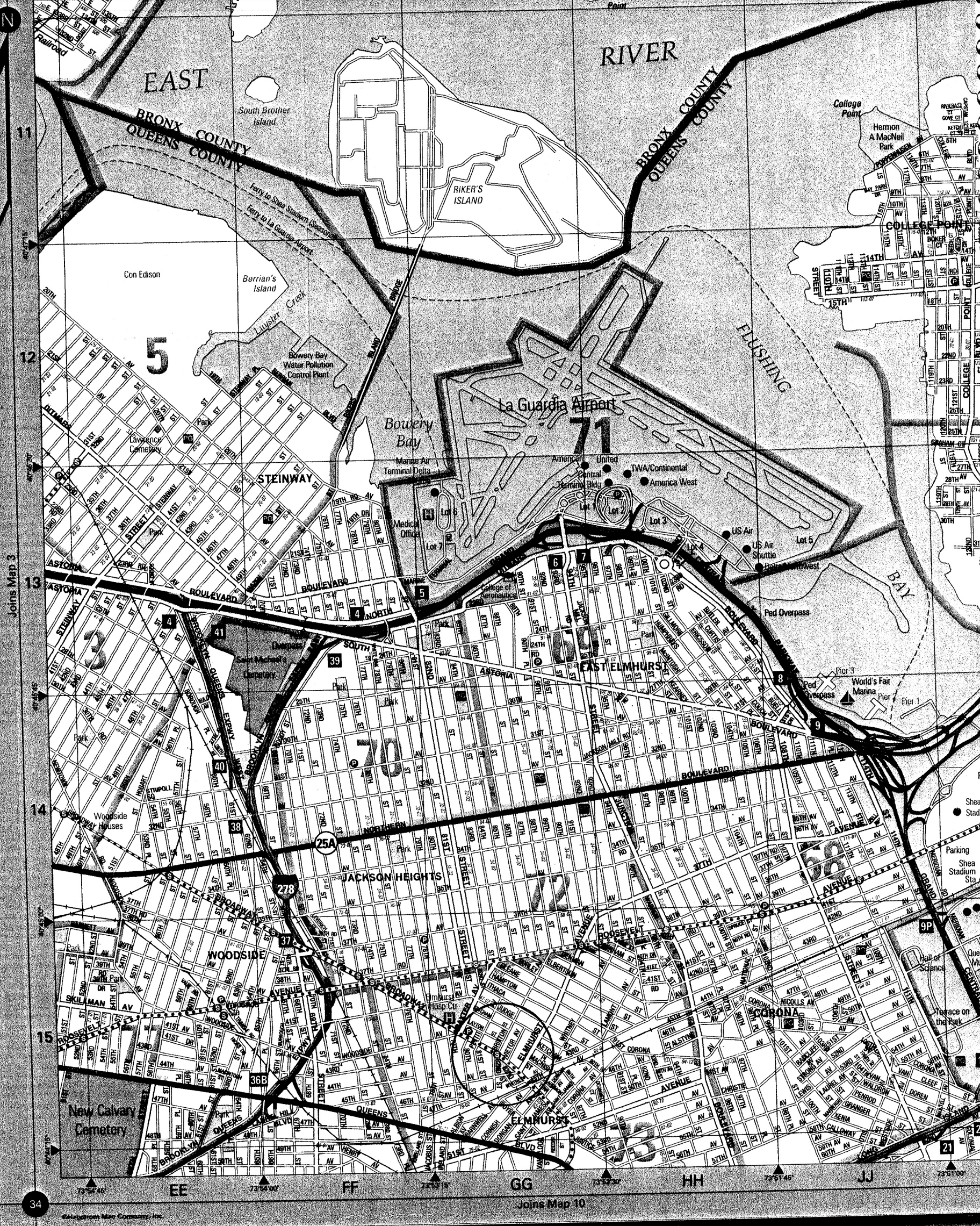
Hartford, CT 06106

1. Mezzanine level. View west.
2. Platform level. View west.
3. Name tablet. View south.
4. Small name tablet. View south.
5. Ceiling ventilation grate. View southwest.
6. Stairway to mezzanine. View west.
7. Exterior entrance. View east.



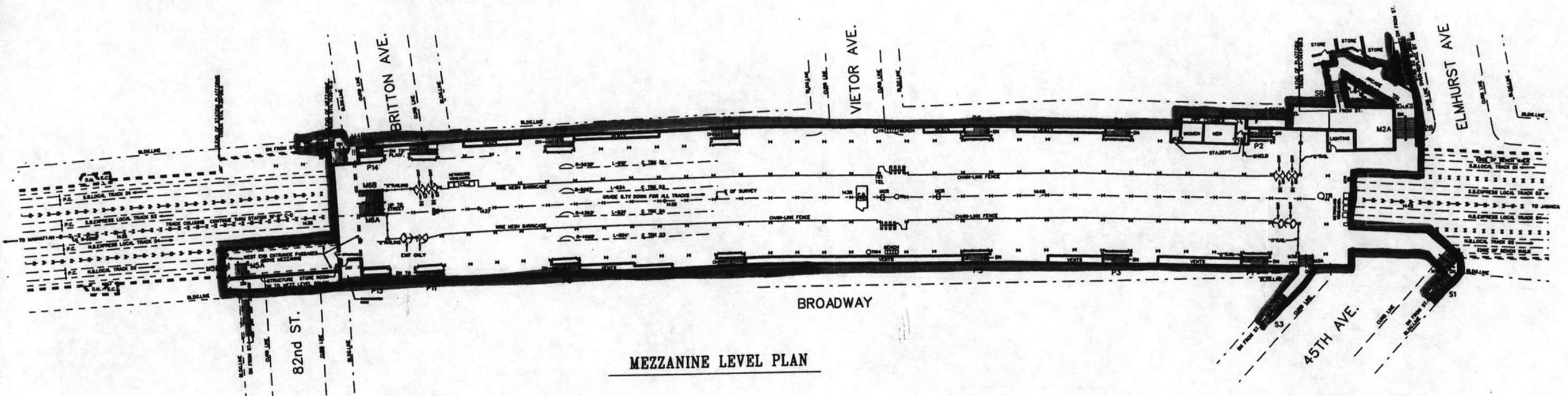
Queens

Joins Map 2

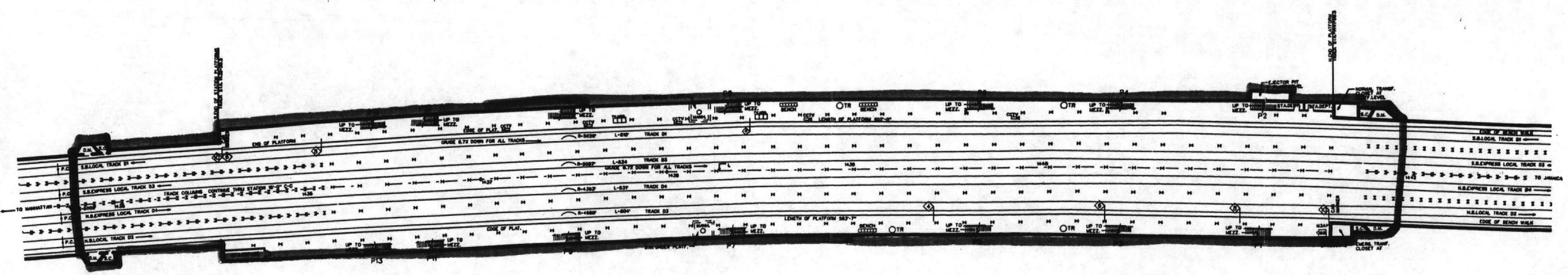


Elmhurst Avenue Subway Station
Queens County, NY.

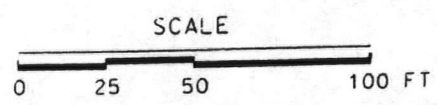
Location map -
Hagstrom Map of New York City
1998
Scale: 1" = 2000'



MEZZANINE LEVEL PLAN



PLATFORM LEVEL PLAN



DATE	REVISIONS	BY
12-02-97	ALTERATION TO FARE CONTROL.	ECS
9-4-99	ADDED CCTV CAMERA & TV MON AT PLATFORM; ADDED HIGH WHEEL ENTRY/EXIT TURNSTILE AT EACH END OF MEZZ. AND ADDED EDRs (NORMAL & RESERVE) AT EAST END OF MEZZANINE.	FJ/MA
11-26-02	ADDED LIGHTING RM. & METROCARD VENDING MACHINES @ MEZZ.	ECS

NOTE: THIS DRAWING SUPERSEDES DRAWING MS-5892-N DATED 11-20-63.



ELMHURST AVENUE STATION
STATION PLAN
QUEENS LINE - IND DIVISION
STATION NUMBER: 266
DATE: 10-15-97

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Elmhurst Avenue Subway Station (IND)
NAME:

MULTIPLE New York City Subway System MPS
NAME:

STATE & COUNTY: NEW YORK, Queens

DATE RECEIVED: 5/27/05 DATE OF PENDING LIST: 6/10/05
DATE OF 16TH DAY: 6/25/05 DATE OF 45TH DAY: 7/10/05
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 05000672

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/6/05 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Elmhurst Avenue Subway Station (IND)
Queens County, New York

TPS <No.15 >002
381 97**NNN-1-16 2(024)



ELMHURST

ELMHURST

ELMHURST

Exit

Elmhurst Avenue

ELMHURST AV
ST. 92 TO
FOREST HILLS

Elmhurst Avenue Subway Station (IND)
Queens County, New York

TPS <No.20A>005
381 97** N N N N N N N N 2(024)

CIT

AT HOSPITAL
ELMHURST →

ELMHURST AVE

← 45TH AVE →

Elmhurst Avenue Subway Station (1N0)
Queens County, New York

TPS <No.19A>004
381 97**NNNN05 2(024)

ELMHURST



Elmhurst Avenue Subway Station (IND)
Queens County, New York

TPS <No.19 >003
381 97**NNNN-10 2(024)

Exit

**CITY HOSPITAL
AT ELMHURST**

Elmhurst Avenue Subway Station (IND)
Queens County, New York

TPS <No-21A>006
381 97**NNN-1NN2(024)



Elmhurst Avenue Subway Station (IND)
Queens County, New York

TPS <No.22A>007
381 97** N N H-C A 1 2 (024)



ASIA BANK, N.A.



Subway

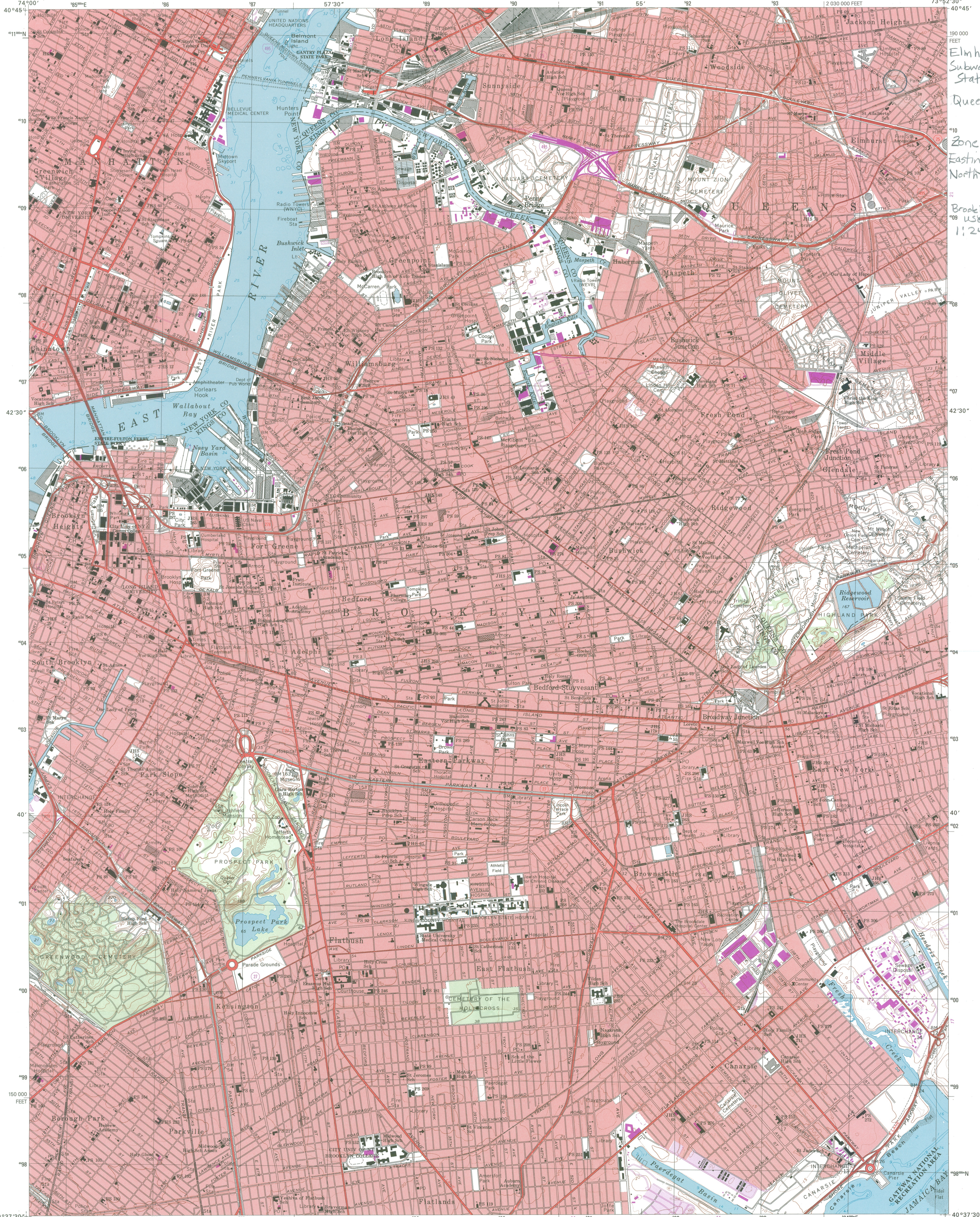
45

Wegmans

100

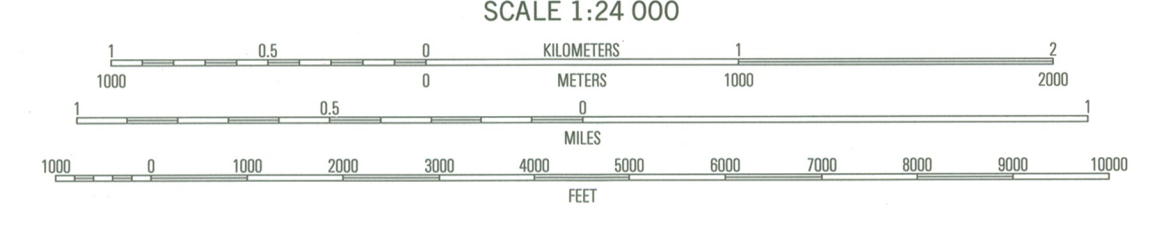
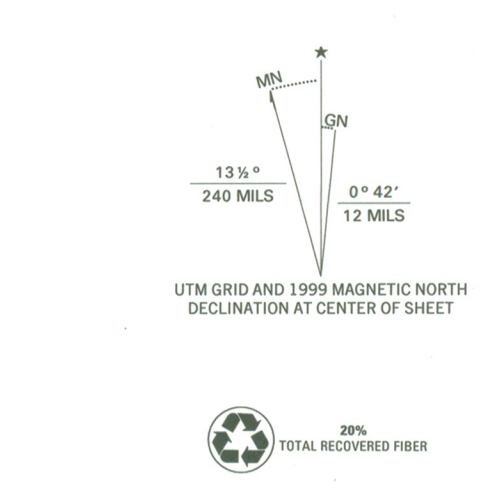
Elmhurst Avenue Subway Station (IND)
Queens County, New York

TPS <No.14 >001
381 97**NNN-1-04 2(024)



Elmhurst Avenue Subway Station (IND) Queens County, NY
Zone 18
Easting 594380
Northing 4510550
Brooklyn Quad USGS 1:24000

Produced by the United States Geological Survey
Topography compiled 1966. Planimetry derived from imagery taken 1977 and other sources. Photomapped using imagery dated 1995; no major culture or drainage changes observed. Survey control current as of 1967. Boundaries, other than corporate, revised 1999. Selected hydrographic data compiled from NOS charts 275 (1964), 542 (1967), and 745 (1966). This information is not intended for navigational purposes.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: New York coordinate system, Long Island zone (transverse Mercator).
1000-meter Universal Transverse Mercator grid, zone 18. North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5 minute intervals are obtainable from National Geodetic Survey NADCON software.
There may be private inholdings within the boundaries of the National or State reservations shown on this map. Entire area lies within New York City.
Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours.



ROAD CLASSIFICATION

Primary highway hard surface	Light-duty road, hard or improved surface
Secondary highway hard surface	Unimproved road
Interstate Route	U.S. Route
	State Route

1	2	3
4	5	6
7	8	

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048
DEPTH CURVES AND SOUNDINGS IN FEET, DATUM IS MEAN LOWER LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 4.2 FEET IN THE EAST RIVER AND 5.2 FEET IN JAMAICA BAY
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST
ADJOINING 7.5' QUADRANGLE NAMES
BROOKLYN, NY 1995
NIMA 6265 13 NW-SERIES V821





The New York City Landmarks Preservation Commission

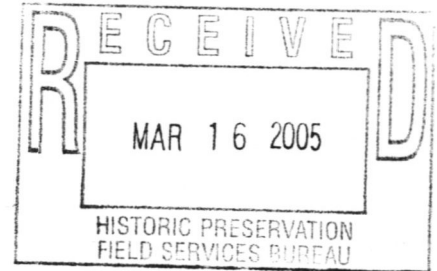
1 Centre Street, 9th Floor North, New York NY 10007 TEL: 212-669-7922 FAX: 212-669-7797

<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