NYC Buildings

.gov always open

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NYC Department of Buildings

Property Profile Overview

850 12 AVENUE

11 AVENUE	855 - 869
12 AVENUE	840 - 858
WEST 59 STREET	600 - 648
WEST 58 STREET	601 - 669

View DCP Addresses... Browse Block

MANHATTAN 10019

Health Area	: 3900
Census Tract	: 147
Community Board	: 104
Buildings on Lot	: 1

BIN# 1027178

Tax Block	: 1106
Tax Lot	: 1
Condo	: NO
Vacant	: NO

View Certificates of Occupancy

Cross Street(s):	JOE DIMAGGIO HIGHWAY, JOE DIMAGGIO HIGHWAY
DOB Special Place Name:	
DOB Building Remarks:	
Landmark Status:	C - CALENDARED
Local Law:	NO
SRO Restricted:	NO
UB Restricted:	NO
Little 'E' Restricted:	N/A
Legal Adult Use:	NO
Additional BINs for Building:	NONE
Special Status:	N/A
Loft Law:	NO
TA Restricted:	NO
Grandfathered Sign:	NO
City Owned:	NO

Special District: CL - CLINTON

Department of Finance Building Classification: U2-UTILITY BUREAU PR

Please Note: The Department of Finance's building classification information shows a building's tax status, which may not be the same as the legal use the structure. To determine the legal use of a structure, research the records of the Department of Buildings.

	Total	Open
Complaints	4	0
Violations-DOB	15	2
Violations-ECB (DOB)	6	0
Jobs/Filings	45	
ARA / LAA Jobs	0	
Total Jobs	45	
Actions	75	

OR Enter Action Type:

OR Select from List: Select...

AND Show Actions

Elevator Records
Electrical Applications
Permits In-Process / Issued
Illuminated Signs Annual Permits
Plumbing Inspections
Open Plumbing Jobs / Work Types
Facades
Marquee Annual Permits
Boiler Records
DEP Boiler Information

If you have any questions please review these Frequently Asked Questions, the Glossary, or call the 311 Citizen Service Center by dialing 311 or (212) NEW YORK outside of New York City.

GOAT on the Web - NYC Dept. of City Planning

Function 1 : Geographic Information by Address

Address Number (if any): 850

Street Name / Place Name: 12 ave

Select Borough: Manhattan

☑ Show Political Information?

Submit Query

WARNING:
Reason Code: V
850 12 AVENUE IS ON RIGHT SIDE OF JOE DIMAGGIO HIGHWAY

Geographic Information for 850 12 AVENUE in MANHATTAN

Report Error | View

Geographic Information:

Orientation: Address is on the right when facing from lower-number to higher-number addresses.

Zip Code: 10019
2000 Census Tract: 147
2000 Census Block: 1003
1990 Census Tract: 147
Dynamic Block: 106
LION Face Code: 2937
LION Sequence Number: 00300
Low End Cross Streets:
111115 JOE DIMAGGIO HIGHWAY
134930 WEST 58 STREET

Community District 104
X / Y Coordinates: 986017 / 220744
Low House Number: 840
High House Number: 854
Segment ID / Length: 0164823 / 214
Street Code: 1111201010
Preferred LGC: 01
High End Cross Streets:
111115 JOE DIMAGGIO HIGHWAY

City Service Information:

Police Borough Command: 1
Police Precinct: 18
Fire Division: 3
Fire Battalion: 9
Fire Company: E 40
Health Area: 3900
Health Center District: 15

Sanitation District / Section: 104 / 043
Sanitation Subsection: 3B
Regular Sanitation Pick-Up: TTHS
Recycling Sanitation Pick-Up: ETH
DOT Street Light Area: 1
School District: 2
CD Eligibility: Ineligible

Political Information:

Congressional District: 8

Senatorial District: 29

Civil Court District:	3	**City Council District:**	6
Assembly District:	67	**Election District:**	13

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North, New York, NY 10007
Tel (212) 669-7700 - Fax (212) 669-7960
http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 07 / 14 / 09 LP# _____

Item Name IRT Powerhouse

Item Address West 58-59th Sts. @ 11th - 12th Avenues

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Eve Sinaiko
NAME

300 Riverside Drive 10F
ADDRESS

Self - Upper West Side resident
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

For many years I have admired the IRT Powerhouse without knowing what it was. Now that the city has so beautifully restored the Hudson River waterfront, the area around far west 59th St. is fast becoming a hub of cultural & arts facilities. I can easily imagine a day when Con Ed decommissions the building. At that time it would be a magnificent site for a museum or cultural center,

(over)

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

The New York City Landmarks Preservation Commission

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Date 7/14/07 LP# _____

Item Name IRT POWERHOUSE

Item Address _____

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

DEBI GERMANN
NAME

215 W 108th St
ADDRESS

_____
REPRESENTING

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Date 7 / 14 / 09 LP# _____

Item Name IRT Power Station

Item Address 850 12th Ave

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

LAUREN JACOBI
NAME

161 W 86th 10A
ADDRESS

self
REPRESENTING

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IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

http:/nyc.gov.landmarks

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date July / 14 / 2009

Item # _____ Item Address IRT Powerhouse

✓ In favor of proposal _____ Against proposal _____ Other position

s.s.

LAURA LUDWIG
Name

133 East 95 - N.Y. 10128
Address

Womens City Club of New York
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side.

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Date 7 / 14 / 09 LP# _____

Item Name IRT Powerhouse

Item Address _____

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

CAITLIN WILCOY
NAME

161 W. 86th St.
ADDRESS

_____
REPRESENTING

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Date 7 / 14 / 09 LP# _____

Item Name IRT POWERHOUSE

Item Address _____

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

ARLENE SIMON
NAME

27 W. 67th ST.
ADDRESS

_____
REPRESENTING

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Date 7 / 14 / 09 LP# _____

Item Name TRT Powerhouse

Item Address 594 12th Ave

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Olivia Freud
NAME

_____
ADDRESS

_____
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

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Date 7/14/09 LP# _____

Item Name IRT Powerhouse

Item Address 59th/12th Ave - Manhattan

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

JAN LEVY
NAME

115 Central Park West
ADDRESS

Self
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

1PH2

LANDMARK WEST!

THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

Landmarks Preservation Commission Public Hearing
On Proposed Designation of
The Former Interborough Rapid Transit Powerhouse
West 58th-59th Streets between Eleventh and Twelfth Avenues
July 14, 2009

LANDMARK WEST! is a not-for-profit community organization committed to the preservation of the architectural heritage of the Upper West Side.

The former IRT Powerhouse is a building whose significance speaks for itself, from every resplendent piece of terra cotta, every Roman brick, and every one of the forty tall-arched windows that surround this mammoth building, a landmark hiding in plain sight on the far West Side of Manhattan. And yet some people in this room will have the privilege of speaking three times in support of landmarking the Powerhouse—first in 1979, then in 1990, and once again today. Let's make this time the clincher.

Some of the fresh faces you see in the audience today are those of an extraordinary group of graduate students in Columbia University's Historic Preservation Program. I had the privilege of working with them this past semester as they discovered this remarkable building for themselves and decided to come up with a plan for preserving it. They've made a compelling case, documented in the report you have in front of you ("Preserving the Former IRT Powerhouse: A Preservation Plan," Spring 2009). Their research identifies the significance of McKim, Mead & White's building not only for its distinguished architecture and its place in history as the original "engine" of New York City's first subway system, but also as part of a network of monumental civic projects including the New York Public Library, Grand Central Terminal and the late great Pennsylvania Station.

In addition, the students point out that "only two of eight [public utility] plants built in New York between 1900 and 1935 [are] still standing today." In fact, "four of New York's oldest surviving plants were destroyed between the years 2005-2008 alone, including ConEdison's Waterside plants on the East River, the former BRT plant at Williamsburg, and the former Pennsylvania Railroad plant at Long Island City" (quotes from p. 29, illustrated on pp. 16-17).

Over the past 100-plus years, the Powerhouse has survived several transitions in use and technology with physical changes that are minor in relation to its vast scale. This endurance is a tribute to the structure's adaptability and sustained value to our city. It also belies any notion that landmark designation would impede the continued viability of the Powerhouse either in its current function or any future adaptive reuse. Indeed, the most visible changes to the building—the removal of the cornice and original smokestacks—had nothing to do with its functionality. These unfortunate alterations only underscore the urgent need for protection so that more significant historic fabric is not lost as a result of indifferent stewardship.

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

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http://nyc.gov/landmarks

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Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7 / 14 / 09 LP# _____

Item Name IRT Powerhouse - Con Ed

Item Address _____

PLEASE SELECT AN OPTION BELOW:

_____ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Councilmember Gale Brewer
NAME

_____
ADDRESS

_____
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

http://nyc.gov.landmarks

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7 / 14 / 09

Item # _____ Item Address IRT Pano-Image

✓ In favor of proposal _____ Against proposal _____ Other position

s.s.

Jared Chausow
Name

322 8th Ave #1700 - NY, NY 10001
Address

NYS Senator Tom Duane
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 07 / 14 / 2009

Item # LP-2374 Item Address 850 12th Avenue

✓ In favor of proposal _____ Against proposal _____ Other position

s.s.

Rich Bell
Name

536 LaGuardia Place
Address

American Institute of Architects, NY Chapter
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side

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Date 7 / 14 / 09 LP# _____

Item Name IRT Powerhouse

Item Address _____

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

CRISTIANA PEÑA
NAME

1730 Carroll St, Bklyn NY
ADDRESS

_____
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

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Research Department

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Date 07 / 14 / 09 LP# _____

Item Name IRT POWER PLANT

Item Address WEST END AVE

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

PROF. HERBERT R. BRODERICK
NAME

530 WEST END AVE
ADDRESS

PROF. MOSETTE BRODERICK
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

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The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

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Research Department

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Date 7 / 14 / 09 LP# _____

Item Name IRT Powerhouse

Item Address 59th St & 11th Ave

PLEASE SELECT AN OPTION BELOW:

Y In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Melissa Baldock
NAME

457 Madison Ave
ADDRESS

Municipal Art Society
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

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1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

TEL (212) 669-7700 - FAX (212) 669-7960

http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date July 14 2009 LP# 2374

Item Name Powerhouse

Item Address 11th Ave & 59-60th ST

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

SUSAN TUNICK,

NAME

771 West End Ave, 10E NY 10025

ADDRESS

Friends of Terra Cotta

REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

will leave copy of statement

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

TEL (212) 669-7700 - FAX (212) 669-7960

http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7 / 14 / 2009 LP# 2374

Item Name IRT POWERHOUSE

Item Address 850 12TH AVE.

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

CHRISTABEL GOUGH

NAME

45 CHRISTOPHER ST NY NY 10014

ADDRESS

SOCIETY FOR THE ARCHITECTURE OF THE CITY

REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

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Date 7 / 14 / 09 LP# 2374

Item Name IRT Powerhouse

Item Address 850 12th Ave. Manhattan

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Joyce Mendelsohn
NAME

155 E. 34th St NY NY 10016
ADDRESS

Metropolitan Chapter Victorian Society in America.
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

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THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

http:/nyc.gov.landmarks

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PUBLIC HEARING SPEAKER SIGN-IN SHEET

Date 7 / 14 / 09

Item # 2 Item Address Interborough Rapid Transit Powerhouse, 850 12th Ave.

✓ In favor of proposal _____ Against proposal _____ Other position

Kate Husband
Name

Address

Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernández, Director of Intergovernmental and Community Relations.

If you need additional space, please use the other side.

PH2

July 13, 2009

Hon. Robert B. Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Former IRT Powerhouse, 58-59th Street, 11-12th Avenue, Manhattan
Designed by McKim, Mead & White, built in 1904

Dear Chair Tierney:

I am testifying in support of designating the former IRT Powerhouse at 59th Street and 11th Avenue as an Individual Landmark. As a graduate student in the Historic Preservation program at Columbia University, I had the opportunity to study this magnificent industrial building in my spring of 2009 Studio with five other students. Our research and work argued that the Powerhouse is a historically and architecturally significant structure that we cannot risk losing, which has happened to many of the other powerhouses and power stations that once served the city.

Even before my fellow students and I began our project, I was fascinated by the Powerhouse's architectural styling and massive form, and knew that this building was an important piece of the New York City fabric. The 1904 Beaux-Arts Powerhouse stands out in an area that is undergoing rapid changes, as older industrial buildings are replaced by residential towers and other commercial buildings. The former IRT Powerhouse must not become a victim to a similar fate. It is more than a functioning industrial building; it is a testament to the city's attempt to beautify the neighborhood in which it was sited at the turn of the century. An article written in 1902 attests that the IRT Powerhouse was "...designed so that it will be an attractive structure and in keeping with its surroundings, whatever development may take place." This statement holds true today, over one hundred years later. It is still a striking building, and even though the surrounding area has changed drastically, the Powerhouse remains a fixture of the ever-evolving neighborhood and the city as a whole. It was built to be a centerpiece of the community. Landmark designation of the Powerhouse will ensure that this monumental structure will be protected in the future as well.

My group's Studio work on the Powerhouse was a great introduction to preservation, and only deepened my initial feelings that this is an architecturally and historically significant building. I hope that our Studio's hard work accomplishes more than creating a book to go on a shelf, and that something positive such as a Landmark Designation can be achieved. I urge you to designate the former IRT Powerhouse an Individual Landmark, as it is a building worthy of recognition and protection in New York City.

Sincerely,

Kate Husband

Kate Husband

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION

1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX 212-669-7797

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 07 / 14 / 2009

Item # LP-2374 Item Address 850 12th Av

✓ In favor of proposal _____ Against proposal _____ Other position

s.s.

MARY HABSTRITT
Name

40 W 77th St, NYC 10024
Address

Roebling Chapter, Society for Industrial Archeology
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side

ROEBLING CHAPTER
Society for Industrial Archeology

www.roeblingSIA.org

Reply to 40 W. 77th Street, New York, New York 10024, PreserveIA@aol.com, 212-769-4946

TESTIMONY BEFORE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION, JULY 14, 2009
RE: INTERBOROUGH RAPID TRANSIT POWERHOUSE, LP-2374

By Mary Habstritt, Preservation Chair

The Roebling Chapter, Society for Industrial Archeology is a non-profit committed to the study, preservation and interpretation of the remnants of our industrial past. We support landmarking the IRT Powerhouse.

When opened in 1904 to drive New York's first subway, the IRT's central power station was the largest steam-driven powerhouse in the world. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country. (One larger set of generators was built for the Greenwich power plant in England, but never installed. Concerns about transmitting vibrations to the delicate instruments at the Greenwich Observatory caused these generators to be scrapped before they ever saw the inside of the building.) Power plants were already switching to new, more efficient turbine generators and this technology soon replaced engine generators, making the IRT the last large power plant to use this "dead tech."

One mark of the significance—and the size—of its equipment is that the National Museum of American History at the Smithsonian Institution holds key moving parts salvaged from one of the vertical low-pressure cylinders of the Allis-Chalmers/Westinghouse engine alternators. To accompany and interpret these pieces, a model of the engine generator was commissioned by Robert Vogel, founder of the Society for Industrial Archeology and now curator emeritus at the Smithsonian, when he designed the NMAH power hall, opened in 1963. It is still on display in the newly renovated museum. It is our urgent hope that these will not be all that is left of the Powerhouse.

Although the Commission does not specify the uses of landmarks, we strongly feel that the best use for the IRT Powerhouse is for the continued generation of power. Generating steam there means it is still a powerhouse, rather than something else that was once a powerhouse.

Many New York City landmarks have been able to adapt to changing technologies while continuing to serve their original purposes. These include Dry Dock #1 at the Brooklyn Navy Yard, still used to repair ships; the Brooklyn Bridge, which successfully carries traffic it was never built for; and the Manhattan Valley Viaduct, another dramatic symbol of the achievements of the Interborough Rapid Transit Company.

We ask you to landmark the IRT Powerhouse so that it can be adapted appropriately while still operating as a powerhouse. And so that, if someday, it is no longer needed for that, this "palazzo of power" will still be preserved as a powerful symbol of our past.

Protect it from the scrap heap that already includes the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

TEL (212) 669-7700 - FAX (212) 669-7960

http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7 / 14 / 09 LP# _____

Item Name IRT POWERHOUSE

Item Address 59th ST + 11th AVENUE

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

KATE WOOD
NAME

45 W. 67th ST.
ADDRESS

LANDMARK WEST
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

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THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 07 / 14 / 05

Item # 2 Item Address W 59th Street Station

____ In favor of proposal X Against proposal ____ Other position

JAMES A. STANZIONE
Name

4 Irving Place New York, NY 10003
Address

Con Edison Company of New York
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side

P1f2

Testimony of James A. Stanzione
On Behalf Of
Consolidated Edison Company of New York, Inc
In Opposition To Designation

July 14, 2009

Testimony of James A. Stanzione
On Behalf Of
Consolidated Edison Company of New York, Inc.

My name is James A. Stanzione and I offer this testimony on behalf of Consolidated Edison Company of New York, Inc. ("Con Edison") in opposition to designating Con Edison's 59th Street Steam and Electric Generating Station (the "59th Street Station" or the "Station") as a landmark.

I am the Plant Manager of the 59th Street Station. I am responsible for operations, maintenance, and capital improvements at the Station as well as long range planning and budgeting for the Station. I have been employed by Con Edison for more than 34 years in many different positions in both Gas Operations and Steam Operations.

Con Edison opposes designating the 59th Street Station as a landmark. The Station is a critical operating component of Con Edison's steam system and landmark designation will unnecessarily make it more difficult, restrictive and costly to operate, maintain, modify and enhance the Station now and in the future. This will result in additional costs to steam customers, which include the City of New York and several landmarked buildings, and can only serve to jeopardize the reliability of Con Edison's steam system and its ability to provide needed service to customers.

Con Edison also opposes designation because the Station is not architecturally significant, particularly in its present state, as there have been many changes to the building over time. This last point will be something that Michael Corcoran, an architect and an employee of Con Edison will separately testify about.

The 59th Street Station is an active steam and electric generating plant. The Station is a critical part of Con Edison's energy delivery systems. It is the only steam generating station on the west side of Manhattan, where steam is needed to maintain necessary steam system pressures, system reserve, and "ramp up" capability in order to serve customers on a reliable basis. Not having the 59th Street Station available to provide its 1,300 Mlbs/hr of steam during winter peak conditions would result in steam system pressure dropping by more than 20 percent, which would greatly impact system reliability and the ability to serve customers. The City's economy depends upon the Station remaining an active power plant. Given the City's energy needs, no action should be taken that would restrict, jeopardize or make more costly the current or future use of the 59th Street Station site as a provider of energy to the City's residents and businesses.

The 59th Street Station is part of Con Edison's steam system, which is the largest steam system in the United States and one of the largest in the world. Steam is

supplied by six Con Edison-owned stations, four in Manhattan, one in Queens, and one in Brooklyn, as well as an independently owned steam facility located in Brooklyn. These stations produce the steam that Con Edison distributes to customers in Manhattan through more than 105 miles of underground piping. Con Edison's customers use steam for space heating, water heating, air conditioning and processes such as sterilizing medical equipment. About half of the steam produced for our system is also used to generate electricity. Con Edison currently supplies steam to customers under about 1,800 steam accounts, which translates into approximately 1.8 million people or businesses using steam service in Manhattan. The buildings served by Con Edison's steam system include many of the City's most famous icons: the Empire State Building; the Chrysler Building, Rockefeller Center; Grand Central Station; the United Nations; the New York Stock Exchange; the Metropolitan Museum of Art; the American Museum of Natural History; the New York Public Library; and City Hall. Steam customers also include hospitals, fire houses, public schools and colleges as well as residential housing complexes such as Peter Cooper Village, Stuyvesant Town, and various New York City Housing Authority developments. In fact, collectively, the City of New York is Con Edison's largest steam customer. Con Edison also continues to add new steam customers. For example, the new Freedom Tower and other skyscrapers planned for the World Trade Center site are slated to be steam customers.

Con Edison's steam system allows many landmarked buildings in the City to retain their aesthetic qualities because they do not need their own smoke stacks and they can use the internal space normally occupied by boilers. The steam system also provides significant environmental benefits as it results in better air quality by reducing the need for on-site boilers in buildings. Also, because one of the uses of steam is for cooling purposes, the steam system also offsets about 350 Megawatts of electric demand during summer peak periods.

There seems to be a misconception floating around that the 59th Steam Station site is available for some alternate, perhaps art- or entertainment-related, use such as a museum or event space. This is not the case. Con Edison plans to continue to use the Station for energy purposes far into the future. Indeed, Con Edison's commitment to this purpose is demonstrated by its investment in large capital projects at the Station. Over the last few years, Con Edison has installed new boiler control systems, upgraded the gas turbine control systems and rebuilt major sections of the boilers. Each of these projects was a multi-million dollar investment in the Station. In addition, Con Edison has just begun construction of a new multi-million dollar water treatment facility at the Station, which will use newer technology to process the water that is fed into the boilers and ultimately converted into steam for use by customers.

There does not appear to be any precedent for designating an operating power generation station as a landmark. I am not aware of an operating power plant in New York City being so designated. Further, I am not aware of operating power

plants being designated as landmarks in other jurisdictions that require approval processes similar to those applicable in New York City for modification, repair and maintenance projects. Proponents of designating the 59th Street Station as a landmark have cited examples of former power generation stations being landmarked, but these sites no longer perform a power generation operations similar to the 59th Street Station. For example, London's Bankside Power Station, which opened in 2000 as the Tate Modern Museum, closed as a power generation station in 1981. Also, Baltimore's Power Plant at the Inner Harbor was decommissioned in the early 1970s before it was converted to a new use twenty years later. Placing restrictions on a building that is no longer used as a power plant is much different than placing those restrictions on an active power plant such as the 59th Street Station.

Landmark designation is inappropriate for operating power plants in general and the 59th Street Station in particular. Landmark designation will likely hinder operations at the Station – normal operations, scheduled capital improvement projects, and emergency response actions – and could impact steam system reliability and the ability to provide service.

Numerous activities take place each day as part of normal operations in order to operate and maintain the Station in a safe and reliable manner. On any given day, construction, installation, and/or maintenance of piping, tanks, motors, valves, and wiring at the Station may be required. These activities may require demolition, construction, modification or alteration of portions of the interior of the Station that are related to exterior elements of the Station or of the exterior of the Station itself. If the Station were designated a landmark, the delays in obtaining the necessary approvals from the Landmarks Preservation Commission to do this work would mean that the steam system's reliability - and service to customers – would suffer.

Scheduled large projects may also impact or potentially impact the exterior of the Station. For example, if existing transformers at the Station were to be replaced with new transformers, the best way to accomplish this may well be to remove the existing transformers by demolishing a portion of the north wall of the Station and removing them by crane through the opened space. The restrictions, delays, and costs inherent in getting the necessary approvals from the Landmarks Preservation Commission for the work and then restoring the demolished wall as required by the Commission and applicable "landmarks law" would unnecessarily delay such a project and make it more costly. These types of scheduled large projects also typically require longer term planning and several internal and regulatory approvals. During the course of such a large project, the scope of the project may change for various reasons. This can occur several times during a project. If the Station were designated as a landmark, Landmarks Preservation Commission approval would likely be required at the outset of such a project and also each time that a project modification became necessary. The resulting delays and additional costs under these circumstances would adversely affect

the timely completion of the project and negatively impact system reliability, service, and the cost of service borne by customers.

Emergency situations may also require Con Edison to breach or remove sections of the walls and/or roof of the Station to rapidly ensure public safety and maintain operations. The need for emergency response can arise from catastrophic equipment or structure damage bought on by unforeseen events or circumstances. The type and timing of the work required and the resulting impact to the building will vary depending on the nature of the emergency and the equipment or portions of the building that has to be repaired or replaced. In any event, the need to proceed unencumbered by a lengthy and costly review and approval process can be crucial. An example of an unforeseen event just occurred at the Station. The Station's 50 ton west crane suffered a major bearing failure that rendered it unavailable. This is the crane that is used to lift and move equipment deliveries into the Station at the west side of the Station. Con Edison is currently reviewing options to remove the crane for repair. One option may require opening the roof on the northwest corner of the building and lifting the west crane out of the Station with a street crane.

Con Edison is also concerned about the impact that a landmark designation would have on future uses of the site. If, in the future, there is a need or an opportunity to provide energy-related enhancements or changes at the site, Con Edison would undoubtedly need to remove some of the walls and the roof. Con Edison had to do just that at in connection with its East River Repowering Project concerning the steam and electric generating station located at 14th Street in Manhattan. As can be seen from the attached photos, various walls and the roof of that station were removed so that older equipment could be replaced with new, more efficient, equipment that was lifted into the station by special crane. It would be inappropriate to deny Con Edison the ability to perform this kind of work at the 59th Street Station or to have the approval process and restoration requirements be so cumbersome that beneficial projects at the Station site are not economically viable.

Similarly, Con Edison is interested in projects related to green energy and energy efficiency. If Con Edison desired to add solar panels or other renewable energy equipment to the Station's exterior (or, under certain circumstances, within the Station) it might be restricted from doing so if the Station were designated a landmark.

Con Edison is also extremely concerned about the increased costs associated with the "landmark law's" requirements and adding to the costs borne by its customers, including the City of New York, schools, hospitals and affordable housing. Due to the "calendared" status of the Station, Con Edison and its customers have already had some experience in this regard. In connection with the need to replace windows on the 11th Avenue side of the Station, the calendared status of the Station resulted in certain interface with the Landmarks

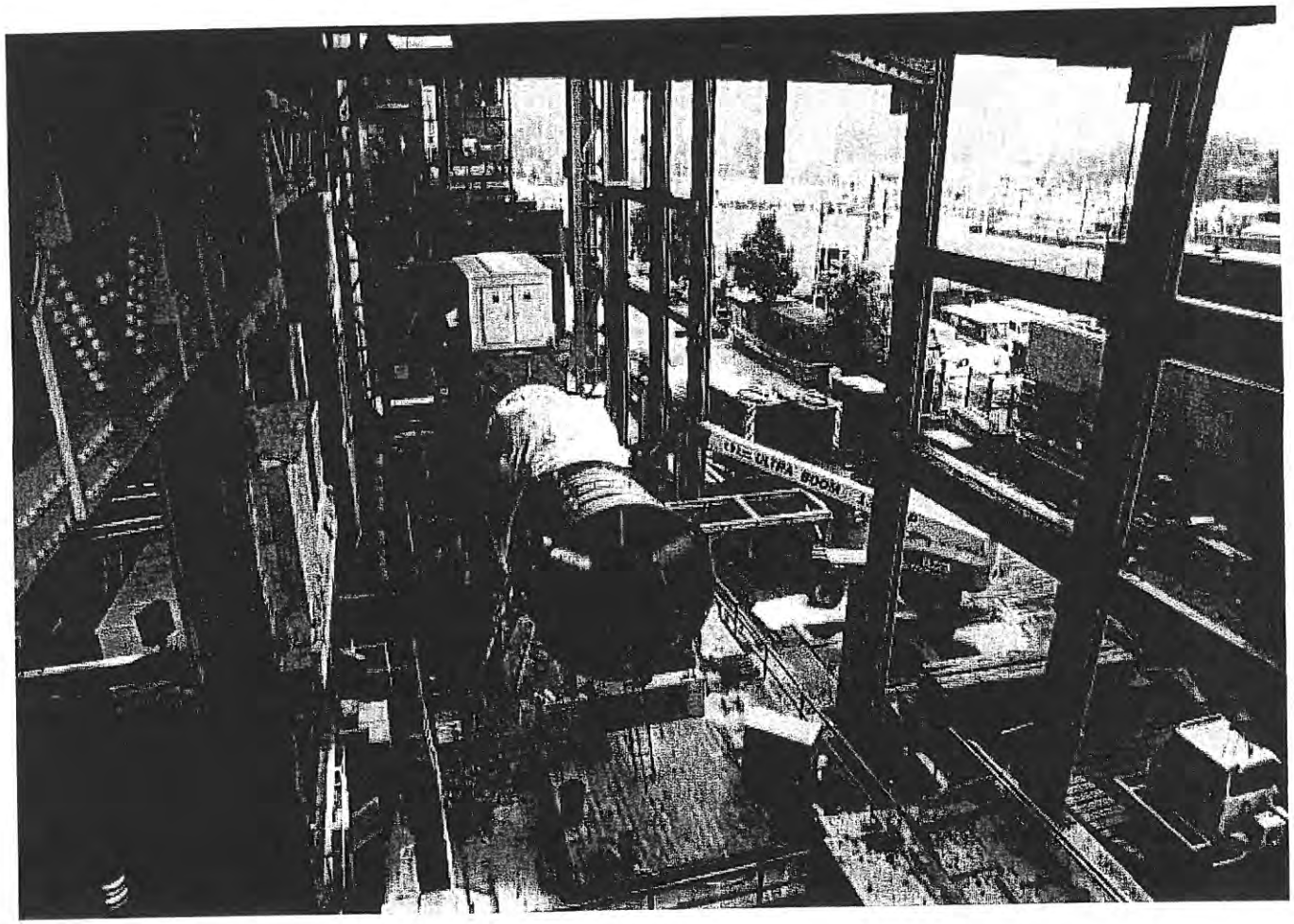
Preservation Commission. This project took about four months to receive Landmarks Preservation Commission approval and the cost of the project tripled because of the mandated requirements. This result will likely be repeated for other work at the Station if the Station is designated a landmark.

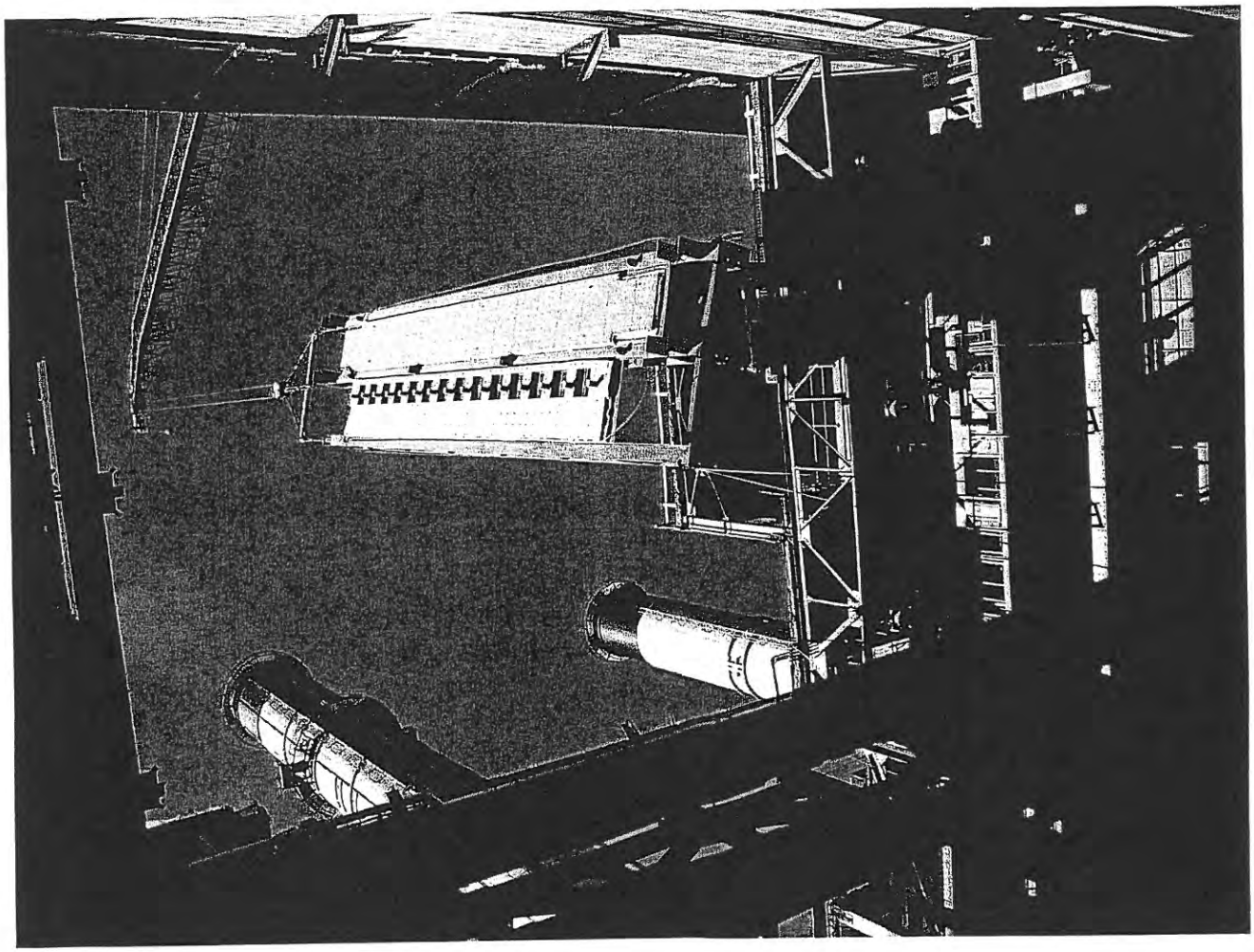
Con Edison urges the Landmarks Preservation Commission to decline to designate the 59th Street Station as a landmark. Con Edison further urges the Commission to remove the Station from its current "calendared" status so that Con Edison can operate this critical facility as economically, reliably and efficiently as possible in the best interests of the City of New York and our customers.

Thank you for the opportunity to present and submit this testimony.

James A. Stanzione
Plant Manager, 59th Street Station
July 14, 2009

East River Repowering Project





CAIN, FARRELL & BELL

LANDMARKS PRESERVATION COMMISSION
OF THE CITY OF NEW YORK

In the Matter
of the
Proposed Designation of the
"Original IRT Powerhouse, 58th and 59th Streets,
Eleventh and Twelfth Avenues, Manhattan"
as a Landmark and Landmark Site
(LP-1092)

Memorandum of Walker O. Cain in Opposition
to the Proposed Designation

Walker O. Cain
Cain, Farrell & Bell
437 Fifth Avenue
New York, New York 10016

212 - 683-4343

CAIN, FARRELL & BELL

To the Members of the Landmarks Preservation Commission
of the City of New York

I am Walker O. Cain, partner of Cain, Farrell & Bell, architects and planners, successor firm of McKim, Mead & White which was founded in 1879. I am a Fellow of the American Institute of Architects. I am also a Fellow of the American Academy in Rome, of which I am currently serving as Chairman of the Board. I have been active in the American Institute of Architects planning interests at the national level and in the New York Chapter. I belong to The Society of Architectural Historians; I am a National Academy of Design member and a former Taconic State Park Commissioner.

In early September, 1979 I was retained by Consolidated Edison Company of New York, Inc. in connection with the proposed designation as a landmark and landmark site of its 59th Street powerhouse. I am submitting this memorandum on behalf of Con Edison in opposition to the proposed designation.

A certain amount of my firm's work, ever since I can remember, has been involved with my knowledge of the past as it bears upon buildings designed by McKim, Mead & White, and the problems involved in saving them as landmarks or just as buildings, while re-cycling them for use in contemporary society. Some examples of such buildings are:

St. Bartholomew's Church, 50th Street and Park Avenue, N.Y.C., 680 Park Avenue, Percy Pyne House, N.Y., Ballon Hall, Tufts University, Student Building, Vassar College, Villard Houses, N.Y., Spanish Institute, 684 Park Avenue, N.Y., Citibank, 55 Wall Street, N.Y., The

New York Academy of Medicine, 103rd Street at 5th Avenue, N.Y., School of Journalism, Columbia University, N.Y. and The Century Club, New York City.

When I lived in The Village, I frequently travelled on the West Side Highway. From the Highway I remember seeing the power plant in question. I always identified it by its most remarkable stacks, 6, I believe, about 160' high and the only ones I've ever seen designed as though they were column shafts, with entasis. When asked recently for comments on the landmarks issue, I visited the building; and my first disappointment was that all but one of my columns were gone, replaced by a small cyclindrical one and an overpowering 500' tapered one. A closer look revealed new doorways had been cut through the arcaded walls on 58th Street and 59th Streets, with no relation to pilasters and arched openings. Several of the arches on these sides have been bricked-up with a salt-glaze brick and all the lower windows along the 58th Street side have been filled in with concrete block, with no relation to the architectural design. (See photograph attached hereto).

Next to the missing stacks the greatest loss is the cornice, normally the crowning glory to a neo-Classical building. All that remains today is a flat band of concrete stucco where the old cornice was, which reminds me of the maxim of a very old architect I once knew: "A building without a cornice is like a face without eyebrows." Another way of looking at that is "like a column without a cap." Other missing parts are the cornice on 11th Avenue and

the decorative treatment around the inscription panel acting as a sort of pediment on the 11th Avenue front, which remains the least changed. In addition, the roof has been completely changed to accommodate new equipment installed in the plant. The original Spanish tile and slate finishes have been removed and replaced with a tar and gravel covering. The monitors have been supplanted by corrugated steel panels.

A structure such as a power plant, a purely utilitarian collection of boilers, pumps and ducts, pipes and tanks, is an everchanging creature. New technology, improved or modified equipment, rearrangement of enormous parts, all require freedom to maneuver, to break through exterior walls or roof. Constraints normally acceptable to other building types do not apply to this one. Emergencies can arise in a moment. The needs to breach architectural forms are immediate and cannot await the proper but sometimes lengthy determinations associated with Landmarks designation. However, these problems, and they are real ones, would seem to exist entirely on the North and South facades, approximately a quarter of a mile in overall length.

The East front, the 11th Avenue facade, was obviously considered the real front, the entrance front of the building and contains some office space above an area for delivery vehicles. Consistent with this is the significant difference in architectural style applied to the 200 feet along 11th Avenue and the first 30 feet on the both and 59th Street returns. The architectural effect

is that of a pavilion 200' x 30' in plan to which is attached the huge turbine and boiler room, some 650' x 200' in plan.

Authorship of the parts of the building is not clear, but even a casual inspection indicates there are two distinct styles. The records show that Stanford White was paid an honorarium for assisting in developing typical bays, but that this was not a regular commission to the firm of McKim, Mead & White. White acted as consultant only. If he developed a bay, it would seem obvious that the bays on 11th Avenue received most of his attention.

Whereas the "turbine-boiler room" facades are of a neo-Palladian style with paired pilasters between arched openings 14 feet in width, the "pavilion" facade is more Roman, with single columns between arched openings 10 feet in width. The latter treatment is pure Stanford White, characterized by the use of terra cotta, one of White's trademarks, and by the extra richness of the ornamental quoins let into the pilasters and the window enframements with circular wreaths over them. Long missing are his special decorations above the cornice, which also would have been typical.

I believe that the proposed Landmark designation has arisen in connection with the anniversary of the Interborough Rapid Transit Company, and the fact that, of all the buildings related to that company, this one alone carried the imprint, if not entirely unwarranted, of McKim, Mead & White. In examining the building more closely, it is clear that it was designed as a two-

part composition: a head house or pavilion, four stories high, to which was attached a large turbine-boiler room, one story high. The pavilion received the most architectural attention, is indicative of Stanford White's personal style, and may well have been the facade favored by him. It is the portion of the structure least likely to be endangered by technological changes in the power industry and probably rates preserving. The turbine-boiler room, however, received a quite different architectural treatment, has already been modified with no regard to architectural design, and presents quite different problems for the future. To extend landmark designation to the turbine-boiler room seems to me to go beyond the valid objectives, which we all support, of the Landmarks Preservation Commission.

It would seem equitable to all concerned to concentrate the preservation efforts where the results are most visible, where the architect lavished his greatest efforts, and where the spirit of the past is more brightly illuminated, namely, on the 11th Avenue front and side street returns.

Thus, I am not opposed to designation, but I would hope the matter would not be resolved on an "all or nothing" basis. I am concerned that such an approach might overreach the image of Preservation, might work unreasonably against the owner, or press to the limit a power to be used with the utmost discretion. There are in this case considerations quite different than others we all know,

and in addition there is something of Locking the Barn After the Horse is Gone. The greatest features and unique elements of this building are gone. No one can make a landmark of what a building was.

It would be my hope that the Commission would find that the purposes of Preservation would be served, and the realistic requirements of a working utility plant recognized by designation what I have referred to as the "pavilion" at the 11th Avenue front. It is a better reminder of White than the other facades, even in its mutilated state. It is most easily seen and fronts on a busy thoroughfare.

Respectfully submitted,

Walker D. Cain

Walker D. Cain

October 11, 1979

PH2

THE NEW YORK LANDMARKS CONSERVANCY

July 14, 2009

STATEMENT OF THE NEW YORK LANDMARKS CONSERVANCY BEFORE THE N.Y.C. LANDMARKS PRESERVATION COMMISSION REGARDING THE PROPOSED DESIGNATION OF THE INTERBOROUGH RAPID TRANSIT POWERHOUSE AT 850 TWELTH AVENUE, MANHATTAN AS AN INDIVIDUAL LANDMARK

Good ~~morning~~ afternoon Chair Tierney and Commissioners. I am Andrea Goldwyn, speaking on behalf of The New York Landmarks Conservancy.

The Conservancy supports the proposed designation of the former IRT Powerhouse as a New York City landmark. This Beaux-Arts masterpiece is significant for its design, as the work of a prominent architecture firm, and as an example of an era when the civic structures were monuments of the urban streetscape.

Although there have been some minor alterations to this 1904 building, and even some since the Commission previously heard testimony on designation, the Powerhouse is largely intact, and retains substantial historic fabric. The monumental mass and form are much the same as when built, excepting the addition on 12th Avenue, and the building is in sound condition. The classical yet ornate decoration, including statuesque pilasters, monumental arches over multi-pane windows, and elaborate terra cotta ornament remain in place.

The beauty and majesty of the Powerhouse well represent the work of its architect, Stanford White. His firm, McKim, Mead and White, was responsible some of the most significant buildings of the era, including Madison Square Garden and Penn Station, and of course, the Municipal Building. Although it might now strike us as unusual to have one of the City's, if not the country's, most prominent architecture firms designing a power generating plant, this was an intentional gesture by the IRT, which, according to a 2009 Columbia University report, noted that "the exterior of the building has been designed so that it will be an attractive structure and in keeping with its surroundings, whatever development might take place."

The third significant quality is perhaps the most important. In New York, we are fortunate to have many beautiful buildings designed by famous architects. In the IRT Powerhouse, we also have a reminder of the great pride that cities can take in their own achievements. Inspired by the City Beautiful movement, the Powerhouse is like other civic buildings such as post offices, transportation hubs and utility stations constructed as cities expanded in the early 20th century; they housed practical uses in extraordinary structures. In this regard the IRT Powerhouse, which was built to represent the triumph of a transit system that allowed thousands of people to move across the City every day, is a soaring tribute to the urban experience.

We do not know what the future will hold for the Powerhouse. Although this building continues to be used to generate power, many of the other powerhouses from this era built for transportation and public utilities have been demolished. Designation would ensure that even if the existing use for the Powerhouse ceases, the structure will not be lost, and would allow for the possibility that it could even be reused for some other public purpose, perhaps in the manner of the Tate Modern in London, one of that city's most popular attractions. We hope that Con Ed will reconsider past objections and support this designation.

The IRT Powerhouse has survived the last century, and is a reminder of a past era, when civic pride and accomplishment were manifested in inspirational architecture. Designation by the Commission would allow future generations to experience the same reverence for this neo-Classical workhorse of a building. Thank you for the opportunity to present the Conservancy's views.

One Whitehall Street, New York NY 10004
tel 212.995.5260 fax 212.995.5268 nylandmarks.org

PH2 .

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel **(212) 614-9107** fax (212) 614-9127 email hdc@hdc.org

Statement of the Historic Districts Council
Designation Hearing

July 14, 2009

Item 2
BOROUGH OF MANHATTAN
LP 2374
INTERBOROUGH RAPID TRANSIT POWERHOUSE

The Historic Districts Council is the advocate for New York City's designated historic districts and neighborhoods meriting preservation.

Heard in 1979 and 1990, the Interborough Rapid Transit Powerhouse was added in 2005 to HDC's list of 21 priority heard, but not designated buildings. In the four years since, eleven structures on the list have been designated and ten, including the Powerhouse, still wait in landmarks limbo. As we work on an updated list of priorities, HDC is very happy at the prospect of not having to include this building.

Stanford White was able to design in 1904 what today seems like a minor miracle – a utilitarian structure that was highly elegant and ornate. It was all in a day's work though for White and other City Beautiful proponents who believed that public improvements should be built to create a city that was both functional and beautiful. We have them to thank for many of our city's finest landmarks including libraries, schools, bathhouses and parks.

With one glance at the Powerhouse, it is easy to see it is already a landmark, and deserves official recognition to ensure its survival. This monumental structure is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 105 years ago, it was the largest powerhouse in the world and provided the energy needed to run the subway which in turn created the modern city of New York.

Despite the loss of the smoke stacks, the IRT Powerhouse remains a commanding presence. HDC urges you to designate this masterpiece before anymore is lost.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

http:/nyc.gov.landmarks

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7 / 14 / 09

Item # PH 2 Item Address IRT Powerhouse

✓ In favor of proposal _____ Against proposal _____ Other position

Andrea Goldwyn
Name

1 Whitehall St.
Address

New York Landmarks Conservancy
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs

If you need additional space, please use the other side.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION

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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7 / 14 / 2009

Item # 2 Item Address IRT Power house

✓ In favor of proposal _____ Against proposal _____ Other position

Nadezhda Williams
Name

Address

Historic Districts Council
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
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PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7/14/09

Item # 2 Item Address WEST 59TH ST GENERATING STATION

____ In favor of proposal X Against proposal ____ Other position

S.S.

MICHAEL CORCORAN
Name

4 IRVING PLACE RM 1428 NEW YORK, NY
Address

CON EDISON
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs

If you need additional space, please use the other side

PH 2

ROEBLING CHAPTER
Society for Industrial Archeology

www.roeblingSIA.org

Reply to 40 W. 77th Street, New York, New York 10024, PreservelA@aol.com, 212-769-4946

TESTIMONY BEFORE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION, JULY 14, 2009
RE: INTERBOROUGH RAPID TRANSIT POWERHOUSE, LP-2374
By Mary Habstritt, Preservation Chair

The Roebling Chapter, Society for Industrial Archeology is a non-profit committed to the study, preservation and interpretation of the remnants of our industrial past. We support landmarking the IRT Powerhouse.

When opened in 1904 to drive New York's first subway, the IRT's central power station was the largest steam-driven powerhouse in the world. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country. (One larger set of generators was built for the Greenwich power plant in England, but never installed. Concerns about transmitting vibrations to the delicate instruments at the Greenwich Observatory caused these generators to be scrapped before they ever saw the inside of the building.) Power plants were already switching to new, more efficient turbine generators and this technology soon replaced engine generators, making the IRT the last large power plant to use this "dead tech."

One mark of the significance—and the size—of its equipment is that the National Museum of American History at the Smithsonian Institution holds key moving parts salvaged from one of the vertical low-pressure cylinders of the Allis-Chalmers/Westinghouse engine alternators. To accompany and interpret these pieces, a model of the engine generator was commissioned by Robert Vogel, founder of the Society for Industrial Archeology and now curator emeritus at the Smithsonian, when he designed the NMAH power hall, opened in 1963. It is still on display in the newly renovated museum. It is our urgent hope that these will not be all that is left of the Powerhouse.

Although the Commission does not specify the uses of landmarks, we strongly feel that the best use for the IRT Powerhouse is for the continued generation of power. Generating steam there means it is still a powerhouse, rather than something else that was once a powerhouse.

Many New York City landmarks have been able to adapt to changing technologies while continuing to serve their original purposes. These include Dry Dock #1 at the Brooklyn Navy Yard, still used to repair ships; the Brooklyn Bridge, which successfully carries traffic it was never built for; and the Manhattan Valley Viaduct, another dramatic symbol of the achievements of the Interborough Rapid Transit Company.

We ask you to landmark the IRT Powerhouse so that it can be adapted appropriately while still operating as a powerhouse. And so that, if someday, it is no longer needed for that, this "palazzo of power" will still be preserved as a powerful symbol of our past.

Protect it from the scrap heap that already includes the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

METROPOLITAN CHAPTER OF
THE VICTORIAN SOCIETY IN AMERICA
c/o The Neighborhood Preservation Center
232 East 11th Street. New York. NY 10003

July 14, 2009
Testimony of the Metropolitan Chapter of the Victorian Society in America Regarding the Designation of the Interborough Rapid Transit Powerhouse 850 12th Avenue, Borough of Manhattan

Good morning Chair Tierney and Commissioners. I am Joyce Mendelsohn, First Vice President of the Metropolitan Chapter of the Victorian Society in America. Founded in New York City in 1966, the Victorian Society in America is dedicated to fostering the appreciation and preservation of our nineteenth-century heritage as well as that of the early twentieth century (1837-1917). The Metropolitan Chapter, oldest of numerous chapters now flourishing throughout the country, is an independent organization affiliated with the national society.

The Chapter strongly supports designation of the former Interborough Rapid Transit Powerhouse as an official New York City Landmark. As you know, this is the third designation hearing for this monumental Beaux-Arts building, designed by McKim, Mead & White and opened in 1904 to provide electricity for New York's first subway system, known as the IRT. The current owner Consolidated Edison's removal of the last surviving original smokestack underscores the urgency of acting now to grant the Powerhouse the landmark protection it so justly deserves.

The Powerhouse remains one of our city's most compelling examples of early 20th-century industrial design. In a significance statement issued for one of its prior designation hearings, the Landmarks Commission called the Powerhouse "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement…which held that public improvements could beautify American industrial cities." The building's potential to serve as a public amenity, enriching the lives of all New Yorkers and visitors to the city, survives to this day.

Leading architectural historians, preservation advocates and public officials have described this monumental Beaux-Arts building as a "masterpiece," "a great work, a monument to the new era," "uplifting, civic-minded," "one of only a handful of great powerhouses remaining in the five boroughs," "the largest powerhouse in the world" when it opened in 1904, "extraordinary," "an integral piece of New York City's architectural and transportation history," "a stunning combination of structural practicality and esthetic brilliance."

We urge the Commission to give the IRT Powerhouse official landmark status without delay. Thank you for your consideration.

PH 2

THE SOCIETY FOR THE ARCHITECTURE OF THE CITY

INTERBOROUGH RAPID TRANSIT POWERHOUSE, Designation Hearing Item #2
Landmarks Preservation Commission, July 14, 2009

We have been advocating for designation of this building since the 1980s. Electricity, which we now take for granted, was regarded as a sort of miracle a century ago; other New York City landmarks, like the Lewis Latimer house, allude to that. Lewis Latimer, the only African-American Edison Pioneer, wrote lyrically about electricity, the "art" of incandescent lighting, and the filament he invented—"Like the light of the sun, it beautifies all things on which it shines." The extension of this new power to the field of transportation in the Interborough Rapid Transit Powerhouse was cause for celebration in 1904, and a factor in reshaping the city. What today we might regard as a structure that should be utilitarian was then decorated, by a most eminent architectural firm, with anthemions and shells and slender Roman bricks, a public purpose celebrated in architectural form, and an example of civic consideration of the quality of our surroundings. It is notable that although the building is decorated when seen nearby, from a distance, from Tenth Avenue and 58th Street in the setting sun, as the small scale detail is lost, it can appear quite contemporary, rather as the west wall of the New York Public Library at 42nd Street does: Beaux Arts design in the hands of the best practitioners had strong bones and great staying power. With only the river left for original context, the building is a jewel in a new setting.

Civic pride as expressed by the city beautiful movement should guide us today as it did in the past, and lead to the designation of the Powerhouse.\\

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Ronald Kopnicki, President • Matt McGhee, Treasurer • Christabel Gough, Secretary
The Society for the Architecture of the City, Inc. publishes the review, *Village Views*

FRIENDS OF TERRA COTTA

July 14, 2009

My name is Susan Tunick and I am President of the Friends of Terra Cotta, a preservation organization founded in 1981. We would like to thank the LPC for calendaring the 1904 IRT Powerhouse at 59th Street and 11th avenue for a third time.

Friends of Terra Cotta urges the Landmarks Preservation Commission to designate this building. The significance of this remarkable structure goes beyond its superb terra cotta and brick exterior. This was the site where coal was used to generate all the electricity needed to run New York's original subway line. A number of the original stations and several kiosks have been landmarked and it is highly appropriate that the source of the power that made the system work be considered for designation as well.

Stanford White of McKim, Mead and White, architects for the building, was responsible for the richness of texture and plasticity in ornamentation. The National Trust publication, *Master Builders* comments on this architectural firm, stating: "Working within the conventions of the 19th-century idealist formalism with its allusions to the architecture of the past, McKim, Mead and White represented the most generous realization of the triad of commodious planning, sound construction and visual delight first propounded by the Roman writer on architecture Vitruvius in the first century B.C."

Only a small number of buildings by MMW from this period survive. Examples include: **Gouverneur Hospital** (FDR Drive between Gouverneur Slips E 7 W) 1901; **the Municipal Building** (1 Centre Street,)1907-14 which uses terra cotta; **390 5th Avenue** (SW corner W 36th Street) 1906; **409 5th Avenue** (Originally Tiffany on SE corner of E 37th St) 1906; **Two club buildings**: the **Collector's Club** (22 East 35th Street) 1902; and the **Harmonie Club** (4 East 60th Street) 1904-06 (which also uses terra cotta) and **4 houses on the Upper East Side**: **Stuyvesant & Marian Fish House** (25 E 78th Street) 1897-1900; **Philip & Beulah Robbins House** (28 E 78th Street) 1899-1902; **Joseph & Kate Pulitzer House** (11 E 73rd Street) 1900-03; **WH Moore House** (currently the Bank di Napoli at 4 East 54th Street) 1900.

The Powerhouse is surprisingly intact for its age and enormous size, although the original smokestacks and cornice have been removed. We know that Con Edison is the current owner and with their very poor record of building stewardship (they have been tearing down structures in a number of boroughs) the future of the Powerhouse is a great concern to the community and to residents throughout the city. It was with great frustration (and broken promises from Con Edison about saving important architectural elements) that New Yorkers watched the destruction of the East Side Con Edison Power Plants during the last year.

Please take this matter under serious consideration before another very significant part of our historical AND architectural heritage becomes rubble. I would like to end by quoting the words of

Friends of Terra Cotta/New York State
c/o Tunick, 771 West End Avenue 10E
New York, New York 10025
212/932-1750

the *NY Times* architecture critic (Nicolai Ouroussoff) who stated on July 7, 2009, in an article about the endangered Nakagin Capsule Tower in Tokyo:

"Until that mentality changes, landmarks like Kurokawa's will continue to be threatened by the wrecking ball and the cultural loss will be tremendous. This is not only an architectural tragedy, it is also a distortion of history."

Sincerely,

Susan Tunick
President

PH 2

The Municipal Art Society of New York

MASNYC

Testimony of the Municipal Art Society
Before the Landmarks Preservation Commission
By Melissa Baldock, Kress/RFR Fellow for Historic Preservation and Public Policy
Designation of the Former IRT Powerhouse (now Con Ed Powerhouse), 600 West 59th Street, Manhattan
July 14, 2009

I am Melissa Baldock, speaking on behalf of the Municipal Art Society's Preservation Committee in support of the designation of the former IRT Powerhouse in Manhattan. The Municipal Art Society is a private, non-profit membership organization that fights for intelligent urban planning, design, and preservation through education, dialogue and advocacy.

The Preservation Committee of the Municipal Art Society wholeheartedly supports the designation of the IRT Powerhouse. The Powerhouse stands as a reminder of an extraordinarily important time in the history of New York City's development – when the first subway lines opened to bring New Yorkers quickly and cheaply from one end of Manhattan to another. This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed Powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building.

Without a doubt, the city's subway system, which this building made possible by supplying power, helped New York City become a modern world city for the 20th century. The building's architectural and historical significance is irrefutable. Its protection as a landmark is critical to the recognition of the role this building had in the 20th century growth and development of New York City.

In the past several years, the city has lost two equally noteworthy historic powerhouses, the Waterside No. 2 Power Station on Manhattan's East Side and the Kent Avenue Power Plant in Williamsburg. Con Ed's recent demolition of the IRT Powerhouse's last-remaining original smokestack illustrates just how vulnerable the building is without landmark protection. In order to fully ensure the building's protection, we recommend that the entire block and lot be considered for landmark protection, including the 1940s addition. Although this addition does not have the architectural and historic significance of the original 1904 building, it is important that the LPC have jurisdiction over this part of the building to ensure that any future changes to it do not impede on the integrity of the 1904 building.

MAS has made a longstanding commitment to the preservation of New York City's industrial heritage. Industrial buildings like the IRT Powerhouse provide great opportunities for adaptive reuse should they no longer be needed for industry and production. Across the globe, old powerhouses and other large industrial buildings have been transformed into amazing new facilities. The Tate Modern museum in London is an obvious parallel to this building, but there are many others. In Chicago, the Homan Square redevelopment of the former Sears and Roebucks world headquarters involves, among other plans, the adaptation of the complex's powerhouse into a high school and learning center. In countries like Germany and Italy, large industrial facilities that were formerly steel plants or coal complexes have been given new life as business parks, museums, performance arts spaces, etc. The flexibility that our Landmarks Law affords in adapting old buildings for new uses could someday provide a great opportunity for the IRT Powerhouse should it no longer be needed for steam or electric production.

After three hearings spread over thirty years, please make this third time a charm, and vote without delay to make the IRT Powerhouse a NYC landmark.

THE MUNICIPAL ART SOCIETY OF NEW YORK
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F 212 753 1816

MAS.org

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty -five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build- up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partners had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke River. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. Here, a great powerhouse worked in a simple but

comprehensible façade. This is a great work, a monument to the new era. Easily returned to its original appearance, the IRT powerhouse will become a treasure to the neighborhood.

Yours truly,

Mosette Broderick

Director, Urban Design and Architectural Studies Program, NYU
Clinical Associate Professor, Art History

PH2

AIA New York Chapter

The Founding Chapter of The American Institute of Architects

RECEIVED
JUL 13 2009

July 9, 2009

Chair Robert Tierney
Landmarks Preservation Commission
1 Centre Street, 9th floor
New York NY 10007

Dear Chair Tierney,

On behalf of the New York Chapter of the American Institute of Architects, and its 4,300 architect and public members, we are writing to express our strong support for the individual designation of the Interborough Rapid Transit Powerhouse. Designed by the renowned architect Stanford White of McKim, Mead & White, the IRT Powerhouse is worthy of designation not only for its architectural merit but as a significant example of the development of New York City's infrastructure.

At the time of its completion in 1904, the IRT Powerhouse was the largest powerhouse in the world and provided power to the first subway line in New York. One of the few infrastructure buildings designed by White, the IRT Powerhouse is an unusual example of the architect's work and is among the most imposing of his projects. The building exemplifies White's Beaux-Arts style, with its elegant arcaded composition and Classical and Renaissance-inspired details. Many of these architectural elements survive today. Unfortunately, demolition has destroyed all of the original smokestacks that were integral to the expression of the building. In March of this year, the last smokestack from 1904 was removed.

The IRT Powerhouse is both a great work of architecture and an important part of the history of rapid transit in New York. As noted in a previous Landmarks application, "by commissioning such a grand design for a very functional purpose, the IRT Company was visually expressing its belief in the greatness, usefulness, and civic importance of this new mode of transportation." The IRT transformed what could have been an ordinary industrial building into the flagship power station of its day, and in doing so, asserted the civic role of architecture and created a monument to New York City's subway system.

We strongly urge the Commission to designate the IRT Powerhouse.

Sincerely yours,

Sherida Paulsen, FAIA
2009 Chapter President

Fredric Bell, FAIA
Executive Director

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PH 2.

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News from...

SENATOR THOMAS K. DUANE

29th SENATORIAL DISTRICT · NEW YORK STATE SENATE

TESTIMONY BY NEW YORK STATE SENATOR THOMAS K. DUANE BEFORE THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION REGARDING THE GRANTING OF LANDMARK DISGINATION TO THE INTERBOROUGH RAPID TRANSIT POWERHOUSE AT 600 WEST 59TH STREET IN MANHATTAN

July 14, 2009

My name is Thomas K. Duane and I represent New York State's 29th Senate District, in which the West 59th Street Interborough Rapid Transit Powerhouse ("the Powerhouse") is located. Thank you for the opportunity to present testimony before the New York City Landmarks Preservation Commission ("LPC") today regarding this remarkable structure.

As you know, this hearing is LPC's third formal consideration of the Powerhouse; in both 1979 and 1990 it failed to confer landmark designation. LPC must not forgo another opportunity to protect this extraordinary piece of our City's heritage from marring alteration or demolition. Over the years, Consolidated Edison, which has owned the Powerhouse and operated it as a steam plant since 1959, has removed the original smokestacks and the cornice. Meanwhile, development pressure is encroaching from all sides of the waterfront site. Now is the time for LPC to act.

The profound historic significance of the Powerhouse cannot be overstated. Constructed in 1904, the Powerhouse is an enduring monument of the original Interborough Rapid Transit subway line that revolutionized mass transit and, indeed, New York City. As LPC notes in its description of the proposed landmark, the plant generated electricity for the subway's signal and lighting systems. This burgeoning transit system would later expand toward the edges of the City, sparking the economic and social growth that contributed to the redevelopment of disconnected low-rise neighborhoods into the dense, urban environment that exists today.

The Powerhouse is also among the finest examples of New York City's early 20th Century 'City Beautiful' movement. This utilitarian facility is adorned in Beaux Arts style which seemingly conflicts with its remaining smokestack—a marvelous visual paradox. Designed by the preeminent architectural firm McKim, Mead & White, the building's façade features buff-colored Roman brick ornamented lavishly with classic terra-cotta motifs and stacked atop of a base of smooth ashlar granite. Its two-story arched windows are separated by ribbed, rusticated pilasters, effecting a sense of grandeur that is accentuated by the building's magnitude—the Powerhouse occupies an entire City block. The crowns of the arches project elegant terra-cotta wreathes and keystones depicting gallant figures. This building is a vestige of the City's

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P1+2

News...

From Council Member
GALE A. BREWER

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TESTIMONY BEFORE THE LANDMARKS PRESERVATION COMMISSION
JULY 14, 2009
Council Member Gale A. Brewer, 6th District, West Side of Manhattan

RE: IRT Powerhouse

I thank Chairman Tierney and the Landmarks Preservation Commission members for the opportunity to testify today. My name is Gale A. Brewer and I represent the residents of the West Side of Manhattan, from West 54 Street to West 96 Street, in the City Council.

The IRT powerhouse is a monumental structure occupying a full block on the West Side of Manhattan from 58th to 59th Streets between 11th and 12th Avenues. Completed in 1904, it was built by the Interborough Rapid Transit Company to provide power for New York City's first subway system. The powerhouse provided electricity for the IRT system, and later the New York City subway, until 1959 when it was sold to Consolidated Edison for use as a power station. The City has since reassumed ownership of the powerhouse, but Con Edison still occupies the building as a lessee and continues to use it to provide steam for private customers in the area.

It goes without saying that the powerhouse is of considerable historical significance as it was an important part of New York's first subway system, an unprecedented feat of planning and engineering. However, the powerhouse's connection to our city's history is not the only reason why it is deserving of landmark status. The mammoth structure is also an architectural masterpiece. A relic of the "City Beautiful" era, the building was designed by the legendary architectural firm of McKim, Mead and White in the form of an Italian palazzo. Its design is unlike those of other powerhouses, and more akin to *Beaux Arts* treasures like the New York Public Library and the Metropolitan Museum of Art.

The area surrounding the powerhouse is rapidly shifting from industrial to residential. The building is in close proximity to the Riverside South development, Lincoln Center, and the significant expansions of Fordham University and John Jay College. One cannot help but imagine that once the powerhouse has outlived its usefulness to Con Edison, the structure might be converted into a world-class art museum

or event space for the residents of these neighborhoods, and all New Yorkers to enjoy. The Hudson River Powerhouse Group has also suggested that the building's north hall could potentially accommodate New York's largest indoor market.

The IRT powerhouse is one of the last of a dying breed. In recent years, many of New York's architecturally and historically significant powerhouses have either been razed or redeveloped as condos. I urge the Landmarks Preservation Commission to take action to preserve the beauty and history of our city. Please designate the IRT powerhouse as a landmark and ensure that this great monument will remain a fixture in New York for generations to come.

I would like to thank Landmark West!, Paul Elston and the Riverside South Planning Corporation, as well as the Hudson River Powerhouse Group, Friends of IRT Powerhouse, Community Boards 4 and 7, and everyone else whose efforts have made this hearing possible.

P/H2

Testimony of Michael Corcoran
On Behalf Of
Consolidated Edison Company of New York, Inc
In Opposition To Designation

July 14, 2009

Testimony of Michael Corcoran
On Behalf Of
Consolidated Edison Company of New York, Inc.

My name is Michael Corcoran and I offer this testimony on behalf of Consolidated Edison Company of New York, Inc. ("Con Edison") in opposition to designating Con Edison's 59th Street Steam and Electric Generating Station (the "59th Street Station" or the "Station") as a landmark.

I have been a practicing architect for over twenty years and I've been employed by Con Edison for the last six years. My current title at Con Edison is Senior Architect. I am responsible for architectural issues associated with our electric substations and our steam and electric generating plants, including the preparation of construction drawings and specifications for modifications and additions as well as studies for future work. I am a Registered Architect in both New York and New Jersey. I received my Bachelor of Architecture from Carnegie-Mellon University in Pittsburgh, Pennsylvania.

Mr. James Stanzione of Con Edison testified about the 59th Street Station, the Con Edison steam system concerning which it is a part, and the reasons why, as a critical operating generation station, the Station should not be designated as a landmark. My testimony will concern Con Edison's opposition to designation on the grounds that the Station is not architecturally significant, especially in its present state as there have been many changes to the building over time.

In 1979, when the 59th Street Station was first considered for landmark designation, Mr. Walker Cain, an architect and a partner in the firm of Cain, Farrell & Bell, architects and planners, submitted testimony on behalf of Con Edison (copy attached). Mr. Cain noted that his firm was the successor to McKim, Mead & White, which was Stanford White's firm. As appears from his testimony, Mr. Cain questioned the extent of Mr. White's association with the building as "even a casual inspection indicates that there are two different styles"; "records show that Stanford White was paid an honorarium for assisting in developing typical bays, but that this was not a regular commission to the firm McKim, Mead & White"; and "White acted as consultant only".

In any event, as appears from Mr. Cain's testimony, and as one can glean from observing the Station, there have been many changes to the building since its initial construction. These changes deprive it of the architectural significance needed for landmark designation, assuming the building once had such significance. These changes include the following:

- All of the original stacks, which had entasis, have been removed (the last one being removed this Spring);

- new doorways have been cut through the arcaded walls on 58th Street and 59th Street, with no relation to the pilasters and arched openings;

- several arches on the 58th Street and 59th Street sides of the building have been bricked up;

- lower windows along the 58th Street side have been filled with block, with no relation to the original design;

- the terra-cotta cornices are missing (causing Mr. Cain to repeat an architectural maxim – "A building without a cornice is like a face without eyebrows"); and

- the roof has been completely changed – the original Spanish tile and slate finishes have been removed; the latest new portion of the roof, comprised of approximately 25,000 square feet of new EDPM membrane, was installed in 2005.

In light of the Station's current lack of architectural significance, as well as the several points made in the testimony of Mr. James Stanzione, Con Edison urges the Landmarks Preservation Commission to decline to designate the 59th Street Station as a landmark. Con Edison further urges the Commission to remove the Station from its current "calendared" status so that Con Edison can operate this critical facility as economically, reliably and efficiently as possible in the best interests of the City of New York and our customers.

Thank you for the opportunity to present and submit this testimony.

Michael Corcoran
Senior Architect
July 14, 2009

PH2

LINDA B. ROSENTHAL
Assemblymember 67th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIR
Subcommittee on Mitchell-Lama

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TESTIMONY OF ASSEMBLYMEMBER LINDA B. ROSENTHAL, 67TH AD BEFORE THE LANDMARKS PRESERVATION COMMISSION REGARDING WEST PARK PRESBYTERIAN CHURCH JULY 14, 2009

Good morning. I am Assemblymember Linda Rosenthal and I represent the Upper West Side of Manhattan and parts of Clinton/Hell's Kitchen. I would like to thank the Landmarks Preservation Commission for the opportunity to offer testimony on the landmark designation of the West Park Presbyterian Church.

West Park Presbyterian Church is located at 86th Street and Amsterdam Avenue in my district. It is one of Manhattan's most historically and architecturally distinguished buildings and one of the most beautiful religious structures on the Upper West Side. The church is a Romanesque Revival building built of reddish-brown sandstone that was designed in 1890. It is famous for its tall bell tower that rises about the church. It may be the only example of a Richardsonian Revival-style church to survive in Manhattan.

The Park Church purchased the prominent site on which the Church now stands in 1882 and Leopold Eidlitz was commissioned to design a small chapel on the site. Eidlitz was one of the most important nineteenth-century architects working in New York but, sadly, almost all of his buildings have been demolished.

The congregation soon outgrew the chapel designed by Eidlitz and so construction was begun on the main church in 1889. Henry Kilburn was commissioned to expand the chapel design and the two structures—chapel and church—fit together seamlessly. The church was completed in 1890 and at the time of its completion, it was a highly fashionable building. The unusual stonework indicates an interest in the use of earth-toned materials that began in the 1880s. This church is the only one that has been identified with a façade that employs Longmeadow sandstone.

Andrew Dolkart, the eminent historian, has pointed out that, "The bold massing of this Romanesque Revival style building, the soaring tower anchoring the corner of Amsterdam Avenue and West 86th Street, and the extraordinary deep red sandstone cladding combine to create a building of singular power."

Unfortunately, the church has been closed for some time now and is currently in a state of disrepair. The size of the congregation has significantly decreased and is now comprised of only a few dozen people. Due to the instability of the West Park Church structure, the congregation now worships at a church on 86th Street and West End Avenue.

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rosenthall@assembly.state.ny.us

The church is in need of millions of dollars in renovations to maintain the structure—an estimated $2.8 million for façade repairs and $8 million for comprehensive restoration. However, a diminishing congregation and overwhelming financial burdens have led the church to pursue other means of gaining the financial resources necessary for restoration. It recently was on the verge of selling its air rights and allowing Richman Housing Resources to demolish a former chapel next to the main building in order to build a 21-story condominium tower for housing. In return, Richman would be required to pay for the sanctuary's renovation and set up an endowment for the church. However, this deal fell apart and the developer has lost the financing for the project.

At one point, the church was scheduled for demolition. However, the development company that was granted the demolition permits did not own the building and authorized representatives of the Church had not sanctioned its demolition. My office intervened and called the Department of Buildings, which then revoked the permit approval and halted demolition work. Conferring individual landmark status on the church will help to avoid such close calls in the future.

I have been involved in this issue for some years now. During this time, I have heard from a broad swath of my constituents, as well as local Community Board 7. CB 7 passed a resolution requesting that the building be landmarked. I know that the Commission has also received more than 1,000 letters and emails requesting landmarking and my office has received many letters and emails on this issue. A group, Friends of West Park, was formed to help the church and raised substantial funding to help preserve it. People clearly believe that the church is an incredibly important fixture within the historic and architectural landscape of the Upper West Side and would like to see it preserved as a historical landmark. Many of my constituents have communicated that bestowing landmark status upon this 116-year-old church would be the most effective method of preserving and protecting this unique structure.

I, too, am convinced by the arguments that the chapel and sanctuary are worthy of landmark status and it is my sincere hope that the church receives this important designation. If it is not designated, the church could be demolished, in whole or in part. This would be a tragedy not only for residents of the Upper West Side but also for all New Yorkers.

This church already serves as an Upper West Side landmark of sorts—as well as a personal landmark. I have lived on the Upper West Side my entire life and I remember the church from my childhood. I always knew that when I saw that beautiful red sandstone that we had reached 86th Street. I'm sure many other Upper West Side denizens feel the same way. As the city continues to be reinvented, it is crucial that we do not lose the essence of its past—the proud, dramatic, and beautiful buildings that have stood sentry in our neighborhoods for more than a century. It is now our turn to stand sentry for them.

The church has also held an important role in the community and its history. Many notable pastors have served there. It has been a gathering place for activist groups, a beloved neighborhood and children's gym was located there, and many town hall meetings on seminal issues of the day such as war and peace, citywide elections, and local concerns have been held there. WPPC was also the first church in the City to support gay marriage. I believe so many people want to save the church and feel invested in the outcome of a landmarks decision because they consider it a part of their lives and their neighborhood.

While I am loathe to interfere with the wishes of the church's congregation and impose the government's wishes upon them, I do feel that inaction up to this point has led to the current

decline of the building. I have held meetings with the church pastor and Presbytery and we have discussed these issues and I have listened to their concerns. I want to continue to work closely with the congregation and the community in order to ensure that we come to a resolution that is amenable to both sides. I'm sure this is possible since we all want the same thing: the continued preservation and use of this historic church. The last thing I want to see is preservationists in opposition to church congregants. However, I believe that right now we have an opportunity to come to an agreement and save this beautiful historic building. What will be done with the building itself can be discussed at a later date. But we need to work together now to help the congregation save the church.

The Landmarks Preservation Commission should weigh in in cases such as this one to ensure that historic buildings survive and flourish rather than get relegated to the Dumpsters of history. Surely if this church cannot continue to function as a house of worship, there is an adaptive reuse for the building that could serve the community while protecting the historic nature of the structure. I know that local advocates have been speaking with various non-profit institutions in an attempt to find a responsible buyer that would be able to use the space for a different purpose. Regardless of what happens, I believe that the fundamental structure of the church must be kept intact.

I would like to reiterate my appreciation for the Commission's interest in learning more about the merits of landmarking the West Park Presbyterian Church. I am confident that after this hearing it will be clear that the West Park Church is worthy of designation. Thank you for your time.

6300 Wilshire Boulevard
Los Angeles, CA 90048
tel: (323) 965-3400 • fax: (323) 965-4952

Vogue House, 1 Hanover Square
London, W1R 0AD, England
tel: 44-20-7499-9080 • fax: 44-20-7460-6354

Place du Palais Bourbon
75343 Paris Cedex 07
tel: 331 44 11 78 52 • fax: 331 45 51 89 80

VANITY FAIR

KEB

Graydon Carter
editor

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to thank you for scheduling a public hearing to consider designating the 59th Street IRT Powerhouse as a NYC landmark on July 14, 2009, and to express my complete support for the designation. The Powerhouse is an excellent candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between West End Avenue and the West Side Highway. McKim Mead & White designed this massive and spectacular building. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as the New York Library, the Metropolitan Museum of Art and the Farley Post Office.

Consolidated Edison took over the facility in 1960 and continues to use it to generate steam for its steam system, but only occupies a small percentage of the interior space today. In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and national Registers of Historic Preservation. I was disappointed to learn that Con Edison recently removed the last remaining historic smokestack on the building. Clearly, the existing preservation protections for the building are not adequate. I urge you designate the building as a NYC landmark.

Sincerely,

Graydon Carter

CC: Kevin Burke, President Con Edison

The Condé Nast Publications Inc.
4 Times Square, New York, New York 10036-6562 • direct line: (212) 286-6397 • fax (212) 286-7728 • e mail: gcarte@vf.com

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North, New York, NY 10007
Tel (212) 669-7700 - Fax (212) 669-7960
http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET
Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7 / 14 / 2009 LP# _____

Item Name IRT Powerhouse

Item Address 54th & 12th Ave

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Peter Frishauf
NAME

303 W 103 / NYC 10025
ADDRESS

self pfrishauf@yahoo.com
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

The IRT Powerhouse is a masterpiece of industrial art that epitomizes why NYC became the world's leading city in the late 19th & early 20th Century. And it did it with style and the height of modernity

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX 212-669-7797

http://nyc.gov.landmarks

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to three minutes.

PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date July 14, 2009

Item # 2 Item Address Interborough Transit Powerhouse

✓ In favor of proposal ____ Against proposal ____ Other position

s.s.

Edward S. Kirkland
Name

300 West 23rd St, New York, NY 10011
Address

Community Board 4 Manhattan
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

http:/nyc.gov.landmarks

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PUBLIC HEARING SPEAKER SIGN-IN SHEET

Date 7 / 14 / 2009

Item # 2 Item Address IRT Powerhouse, 850 12th Avenue

✓ In favor of proposal _____ Against proposal _____ Other position

Justin P. Greenawalt
Name

Local: 910 Riverside Drive, Apt. 6D NY, NY 10032
Permanent: 1045 Greenlick Rd, Mount Pleasant, PA 15666
Address

Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernández, Director of Intergovernmental and Community Relations.

If you need additional space, please use the other side.

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North, New York, NY 10007
Tel (212) 669-7700 - Fax (212) 669-7960
http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7/14/09 LP# _____

Item Name IRT POWERHOUSE

Item Address _____

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

PAUL WILLEN
NAME

ADDRESS

REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

IRT POWERHOUSE

I am Paul Willen, architect, urban planner, representing Riverside South Planning Corporation.

Two Points:

(1) While I know that your jurisdiction, in the IRT Powerhouse ~~in this case~~ does ~~not include the magnificent main interior space~~ not include the interior of this great building, I wish to call it once again to your attention -- a magnificent industrial space 80' x 800' x 100' high -- it ranks with Grand Central Station as one of New York's finest.

By Landmarking the overall building you will be setting the stage for the preservation of that space as well

(2) Con Edison is within an area of tremendous growth and rebirth:

West: Two new Parks, Hudson River, Riverside Park South, Waterfront

South: 400-unit apt. house - part of 57th Street revival

E. 39th: John Jay expansion, Show Rooms, New apt. bldgs.

North: Riverside South -- on the verge of its 1st phase

This two puts this great building in a key position, and emphasizes the importance of its landmarking.

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

TEL (212) 669-7700 - FAX (212) 669-7960

http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7 / 14 / 09 LP# 2374

Item Name IRT Powerhouse

Item Address 59th & 12th

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Michael Kent

NAME

1 Centre St. 19th Fl. NY, NY

ADDRESS

Manhattan Borough President Scott Stringer

REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

TEL (212) 669-7700 - FAX (212) 669-7960

http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 7/14/09 LP# 2374

Item Name Interboro Rapid Transit Powerhouse

Item Address 850 12th Ave

PLEASE SELECT AN OPTION BELOW:

X In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

NYS Assemblymember Linda B. Rosenthal
NAME

230 West 72ST Suite 2F New York, NY 10023
ADDRESS

REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

The City of New York

Community Board 12M
711 West 168th Street – New York, NY 10032
Phone (212) 568-8500 Fax (212) 740-8197
www.nyc.gov/mcb12

Manny Velazquez, Chairman
Ebenezer Smith, District Manager

MBB/JF

July 15, 2009

Hon. Robert B. Tierney, Chair
NYC Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Fl
New York, NY 10007

Hon. Amanda M. Burden
Chair
City Planning Commission
22 Reade Street
New York, NY 10007

Hon. Christine Quinn
City Council Speaker
City Hall
New York, NY 10007

Dear Mr. Tierney, Ms. Burden and Ms. Quinn:

Please be advised that at the General Meeting of Community Board 12-Manhattan, held on Tuesday, June 23, 2009 a resolution in support of the NYC Landmark Preservation Commission's recommendation to designate the Fort Washington Presbyterian Church ("FWPC") a landmark building passed by the following vote: 31(In Favor) 0(Opposed) 0(Abstained).

Whereas: The NYC Landmarks Preservation Commission ("LPC") has recommended that Fort Washington Presbyterian Church ("FWPC") be designated as an individual landmark building and LPC's recommendation must now be considered by the City Council and the Department of City Planning; and

Whereas: FWPC is located at 21 Wadsworth Avenue between West 174th Street and West 175th Street and is a handsome neo-Georgian building that was completed in 1914. It was designed by Thomas Hastings, co-founder of Carrere & Hastings, one of the leading architectural firms in the Unites States known for its civic and institutional buildings such as the New York Public Library's main building at Fifth Avenue and 42nd Street; and

Whereas: FWPC has served Washington Heights for nearly a century and is the work of an outstanding celebrated architect; and

Whereas: Community Board 12-Manhattan and the City College Architecture Center undertook a neighborhood planning and land use study of Washington Heights and Inwood which considers various matters including historic designation. FWPC is included in the study as building worthy of consideration to be designated as an individual landmark building; and

Whereas: A representative of FWPC attended the June 3, 2009 meeting of the Land Use committee and expressed the church's enthusiastic support for the proposed designation; therefore be it

Resolved: Community Board 12-Manhattan supports the Landmarks Preservation Commission's recommendation to designate Fort Washington Presbyterian Church a landmark building.

Thank you in advance for your favorable consideration of our requests.

Sincerely,

Manny Velazquez
Chairman

cc: Honorable Michael Bloomberg, Mayor
Honorable Betsy Gotbaum, Public Advocate
Honorable Scott M. Stringer, Manhattan Borough President
Honorable Charles B. Rangel, Congressman
Honorable Eric Schneiderman, NY State Senator
Honorable Bill Perkins, NY State Senator
Honorable Herman D. Farrell, Jr., Assembly Member
Honorable Adriano Espaillat, Assembly Member
Honorable Miguel Martinez, Council Member
Honorable Robert Jackson, Council Member
Edwin Marshall, NYC Dept. of City Planning
Anthony Borelli, Director – Land Use – MBPO
Wayne A. Benjamin, Chair, Land Use – CB12 Manhattan
Barnadette Artus, Landmarks Preservation Commission
Elda Cepeda, Ft. Washington Heights Presbyterian Church

Basil Walter Architects
611 Broadway Suite 311, New York, NY 10012
T 212 505 1955 F 212 475 7320

July 13, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to add my sincere support of the designation the 59th Street IRT Powerhouse as a NYC landmark July 14, 2009. The rich historical and architectural significance of the Powerhouse makes it an excellent candidate for designation.

Designed by Stanford White in 1902, the building represents an important work from the final stage of White's career. Its grand facades are rich with decorative features and are strikingly magnificent examples of the Beaux-Arts style. I was disappointed to learn that Con Edison recently removed the last remaining historic smokestack on the building. Clearly, the existing preservation protections for the building are not adequate.

New York City sold the building to Consolidated Edison in 1960 and currently uses a small percentage of the interior space to generate steam. Given its historical and aesthetic significance, it clearly deserves to be protected as a permanent part of New York's heritage. I sincerely urge you designate the building as a NYC landmark.

Sincerely,

Basil E. Walter, AIA

CC: Kevin Burke, President Con Edison

Nancy B. Holwell Architect

July 13, 2009

Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, 9th Floor
New York, NY 10007

Re: Interborough Rapid Transit Powerhouse

Dear Chairman Tierney:

I write to you as a long time resident of the upper west side and also as an architect.

The architects of the IRT Powerhouse, McKim, Mead and White were most famous for the houses they designed for America's richest clients. The public building they were typically commissioned were often the loftiest and grandest, e.g. the now demolished Penn Station in New York. It is therefore interesting that Stanford White was commissioned to design this utiliatarian building. It is notable that the leaders of the subway system hired an architect of such stature to design this as a symbol of industrial grandeur. The scale and detailing of the building are typical of a McKim Mead and white structure and the building is mostly intact.

It is now occupied by Con Edison who has not taken a keen interest in its preservation. Perhaps, one day it could be reused as a public building in the future.

I support designating it an individual landmark.

Sincerely,

Nancy Holwell

To:
Hon. Pablo E. Vengoechea, Vice Chair
Hon. Frederick Bland
Hon. Stephen Byrnes
Hon. Dana Chapin
Hon. Joan Gerner
Hon. Roberta Brandes Gratz
Hon. Christopher Moore
Hon. Margery Perlmutter
Hon. Elizabeth Ryan
Hon. Roberta Washington

250 West 26th Street, 2nd Floor New York, NY 10001 ph(212)307-0688 fax(212)242-3304 office@nharchitect.com

JOHN JAY COLLEGE
THE CITY UNIVERSITY OF NEW YORK
OF CRIMINAL JUSTICE

July 14, 2009

Chairman Robert Tierney
Landmarks Preservation Commission
1 Centre Street
New York, NY 10007

Commissioner:

I am writing to urge the Landmarks Preservation Commission to designate the IRT Powerhouse on Eleventh Avenue. This massive structure, with its decorative masonry and Beaux Arts elements, will serve as a historic counterpoint to the new glass campus for John Jay College rising across the street. As a faculty member at John Jay, I have seen how this once dominant structure has been dwarfed by the new towers rising around it. Nonetheless, it retains a powerful presence on the street.

Last weekend I had the disquieting experience of walking past the old Pennsylvania Railroad powerhouse in Hunters Point, an equally dominant and well designed structure. Unfortunately, this proud building was never designated, and its recent transformation into residence would be laughable were it not so tragic. The amount of effort employed to demolish half of that solid, McKim, Mead, and White ediface (for a parking lot!) must have been breathtaking. And what remains is an embarrassment. The new "design" even eliminated the Pennsylvania Railroad Keystone that graced the cornice. Think what it could have become had it been protected!

Do not let such a farcical version of "adaptive reuse" happen to the IRT Powerhouse. It is a great building, and it can serve the new neighborhood rising about it with imagination and integrity if it is designated. If it is not, then we will have turned our backs on an era fast being erased from our cityscape.

I'm certain that some will quibble about the quality of this building's design, but its historic character is not in question. Please designate this survivor from the first generation of rapid transit in our city. To lose it would be a crime (with precedent, alas).

Yours truly,

Jeffrey Kroessler
Associate Professor
Lloyd Sealy Library

DRAKE
DESIGN
ASSOCIATES

MBB

RECEIVED
JUL 6 2009

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

Dear Commissioner Tierney:

I am writing to add my name to the growing list of supporters of the proposed landmarks designation for the IRT Powerhouse at 59th Street and 11th/12th Avenues.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and now Con Edison. Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Jamie Drake

315 EAST 62ND STREET NEW YORK NEW YORK 10065 tel 212 754 3099 fax 212 754 4389

MBB

Hon Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

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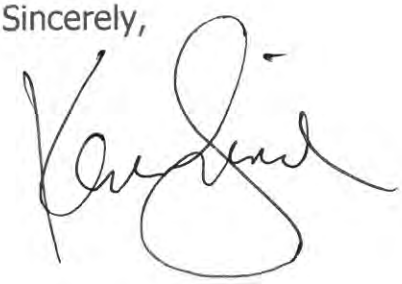
Sincerely,



Kenneth Greenfield
17 East 63rd Street
New York, NY 10065

MBB

The Museum of Modern Art **Department of Architecture and Design**

July 10, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to add my strong support of the designation the 59th Street IRT Powerhouse as a NYC landmark at your July 14, 2009. The Powerhouse is an excellent candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between West End Avenue and the West Side Highway. The exterior of the building was designed by Stanford White in 1902 and represents an important work from the final stage of White's career. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as Columbia University Campus, the New York Public Library, the Metropolitan Museum of Art and the Farley Post Office.

New York City sold the building to Consolidated Edison in 1960 and uses it to generate steam. I understand that Con Edison only occupies a small percentage of the interior space today. I was disappointed to learn that Con Edison recently removed the last remaining historic smokestack on the building. Clearly, the existing preservation protections for the building are not adequate. I urge you designate the building as a NYC landmark.

Sincerely,

Barry Bergdoll

Barry Bergdoll

CC: Kevin Burke, President Con Edison

RECEIVED
JUL 16 2009

MoMA 11 West 53 Street, New York, NY 10019-5497 Tel: (212) 708-9540 Fax: (212) 708-9419 www.moma.org

MBB

Hon Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

Dear Commissioner Tierney:

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I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Dorothy Black

23 E. 17 St.
NY.,NY 10003

MBB

Hon Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

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Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Ellen Lipschitz

149 WEST 36TH STREET 12 FLOOR
NYC NY 10018
USA
TEL: 212-967-0444 FAX 212-967-9737
EMAIL:howard@strachmanassociates.com

STRACHMAN ASSOCIATES INC.

Hon Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

Dear Commissioner Tierney:

I am writing to add my name to the growing list of supporters of the proposed landmarks designation for the IRT Powerhouse at 59th Street and 11th/12th Avenues.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and now Con Edison.

Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Emily Rich

From: Hunter Armstrong [hfa99@hotmail.com]
Sent: Tuesday, July 14, 2009 7:53 AM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org; brewer@council.nyc.ny.us
Subject: Former IRT Powerhouse landmarks hearing-July 14, 2009

Dear Chair Tierney,

I am writing to support the landmark designation of the former IRT Powerhouse at 840 12th Avenue at 59th Street. A flagship structure of the IRT's many glorious Heins & LaFarge control buildings, this incredible powerhouse is a testament to the Interborough Rapid Transit Company's commitment to creating beauty and conveying permanence through infrastructure. As debates about architectural quality in infrastructural buildings are still relevant in New York, the former IRT powerhouse stands as an inspiring example.

The recent removal of the building's smokestack illustrates its vulnerability to insensitive changes. Granting the structure landmark designation will assure that future of stewards of this McKim, Meade and White building will maintain it with the respect it deserves.

Thank you for moving with forward to designating this building.

Sincerely,
Hunter F. Armstrong

--
20 Bayard Street, #6E
Brooklyn, NY 11211
(347) 244-0835

Insert movie times and more without leaving Hotmail®. See how.

Emily Rich

From: Elfreud@aol.com
Sent: Tuesday, July 14, 2009 10:50 PM
To: Public Info
Subject: Landmark Designation for the former IRT Powerplant

Committee For Environmentally Sound Development Inc.

P.O. Box 20464, Columbus Circle Station
New York, NY 10023-1492
Telephone (212) 877-4394
Email Elfreud@aol.com

July 14, 2009

Landmark Designation for the former IRT Powerplant

The former IRT Powerplant at 11th Avenue and West 58th and 59th Streets, Manhattan, should be landmarked, not only because of its outstanding architectural design, but also because it is needed to generate steam and electrical power in our City, especially as power demand increases.

The building serves that purpose. Equipment may have to upgraded, but using an existing facility is better than building a new power plant or more long distant transmission lines.

Original signed by
Olive Freud, Vice President

An Excellent Credit Score is 750. See Yours in Just 2 Easy Steps!

Emily Rich

From: blindheim@biocompartners.com
Sent: Tuesday, July 21, 2009 10:20 AM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org
Subject: Landmarking the Powerhouse

In our neighborhood which is quickly becoming an ocean of bland faceless skyscrapers that could be located anywhere and that are leaving our beloved far West Side an anonymous dark canyon, the IRT Powerhouse is a magnificent symbol of New York's deep roots in the industrial might that made us the most economically important nation in the world. Please move to protect this awe-inspiring structure that contributes to making our city such a special place. The developers almost always win in NYC but here is a case where we can still do the right thing for our city and our future economic health...I have just come back from 3-weeks in Copenhagen and London...incredibly successful and economically vibrant cities that understand how their historical architectural legacy profoundly contributes to their current status as world class cities...why can't we too??? Let's not continue the short-sighted obeisance to development that is impoverishing the city we are leaving to our children. Please move to protect this McKim Mead & White jewel.....

Thank you,
Barbara Lindheim
142 West End Avenue, 27P
New York, NY 10023
917.355.9234 (mobile)

Emily Rich

From: Elizabeth Rogers [erogers4@nyc.rr.com]
Sent: Friday, July 17, 2009 5:28 PM
To: Hearing Comments
Subject: IRT powerhouse

Please designate the IRT powerhouse a landmark! It is such a strong and interesting building and designed by famous architects. So many modern buildings in the city are just Blah! Let's keep the ones with character and history.

IRT POWERHOUSE

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION

1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

http:/nyc.gov.landmarks

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to three minutes.

PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7/14/09

Item # 2 Item Address IRT POWERHOUSE

____ In favor of proposal ____ Against proposal ____ Other position

s.s.

HOWARD CH. YOUNG

Name

BX. 3824 Waldo Av. 3A

Address

SE/F

Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

ORAL TESTIMONY

If you need additional space, please use the other side.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION

1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX 212-669-7797

http://nyc.gov.landmarks

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to three minutes.

PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7 / 14 / 09

Item # _____ Item Address 59th Street IRT Powerhouse

X In favor of proposal _____ Against proposal _____ Other position

s.s.

Paul J. Elston
Name

4686 Dodgewood Rd., Bronx NY 10471
Address

Riverside South Planning Corp
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs.

If you need additional space, please use the other side

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007

TEL (212) 669-7700 - FAX (212) 669-7960

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PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date 07 / 14 / 09 LP# _____

Item Name former IRT Power Station

Item Address Hudson River & 59th Street, Manhattan

PLEASE SELECT AN OPTION BELOW:

✓ In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Bruce Rosen

NAME

600 West End Avenue # 1A1, New York, NY 10024-1643

ADDRESS

self

REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

THE NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK NY 10007 TEL: 212-669-7700 FAX: 212-669-7797

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If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to three minutes.

PUBLIC HEARING SPEAKERS' SIGN IN SHEET

Date 7 / 14 / 09

Item # LP-2374 Item Address IRT Powerhouse, 850 12th Ave.

✓ In favor of proposal _____ Against proposal _____ Other position

s.s.

JIMMY FINN
Name

P.O. Box 1073, N.Y., N.Y. 10009
Address

Hudson River Powerhouse Group
Representing

If you would rather leave a statement, complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Diane Jackier, Director of External Affairs

If you need additional space, please use the other side

Paul Gunther,
President
was here and
had to leave

INSTITUTE OF
CLASSICAL ARCHITECTURE
& CLASSICAL AMERICA

July 14, 2009

20 West 44th Street
New York, NY 10036
telephone (212) 730-9646
fax (212) 730-9649
email institute@classicist.org
web www.classicist.org

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Senior Vice President

I commend consideration of designation of the IRT Powerhouse on 11th Avenue at West 59th Street in Manhattan. I am grateful to you and your Commission colleagues for doing so.

While this Renaissance Revival edifice by McKim, Mead and White with Walter Cain and Solomon Deyo has evolved over the years (and generally not for the better yet largely reversible) and while its internal functions have often been updated and lately reduced, it is this very versatility at a time when the power grid and attendant production is so very much at the fore of national policy priority and when local skepticism requires more than ever before the evidence of local potentiality, renders it distinctive of its time and relevant to a shared civic future.

Were this power station eliminated, I would posit that replacing it could and would never be achievable. Not the message to send today. And even if it stood with no continuing industrial function, then its original robust purpose would nonetheless stand as pertinent metaphor via its exterior volumes and accommodating detailing: Classicism as a nimble, enduring language.

As much as the design itself (about which many others have testified eloquently in word and deed), I endorse this landmark-worthy integration of power-generation in the fabric of the surrounding community and its systemic sustenance. Such key infrastructure can and must-- going forward -- return to the communities it serves. Let this emblem endure precisely when most needed therefore. Its continuing adaptability to energy needs is itself a significant and dynamically surviving built exemplar.

The Powerhouse (or Plant as evidently now more commonly refereed) likewise recollects the eagerness of New York's leading classicists of the day, aka McKim, Mead and White -- more readily identified with elite residences and their occupants' ancillary cultural and social needs—to direct their skills to industry! They embraced the challenge. It is thus a powerful lesson for 21st century practitioners of *all preferred vocabularies*: To witness the way their celebrated forbears rose to the occasion and even did it within the geographic boundaries of where their clients and peers resided. (I know well that in those days, 11th

Avenue was a more distant shore, but in fact compared to today's NIMBY posturing it's not far at all…)

When the *polis* requires industry, then give it the pride of place and design attention it merits accordingly; let it shine as an object of bright, robust pride. What a great opportunity the Commission has today at this site.

This great building spells landmark and in this case does so with an example of urgent currency.

I hope it can be designated exactly when needed most.

Paul Gunther
President

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North, New York, NY 10007
Tel (212) 669-7700 - Fax (212) 669-7960
http://nyc.gov/landmarks

PUBLIC HEARING SPEAKERS' SIGN-IN SHEET

Research Department

If you wish to speak, please complete this form. In order to give others an opportunity to speak, all speakers are asked to limit their remarks to **three minutes**.

Date July 14, 2009 LP# 2374

Item Name ERT Powerhouse

Item Address 550 12th Ave.

PLEASE SELECT AN OPTION BELOW:

Strongly In favor of designation _____ Against designation _____ Unsure of Position

PLEASE PRINT:

Robert Hammond
NAME

277 W. 10th St. #2E NYC 10014
ADDRESS

myself - NYC Resident
REPRESENTING

If you would prefer to leave a statement, please complete and return to the Reception Desk, or mail the form to the Commission at the above address, attention: Jenny Fernandez, Director of Intergovernmental and Community Relations.

IF YOU NEED ADDITIONAL SPACE, PLEASE USE THE OTHER SIDE.

Andrew Scott Dolkart
116 Pinehurst Avenue
New York, New York 10033
Tel/Fax: (212) 568-2480
Email: asd3@columbia.edu

Robert Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street
New York, NY 10007

July 8, 2009

Dear Chair Tierney and Commissioners:

I wish that I could be present at this important public hearing on the former IRT Power House, but I am working with students in Amman, Jordan. I support the designation the power plant as an individual landmark with great enthusiasm.

The former IRT Power House is an extraordinary building, both as a work of architecture and as a symbol. The building is, of course, one of the largest structures every designed by McKim, Mead & White. This monumental Renaissance palace is a powerful work of architecture. Considering its utilitarian use, it is in remarkably good repair, and those elements that have been altered on the main structure, such as the cornice, could easily be restored.

What interests me the most about the power house is that this utilitarian structure, designed as an envelope for coal chutes, boilers, and generators, was commissioned from the most prestigious architectural firm in the United States and was designed, not as a simple unadorned power plant, but as a grand and ornate palace. The question is why the IRT paid a premium to hire McKim, Mead & White, the most prestigious architectural firm in America, to design a power plant in an out of the way location, where few of the firm's wealthy clients would ever see it. The reason is that this power plant was a symbol of modern New York. The subway construction was one of the great construction projects in the city's history and placed New York in the forefront of world cities, akin to London, Paris, and Budapest, cities that already had subway systems. Power for this colossal transit undertaking could not be generated from just any plant, but had to come from an architectural masterpiece.

The IRT Power Plant is eminently deserving of individual landmark status.

Sincerely,

Andrew Scott Dolkart
Director, Historic Preservation Program
James Marston Fitch Associate Professor of
Historic Preservation
Columbia University School of Architecture, Planning
and Preservation

Chuck Close Studio

Hon. Robert B. Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

RE: Former IRT Powerhouse, 58-59th Street, 11-12th Avenue, Manhattan
Designed by McKim, Mead & White, built in 1904

Dear Chair Tierney:

I am writing to add my name to the growing list of New Yorkers who support the proposed landmark designation of the former Interborough Rapid Transit (IRT) Powerhouse, one of the most beautiful and potentially vibrant buildings in our city.

This monumental building, occupying a full city block on the West Side of Manhattan, is full of possibilities. For over 100 years, it has been in continual use, first powering New York's original subway system, today generating steam for Consolidated Edison. Despite Con Ed's removal of the historic smokestacks and elaborate cornice, the building's massive scale and glorious Beaux-Arts terra-cotta detail ensure that it remains among the very best 20th-century industrial structures still standing.

The architectural merit of the Powerhouse alone warrants landmark status. However, it is also a cultural asset that could be one of the top destinations in New York City. Recognizing its distinction and guaranteeing its survival through landmark protection opens up tremendous opportunities for the most creative people in our city to imagine new uses for the Powerhouse. Just to name a couple of exciting parallels, the conversion of the former Bankside Power Station in London to the Tate Modern museum, and the former Nabisco factory in Beacon, New York, to DIA, both demonstrate the potential of the Powerhouse to become a center of cultural vigor and global relevance.

The former Powerhouse Tate Modern is now the most visited museum in the world. The IRT Powerhouse would make a similarly great exhibition space and is conveniently located to the 57th Street art galleries and the Museum of Modern Art. An exhibition space in this magnificent building would bring a great deal of tourism with its accompanying hotel and restaurant business to the city.

The IRT Powerhouse should be designated as a landmark without delay so that it can regain its well-deserved status as one of New York's most celebrated and vital works of historic industrial architecture.

Sincerely,

Chuck Close

Chuck Close

PH2

JOHN JAY COLLEGE
THE CITY UNIVERSITY OF NEW YORK
OF CRIMINAL JUSTICE

July 14, 2009

Chairman Robert Tierney
Landmarks Preservation Commission
1 Centre Street
New York, NY 10007

Commissioner:

I am writing to urge the Landmarks Preservation Commission to designate the IRT Powerhouse on Eleventh Avenue. This massive structure, with its decorative masonry and Beaux Arts elements, will serve as a historic counterpoint to the new glass campus for John Jay College rising across the street. As a faculty member at John Jay, I have seen how this once dominant structure has been dwarfed by the new towers rising around it. Nonetheless, it retains a powerful presence on the street.

Last weekend I had the disquieting experience of walking past the old Pennsylvania Railroad powerhouse in Hunters Point, an equally dominant and well designed structure. Unfortunately, this proud building was never designated, and its recent transformation into residence would be laughable were it not so tragic. The amount of effort employed to demolish half of that solid, McKim, Mead, and White edifice (for a parking lot!) must have been breathtaking. And what remains is an embarrassment. The new "design" even eliminated the Pennsylvania Railroad Keystone that graced the cornice. Think what it could have become had it been protected!

Do not let such a farcical version of "adaptive reuse" happen to the IRT Powerhouse. It is a great building, and it can serve the new neighborhood rising about it with imagination and integrity if it is designated. If it is not, then we will have turned our backs on an era fast being erased from our cityscape.

I'm certain that some will quibble about the quality of this building's design, but its historic character is not in question. Please designate this survivor from the first generation of rapid transit in our city. To lose it would be a crime (with precedent, alas).

Yours truly,

Jeffrey Kroessler
Associate Professor
Lloyd Sealy Library

460 West 34th Street, New York, NY 10001 Tel 212 967 5100 Fax 212 967 5588

May 6, 2009

Hon. Robert B. Tierney
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th floor
New York, New York 10007

Robert A.M. Stern Architects

Dear Commissioner Tierney:

I am writing to lend a strong voice of support for the proposed landmark designation of the Interborough Rapid Transit (IRT) power station, occupying virtually the full block bounded by West Fifty-eighth and Fifty-ninth Streets, Eleventh and Twelfth Avenues, in Manhattan. With an exterior designed in 1902 by Stanford White, the building not only represents an important work from the final stage of White's career but also stands as a testament to the enlightened aesthetic ambitions of the IRT's founders. The power station deserves the same landmark status that now safeguards Heins & La Farge's IRT control house (1904) on Seventy-second Street and Broadway and twelve of the forty-nine original IRT subway stations.

The power station has been owned and operated since 1959 by Con Edison, who have been largely indifferent to the building's value as a work of industrial architecture, stripping away its cornice almost thirty years ago and recently demolishing the last of the original tapered smokestacks. The preservation case for the power station has been placed before the commission for consideration twice, most recently in 1990. Since then, as the landscape of the west side has been transformed by the construction of high-rise apartment towers, its unique features have become more prominent to the public than ever before — it is visible from the elevated highway along the river and provides virtually the only visual and scalar relief from the new neighborhood that surrounds it. With the loss of the Waterside No. 2 and Kent Avenue power stations, it is the only building of its stature in the city — an incomparable monument to the age of coal and steam. As Con Edison slowly winds down activity at the plant, there is every reason to fear that the power station will meet the same fate that befell the Waterside and Kent Avenue plants.

But the loss of White's IRT power plant would be a very serious blow. It is a powerful work of industrial architecture by an architect who is frequently dismissed as one only concerned with houses for the rich — but who, together with his partners, in reality also successfully took on all sorts of projects including those of heavy industry. In London, England, one of the great Thames-side power stations is now a world-famous museum — Tate Modern — while its companion powerhouse, at Battersea, is being considered as the centerpiece of a new mixed-use development.

By virtue of its vast interior spaces, its location, and its compelling industrial beauty, the power station is poised not only to continue with its original functional mandate but should Con Edison move on, it has the potential to serve us in many other ways. It is easy to imagine it entering a new phase of life as an amenity for the entire city--a museum, a mixed-use center — who can predict? But one thing is certain, it needs to be preserved. I urge you not to let the opportunity to protect this building pass the commission by a third time.

Sincerely,

Robert A. M. Stern, FAIA

RAMS/ftjp

Platt Byard Dovell White
Architects LLP

20 West 22nd Street
New York, NY 10010
P 212-691-2440
F 212-633-0144
www.pbdw.com

MBB LP-2374

LP file

May 19, 2009

Hon. Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

re: IRT Powerhouse
11th Avenue & 59th Street
Manhattan

Dear Commissioner Tierney:

I am writing in support of individual designation of the IRT Powerhouse, a mature design by Stanford White of McKim, Mead & White.

The powerhouse is worthy of designation at a number of levels. It is one of about five industrial buildings or complexes attributable to White, making it a relatively uncommon commission in his vast and glittering portfolio. It is also a rare example of someone hiring an architect of considerable stature for a utility structure. Clearly there was something about that commission that made it important to both the architect and the client and each of them ended up with an extremely beautiful building. The architect's attention is evident in the overall grace of the elevations and their astonishing richness of material and detail. The idiom of classical architecture humanizes the monumental structure at the same time that the massive size of individual ornamental elements confirms White's mastery of scale. Take a pair of binoculars over to Eleventh Avenue and enjoy the feast!

Protection of this structure serves a civic purpose and will yield public benefits outweighing any modest inconvenience to the owner. I strongly urge the Commission to designate the IRT Powerhouse.

Sincerely,

Samuel G. White, FAIA

RECEIVED
MAY 20 2009

Charles A. Platt FAIA
Ray H. Dovell AIA
Samuel G. White FAIA

Anne Holford-Smith AIA
James D. Seger AIA, LEED AP
Scott Duenow AIA

Kathryn Crowley AIA
Elissa C. Icso AIA
Serena Losonczy AIA, LEED AP
Matthew H. Mueller AIA

NEW YORK CITY LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NEW YORK 10007

TUESDAY, JULY 14, 2009
PUBLIC MEETING/PUBLIC HEARING

AGENDA

PUBLIC MEETING SESSION

Time: 9:30 – 9:35 AM Public Meeting Item No. 1 LP-2376 Staff: M.P.	ITEM PROPOSED FOR CALENDARING BOROUGH OF MANHATTAN LOOK BUILDING aka 488 Madison Avenue; 484 -492 Madison Avenue; 15-23 East 51st Street; 24 East 52nd Street, Manhattan. *Landmark Site:* Borough of Manhattan Tax Map Block 1287, Lot 14
Time: 9:35 – 9:40 AM Public Meeting Item No. 2 LP-2318 Staff: O.K.	ITEM PROPOSED FOR DESIGNATION BOROUGH OF MANHATTAN GRAMMAR SCHOOL No. 9 (Later PUBLIC SCHOOL 9/ (JOHN JASPER SCHOOL, NOW MICKEY MANTLE SCHOOL/PUBLIC SCHOOL. 811M), 460-466 West End Avenue (aka 253-257 West 82nd Street), Manhattan *Landmark Site:* Borough of Manhattan Tax Map Block 1230, Lot 1
Time: 9:40 – 9:45 AM Public Meeting Item No. 3 LP-2167 Staff: M.C.	ITEM PROPOSED FOR DESIGNATION BOROUGH OF MANHATTAN (FORMER) ST. GEORGE'S SYRIAN CATHOLIC CHURCH, 103 Washington Street, Manhattan *Landmark Site*: Borough of Manhattan Tax Map Block 53, Lot 3

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, May 18, 2009 8:43 AM
To: Lorraine Roach-Steele
Subject: FW: IRT Power Plant

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

-----Original Message-----
From: peter kennard [mailto:plkennard@earthlink.net]
Sent: Sunday, May 17, 2009 4:00 PM
To: Hearing Comments
Subject: IRT Power Plant

Save it, I love it

Davis Brody Bond Aedas

26 June 2009

Hon. Robert B. Tierney, Chair
New York Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Re: West 59th Street IRT Power Station

Dear Commissioner Tierney:

On behalf of the Partners and Principals of Davis Brody Bond, I am writing to express support for the proposed landmark designation of McKim, Mead and White's Interborough Rapid Transit (IRT) power station. Built in an expansive period of New York's growth, this structure represents an important milestone in the City's consciousness of its infrastructure. The development of the City's mass transit system was a democratic act, enabling its citizens freedom of movement previously limited to the wealthy, and enabling the continued expansion of the city's urban core and residential neighborhoods. The IRT's founders dignified their system with structures that reflected their ambitions, which has been recognized by the Landmarks Preservation Commission through its earlier designations of the Heins & La Farge's control houses at 72nd Street and at Battery Park, and of twelve of the original underground stations of the system.

As a piece of the urban fabric, the Powerhouse stands as a reminder of a time when Manhattan was a working harbor, its riverfronts lined with piers, and with industrial buildings lining its banks. Now, much of that history has disappeared, as high rises take over rail yards, and neighborhoods reach out toward the river and to the amenities it offers. But just as the High Line further downtown has been re-purposed, celebrating its industrial past and invigorating its surroundings, the Powerhouse could do the same for this area of the West Side. Located between the island's edge and the residential neighborhood to the north and east, the Powerhouse stands poised to serve as both a physical and a metaphorical connection to the revitalized riverfront.

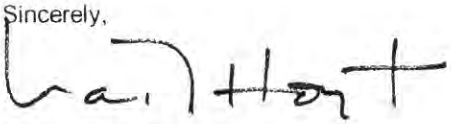
As a structure, the Powerhouse's sheer size guarantees its importance to the cityscape, even with the removal of its original smokestacks. In recent years we have lost other examples of buildings of this era and building type, making the case for the Powerhouse's designation more poignant and essential. The exterior, designed in 1902 by Stanford White, expresses, in architectural terms, the importance of this building to both its owners, and to the public it served. It is a significant and unusual work of an architect whose contributions to the City's fabric are more often thought of in terms of individual gems for the elite. White took on this commission and brought a human scale to this massive building through his mastery of classical architecture. Its interior spaces include grand halls, once lined with generating equipment, but now ripe with possibilities for civic uses.

Davis Brody Bond, LLP
Architects and Planners
315 Hudson Street
New York, NY 10013

Tel +1.212.633.4700
Fax +1.212.633.4760
info@davisbrodyaedas.com
www.davisbrodyaedas.com

As this building's industrial purposes wane, the potential which it offers to the City grows. Its location, its vast interior spaces, and its embodiment of the spirit of its age, all provide opportunities for the Powerhouse to be an amenity not only to the residential neighborhood now surrounding it, but to the City as a whole. Examples of industrial buildings which have been adapted to new uses are celebrated in cities around the world; the Tate Modern in London, the Gare d'Orsay in Paris, and the Ferry Building in San Francisco are just a few examples. As New York celebrates PLANYC 2030, adaptive re-use of this enormous structure would represent a significant contribution to the City's sustainable future. The protection of the building will preserve these civic benefits, and I urge the Commission to designate the Powerhouse.

Sincerely,



Nathan Hoyt, FAIA
Principal / Director of Interiors

MBB

JÖRG SCHWARTZ ARCHITECT
5 EAST 22 STREET NEW YORK NEW YORK 10010
☎ 212 677 6882

Hon Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

Re: IRT Powerhouse
59th Street and 11/12th Avenues

Dear Commissioner Tierney:

I am writing to add my name to the growing list of supporters of the proposed landmarks designation for the IRT Powerhouse at 59th Street and 11th/12th Avenues.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and now Con Edison. Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely

Joerg Schwartz

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Frances Resheke
4 Irving Place, 16th Floor
New York, New York 10003

Re: INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Ms. Resheke:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmark and landmark site will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmark is enclosed.

Public notice of the hearing identifying the proposed landmark will appear in the City Record of June 29, 2009, and each day (other than Saturdays, Sundays and holidays) thereafter until and including July 14, 2009. **Please check our website, www.nyc.gov/landmarks, the Friday prior to the continued public hearing for any updates or changes to the hearing schedule.** If you have any questions regarding the schedule, please contact Lorraine Roach-Steele via email (lroach-steele@lpc.nyc.gov) or phone (212-669-7815). If you have any other questions, please contact Megan Schmitt at 212-669-7924.

Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

CERTIFIED MAIL-RTETURN RECEIPT REQUESTED

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Scott Stringer
Borough President of Manhattan
1 Centre Street, 19th Floor South
New York, New York 10007

Re: WEST PARK PRESBYTERIAN CHURCH and INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Borough President Stringer:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmarks and landmark sites will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designations. A brief description of the proposed landmarks is enclosed.

Public notice of the hearing identifying the proposed landmarks will appear in the City Record of June 29, 2009, and each day (other than Saturdays, Sundays and holidays) thereafter until and including July 14, 2009. **Please check our website, www.nyc.gov/landmarks, the Friday prior to the continued public hearing for any updates or changes to the hearing schedule.** If you have any questions regarding the schedule, please contact Lorraine Roach-Steele via email (lroach-steele@lpc.nyc.gov) or phone (212-669-7815). If you have any other questions, please contact Megan Schmitt at 212-669-7924.

Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Amanda Burden
Chair
City Planning Commission
22 Reade Street, 2nd Floor
New York, NY 10007

Re: WEST PARK PRESBYTERIAN CHURCH and INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Chair Burden:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmarks and landmark sites will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designations. A brief description of the proposed landmarks is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Linda Rosenthal
New York State Assembly
230 West 72nd Street, Ste. 2-F
New York, New York 10023

Re: WEST PARK PRESBYTERIAN CHURCH and INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Assembly Member Rosenthal:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmarks and landmark sites will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmarks is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Jerrold Nadler
United States Congress
201 Varick Street, Ste. 669
New York, New York 10014

Re: WEST PARK PRESBYTERIAN CHURCH and INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Congressman Nadler:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmarks and landmark sites will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmarks is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Eric Schneiderman
United States Senate
80 Bennett Avenue
Ground Floor
New York, New York 10033

Re: WEST PARK PRESBYTERIAN CHURCH, Borough of Manhattan

Dear Senator Schneiderman:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmark and landmark site will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmark is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Thomas K. Duane
New York State Senate
322 Eighth Avenue, Ste. 1700
New York, New York 10001

Re: INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Senator Duane:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmark and landmark site will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmark is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Honorable Gale A. Brewer
City Council
563 Columbus Avenue
New York, New York 10024

Re: WEST PARK PRESBYTERIAN CHURCH and INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Council Member Brewer:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmarks and landmark sites will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designations. A brief description of the proposed landmarks is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair
Alonzo Carr
Michael Casertano

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Helen Rosenthal
Chair
Manhattan Community Board No. 7
250 West 87th Street
New York, New York 10024

Re: WEST PARK PRESBYTERIAN CHURCH, Borough of Manhattan

Dear Ms. Rosenthal:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmark and landmark site will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmark is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

John Daniel Nolan
Chairman
Manhattan Community Board No. 4
330 West 42nd Street, Ste. 2618
New York, New York 10036

Re: INTERBOROUGH RAPID TRANSIT POWERHOUSE, Borough of Manhattan

Dear Mr. Nolan:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmark and landmark site will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmark is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

The New York City Landmarks Preservation Commission

1 CENTRE STREET, 9TH FLOOR NORTH, NEW YORK, NY 10007
TEL (212) 669-7700 - FAX (212) 669-7960
http://nyc.gov/landmarks

KATE DALY
Executive Director

June 18, 2009

Reverend Robert Brashear
Senior Pastor
West Park Presbyterian Church
165 West 86th Street
New York, New York 10024

Re: WEST PARK PRESBYTERIAN CHURCH, Borough of Manhattan

Dear Reverend Brashear:

In accordance with Section 25-313 of the Administrative Code of the City of New York, you are hereby notified that a *public hearing* regarding the proposed landmark and landmark site will be held on **Tuesday, July 14, 2009,** in the Public Meeting Room at the Landmarks Preservation Commission, Municipal Building, 1 Centre Street, 9th Floor North, New York. Please note that a government-issued form of identification is required to enter the Municipal Building. You and/or your representative are invited to attend the hearing to present information or testimony relating to the proposed designation. A brief description of the proposed landmarks is enclosed.

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Sincerely,

Kate Daly

Kate Daly

KD:lrs

cc: Robert Tierney, Chair

CERTIFIED MAIL-RTETURN RECEIPT REQUESTED

INTERBOROUGH RAPID TRANSIT POWERHOUSE

BOROUGH OF MANHATTAN

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mean & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style and drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. All but one of the original six chimneys—which were erected on a steel substructure 76 feet above the basement floor of the powerhouse in order to maximize floor space—have been removed, and a new, much taller chimney has been added near the southeast corner. The original terra-cotta roof tiles and the upper cornice have also been removed. Four openings have been cut into the base on the south side and one on the north side, and three of the window openings have been partially bricked in (two on the south side, one on the north). An addition was constructed in the 1940s at the Twelfth Avenue facade of the powerhouse, which IRT engineers had purposefully left vacant for such an expansion to the plant. This addition was not included in the proposed designation.

ROEBLING CHAPTER
Society for Industrial Archeology

Reply to 40 W. 77th Street, New York, New York 10024, PreservelA@aol.com, 917-709-5291

April 3, 2009

Robert Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Dear Mr. Tierney:

The Roebling Chapter, Society for Industrial Archeology supports landmarking the Interborough Rapid Transit Power House at 59th Street and Eleventh Avenue.

The IRT Powerhouse was the largest steam-driven power house in the world when it opened in 1904 to drive New York's first subway. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country.

One mark of its technological significance—and the size of the equipment—is that the collection of the Smithsonian Institution holds one piston—one piston!--rescued from these massive engines. A model of the power house was part of the permanent exhibition in the National Museum of American History until its recent renovation, greeting all visitors who entered.

We ask the Landmarks Preservation Commission to ensure that this piston and model will not be all that remains of this palazzo of power. Please ensure that it is not added to the list of those we mourn, a list that has grown too long with the recent losses of the Kent Avenue Power House, the Long Island City Power House, and Waterside 1 and 2. We urge you to designate it a New York City Landmark.

Sincerely,

Mary Habstritt, Chair
Preservation Committee

cc: The Powerhouse Group

460 West 34th Street, New York, NY 10001 Tel 212 967 5100 Fax 212 967 5588

May 6, 2009

Hon. Robert B. Tierney
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th floor
New York, New York 10007

Robert A.M. Stern Architects

Dear Commissioner Tierney:

I am writing to lend a strong voice of support for the proposed landmark designation of the Interborough Rapid Transit (IRT) power station, occupying virtually the full block bounded by West Fifty-eighth and Fifty-ninth Streets, Eleventh and Twelfth Avenues, in Manhattan. With an exterior designed in 1902 by Stanford White, the building not only represents an important work from the final stage of White's career but also stands as a testament to the enlightened aesthetic ambitions of the IRT's founders. The power station deserves the same landmark status that now safeguards Heins & La Farge's IRT control house (1904) on Seventy-second Street and Broadway and twelve of the forty-nine original IRT subway stations.

The power station has been owned and operated since 1959 by Con Edison, who have been largely indifferent to the building's value as a work of industrial architecture, stripping away its cornice almost thirty years ago and recently demolishing the last of the original tapered smokestacks. The preservation case for the power station has been placed before the commission for consideration twice, most recently in 1990. Since then, as the landscape of the west side has been transformed by the construction of high-rise apartment towers, its unique features have become more prominent to the public than ever before — it is visible from the elevated highway along the river and provides virtually the only visual and scalar relief from the new neighborhood that surrounds it. With the loss of the Waterside No. 2 and Kent Avenue power stations, it is the only building of its stature in the city — an incomparable monument to the age of coal and steam. As Con Edison slowly winds down activity at the plant, there is every reason to fear that the power station will meet the same fate that befell the Waterside and Kent Avenue plants.

But the loss of White's IRT power plant would be a very serious blow. It is a powerful work of industrial architecture by an architect who is frequently dismissed as one only concerned with houses for the rich — but who, together with his partners, in reality also successfully took on all sorts of projects including those of heavy industry. In London, England, one of the great Thames-side power stations is now a world-famous museum — Tate Modern — while its companion powerhouse, at Battersea, is being considered as the centerpiece of a new mixed-use development.

By virtue of its vast interior spaces, its location, and its compelling industrial beauty, the power station is poised not only to continue with its original functional mandate but should Con Edison move on, it has the potential to serve us in many other ways. It is easy to imagine it entering a new phase of life as an amenity for the entire city--a museum, a mixed-use center — who can predict? But one thing is certain, it needs to be preserved. I urge you not to let the opportunity to protect this building pass the commission by a third time.

Sincerely,

Robert A. M. Stern, FAIA

RAMS/ftjp

Because Consolidated Edison utilizes only a small portion of the interior space in the Powerhouse, we are also interested in the adaptive re-use of the Powerhouse as a public space, a community and/or cultural center. We have requested the NYCEDC to evaluate replacing the power produced by the Powerhouse with power produced by new energy efficient cogeneration – to define the fuel savings and energy efficiency, the economics and the space requirements of a cogeneration plant. We have also requested that City Planning require the appropriate developer to study the possibility of locating the cogeneration below grade between 59th and 60th Streets (the Extell property) or, alternatively, between 57th and 58th Streets (the Durst property). However, we do not think the designation of the exterior of the Powerhouse as a landmark should be dependent on the outcome of efforts to change the use of the interior of the Powerhouse.

We urge you to re-activate the consideration of designating the 59th Street IRT Powerhouse as a NYC landmark as soon as possible.

Sincerely,

Paul J. Elston

Paul J. Elston, President

CC: Kevin Burke, President Con Edison

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

Riverside South Planning Corporation

Officers

Paul J. Elston
President & Chair

Kent Barwick
Vice-Chair

Thomas Wright
Treasurer

Mary Frances Shaughnessy
Secretary

Philip Howard
Chairman Emeritus

Other Board Members

William Cohan
Roberta Gratz
Ashok Gupta
Victor Kovner
Max Shulman

Member Organizations

Municipal Art Society
Natural Resources Defense Council
New York League of Conservation Voters
New Yorkers for Parks
Regional Plan Association
Riverside Park Fund
Westpride

Advisors

Sean O'Brien
Steve Robinson
Paul Willen
Rob Pirani

March 10, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to request that you hold a hearing on designating the 59th Street IRT Powerhouse as a NYC landmark. I understand that the Commission has on two separate occasions considered conferring individual landmark status to the building, and that the building is a good candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between Tenth Avenue and the West Side Highway. McKim Mead & White designed this massive public building. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as the New York Library, the Metropolitan Museum of Art and the Farley Post Office. Consolidated Edison took over the facility in 1960 and continues to use it to generate energy, but only occupies approximately 12% of the interior space today.

When the Landmarks Preservation Commission first considered the Powerhouse for designation in 1979, it described the building's significance as "the most monumental building associated with the subway system in New York City" and "This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time." In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and national Registers of Historic Preservation.

During the past fifteen years the area surrounding the Powerhouse has been transformed with the creation of the Hudson River Park and Riverside Park South, expansion of John Jay College immediately east of the Powerhouse, and a very significant increase in residential properties nearby. Most immediately the City Planning Department is considering development proposals for the blocks immediately to the north and south of the Powerhouse. We are concerned that the decisions of City Planning should fully reflect the landmarking qualities of the Powerhouse, and will only do this if the Landmarks Preservation Commissions fully documents those qualities through the designation process.

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Platt Byard Dovell White
Architects LLP

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May 19, 2009

Hon. Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

re: IRT Powerhouse
11th Avenue & 59th Street
Manhattan

Dear Commissioner Tierney:

I am writing in support of individual designation of the IRT Powerhouse, a mature design by Stanford White of McKim, Mead & White.

The powerhouse is worthy of designation at a number of levels. It is one of about five industrial buildings or complexes attributable to White, making it a relatively uncommon commission in his vast and glittering portfolio. It is also a rare example of someone hiring an architect of considerable stature for a utility structure. Clearly there was something about that commission that made it important to both the architect and the client and each of them ended up with an extremely beautiful building. The architect's attention is evident in the overall grace of the elevations and their astonishing richness of material and detail. The idiom of classical architecture humanizes the monumental structure at the same time that the massive size of individual ornamental elements confirms White's mastery of scale. Take a pair of binoculars over to Eleventh Avenue and enjoy the feast!

Protection of this structure serves a civic purpose and will yield public benefits outweighing any modest inconvenience to the owner. I strongly urge the Commission to designate the IRT Powerhouse.

Sincerely,

Samuel G. White, FAIA

Charles A. Platt FAIA
Ray H. Dovell AIA
Samuel G. White FAIA

Amin Holford-Smith AIA
James D. Seger AIA, LEED AP
Scott Dunlow AIA

Kathryn Crowley AIA
Eliese C. Iovo AIA
Sandra Lasansky AIA, LEED AP
Matthew H. Mueller AIA

comprehensible façade. This is a great work, a monument to the new era. Easily returned to its original appearance, the IRT powerhouse will become a treasure to the neighborhood.

Yours truly,

Mosette Broderick

Mosette Broderick

Director, Urban Design and Architectural Studies Program, NYU
Clinical Associate Professor, Art History

New York University
A private university in the public service

College of Arts and Science
Department of Art History
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Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partner's had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke Rover. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. here, a great powerhouse worked in a simple but

In the past few years, three architecturally and historically significant powerhouses have been demolished or altered. It would be unfortunate to leave one of the last such powerhouses in New York City vulnerable to new development. Thus I strongly recommend that the IRT Powerhouse be favorably considered for the landmark designation at this time and I urge LPC to act swiftly to ensure its preservation.

Sincerely,

Tom

Thomas K. Duane
New York State Senate
29th District

THOMAS DUANE
SENATOR, 29TH DISTRICT
ASSISTANT MINORITY LEADER FOR POLICY AND ADMINISTRATION
RANKING MINORITY MEMBER
INVESTIGATIONS
COMMITTEES
CODES
CIVIL SERVICE & PENSIONS
FINANCE
HEALTH
JUDICIARY
RULES

THE SENATE
STATE OF NEW YORK
ALBANY

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E-MAIL: DUANE@SENATE.STATE.NY.US

October 8, 2008

Honorable Robert Tierney, Chair
New York City Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Bob

Dear Commissioner Tierney,

I am writing to encourage the New York City Landmarks Preservation Commission (LPC) to consider the Interborough Rapid Transit Powerhouse (IRT Powerhouse), located at 600 West 59th Street in Manhattan, for designation as a New York City landmark.

The IRT Powerhouse is both historically and architecturally significant. Constructed in 1904 by Stanford White, the IRT Powerhouse was the largest steam-driven powerhouse ever built and provided energy to run and maintain the city's first subway system. The powerhouse's energy contribution was a crucial element in the development and industrial evolution of the modern city of New York. Although the powerhouse has not produced electricity for the subway system since 1959, it has been consistently utilized in different ways to serve the residents of New York City.

The IRT Powerhouse is also notable for its magnitude and architectural style. Not only does it occupy an entire city block adjacent and rise more than 100 feet high, but its roof and walls are contoured to appear perfectly symmetrical. The most notable architectural achievement, however, is not the sheer size but rather the application of Beaux-Arts style to a utilitarian building. The façade is ornamented with arched windows and enriched by an intricate cornice. The detailing is infused with delicate patterns which provide a sharp contrast to the initial purpose. Architecturally, the building is a visible paradox that juxtaposes ornamentation and functionality.

THE NEW YORK
LANDMARKS
CONSERVANCY

December 18, 2009

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York NY 10007

Re: Interborough Rapid Transit Powerhouse now Con Ed Powerhouse

Dear Chairman Tierney:

We know that the Commission has on two separate occasions considered conferring individual landmark status to the former Interborough Rapid Transit Powerhouse at Eleventh Avenue and 59th Street. We strongly believe that now, under your leadership, it is time for the Commission to once again review the merits of this extraordinary building.

We understand that the building has been altered, as have the vast majority of landmarks, but this particular property possesses so many attributes that make it a landmark. It was built in 1899 as the most monumental building constructed for the NYC subway system; the facades were designed by Stanford White of McKim Mead and White and is a rare example of that firm's industrial designs; and it is an important link to a chapter in our history when the architectural legacies of ancient Rome and Greece were combined with the latest engineering advances of their day.

This magnificent Beaux-Arts masterpiece is visually a landmark if not yet an official Landmark. The Commission's own report from 1979 states that the building is "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893".

The alterations, including the missing cornice are minor compared to what survives. Namely, the imposing terra-cotta and brick facades and the enormous smoke stack. We urge you to bring this back in front of the Commission and once and for all do what should have been done many years ago. Designate the powerhouse a city landmark.

Sincerely,

Peg Breen
President

Cc: Kevin Burke

One Whitehall Street, New York NY 10004
tel 212.995.5260 fax 212.995.5268 nylandmarks@gmail.com

The Municipal Art Society of New York

MAS NYC

Voice for the future of our city.

March 10, 2009

Honorable Robert B. Tierney, Chairman
NYC Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Re: Former IRT Powerhouse (now Con Ed Powerhouse), 600 West 59th Street
New York, NY

Dear Chairman Tierney,

The Preservation Committee of the Municipal Art Society supports the nomination to designate the Con Edison Powerhouse, formerly the Interborough Rapid Transit (IRT) Powerhouse, located on the block bounded by 11th Avenue, 59th Street, 12th Avenue, and 58th Street. The powerhouse, which has appeared before the Commission twice before, is an important reminder of an extraordinarily innovative time in the history of New York City's development, in addition to having irrefutable architectural significance. MAS specifically identified the IRT Powerhouse as a resource that "should be considered of exceptional historic and architectural significance" in the scoping comments of the Riverside South Supplemental Environmental Impact Statement, and we believe it should be protected as a NYC individual landmark.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and it is currently in the service of Con Edison. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building.

MAS has made a longstanding commitment to the preservation of New York City's industrial heritage. Unfortunately, the city has recently lost the Waterside No. 2 Power Station and the Kent Avenue Power Plant, historic structures equally noteworthy as the IRT powerhouse. MAS' Preservation Committee supports the request to recognize the historic and architectural significance of the IRT Powerhouse and to protect it from demolition and insensitive renovations. We are particularly concerned about the extant original circa-1904 smokestack which we understand Con Ed may soon dismantle. We therefore urge the commission to ensure, without delay, the protection of one of the last remaining buildings of this type and scale left in New York City.

Sincerely,

Charles Platt

Charles A. Platt
Co-Chair
MAS, Preservation Committee

Judith Saltzman

Judith Saltzman
Co-Chair
MAS, Preservation Committee

THE MUNICIPAL ART SOCIETY OF NEW YORK
457 MADISON AVENUE
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MAS.org

LANDMARK WEST!

THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

January 5, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse)
Eleventh Avenue between 58th and 59th Streets, Manhattan

Dear Chair Tierney:

Please schedule a public hearing at the Commission's earliest opportunity for the IRT/ConEd Powerhouse on Manhattan's West Side.

This monumental structure, designed by McKim Mead & White and opened as the original powerhouse for the IRT subway in 1904, is a landmark by any standard. It stands as a testament to the uplifting, civic-minded architecture of the City Beautiful movement on a par with such beloved (and designated) New York City Beaux-Arts buildings as the New York Public Library, the Metropolitan Museum of Art and the Farley Post Office.

The Landmarks Preservation Commission first considered the Powerhouse for designation in 1979 (hearings were held in 1979 and the early 1990s but the building remains on the Commission's list of heard-but-never-designated list), when it described the building's significance as "the most monumental building associated with the subway system in New York City."

> This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time...In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life.

In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and National Registers of Historic Preservation.

Over the past 100-plus years, the building has survived several transitions in use and technology with physical changes that are minor in relation to its vast scale. This endurance is a tribute to the structure's adaptability and sustained value to our city.

We look forward to testifying in support of designation of the IRT/ConEd Powerhouse in the near future. Thank you very much for your consideration.

Sincerely,

Arlene Simon
President

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel 212-614-9107 fax 212-614-9127 e-mail hdc@hdc.org

September 10, 2008

Hon Robert Tierney, Chair
Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Dear Commissioner Tierney.

The Historic Districts Council respectfully requests that the Landmarks Preservation Commission act to designate the former Interborough Rapid Transit Powerhouse located at 59th Street and Eleventh Avenue as an individual New York City landmark. This monumental structure was completed in 1904 by Stanford White and is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 104 years ago, it was the largest powerhouse in the world, which provided the energy needed to run the subway which in turn created the modern city of New York.

Although the building ceased producing electricity for the subway in 1959, it has remained in service since then, most recently providing steam for residents in the area. It has been publicly considered for landmark status twice in the past 30 years, once in 1979 and again in 1990. Both times Con Edison, the then-owner, objected and the designation efforts floundered, although not on the merits of the designation.

HDC asks that the Landmarks Commission once again consider this remarkable, significant building as a potential landmark. Since 1990, circumstances have changed and the City once again owns the structure. Furthermore, in the past few years., we have unfortunately seen three outstanding industrial powerhouses either demolished or defaced for new development. The IRT Powerhouse is now one of the last remaining survivors of the critical industrial network which built our city. Please act now before we lose this important, attractive building to the creeping sea of glass towers which are spring up like shiny cat tails around our waterfront.

Sincerely,

Simeon Bankoff
Executive Director

FRIENDS OF TERRA COTTA

February 24, 2009

Robert B. Tierney, Chair
Landmarks Preservation Commission
100 Centre Street, 9th floor
New York, NY 10007

Dear Chairman Tierney,

Friends of Terra Cotta urges the Landmarks Preservation Commission to calendar the 1904 IRT Powerhouse at 59th Street and 11th avenue for a designation hearing. The significance of this remarkable structure goes beyond its superb terra cotta and brick exterior. This was the site where coal was used to generate all the electricity needed to run New York's original subway line. A number of the original stations and several kiosks have been landmarked and it is highly appropriate that the source of the power that made the system work be considered for designation as well.

Stanford White of McKim, Mead and White was responsible for the richness of texture and plasticity in ornamentation. The National Trust publication, *Master Builders* comments on this architectural firm stating: "Working within the conventions of the 19th-century idealist formalism with its allusions to the architecture of the past, McKim, Mead and White represented the most generous realization of the triad of commodious planning, sound construction and visual delight first propounded by the Roman writer on architecture Vitruvius in the first century B.C."

The structure is surprisingly intact for its age and the smokestacks (six originally and now two, one of which is original) are the most obvious change to the building. We understand that Con Edison is the current owner and with their very poor record of building stewardship (they have been tearing down structures in a number of boroughs) the future of the Powerhouse is a great concern to the community and to residents throughout the city. It was with great frustration (and broken promises from Con Edison about saving important architectural elements) that New Yorkers watched the destruction of the East Side Con Edison Power Plants during the last year.

Please take this matter under serious consideration before another very significant part of our architectural heritage becomes rubble.

Sincerely,

Susan Tunick
President

Friends of Terra Cotta/New York State
c/o Tunick, 771 West End Avenue 10E
New York, New York 10025
212/932-1750

I urge you to designate this building a New York City landmark so that it might survive for another 100 years to once again serve the public. If you see, as I do, the enormous potential of this idea, I think your decision will be an easy one. Thank you for your time and consideration.

Highest Regards,

Robert Hammond

FRIENDS OF THE HIGH LINE

529 WEST 20TH STREET SUITE 8W NEW YORK, NY 10011 T (212) 206-9922 F (212) 206-9118 INFO@THEHIGHLINE.ORG WWW.THEHIGHLINE.ORG

August 28, 2008

Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioners:

I write to express my support for the proposal to grant landmark designation to the building located at 600 West 59th Street, Manhattan ("the IRT Powerhouse"). Obtaining landmark status for the IRT Powerhouse is necessary to preserve one of the few remaining Beaux Arts power plants in New York City.

I have had the opportunity to speak with the members of The Powerhouse Group, the organization spearheading the proposal for landmark designation, on several occasions and have been impressed by their dedication to saving this incredible building. That dedication is well placed. Even by New York City standards, this historically-significant and architecturally exceptional building is worthy of protection. An integral piece of New York City's architectural and transportation history, the IRT Powerhouse stands as a reminder of a time in New York when even the most mundane building was designed to inspire. As you can see from the landmark proposal, the building is, in a word, magnificent. By any measure it exceeds the definition of a New York City Landmark.

As a Co-Founder of Friends of the High Line, I was particularly interested to learn how integral Manhattan's west side rail network was to the operation of The Powerhouse, bringing coal and supplies to the Powerhouse to enable it in turn to power the subways. The freight trains that ran on the High Line passed directly in front of the Powerhouse on Eleventh Avenue en route to the slaughterhouses and factories downtown.

Designating this building a landmark will achieve more than just the preservation of stone and terra cotta. If and when the landmark application succeeds, the Powerhouse Group hopes to work with the city to transform the IRT Powerhouse into public space. The Powerhouse Group imagines a neighborhood institution drawing residents and visitors alike. This is a goal that I can fully support.

My work on the High Line has given me an intimate understanding of what it takes to turn a land use idea into a reality. Foremost of what I have learned is that an idea as ambitious as The Powerhouse Group's requires the support of public officials, whether members of the Landmarks Preservation Commission, the Department of City Planning, the City Council, or the Mayor's office. Absent your support and the support of so many other committed public servants, the High Line would have been little more than an interesting idea.

DRAKE
DESIGN
ASSOCIATES

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

Dear Commissioner Tierney:

I am writing to add my name to the growing list of supporters of the proposed landmarks designation for the IRT Powerhouse at 59th Street and 11th/12th Avenues.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and now Con Edison. Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Jamie Drake

315 EAST 62ND STREET NEW YORK NEW YORK 10065 tel 212 754 3099 fax 212 754 4389

As this building's industrial purposes wane, the potential which it offers to the City grows. Its location, its vast interior spaces, and its embodiment of the spirit of its age, all provide opportunities for the Powerhouse to be an amenity not only to the residential neighborhood now surrounding it, but to the City as a whole. Examples of industrial buildings which have been adapted to new uses are celebrated in cities around the world; the Tate Modern in London, the Gare d'Orsay in Paris, and the Ferry Building in San Francisco are just a few examples. As New York celebrates PLANYC 2030, adaptive re-use of this enormous structure would represent a significant contribution to the City's sustainable future. The protection of the building will preserve these civic benefits, and I urge the Commission to designate the Powerhouse.

Sincerely,

Nathan Hoyt, FAIA
Principal / Director of Interiors

Davis Brody Bond Aedas

26 June 2009

Hon. Robert B. Tierney, Chair
New York Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Re: West 59th Street IRT Power Station

Dear Commissioner Tierney:

On behalf of the Partners and Principals of Davis Brody Bond, I am writing to express support for the proposed landmark designation of McKim, Mead and White's Interborough Rapid Transit (IRT) power station. Built in an expansive period of New York's growth, this structure represents an important milestone in the City's consciousness of its infrastructure. The development of the City's mass transit system was a democratic act, enabling its citizens freedom of movement previously limited to the wealthy, and enabling the continued expansion of the city's urban core and residential neighborhoods. The IRT's founders dignified their system with structures that reflected their ambitions, which has been recognized by the Landmarks Preservation Commission through its earlier designations of the Heins & La Farge's control houses at 72nd Street and at Battery Park, and of twelve of the original underground stations of the system.

As a piece of the urban fabric, the Powerhouse stands as a reminder of a time when Manhattan was a working harbor, its riverfronts lined with piers, and with industrial buildings lining its banks. Now, much of that history has disappeared, as high rises take over rail yards, and neighborhoods reach out toward the river and to the amenities it offers. But just as the High Line further downtown has been re-purposed, celebrating its industrial past and invigorating its surroundings, the Powerhouse could do the same for this area of the West Side. Located between the island's edge and the residential neighborhood to the north and east, the Powerhouse stands poised to serve as both a physical and a metaphorical connection to the revitalized riverfront.

As a structure, the Powerhouse's sheer size guarantees its importance to the cityscape, even with the removal of its original smokestacks. In recent years we have lost other examples of buildings of this era and building type, making the case for the Powerhouse's designation more poignant and essential. The exterior, designed in 1902 by Stanford White, expresses, in architectural terms, the importance of this building to both its owners, and to the public it served. It is a significant and unusual work of an architect whose contributions to the City's fabric are more often thought of in terms of individual gems for the elite. White took on this commission and brought a human scale to this massive building through his mastery of classical architecture. Its interior spaces include grand halls, once lined with generating equipment, but now ripe with possibilities for civic uses.

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www.davisbrodyaedas.com

Yorkers, our visitors and our posterity, and I urge you to designate this building a New York City landmark.

Sincerely,

Gale A. Brewer

Cc: Robert Benfatto, District manager, Community Board 4
Gary Barnett, President, Extell Development
Paul J. Elston, Riverside South Planning Corporation

GALE A. BREWER
COUNCIL MEMBER, DISTRICT 6
MANHATTAN

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October 22th, 2008

Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioner Tierney:

I write to express my support for the designation of the IRT Powerhouse at 59th Street ("the Powerhouse") as a New York City landmark. The city-owned Powerhouse is a truly remarkable building. It is an architectural and historic gem, and by these standards already a landmark. I urge the Commission to make it official.

The Powerhouse is a spectacular example of Beaux Arts architecture executed on the grandest scale. It is one of only a handful of great powerhouses remaining in the five boroughs, and the only one of its size left in Manhattan. What is more, the Powerhouse is one of the few remaining public buildings on the West Side that is worthy of Landmark status, but nevertheless remains unprotected.

As you know, this section of Manhattan is changing. Development between Riverside South and the Clinton community has increased rapidly in recent years and the number of buildings under construction is at once promising and disconcerting. The Powerhouse must not fall victim to the aesthetic whim or economic might of a few.

In designating the Powerhouse a landmark, the Commission also preserves the building's potential use as a public space. New Yorkers are constantly seeking new venues in which to gather, exhibit, and perform. Eventually, the Powerhouse will cease to serve as a suitable power plant for its current lessee, Consolidated Edison. At that time, the building's interior could be renovated, its halls re-imagined, and its grandeur restored. Only by designating the building a landmark now can we ensure that it will be available to serve the public in the future.

The need to preserve historically significant buildings and a dearth of large, enclosed, public space are two of my constituents most frequently expressed concerns. Protecting the Powerhouse squarely addresses these concerns. In the interests of my constituents, all New

COMMUNITY BOARD 7 Manhattan

March 27, 2009

Hon. Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Ms. Mary Beth Betts
Director of Research
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Re: IRT/Con Ed Powerhouse at 59th Street and Hudson River

Dear Commissioner Tierney and Ms. Betts:

We write on a matter of extreme urgency regarding the imminent demolition of what may be the only surviving original smokestack of the IRT/Con Ed Powerhouse at 59th Street and the Hudson River. ConEd has a permit for the demolition and is apparently undertaking demolition now. We urge LPC to take all possible steps to preserve the *status quo* pending a designation hearing.

Our Parks & Preservation Committee, at its March 2009 meeting, agreed to recommend that our Full Board adopt a resolution seeking the designation of the Powerhouse as an individual landmark, and we expect to send such a resolution to you promptly after our April 2009 Full Board meeting. We expect to join our voice to those of many others, including Community Board 4, numerous elected officials, LandmarkWest!, etc. who have urged the designation of the Powerhouse.

As you know, the Riverside South development in our District is a post-industrial landscape being adapted for modern residential and other uses. We are starting a ULURP review of the proposal for the build-out of the southernmost parcel of Riverside South, for which a mixed use development called Riverside Center is being proposed. The Powerhouse is located immediately to the south of this parcel. Its industrial history is integral to its architectural, social and geographic context, including the Riverside Center parcel. The loss of what appears to be the Power House's last remaining original smokestack because of lack of timely action would be an unnecessary tragedy to the preservation movement.

Very truly yours,

Helen Rosenthal

Rosenthal, Chairperson

Lenore Norman & Klari Neuwelt
Co-Chairpersons, Parks and Preservation Committee

Cc: Borough President Scott M. Stringer
Council Member Gale A. Brewer
Community Board 4/ Manhattan
LandmarkWest!

250 West 87th Street New York, NY 10024-2706
Phone: (212) 362-4008 *Fax:*(212) 595-9317
Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

for a Certificate of Appropriateness, and there is no room for public participation, even awareness. There seems to be no legal means to compel exterior maintenance or considered review of minor changes for a building that has not been designated. We believe the Commission should, if it is still possible, take immediate action to stop the demolition of this last stack, and must in any case proceed to prompt designation of the powerhouse and full review of all changes and issues of maintenance.

The example of the slow decay of New Brighton Village Hall warns us that even designation will not in itself save a building in the absence of the will to take action, while on the other hand the recent laudable action to save the Windermere from deliberate neglect shows that appropriate and effective action can be taken against an owner much farther away than Con Ed.

Sincerely,

Jean-Daniel Noland
Chair, Manhattan Community Board 4

Edward Kirkland
Chair, Landmarks Committee

c.c.
Council Member Gale Brewer
Community Board 7
Landmark West
Powerhouse Group

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

April 2, 2009

Hon. Robert B. Tierney
Chair
Landmarks Preservation Commission
Municipal Building, ninth floor
One Center Street
New York NY 10007

Re: Con Ed Powerhouse at 59th Street

Dear Chair Tierney,

Manhattan Community Board 4 is writing to express its serious concern about the series of events that appear to be culminating in the destruction of the sole remaining historic chimney on the former IRT Powerhouse, now owned by Consolidated Edison, at the west end of 59th Street in Community District 4. The original stacks added considerably to the effect of the building, and the very tall modern stack at the east end is quite different in character, The gradual loss of the original stacks has changed the visual character of the building and blurred its significant original function.

Recently we wrote to you reconfirming our longstanding support for the designation of this impressive building, which is important not only for the design of its exterior by Stanford White but also as a monument of the history of transportation and technology in New York City. We remember that at the last hearing on designation of the building in 1990 the then Chair of the Commission accepted as an alternative to designation the agreement to make no significant change of the building without giving sufficient notice to the Commission for it to take action.

It is clear that this "standstill agreement" has not worked. There have been some changes over time, whether before or after calendaring the powerhouse, including the removal of the cornice; but above all most of the historic stacks have been lost. The Board has quite recently learned from Landmark West that the Commission recently signed off on the demolition of "Stack 5," which materials from several sources indicate was the last remaining original stack, even if it appeared to have lost some of its top. The justification alleged for this action is reported to have been a claim that the stack had become dangerous. Demolition is currently underway.

The process that leads to a "Notice of Review" as permission to proceed instead of a permit after landmark designation has clearly been a failure in this case, and not here alone .The historic character of the powerhouse has been diminished by the gradual loss of its original chimneys, at least in part due to lack of maintenance. The Board is concerned that the cumulative effect of seemingly minor changes as well as lack of adequate maintenance of the exterior threatens the character of this major structure. The process for Notice of Review is far less intensive that that

generators or dynamos is now empty. Suggestions for reuse like those of the Powerhouse Group could point the way toward making this extraordinary interior into one of the great public spaces in New York, and recent changes in the area might support reuse of the underutilized portions of the interior for purposes that would turn the building into a source of income that could enable adequate long-term maintenance and possibly even restoration of missing or destroyed elements of the exterior.

Community Board 4 recognizes that the present moment may not be ripe for such improvements; but we urge that designation be no longer delayed. The building is important both for its historic importance and for its impressive architectural quality. It is risky to rely on the presumably still existing standstill agreement to protect the building indefinitely, and it is essential to ensure preservation of the exterior and, we hope, the interior spaces it encloses until a time when the proposals of the Powerhouse Group might be the seeds for future uses that may truly enrich New York. The IRT Powerhouse must not be defaced or lost.

Sincerely,

Jean-Daniel Noland
Chair
Manhattan Community Board 4

c.c.
The Power House Group

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www.ManhattanCB4.org

JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 6, 2008

Hon. Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building 9th Floor
One Center Street
New York, NY 10007

Re: Former IRT Powerhouse
59th Street and Route 9A

Dear Chair Tierney:

Manhattan Community Board 4 is writing to reaffirm its long-held support of the designation of the former Interborough Rapid Transit Powerhouse as a New York City landmark and to welcome the recent initiative of the recently created Powerhouse Group in pursuing this designation and in seeking new uses for the underutilized interior spaces of the building.

The importance of the powerhouse to the first subway in New York is reflected in the amount of space given to an elaborate treatment of the advanced technology of the building in the third chapter of the commemorative book, *The New York Subway,* produced after the subway opening. This makes clear both the dominant role played by technical requirements and the skills of the engineers that resolved them in shaping the interior spaces and the general form of the building.

An interesting passage on page 74 reads, "Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an advisor on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used."

The resulting structure shows an impressive exterior and remarkable interior spaces, some of them of them now unused. Above all, the great hall that contained the huge

The Powerhouse (or Plant as evidently now more commonly refereed) likewise recollects the eagerness of New York's leading classicists of the day, aka McKim, Mead and White -- more readily identified with elite residences and their occupants' ancillary cultural and social needs—to direct their skills to industry! The embraced the challenge. It is thus a powerful lesson for 21st century practitioners of *all preferred vocabularies*: To witness the way their celebrated forbears rose to the occasion and even did it within the geographic boundaries of where their clients and peers resided. (I know well that in those days, 11th Avenue was a more distant shore, but in fact compared to today's NIMBY posturing it's not far at all…)

When the *polis* requires industry, then give it the pride of place and design attention it merits accordingly; let it shine as an object of bright, robust pride. What a great opportunity the Commission has today at this site.

This great building spells landmark and in this case does so with an example of urgent currency.

I hope it can be designated exactly when needed most.

Best regards,

Paul Gunther
President

INSTITUTE OF
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February 13, 2009

The Honorable Robert B. Tierney
Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Dear Chairman Tierney:

I commend consideration of designation of the IRT Powerhouse on 11th Avenue at West 59th Street in Manhattan. I am grateful to you and your Commission colleagues for doing so.

While this Renaissance Revival edifice by McKim, Mead and White with Walter Cain and Solomon Deyo has evolved over the years (and generally not for the better yet largely reversible) and while its internal functions have often been updated and lately reduced, it is this very versatility at a time when the power grid and attendant production is so very much at the fore of national policy priority and when local passivity's if innovation require the places where it can be put in force that renders it distinctive of its time and relevant to a shared civic future. If this power station were eliminated, I would posit that replacing it could and would never be achievable. Not the message to send today. And even if it stood with no continuing industrial function, then its original robust purpose would nonetheless stand as pertinent metaphor via its exterior volumes and accommodating detailing. Talk about classicism as a nimble, enduring language!

As much as the design itself (about which no doubt so many others have testified eloquently in word and deed), I endorse this landmark-worthy integration of power-generation in the fabric of the surrounding community and its systemic sustenance. Such key infrastructure can and moist-- going forward -- return to the communities it serves. Let this emblem endure precisely when most needed therefore. Its continuing adaptability to energy needs is itself a significant and dynamically surviving built exemplar.

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

cc: Jimmy Finn
The Powerhouse Group

A L L I A N C E *for* T H E A R T S
330 West 42nd Street, Suite 1701 New York, NY 10036 212.947.6340 FAX 212.947.6416 *www.allianceforarts.org*

April 9, 2009

Hon Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th floor
New York, NY 10007

Dear Bob:

I am very pleased to add my name and that of the Alliance for the Arts to the growing list of citizens and civic and cultural organizations supporting the formal designation as a New York City Landmark of The IRT Powerhouse.

You and your fellow Commission members and the staff of the Landmarks Commission are well aware of this signature building and its architectural uniqueness. Others more qualified than I to speak of its architectural merit have already indicated their support for granting it landmark status. I will speak of it primarily as a cultural asset of New York City, and also as a fixture of the West Side, of which I am a proud resident.

Like the Eiffel Tower or the Taj Mahal or the White House, there are buildings which gain a centrality and cultural importance through their sheer beauty and grand place in the cityscape. Like those three disparate examples—all quite different to The Powerhouse—it was not built for the public to enter. But it was most emphatically and gloriously built for the public to see and appreciate, and, as is the case with many New Yorkers, to come to love as a popular landmark.

But it can be compared to another building: the Bankside Power Station in London. This great pile anchored the south side of the Thames for decades, even after it ceased to be used as a power station. Then, in 2000, it was converted by the Tate Museum into one of the greatest cultural spaces in the world, an attraction for nearly five million visitors and Britons each year and the standard-bearer for a new generation of cultural vitality and global relevance for London.

It is not for me to say what the best future use of The Powerhouse is, but only to propose that by recognizing its distinction and helping to insure its survival intact, it becomes possible for the most creative people in our city to imagine new uses for it.

The Alliance has continuously reminded New Yorkers of the economic dimension of cultural life in our city through research that has documented the creation of 160,000 jobs and $21 billion in economic activity. As the Mayor has recognized in many ways, this home industry, so central to our identity and way of life, must stay strong. And to stay strong it must change and grow; the plans for growth can perhaps best be made in a time of economic stagnation.

The Landmarks Preservation Commission can contribute to this forward thinking indirectly if it chooses to bestow the status of New York City Landmark to The Powerhouse, which it so richly deserves.

Sincerely yours,

Randall Bourscheidt
President

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Individuals and Organizations Supporting the Landmark Designation of the Former IRT Powerhouse

List in formation, 7/2/09

Letters of support received from:

1. Gale A. Brewer, Council Member, District 6, Manhattan
2. Thomas K. Duane, New York State Senator, 29th District
3. Randall Bourscheidt, President, Alliance for the Arts
4. David Garrard Lowe, President, The Beaux Arts Alliance
5. Nathan Hoyt, FAIA, Principal/ Director of Interiors, Davis Brody Bond Aedas
6. Jamie Drake, Drake Design Associates
7. Robert Hammond, Co-founder; Joshua David, Co-founder, Friends of the High Line
8. Susan Tunick, President, Friends of Terra Cotta
9. Simeon Bankoff, Executive Director, Historic Districts Council
10. Paul Gunther, President, Institute of Classical Architecture & Classical America
11. Arlene Simon, President; Kate Wood, Executive Director, Landmark West!
12. Jean-Daniel Noland, Chair, Manhattan Community Board 4
13. Charles A. Platt, Co-Chair MAS, Preservation Committee; Judith Saltzman, Co-Chair MAS, Preservation Committee, The Municipal Art Society of New York
14. Peg Breen, President, The New York Landmarks Conservancy
15. Mosette Broderick, Director, Urban Design and Architectural Studies Program, NYU, Clinical Associate Professor, Art History
16. Helen Rosenthal, Chairperson; Lenore Norman and Klari Neuwelt, Co-Chairpersons, Parks and Preservation Committee, Community Board 7
17. Samuel G. White, FAIA, Platt Byard Dovell White, Arhitects LLP
18. Paul J. Elston, President, Riverside South Planning Corporation
19. Robert A. M. Stern, FAIA, Robert A. M. Stern Architects
20. Mary Habstrit, Chair, Preservation Committee, Society for Industrial Archaeology, Roebling Chapter

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MAS NYC

THE NEW YORK LANDMARKS CONSERVANCY

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ROEBLING CHAPTER
Society for Industrial Archeology

RECEIVED
JUL - 9 2009

July 7, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Former IRT Powerhouse, West 58th-59th Street, between Eleventh and Twelfth Avenues

Dear Chair Tierney:

Congratulations and thank you for scheduling a public hearing on July 14, 2009, to consider designating the former Interborough Rapid Transit (IRT) Powerhouse as an official New York City Landmark. This will be the third designation hearing on this monumental Beaux-Arts building, designed by McKim, Mead & White and opened in 1904 to provide electricity for New York's first subway system. Current owner Consolidated Edison's recent removal of the last surviving original smokestack underscores the urgency of acting now to finally grant the Powerhouse the landmark protection it so justly deserves.

The Powerhouse remains one of our city's most compelling examples of early 20th-century industrial design. In a significance statement issued for one of its prior designation hearings, the Landmarks Commission called the Powerhouse "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement…which held that public improvements could beautify American industrial cities." The building's potential to serve as a public amenity, enriching the lives of all New Yorkers and visitors to the city, survives to this day.

Enclosed is a copy of a report recently completed by graduate students in Columbia University's Master's Program in Historic Preservation, "Preserving the Former IRT Powerhouse: A Preservation Plan," together with copies of letters from leading architectural historians, preservation advocates and public officials. All agree that this monumental Beaux-Arts building is a "masterpiece," "a great work, a monument to the new era," "uplifting, civic-minded," "one of only a handful of great powerhouses remaining in the five boroughs," "the largest powerhouse in the world" when it opened in 1904, "extraordinary," "an integral piece of New York City's architectural and transportation history," "a stunning combination of structural practicality and esthetic brilliance."

Over, please

LP FILE INFORMATION

LP#: 2374 BOROUGH: M BLOCK: 1106 LOT: 1 in part

SITE NAME: IRT Powerhouse now Consolidated Edison Powerhouse

SITE ADDRESS: 850 12TH Ave. AKA 855-869 11th Ave; 840-848 12th Ave; 600-648 W 59th St.; 601-669 W 58th St.

Date Calendared: LP-1092 1979 + 1990

Date Heard:

Date Designated:

Other Actions:

Special Info:

Council Resolution Received:

POLITICAL REPRESENTATIVE INFORMATION

POLITICAL REP. INFO	REPRESENTATIVE NAME	ADDRESS	TELEPHONE/FAX
Assembly District # 67	Linda B. Rosenthal	230 W. 72nd St. Ste. 2F NY, NY 10023	(212) 873-6368
House of Representatives District # 08	Jerrold Nadler	201 Varick St. Ste. 669 NY, NY 10014	(212) 367-7350
Senate District # 29	Thomas K. Duane	322 8th Ave. Ste 1700 NY, NY 10001	(212) 633-8052 633-8096
City Council District # 06	Gale A. Brewer	563 Columbus Ave NY, NY 10024	(212) 873-0282 873-0279
Community Board District # 04	John Daniel Nolan	330 W 42 St. Ste. 2618 NY, NY 10036	(212) 736-4536 947-9512

NOTES

W. 59th Street Station

Main Turbine Hall Looking East

2007

W. 59th Street Station
Main Turbine Hall Looking East – December 2008

W. 59th Street Station

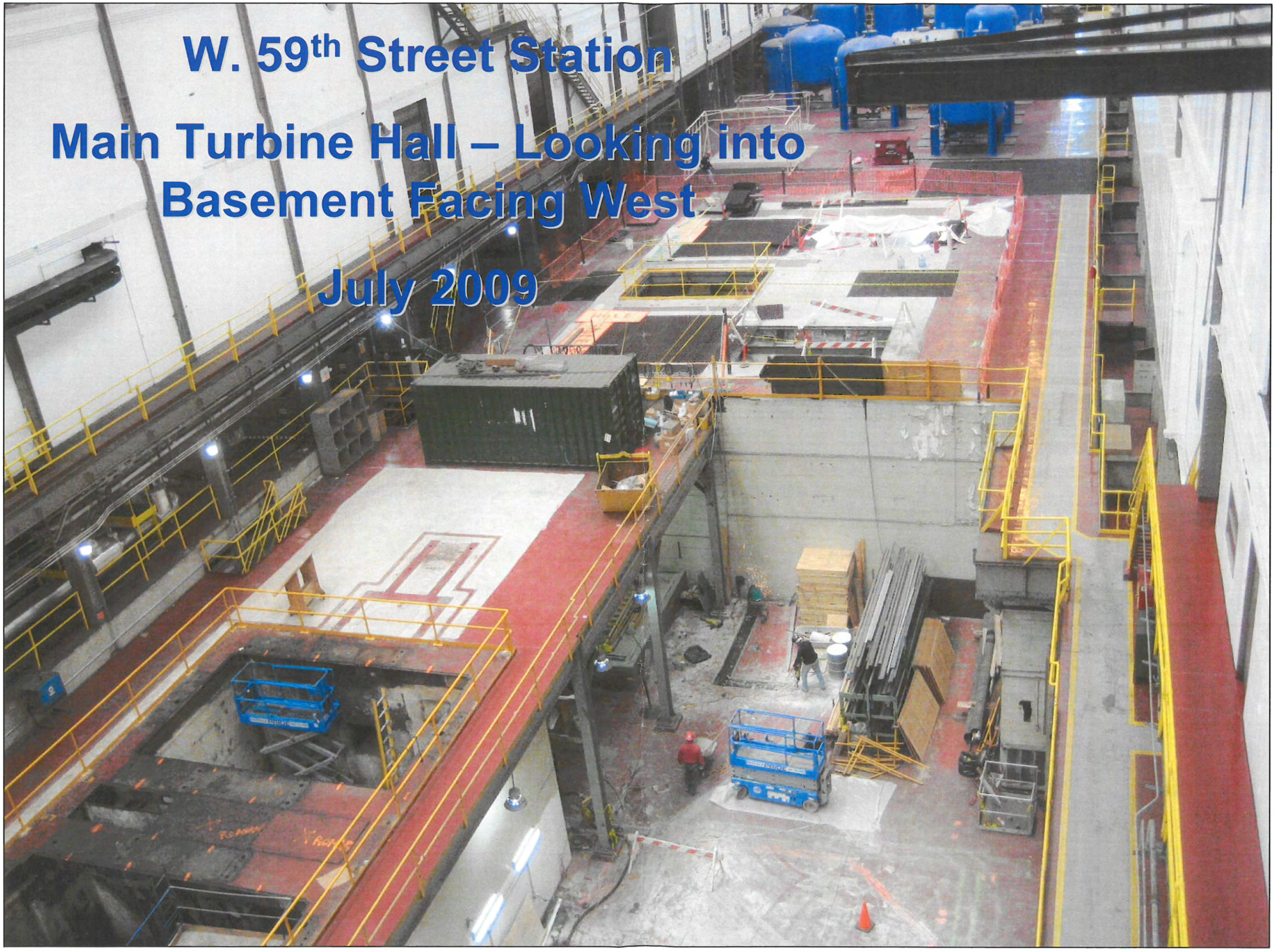
Main Turbine Hall – Looking West

July 2009

W. 59th Street Station

Main Turbine Hall – Looking into Basement Facing West

July 2009



East River Repowering Project

East River Repowering Project

Landmarks Preservation Commission

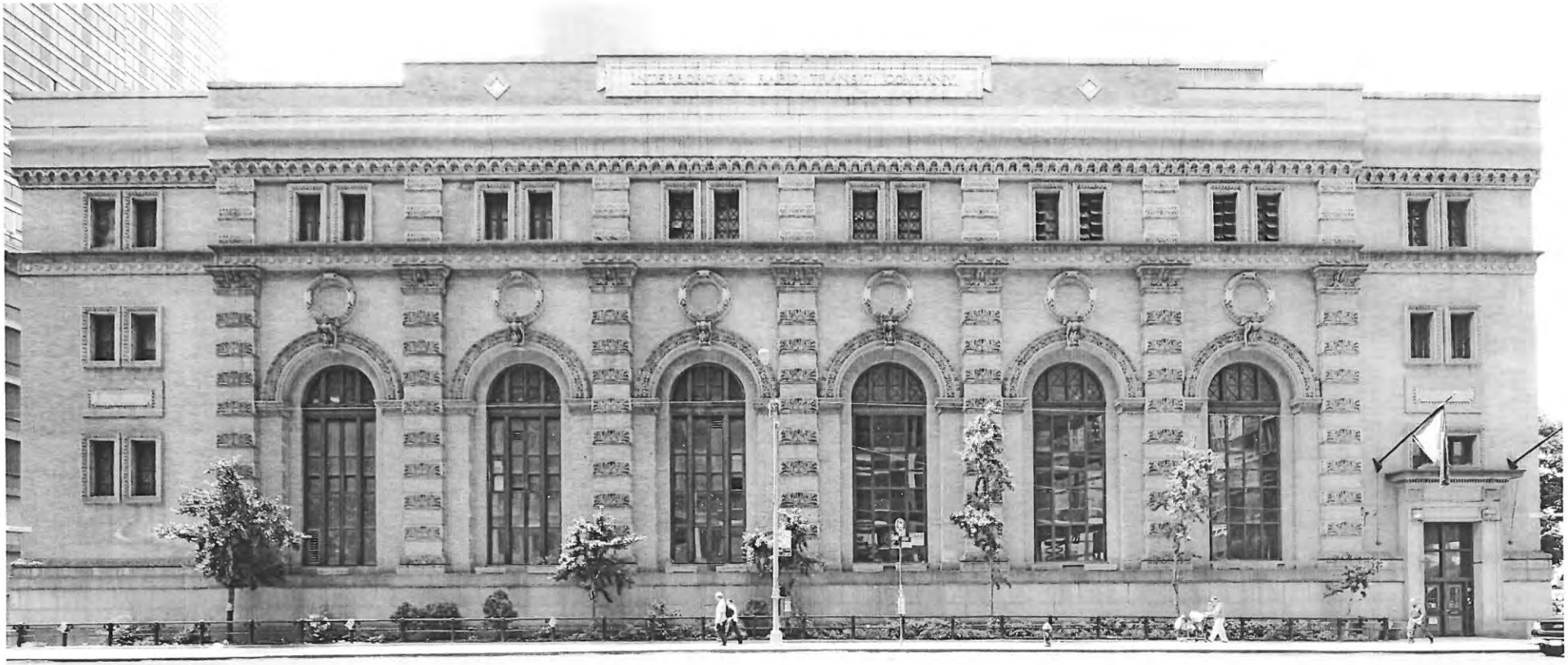
Item to be Heard

Interborough Rapid Transit Powerhouse

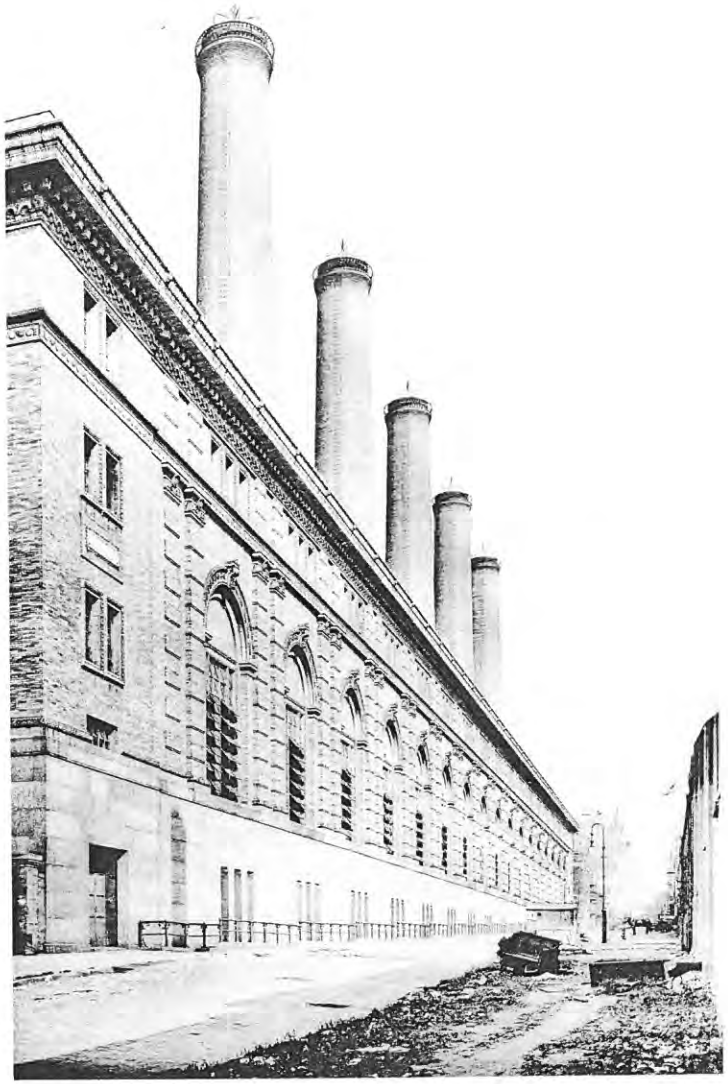
850 12th Avenue (aka 840-848 12th Avenue, 855-869 11th Avenue, 600-648 West 59th Street, 601-669 West 58th Street
Borough of Manhattan

Built 1904
McKim, Mead & White, Architects

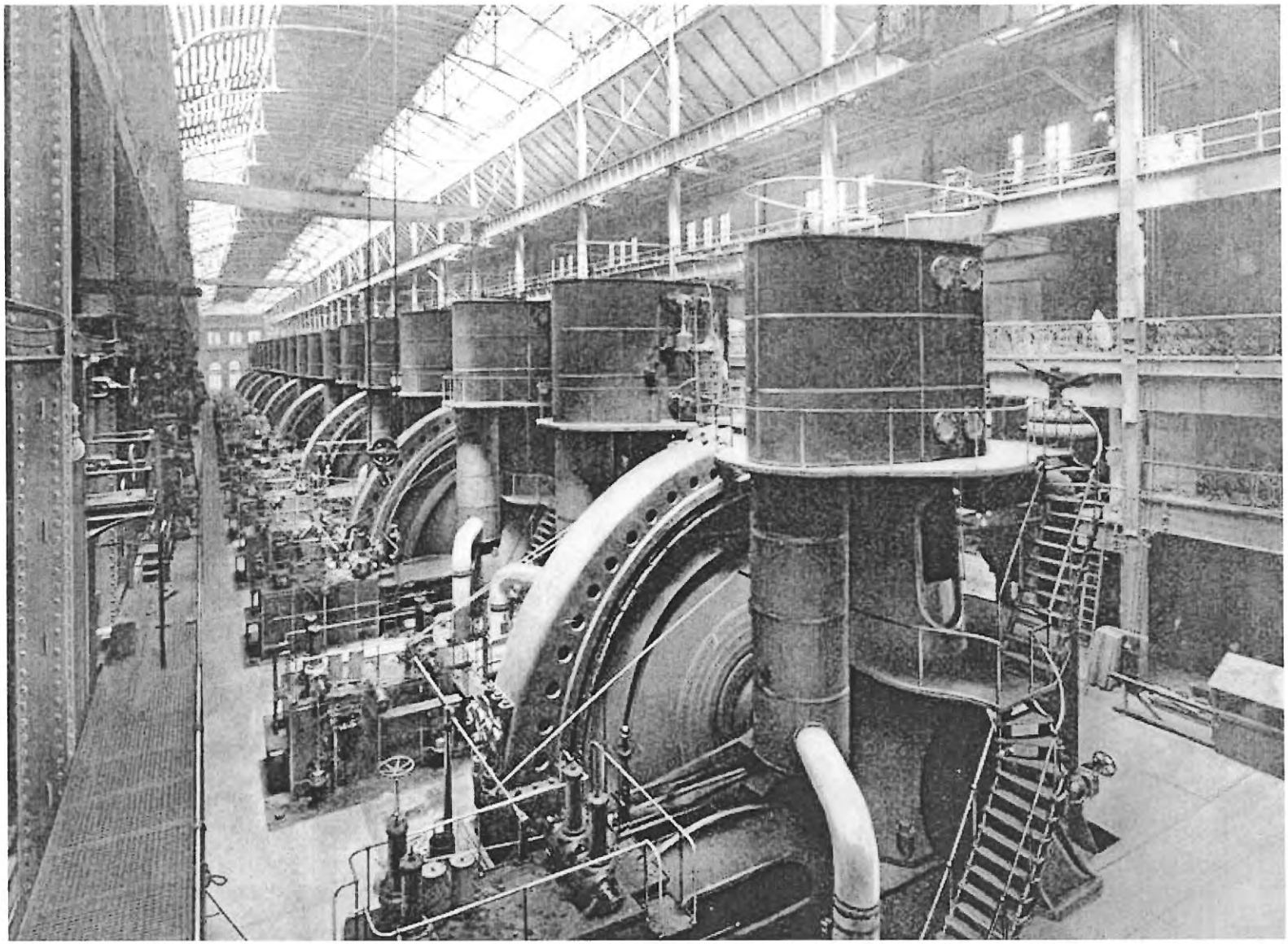
Interborough Rapid Transit Powerhouse



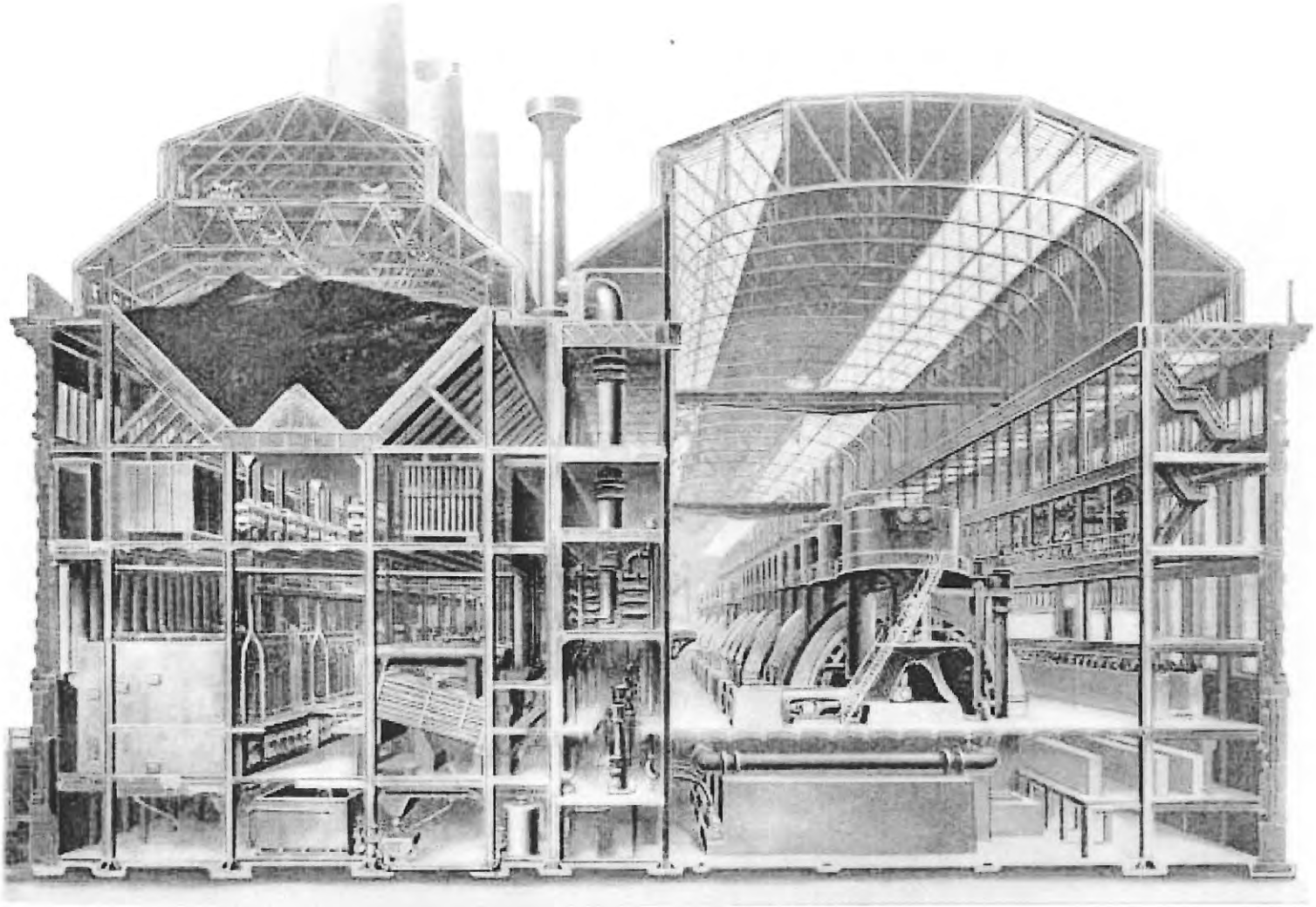
Interborough Rapid Transit Powerhouse



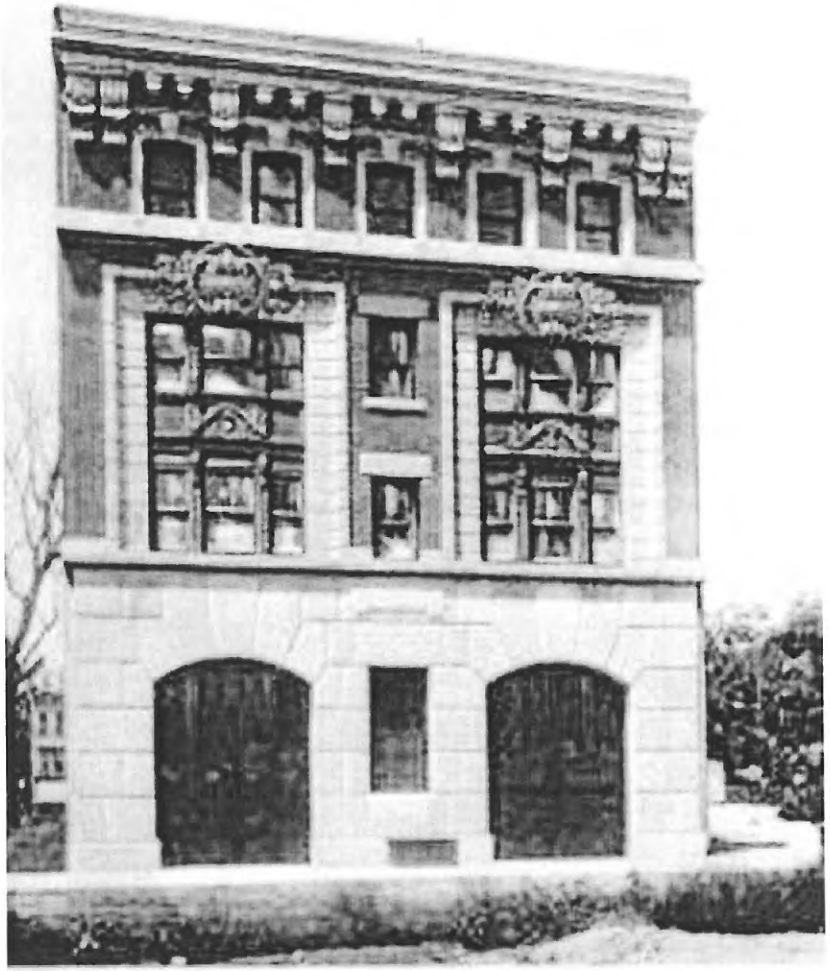
Power House Operating (Engine) Room 1904



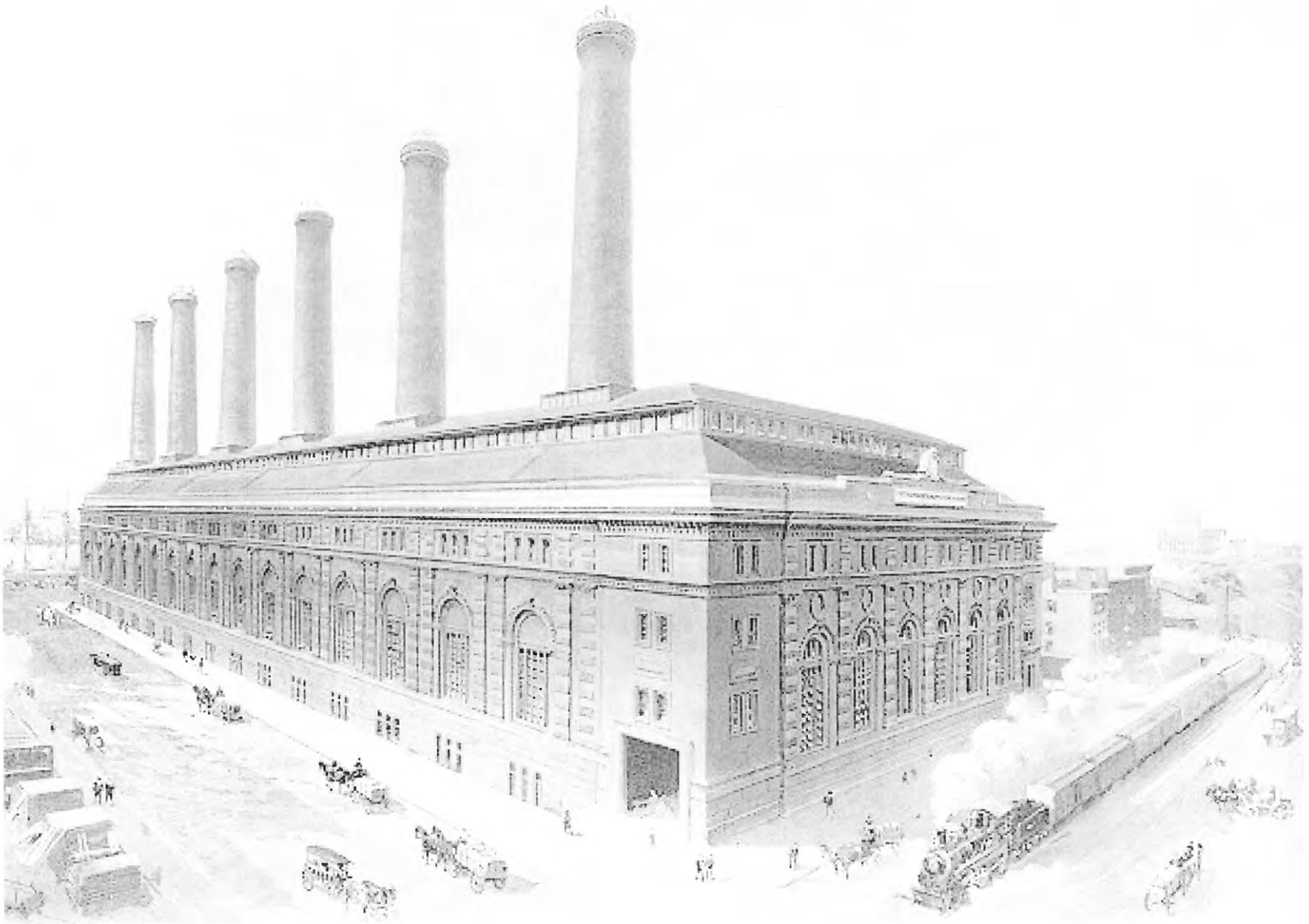
Cross Section Drawing of the IRT Powerhouse Showing the Operating Room and Boiler House



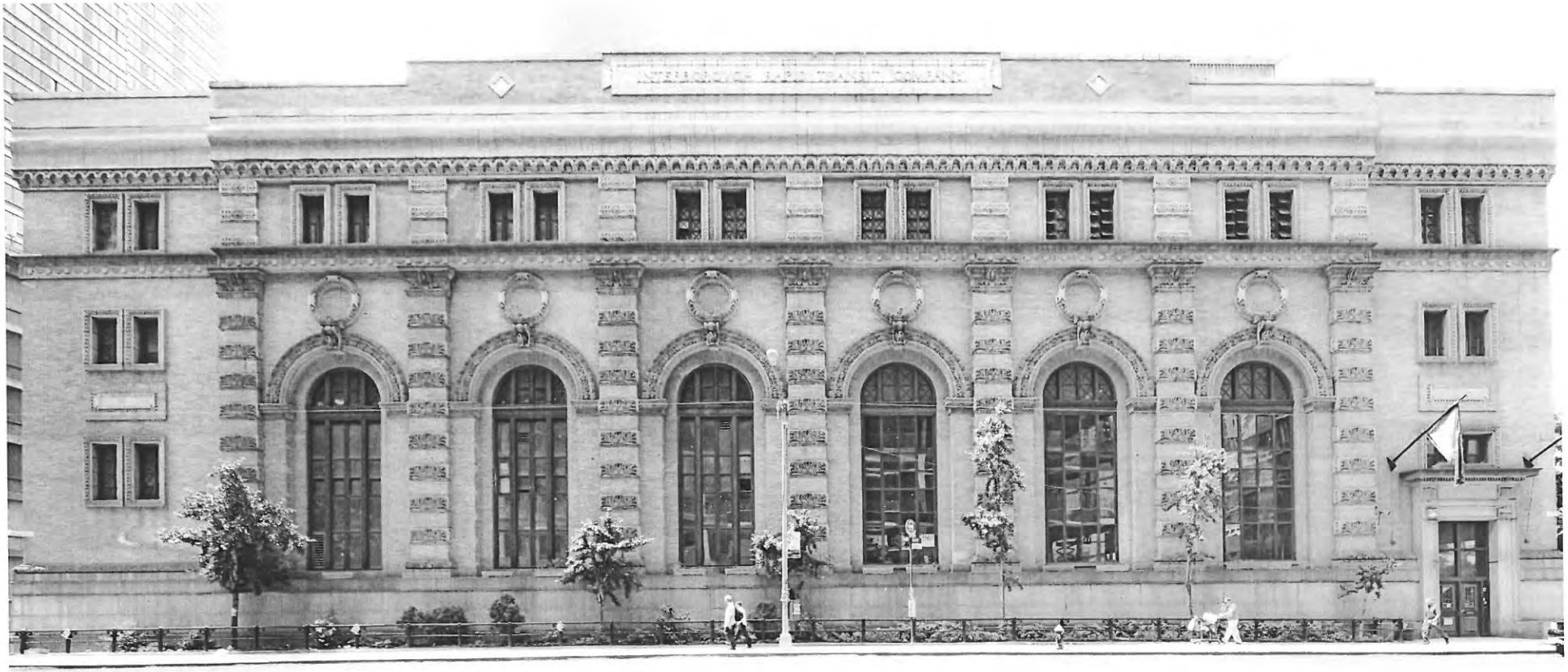
Interborough Rapid Transit Substations, 1904



Interborough Rapid Transit Powerhouse

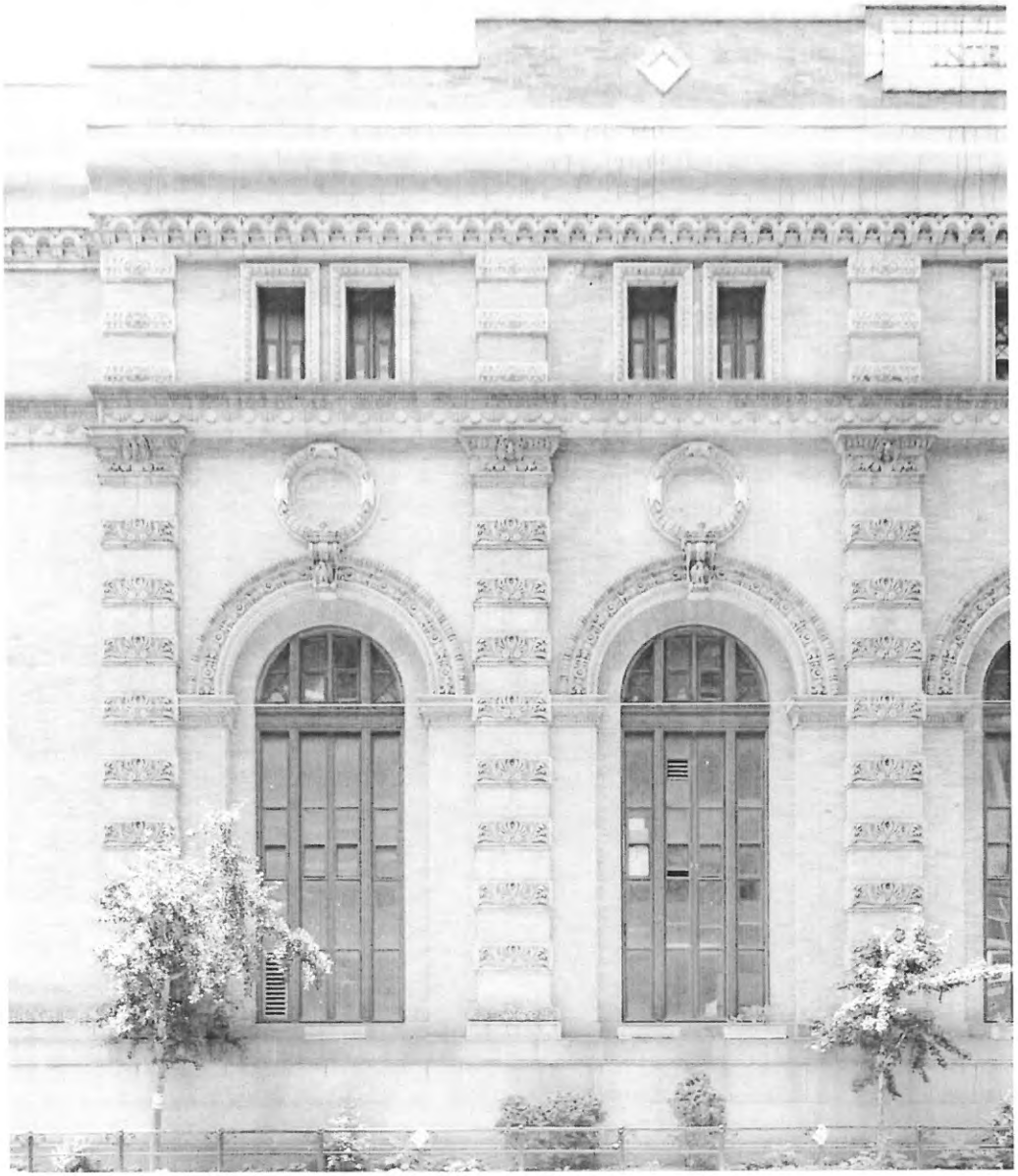


Interborough Rapid Transit Powerhouse

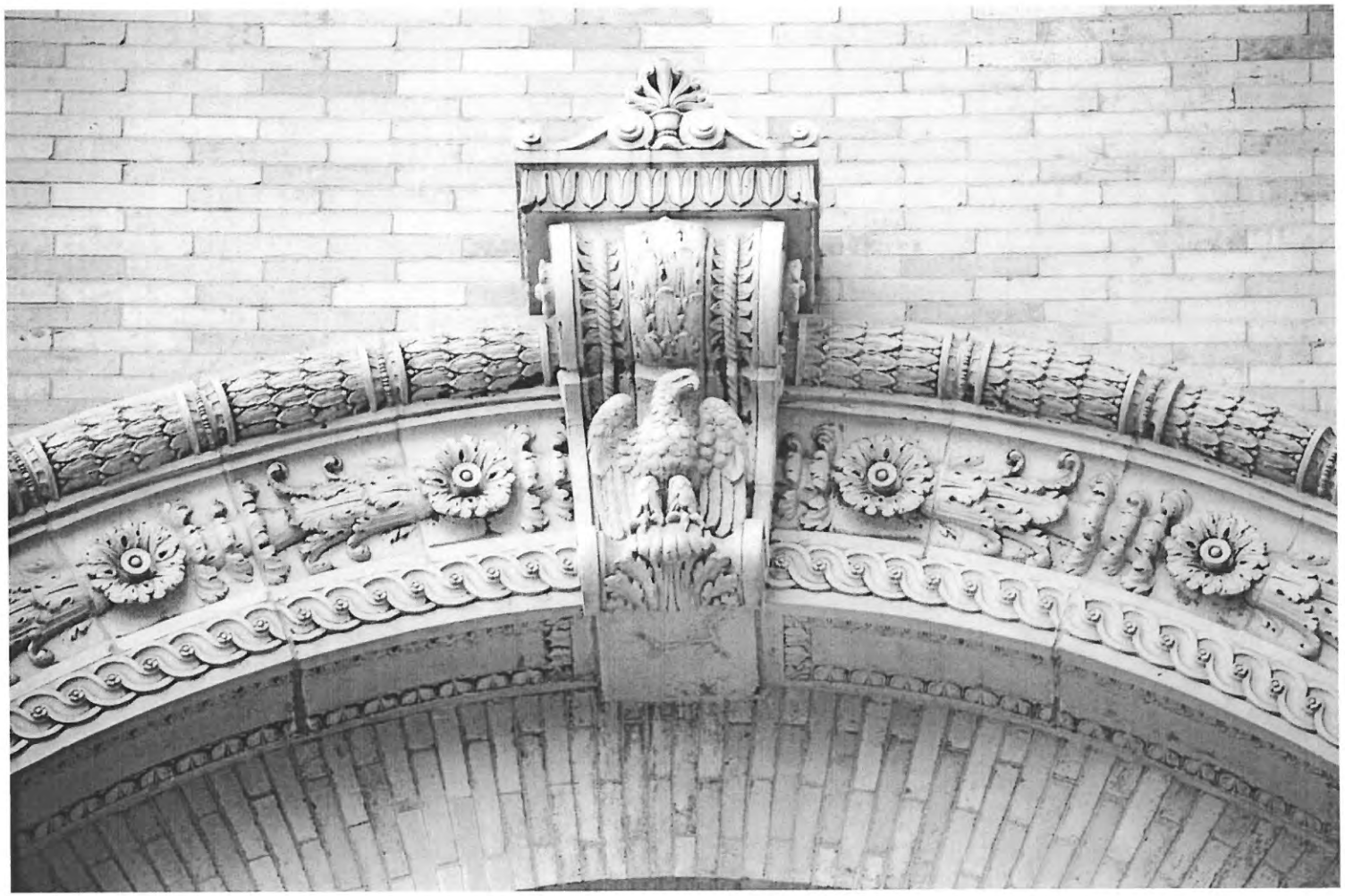


Interborough Rapid Transit Powerhouse

Interborough Rapid Transit Powerhouse
Eleventh Avenue Facade

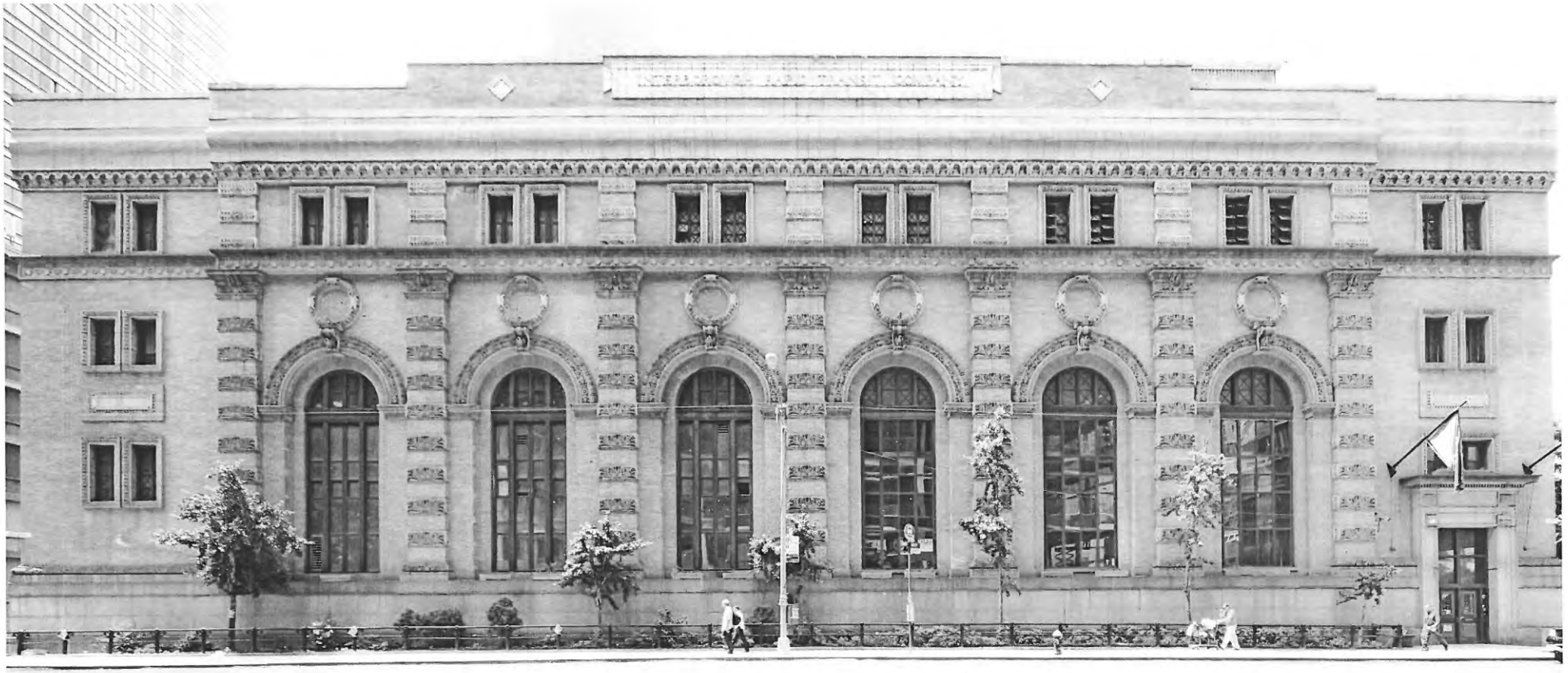


Interborough Rapid Transit Powerhouse

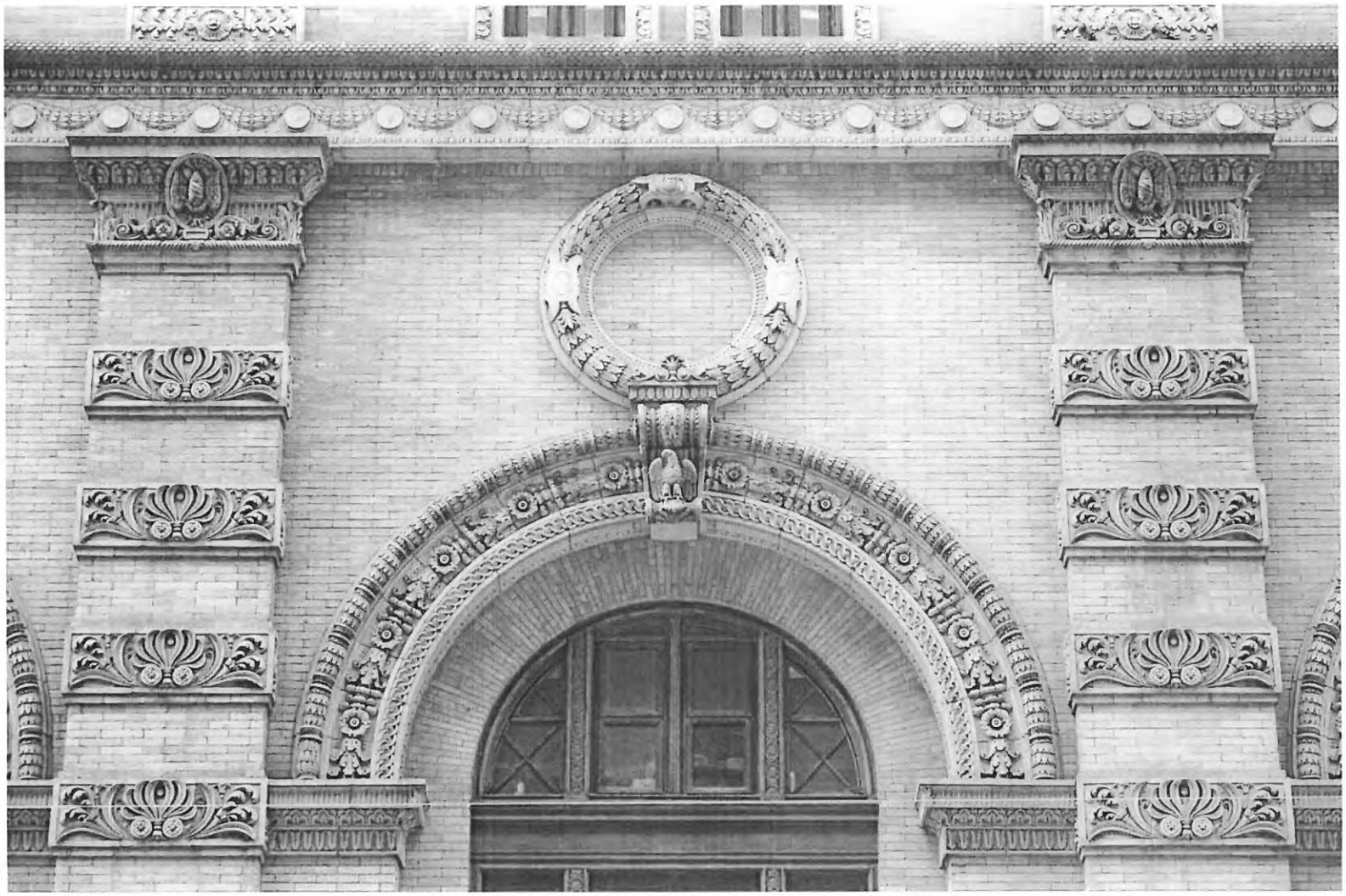


Interborough Rapid Transit Powerhouse

Interborough Rapid Transit Powerhouse
Eleventh Avenue Facade



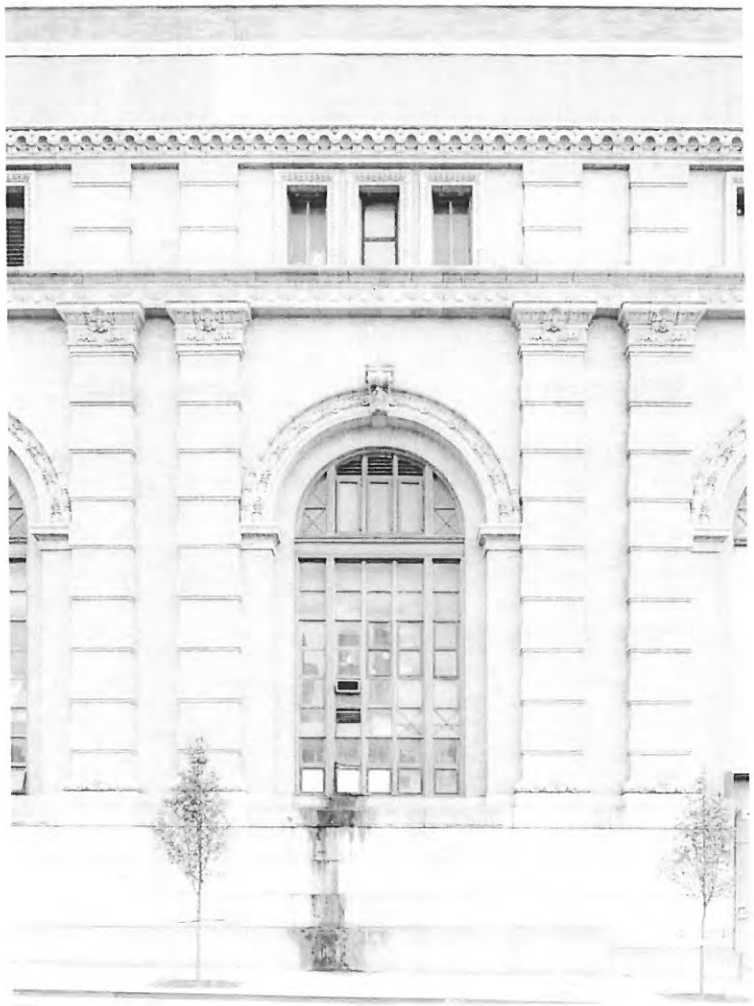
Interborough Rapid Transit Powerhouse
Eleventh Avenue Facade



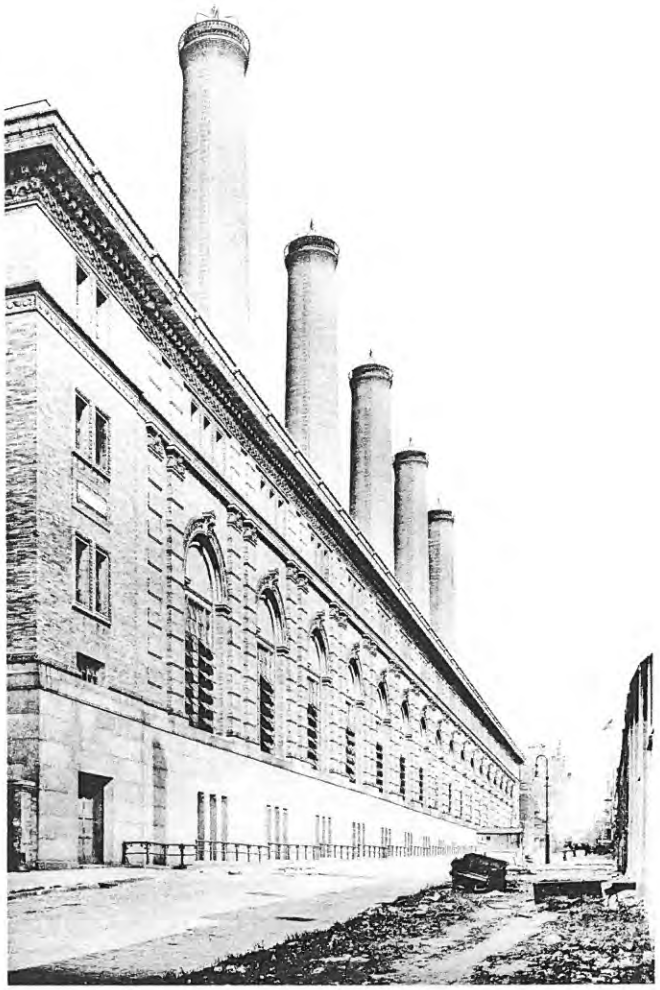
Interborough Rapid Transit Powerhouse

Eleventh Avenue and West 59th Street (North) Facades

Interborough Rapid Transit Powerhouse
West 59th Street Facade

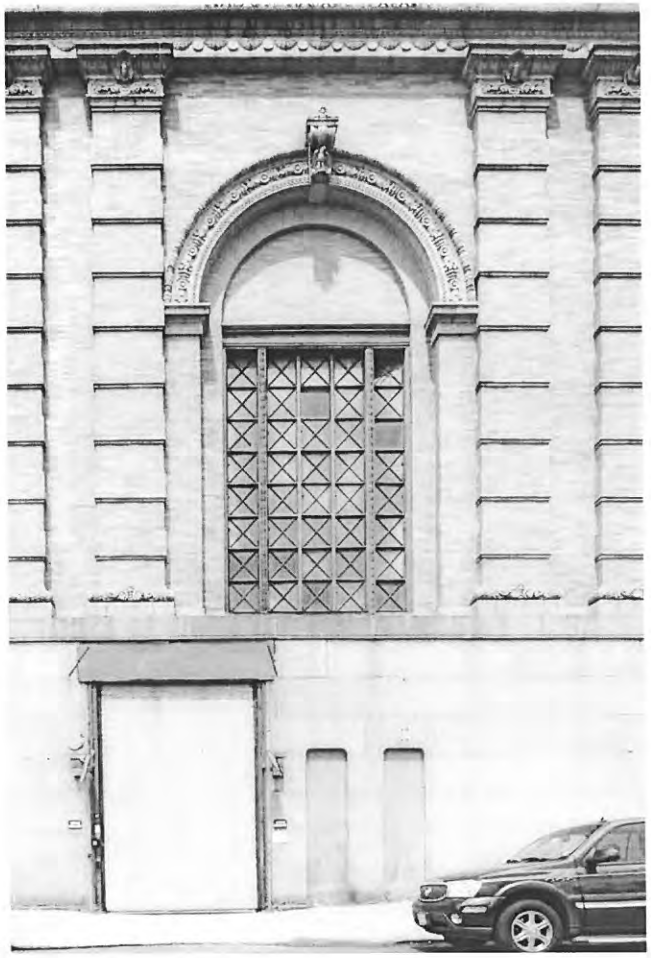


Interborough Rapid Transit Powerhouse
West 58th Street Façade, Left 1904, Right 2008



Interborough Rapid Transit Powerhouse
West 59th Street Facade

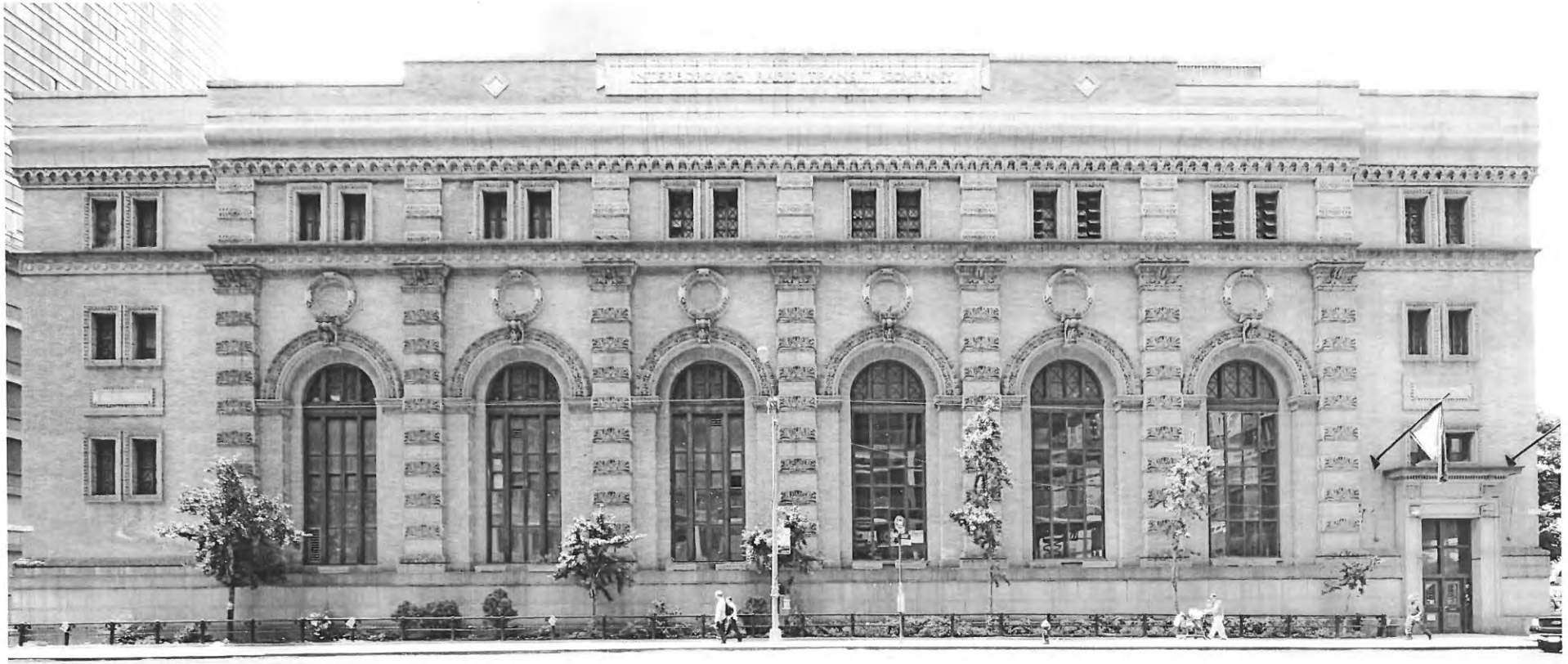
Interborough Rapid Transit Powerhouse
West 58th Street (South) Façade
New Openings for Loading Docks



Interborough Rapid Transit Powerhouse
West 59th Street (North) Façade
New Entrance

Interborough Rapid Transit Powerhouse
1940s Addition
Not included in proposed Landmark designation

Interborough Rapid Transit Powerhouse



Emily Rich

LRS

From: Bresika@aol.com
Sent: Thursday, July 30, 2009 10:20 AM
To: Hearing Comments
Subject: powerhouse

Dear Mr. Tierney,

I urge you to save the Transit Powerhouse; it is one of my favorite buildings!

Sincerely, Paul Resika

175 Riverside Drive
NY, NY 10024

****

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July 20, 2009

Mr. Robert B. Tierney
Chair, The New York City Landmarks Preservation Commission
1 Centre Street 9th Floor North
New York, N.Y. 10007

Dear Mr.Tierney,

Thank you for your letter of April 14, 2009. I had hoped to attend the hearing on the former IRT Powerhouse on July 14, but I was out of town. Will there be another public hearing on this matter? Thank you.

All the best,

David Garrard Lowe

RECEIVED
JUL 22 2009

LP file

Emily Rich

From: Thomas Flagg [tflagg@sunyopt.edu]
Sent: Tuesday, July 28, 2009 12:01 PM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org
Subject: Please do the right thing here

To the Landmarks Commission Chair:

Please move forward the designation of the 59th St. Powerhouse as a landmark, quickly
.
Anyone who has looked into the history of NYC knows how important our subway system was (and is) in making life on this densely packed island possible. The fact that NYC residents emit about 1/3 as much carbon per person as the US average is great - and is a result of having the subway system. And this powerhouse is what got the IRT lines moving, starting the whole thing!
And they did it right: they built a monumental structure to house the generators. Those of us who have been inside it on a tour have been overwhelmed with its majesty. If Con Edison no longer needs it, let it be adaptively reused in some form, as a public attraction - it could turn out to be a huge boost to the city's income. People aren't going to come from out of town to see another Trump condo - but they sure will come to some innovative use of this fine building, right next to the Hudson River Park.

Thomas Flagg
Society for Industrial Archeology
and teaching associate at the
SUNY College of Optometry

Emily Rich

From: Dodi Schultz [schultz@compuserve.com]
Sent: Wednesday, July 29, 2009 10:14 AM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org
Subject: The Powerhouse and the Presbyterian Church

I write to urge speedy action on designating two deserving structures as individual New York City landmarks: the West-Park Presbyterian Church and the former IRT Powerhouse, now owned by Con Edison.

Both of these over-a-century-old buildings are distinguished examples of period architecture and merit preservation as part of our City's living heritage.

So many buildings erected more recently are bland, unimaginative, and downright homely (there are, of course, exceptions). It's vital, I believe, to preserve the historic structural diversity that helps to make New York the visually exciting place it has always been and will, with your help, continue to be.

--Dodi Schultz

Emily Rich

From: WALDO MAFFEI [waldo@waldomaffei.com]
Sent: Wednesday, July 15, 2009 10:40 PM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org
Subject: Park West and the IRT Powerhouse, Manhattan

Dear Mr. Tierney,

I feel that both the Part West Church with its Richardsonian Romanesque qualities and the IRT Powerhouse with it tendencies toward Academic Classicism are of sufficient Architectural distinction to be labeled individual Landmarks within the City.

The City should do everything it can to encourage the full restoration of both properties and the replacement of all appropriate Architectural details.

Sincerely,

Waldo Maffei, AIA
25 Central Park West
New York, NY 10023

Emily Rich

From: Fair/Guide [fairguide@gmail.com]
Sent: Thursday, July 16, 2009 12:09 PM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org
Subject: WestPark Presbyterian Church and former IRT Powerhouse

Dear Chairman Tierney:

I write to thank you and the Commissioneers for your courtesy in holding the long overdue hearings on Tuesday, July 14, 2009, on designating the West-Park Presbyterian Church and the former IRT Powerhouse as Individual Landmarks.

Along with other concerned citizens and historians, I strongly urge the Commision to move quickly to designate and grant these important properties the Landmark status they so richly deserve.

Thank you for your consideration.

Respectfully yours,
Marcia Fair
235 West 102nd Street, Apt. 4K
New York, NY 10025
212.666.3865

Emily Rich

From: themenn@aol.com
Sent: Thursday, July 16, 2009 1:02 PM
To: Hearing Comments
Subject: Landmarking Park-West and IRT Powerhouse

Dear Commissioner Tierney,

Please landmark both the Park-West church and the former IRT Powerhouse projects, which have been in landmark limbo for the past 20 years. They deserve landmark status from every conceivable perspective and the time to act is now.

Thank you,

Joyce Mann
309 West 104th ST. Apt, 3A
New York, N.Y.

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Emily Rich

From: Seymour Schwartz [cantata@rcn.com]
Sent: Thursday, July 16, 2009 11:07 AM
To: Hearing Comments
Subject: West side Presbyterian Church and Con ED powerhouse

I want to thank you for holding the hearing on the proposed landmark status for these two buildings. ***I WANT TO URGE YOU TO DESIGNATE THEM AS LANDMARKS***
As a resident of the west side it is particularly important to me and people in my building

thank you

S Schwartz

Emily Rich

From: on behalf of Hearing Comments

To: suzanne dickerson

Subject: RE: West-Park Presbyterian Church and the former IRT Powerhouse

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at *NYCityMap*
Application Form and Guidelines for Work on Designated Properties
Designation Reports and Historic District Maps
Request LPC Records

From: suzanne dickerson [mailto:shdickerson@hotmail.com]
Sent: Thursday, July 16, 2009 9:57 AM
To: Hearing Comments
Cc: landmarkwest@landmarkwest.org
Subject: West-Park Presbyterian Church and the former IRT Powerhouse

Dear Chair Tierney:

I wish to thank you for holding Tuesday's long overdue hearings concerning **West-Park Presbyterian Church** and **the former IRT Powerhouse.** I urge you to move quickly to designate both buildings as soon as possible.

Sincerely,
Suzanne H. Dickerson
172 Bleecker Street
New York, NY 10012

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Emily Rich

From: on behalf of Hearing Comments

To: Hope Reiner

Subject: RE: Tuesday's meeting on West-Park and IRT Powerhouse

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at *NYCityMap*
Application Form and Guidelines for Work on Designated Properties
Designation Reports and Historic District Maps
Request LPC Records

From: Hope Reiner [mailto:Hope.Reiner@cygnusb2b.com]
Sent: Thursday, July 16, 2009 9:10 AM
To: Hearing Comments
Cc: landmarkwest@landmarkwet.org
Subject: Tuesday's meeting on West-Park and IRT Powerhouse

To: Chair Robert B. Tierney.

Thank you and the commissioners for holding Tuesdays' long overdue hearings.

I urge you to move as quickly as possible to designate both building and end their 'landmarks limbo.'

I've lived in NYC for over 43 years, have been a resident of CPW for over 35 years and each day I see something I've not noticed before in the wonderful architecture of historic NY. Each time a beautiful and historic building is destroyed, it destroys the heart and soul of NY.

All that I can say is thank goodness they saved Grand Central Station - all one has to do is look at Penn Station and sigh.

Yours sincerely,

Hope Reiner
241 Central Park West
New York, NY 10024

The New York City Landmarks Preservation Commission

We write to urge the Landmarks Preservation Commission to designate the IRT Powerhouse a New York City Landmark.

The IRT Powerhouse is, even by New York City standards, an exceptional building, and it must be protected. The Powerhouse is historically significant as a monument to the creation of the New York City subway and the city's great industrial age. Completed in 1904 by the Interborough Rapid Transit Construction Company, the mammoth structure, occupying a full city block, housed the generators that provided electricity for the City's first subway system. Though it no longer serves this purpose, it did so faithfully for over 50 years. Presently, the building is owned and operated by Consolidated Edison for steam generation.

Equally important is the IRT Powerhouse's architectural significance. Stanford White of the world-renowned architectural firm, McKim Mead & White, was the chief designer. White executed the utilitarian structure in the Beaux Arts style drawing upon Renaissance prototypes. Though the buildings cornice has been removed, many of the building's most elaborate exterior details remain. The Powerhouse is a faithful example of the City Beautiful movement that swept through the United States at the turn of the nineteenth century.

Moreover, the building provides a welcome contrast to a neighborhood rapidly becoming a morass of glass and steel.

If the Landmarks Preservation Commission exists to safeguard the City's historic, aesthetic, and cultural heritage and encourage civic pride in the beauty and accomplishments of the past, then it exists to protect the IRT Powerhouse.

We urge you to designate this building a New York City landmark so that it might survive for another 100 years to once again serve the public.

	Name	From	Comments
1.	James Finn	New York, NY	
2.	Paul Kelterborn	New York, NY	

	Name	From	Comments
3.	Rob Caruthers	New York, NY	
4.	Maureen O'Neil	New York, NY	
5.	jerie johnson	Tularosa, NM	
6.	Steve Klein	Montreal, Canada	
7.	Mieke Bernaards	Gent, Belgium	
8.	charles mclachlan	None, United Kingdom	
9.	Iryna Posvistak	Kyiv, Ukraine	
10.	Laura Gamba	Milano, Italy	
11.	Lois Upson	Miami, FL	
12.	Bill C	Kempten, Germany	
13.	David N Moore	Bridgeport, CT	
14.	Fred Fall	Cherry Hill, NJ	
15.	Tina Florell	Stockholm, Sweden	
16.	Kerner Smith	New York, NY	
17.	Robert Plummer	Poughkeepsie, NY	
18.	berry lee	Durham, NC	
19.	Carlos Castro	Bogota, Colombia	
20.	Jonathan Harmon	Brooklyn, NY	
21.	Thomas Burger	New York, NY	I used to work across the street and have long appreciated this building. It is definitely of historical importance, there is no better architectural representation of its time and purpose.
22.	David Hall	New York, NY	
23.	Andrew Tsiropinas	New York, NY	
24.	Steven Goldstein	Katonah, NY	
25.	Nathaniel Brooks	Quincy, IL	
26.	Tenda Spencer	Astoria, NY	It would be exceptionally foolish to even consider for the briefest second letting a McKim, Mead & White structure be demolished; we have too many over time, and the mere thought of it brings up memories up the barbaric destruction of Penn Station. Even 40 years after the preservation movement began, New York City still loses her monuments at rapid rates, especially during these past eight years, during the immense condo boom. Landmarks that would be considered irreplaceable treasures in any other American city, or even in some European metropolises, are leveled as though they are unlimited in number. Our island it much too small to warrant any more destruction. Saving this marvelous building, regardless of *(continues on next page)*

	Name	From	Comments
26.	Tenda Spencer	Astoria, NY	*(continued from previous page)* the cost, would reward us with the bounty of civic and national pride, architectural beauty, and a visual reminder of our past glory and stalwart nature as Americans and New Yorkers, which certainly would be of great benefit in uncertain times.
27.	Zach Lemle	Old Westbury, NY	Landmark it now!
28.	Robert Hammond	New York, NY	I think this is one of the most important preservation issues in New York today.
29.	moira voss	New York, NY	An amazing piece of NY. Repurpose but do not harm!!!
30.	Pauline Houzard	Baie Mahault, Guadeloupe	
31.	David Arzuaga	Driscoll Dr., CT	I have passed by this building many times and thought how beautiful it was for a powerplant. McKim Mead & White produced many beautiful buildings which cannot be matched today. To loose a building which had added to the history and landscape of New York would be a great loss to the city.
32.	Parker Wertz	New York, NY	Maintaining New York's architectural heritage is very important to keeping the city's character for future generations. I support this effort.
33.	Hunter Armstrong	Brooklyn, NY	
34.	Guilford Robinson	New York, NY	
35.	Joshua Williams	Knoxville, TN	I am an expatriate New Yorker. The IRT Powerhouse is a vital part of the urban landscape that we've come to love and treasure. Please help to find new and exciting uses for this architectural gem. It's another part of the city that I love to come home to.
36.	carla walters	Davisburg, MI	
37.	Mervi Rantala	Tampere, Finland	
38.	Eric Zaretsky	New York, NY	
39.	Sarah Chamberlain	Henderson, CO	
40.	John Wieker	New York, NY	
41.	Eric Boden	New York, NY	What a gorgeous building. I hope it will be preserved!
42.	Jean-Pierre Cadieux	Ottawa, Canada	I fell in love with New York City's architecture of old when I first visited the city 5 years ago. Buildings like the IRT Powerhouse need be preserved for the appreciation of residents and visitors alike.
43.	Mar&#65533; Fernanda R. Alvarez	Santa Rosa, Argentina	
44.	Daniel Morales	Notre Dame, IN	
45.	Anthony McConnell	Brooklyn, NY	

	Name	From	Comments
46.	Dana Laudani	Brooklyn, NY	It's such a wonderfull building and it can be turned into something amazing and uniquely New York.
47.	Donald Tench	New York, NY	
48.	Joe Elsinger	Ephrata, PA	
49.	michael choi	new york, NY	McKim, Mead and White buildings are treasure for the future of New York City. If we get rid of our heritage, then we will just be like other cities in the midwest with their late 20th century and early 21st century structures. Utterly boring and a failure to history.
50.	Matthew Riccardi	New York, NY	Funny that I should come across a link to this site today. Today's the first day this year that I biked to work down the Hudson River bike path and thought how unfortunate it is that this gem stands in the way of the spreading glass towers immediately to the north. It should certainly be protected. Monumental beaux arts buildings like this are rare and its interior could be an extraordinary space when ConEd is done. It is a piece of New York's patrimony.
51.	Oren Marcktell	New York, NY	Please do not destroy another gorgeous building. I know some people think that in 25 years no one will remember. But the reality is that the architecture of NYC is as much a part of the energy of NYC as the people. If more of this wonton destruction of history continues, then the people of NYC will eventually leave along with the buildings.
52.	Juan Maldonado	Westwood, NJ	
53.	Holly Travis	Maryville, TN	
54.	Maureen Finn	Bayonne, NJ	
55.	Alexia Breuvart	New York, NY	
56.	Kristina Salgado	Springdale, AR	
57.	Margaret Riccardi	Skillman, NJ	
58.	Paul Bryant	Union city, NJ	We cannot let yet another part of history be stripped and torn down!
59.	John Tarjavaara	NEW YORK, NY	
60.	Molly Thomas	Astoria, NY	
61.	lila horvath	bohemia, NY	1904 mckim meade & white gourgeous city beautiful movement- consider adaptive reuse at the very lease
63.	Victoria Lepore	Yonkers, NY	
64.	JOSSIE ROSS	Quebec City-Canada, Canada	
65.	EDWARD REINHOLTZ	North Haven, CT	
66.	Lynda Harding	Bristol, United Kingdom	

	Name	From	Comments
67.	Brent Cantley	Washington, DC	Dear Commissioners, The NYC Landmarks Preservation Commission has a unique opportunity. Not only could you act in order to preserve a structure from the venerable firm of McKim Mead & White, you could act to have New York City join the ranks of other major cities that have adapted their industrial structures for use as cultural facilities. Although I live in Washington, DC, commitment to, and interest in, architecture, preservation and adaptive reuse should rightly transcend boundaries. Best wishes, Brent Cantley
68.	Michael Samuelian	New York, NY	
69.	Joanna Tuzel	Yonkers, NY	
70.	James H	old town, United Arab Emirates	Save the powerstation!
71.	Rick Little	New York, NY	
72.	Lauren Giordani	NEW YORK, NY	
73.	Sanaya Kaufman	New York, NY	
74.	Rakesh Gupta	New York, NY	
75.	Daniel Levin	New York, NY	
76.	Melissa Fisher	Brooklyn, NY	What a wonderful opportunity to preserve this unique site.
77.	Allen Prusis	New York, NY	
78.	Justin Langin	Hollywood, FL	
79.	Matthew Kelterborn	Mason, MI	
80.	Tara Regan	New York, NY	
81.	Adam Melnick	New York, NY	Please protect this amazing building.
82.	Karolina Okrutniak	Yonkers, NY	
83.	Sabrina Chang	San Francisco, CA	
84.	Anne Louise Kelterborn	Rockaway Park, NY	
85.	Deborah Kelterborn	Mason, MI	New York City is one of the most interesting cities in the US and possibly the world. Part of it's beauty is in the way they maintain old architecture. It would be a shame to let a building like The Hudson River Powerhouse not be utilized in such a way that everyone can utilize and admire it.
86.	Steve Dale	Frankston,victoria, Australia	
87.	Mary Hoffer	Brooklyn, NY	

	Name	From	Comments
88.	Caroline Wooldridge	New York, NY	
89.	Katie Ragan	Brooklyn, NY	
90.	Adrianne Castiglione	new york, NY	
91.	Nicole Simes	New York, NY	
92.	Omar Berrada	Paris, France, France	
93.	Carrie Malcom Tench	Jersey City, NJ	
94.	Peter Kelterborn	Mason, MI	
95.	Caroline Park	New York, NY	
96.	Daniel Winetsky	San Francisco, CA	
97.	Michael Schneider	Brooklyn, NY	
98.	Marisa Mickel	Jackson Heights, NY	
99.	Daniel Webber	Bethesda, MD	
100.	Paul Leong	New York, NY	
101.	Laura Frank	Brattleboro, VT	
102.	Ed Swartz	New York, NY	I pass by this site several times a year and recognize the potential the restoration and revitalization this building could provide.
103.	Kristian Nammack	Stamford, CT	
104.	Robert LaValva	New York, NY	
105.	Catherine Park	Hawthorn, Australia	New York is one of the best cities to visit with one of the many reasons being the exciting juxtaposition of the old and new. It is relatively easy to create new buildings but maintaining the old needs the support of government and citizens ...even if they live on the other side of the world! As a regular visitor I implore you to preserve the IRT Powerhouse.
106.	shelly moher	East Lansing, MI	
107.	Angela Cohen	New York, NY	
108.	Wendy Chan	Old Bridge, NJ	
109.	John Castiglione	New York, NY	
110.	Robert Dvorkin	Brooklyn, NY	
111.	ERIC WAXMAN	Plymouth Meeting, PA	Here we have a FANTASTIC chance for a new museum to take over this great pile and transform it into a new cultural destination!! Look at London's Tate Modern Museum at Bankside. Here we have a terrific old building, as solid as a fort, a blank canvas for inspiration. Say, how 'bout the Metropolitan Museum of Art transform it into a expansion

(continues on next page)

	Name	From	Comments
111.	ERIC WAXMAN	Plymouth Meeting, PA	*(continued from previous page)* for modern and contemporary art!! The smokestacks can be rented out as advertising space!! I am still saddened by the loss of another landmark power station, Waterside (on First Avenue), shamelessly torn down to make way for a project that may not be realised so soon, of flats and offices. DO NOT sacrifice this great piece of industrial architecture for crappy condos, etc.
112.	Selina Schecroun	Alexandria, VA	
113.	Megan Brillault	Ossining, NY	
114.	Tom Campbell	Brooklyn, NY	
115.	Christopher Service	New York, NY	
116.	Melissa Marks	Howard Beach, NY	
117.	ALPHA WI	Freeland, Germany	
118.	J teo	Singapore, Singapore	
119.	Michael Pert	Bronx, NY	
120.	Jon Corlett	Lakeland, FL	
121.	Stewart Robinette	New York, NY	
122.	william dunning	frankewing, TN	
123.	Luann Cann	Gladwin, MI	
124.	Andrew Butler	Milton, MA	Mead, McKim & White are not only historically important to New York, but to worldwide architectural history. Don't let another one of their facades be torn down!
125.	Diane Ferrera	Brooklyn, NY	
126.	Kate Wood	New York, NY	
127.	Emilie Evans	NYC, NY	
128.	Barbara Zay	Greenwich, CT	
129.	Ian McAlpin	New York, NY	
130.	Debra Zanoni	New York, NY	This building is an important architectural landmark and represents a time and place in our history when people cared about what our cities "looked" like. Streetscapes were important and considered as something to be visually beautiful to the passer-by. The IRT Powerhouse building is one of my favorites and should be preserved on the inside and out for future generations to enjoy. Thank you.
131.	Jesse Chan-Norris	New York, NY	
132.	Jason Rodriguez	New York, NY	This is a great piece of history! we need to save it
133.	Jason Rodriguez	New York, NY	This is a great piece of history! we need to save it
134.	Christine Mandell	stamford, CT	I support this!
135.	Michael Nilson	Hoboken, NJ	

	Name	From	Comments
136.	Susan Smitman	New York, NY	
137.	stacey barron	brooklyn, NY	
138.	June Marie Sobrito	Mamaroneck, NY	I believe with all my heart and soul that we should preserve our historic landmarks...plesae save this wonderful gem!
139.	Nancy Costello	NY, NY	
140.	Alexander Dupuy	New York, NY	We don't need another "Trump" high-rise here; let's preserve the unique industrial history of New York instead.
141.	V. Dumova	LIC, NY	Once gone, these city landmarks can never be brought back.
142.	Marc Rehman	New York, NY	Preserve, protect and re-use this building! As a work by McKim, Mead & White; we should landmark, preserve, restore and protect his building for future generations. Adaptive re-use as suggested in the statement is encouraging, and should be investigated fully. Stop the destruction of New York's historic fabric!
143.	Robert Papa	Union City, NJ	
144.	Heather Barber	Brooklyn, NY	
145.	Jessica Hintermeister	New York, NY	
146.	Jennifer Tieman	New York, NY	
147.	klaus matzka	vienna, Austria	
148.	Pamela Wolff	New York, NY	I am so grateful for the opportunity to add my voice to this quest. I have admired the structure from the highway for decades, always with the fear that I might someday see it begin to disappear. What a great opportunity for the Landmarks folks to prove their commitment to their mandate. Pamela Wolff
149.	Robert Lesko	New York, NY	
150.	David Jarrett	New York, NY	For decades, I have always admired the IRT powerhouse and have fantacized that it would make a great performing arts venue, exhibition space or museum. It is a monnumental structure that must be presereved. Importantly, it is close to the Lincoln Center.
151.	Kathryn Kearns	Brookyln, NY	
152.	Guillaume Sardin	Nantes, France	
153.	Merav Ben-Yehoyada	New York, NY	
154.	Jacqueline King	New York, NY	
155.	liza whiting	new york, NY	
156.	Melissa Chow	New York, NY	

	Name	From	Comments
157.	Paige Sutherland	New York, NY	This could be the Grand Central Station for the West Side. Do the right thing and save it for tomorrow and future generations.
158.	margaret martin	NY, NY	
159.	Patrick Kearns	Richmond Hill, NY	Please don't let this rich part of NYC Transit History disappear!
160.	Stephen Wagner	New York, NY	This is a building that by virtue of its size, location and heritage of its architects should be saved! Please give it serious consideration for landmark status!
161.	Tyler Penfield	Brooklyn, NY	We have to work to keep the last remaining epic pieces of NYC's architectural heritage, like this building, safe from modernity
162.	wright gregson	dorchester, MA	For more impact, add a personal comment here
163.	Elaine King	Jackson Heights, NY	It is such a amazing building! There are too few historic architectural marvels left in New York. Please don't let the Powerhouse be torn down. Ugly buildings and greedy developers are destroying the soul of this great city!
164.	Alan Rosenberg	nyc, NY	
165.	scott cohen	New York, NY	
166.	Victoria Hofmo	Brooklyn, NY	We have alredy lost enough of our architectural history. The design of this industrial building far surpasses that of any luxury condominium built today,an utter shame, since the exterior or what was reflected to the public and in fact imposed on them was considered. The design is for those passing by, as well as those who worked within. A lesson that many developers and so called cookie cutter archtiects should reflect on.
167.	Thomas Goldstone	New York, NY	It's big and it's beautiful. Let's repurpose it. Let's NOT tear it down and regret it thereafter like we did with Penn Station. Our very own NY version of the Tate Modern. Imagine indeed!
168.	Maria Olmedo	New York, NY	
169.	Adam Lynn	Brooklyn, NY	
170.	Astrid Lipka	New York, NY	The IRT Powehouse is an incredible substantial historic building - it is imperative to protect, preserve and re-program valuable historic structures like it. It is an invaluable asset for the city of New York that should be put to public use! Re-used historic structures like these are part of the identities our cities - and there are many prescedents all around the world that can serve as examples of successful adaptations.
171.	Catherine Tomiczek	New York, NY	a stunning building worth preserving!

	Name	From	Comments
172.	Amy Nash	Minneapolis, MN	As a avid lover of the City of New York and advocate for the preservation and adaptive reuse of historic buildings, I believe this building ranks high as one that could be given a new life and continue to tell the rich story of the City's past, present, and future.
173.	Robert Bailin	Carlstadt, NJ	Do not let this magnificent structure go the way of the original Penn Station
174.	Susan McGettigan	New York, NY	
175.	charles ayers	athens, GA	the diversity and integrity that such buildings give to the urban landscape should be protected and valued by all.
176.	Thomas Natuello	Coral Gables, FL	This is an irreplaceable structure that will continue to enhance the city.
177.	Glenn REIMER	NEW YORK, NY	This building's obvious pedigree can be a positive legacy for our city. We cannot afford another Pennsylvania Station or Metropolitan Opera House debacle.
178.	Mary Ellen Goodman	New York, NY	starting with penn station which was replaced by the monstrous madison square garden we have been slowly changing the character of this city which i love and which beckons people from all over the globe. what will happen if all of the landmarks which have provided that drawing card have been replaced with wildly priced condominiums? maybe the downturn in the economy is a sign to stop building at least for a while and see what soul the city has left.
179.	Phan Dung	Milpitas, CA	It is such a part of the skyline - an industrial artifact of the city.
180.	Bob Bodenstein	Berardsville, NJ	
181.	Jacqueline Velez	New York, NY	New York's architecture is being destroyed and replaced by glass towers with no discerning features or personalities. This structure represents the classic New York that is slowly disappearing. Please save this building and it's legacy for the present and future. Let us show that we value history and take steps to preserve this building for years to come,
182.	Lisa Tan	New York, NY	
183.	Fred Essenwein	Colonia, NJ	Remember Penn Station. Let's not lose another masterpiece.
184.	sy questo	new york, NY	
185.	Petter Hauffman	Stockholm, Sweden	
186.	Kevin Kennedy	Weatherly, PA	
187.	Alec Anderson	San Francisco, CA	

	Name	From	Comments
188.	Theodore Scull	New York, NY	The powerhouse is a wonderful building, and a powerful enduring presence in a changing hi-rise neighborhood. There are creative readaptive uses such as a museum of New York's industrial history.
189.	Carlos Solana	New York, NY	The Landmarks PRESERVATION Commission was formed to preserve our built heritage NOT to assist land greedy, self-serving developers. Let's get creative: Reuse don't refuse.
190.	Clem Desimpelaere	Wevelgem, Belgium	This building is part of New York's history and used to be of great importance to people's life (just imagine without it !)
191.	s drev	ny, NY	this building should be a part of new york's future!
192.	irene melidoneas	brooklyn, NY	please landmark this historical building. It needs to be preserved and enjoyed by future generations.
193.	Lewis Antine	New York, NY	
194.	Marianne Nebel	New York, NY	Let's preserve another NYC unique structure.
195.	Michael Talbot	New York, NY	The preservation of architecture is an integral part of what makes a great city. Some buildings are more then just buildings. Leveling the original Penn Station was a tragic mistake.
196.	Kate Husband	New York, NY	
197.	Virginia Vardy	new york, NY	
198.	sasha musayev	greenwich, CT	
199.	Robert Ramos	New York, NY	
200.	Susan Kramer	NY, NY	
201.	Lisa Bocchini	Brooklyn, NY	Too many of New York City's buildings have been destroyed rather than preserved and rehabilitated. We continue to destroy our history. It's also more environmentally friendly to rehab an exhisiting building than to tear one down and start from scratch.
202.	Cheryl Kamen	Baldwin, NY	
203.	Mary Nebel	Moirches, NY	
204.	Edward Rodriguez	Tobyhanna, PA	How many more beautiful buildings will we lose. This must be preserved for future New Yorkers
205.	Charlotte Pao	New York, NY	
206.	Julie Jakolat	Clintondale, NY	
207.	Sean Devlin	Seattle, WA	
208.	Anna Roman	New York,, NY	To better serve our future, we need to preserve the past.
209.	Lyn Rice	New York, NY	Landmarking the Powerhouse will work to maintain the City's unique urban texture and its architectural depth. As one of the architects in charge of the transformation of Dia:Beacon, I have seen how a substantial structure like *(continues on next page)*

	Name	From	Comments
209.	Lyn Rice	New York, NY	*(continued from previous page)* the Powerhouse can enjoy a vibrant second life - one that could exceed its original use in significance.
210.	Gia Lim	New York, NY	
211.	Brett Leveridge	New York, NY	This one's a no-brainer -- a structure designed by a historically great firm that could be almost anything we want it to be. Landmark it -- now.
212.	Julie Whitcomb	san Francisco, CA	
213.	Justine Shapiro-Kline	New York, NY	
214.	Anthony Pietrantone	New York, NY	
215.	Raymond Spezzacatena	bklyn, NY	To better serve our future, we need to preserve the past and have something to remember the way it was
216.	Denis Byrne	Belle Terre, NY	This building is certainly worthy of preservation, and I strongly support the current effort to plan for adaptive reuse of this wonderful structure.
217.	Laura Evans	Jeannette, PA	
218.	amy h	new york, NY	what an exciting opportunity to examine adaptive reuse in the greatest city in the world; lets show everyone else how the future could look!
219.	Tom Rinaldi	New York, NY	New York's greatest example of a disappearing building type associated with the beginnings of electric power generation and the inauguration of the NYC Subway ... AND one of the great works by architect Stanford White, to boot!
220.	Fabrizio Trisoglio	Milano, Italy	We must preserve our industrial heritage
221.	Nancy Abraham	New York, NY	This is an amazing building! It is an essential part of the neighborhood. I have lived in Manhattan my entire life and believe that spaces like the Powerhouse are a part of our history (and our future) and should be preserved.
222.	Gillian Connell	New York, NY	
223.	Kevin Gerard	Brooklyn, NY	
224.	Ronald Roth	Brooklyn, NY	
225.	Susan Tunick	NYC, NY	As President of the Friends of Terra Cotta, I urge LPC to designate this remarkable building. It is in excellent condition and the terra cotta ornament is as fine as one would expect from McKim, Mead & White!
226.	Norma Barbacci	Brooklyn, NY	
227.	George Redfox	Downey, CA	Don't let another great piece of history fall to the bulldozer.

	Name	From	Comments
228.	Andreas Meyer	New York, NY	I belive it is nessesary to preserve New York's industrial history and the impact it has had in making this the greatest city in the world. The authors of the turn of the century, who cronicled the city as it was then has unfortunately has fallen to the wayside,which means that saving buildings such as this are vital to the physical record of the city and the accomplishments of the past.
229.	Michael Marsh	New York, NY	
230.	Catherine Smith	New York, NY	
231.	Andrew Dolkart	New York, NY	
232.	Aaron Labaree	Brooklyn, NY	
233.	Jeep Gerhard	New York, NY	Don't let the march of the Trumpoid hi-rises continue to wipe out the city's architectural history, and the west side's liveability. Bloomberg's mania for this kind of development is New York's own "erectile dysfunction". Can't get it up? Put up a few hi-rises. JG
234.	Gail Ettinger	New York, NY	
235.	Molly Sugarman	New York, NY	
236.	Lewis Gleason	New York, NY	There are numerous elements of the original IRT system that are threatened, including the dozens of the early, beautifully designed substations (e.g IRT Substation #12 on the SW corner of West 96th Street and Broadway) that are typically unused and poorly maintained. All of these buildings are part of that incredible era of public investment that brought the public Library system, firehouses and the subway, to mention just a few. All should be saved from the wrecking ball and repurposed as necessary to keep this legacy alive.
237.	Lisa Hankin	New York, NY	
238.	Jamie Johnson	New York, NY	These structures are amazing in themselves as well as being a part of New York City's history. Let's re-purpose beautiful, solid buildings like this to save them so that we can enjoy them for a long time to come. Besides, re-purposing is green -- better re-purpose than demolish and put all that debris in landfills which are over-flowing as well as using resources for new buildings!
239.	joseph FISHMAN	New York, NY	Please, please save this beautifull structure-- it is a wonderful part of the west side
240.	joan kent finkelstein	new york, NY	
241.	Richard Pieper	New York, NY	An important remnant of NYC's mass transit history. Designate!
242.	Kathleen Casanta	New York, NY	

	Name	From	Comments
243.	Julia Hecomovich	Manhattan, NY	The McKim Mead & White's Powerhouse in Queens West has been remodeled beyond all recognition. Please don't let this happen to this beautiful and important architectural masterpiece!
244.	Eileen Polakoff	New York, NY	This building MUST be saved and reused to serve the community. With the west side of Manhattan in this neighborhood (57th St. to 72nd St.) gradually being a wall of new towers of luxury apartments it is important to save this building for other uses.
245.	Rudie Hurwitz	New York, NY	I am happy to see that building every single time I go by it. I'm happy and surprised to see such a fantastic piece of architecture right there. It's a tribute to the city that we did that once upon a time. It must be protected.
246.	Warren A. James, Architect	NEW YORK, NY	
247.	Cage Ames	New York, NY	Don't let an important part of NYC history fall victim to developers!
248.	Jeffrey B Rosen	New York, NY	
249.	Kevin Seymour	brooklyn, NY	Far too much of our industrial architectural heritage has already been destroyed!
250.	Matt Messinger	New York, NY	
251.	Thomas Giordano	New Rochelle, NY	The IRT Powerhouse is definitely deserving of landmark status!
252.	Deirdre MacGuire	New York City, NY	
253.	Donald Barnum	New York, NY	
254.	Michele Birnbaum	New York, NY	
255.	Janet Kirker	New York, NY	
256.	Armand LeGardeur	New York, NY	The powerhouse is a magnificent, landmarks-quality building that should be preserved for future generations of New Yorkers. It would be a grave mistake not to designate it so.
257.	Jennifer Schork	New York, NY	
258.	Allison Rachleff	Kew Gardens, NY	
259.	David Willis	New York, NY	
260.	Jessica Breitbach	Rolling Meadows, IL	
261.	grant marani	New York, NY	
262.	Sarah Greig	New York, NY	
263.	Lisa Michela	New York, NY	
264.	Andrew Gorczycki	New York, NY	Save the building and put into the new use, see how successfull is Tate Modern in the old powerhouse on London Thames Bankside; Created in the year 2000 from a disused power station in *(continues on next page)*

	Name	From	Comments
264.	Andrew Gorczycki	New York, NY	*(continued from previous page)* the heart of London, Tate Modern displays the national collection of international modern art. This is defined as art since 1900. International painting pre-1900 is found at the National Gallery, and sculpture at the Victoria & Albert Museum. Tate Modern includes modern British art where it contributes to the story of modern art, so major modern British artists may be found at both Tate Modern and Tate Britain. Tate Modern celebrates its 5th birthday with a celebratory publication, including essays by the writers Martin Gayford, John Holden, Rowan Moore, Rt Hon Chris Smith, Jon Snow and Tony Travers and includes a reprint of a poem by James Fenton written on the occasion of the opening of Tate Modern.
265.	Nathalie Cort	New York, NY	
266.	Mikel Travisano	New York, NY	
267.	Janet Shelley	New York, NY	Let's not let another work of New York City's Industrial architecture fall in defeat.
268.	Mary-Jordon Boler	Brooklyn, NY	
269.	Silvia Mohan	New York, NY	
270.	Seema Reddy	New York, NY	
271.	Ben Baccash	New York, NY	
272.	Dorrie Gilbert	Philadelphia, PA	
273.	Gabrielle London	New York, NY	
274.	Stephen Lamia	New York, NY	
275.	bridget o'brien	new york, NY	
276.	Mark Herring	NYC, NY	I think it would be important to New Yorkers, and the country, to preserve this building as a symbol of US industrial architecture and a shame to raze another historic building for developement-we need to preserve our history.
277.	Manuel Damian Samora	NY, NY	
278.	Will Raynolds	New York, NY	
279.	Bruce W. Whipple	New York, NY	This building is worthy of exterior landmarking. It is an example of one of the greatest architects in the nineteenth century.
280.	Barbara Harmon	New York, NY	Please do not allow our heritage to be taken from future generations of New Yorkers. Landmark this distinctive Beaux-Arts structure.

	Name	From	Comments
281.	Ronald Rice	Cedar Grove, NJ	SAVE this NOW. Stanford White is automatic for Saving in my opninion - Don't make another mistake like the late great Pennsylvania Station (McKim, Mead & White, 1910 - demolished in 1963)!!!
282.	Diane Looney	NY, NY	
283.	Andrea Truppin	New York, NY	I assumed that this amazing building had already been landmarked! I am horrified to learn that it has not. I hope that this powerful and stately piece of architecture, one of the few grand buildings on the Far West Side of Manhattan, will be protected, especially as development pressures have led to an unprecedented profusion of new apartment buildings in what was until recently a low-rise industrial area.
284.	Howard Charles Yourow	The Bronx, New York, NY	As an active Friend Of The Hall Of Fame For Great Americans, I ask : Can there EVER be ANY doubt about saving a Stanford White masterwork ? CITOYENS : AUX ARMES { Metaphoriques } !
285.	Stanley Solomon	New York, NY	Don't repeat the error made when we lost the original Penn Station. The building should be developed as an attraction, just as Baltimore did with a former powerhouse in its Inner Harbor area. It now is a commercial/tourist destination. Since the IRT Powerhouse is close to the Hudson, there is tremendous potential here.
286.	Judith Schwartzman	New York, NY	
287.	Victor Linn	NY, NY	
288.	James W. Farer	New York, NY	This building is a valuable link to our history. We trust the safety of our heritage to the Commission.
289.	Robert Kornfeld	Hastings-on-Hudson, NY	This is one of those rare works that combines historic architecture with historic infrastructure at the highest level. It's loss would be a tragedy and it has great potential for continued use or adaptive reuse.
290.	Matthew Enquist	Brooklyn, NY	The beautiful building designed by one of New York City's best architecture firms, McKim Mead and White, should be preserved for future generations.
291.	Benjamin Hatherell	New York, NY	In the 1960s the city allowed McKim, Mead and White's masterpiece Pennsylvania Station to be torn down. Please protect the IRT Powerhouse so that the same fate will never happen to this more prosaic but still exceptionally beautiful building.
292.	adrienne holderith	st. petersburg, FL	This is a fabulous building and needs to remain as a significant representation of NYC's architectural and cultural history.
293.	DOROTHY O'HANLON	New York, NY	

	Name	From	Comments
294.	Kathleen Lingo	New York, NY	This is an amazing structure and must be preserved into the 21st century and beyond.
295.	Joan Lurie	new York, NY	A great building and one of the few left from that era on the west side - very important to protect it!!
296.	Susannah Bull	New York, NY	
297.	Amy Dubin	New York, NY	save the IRT Powerhouse. What a fabulous building! It's a resource like the Musee D'Orsay in Paris.
298.	Danielle Potts	New York, NY	This beautiful building definitely deserves landmarks distinction.
299.	Manfred Marko	New York, NY	Nice big space to be used for exhibits instead of Pier #94 which could be added to the PST. We need more piers for Cruise ships.
300.	Maron L. Waxman	New York, NY	With so much of New York City's architectural heritage destroyed, every effort should be made to preserve major buildings, especially buildings that can be adapted for public or private use.
301.	Amy Newman	New York, NY	It would be scandelous to allow a building of this architectural and historical significance to disappear,especially in the wasteland of mediocre and soulless architecture that the far west side in the 50s and 60s has become.
302.	Jean Arrington	New York, NY	
303.	Barbara Rossi	NY, NY	
304.	Christopher Girr	New York, NY	This powerhouse is a great example of industrial architecture as civic monument. It could not be duplicated today and should be preserved as one of NY's industrial treasures.
305.	Laura Michela	New York, NY	
306.	Emily Kramer	New York, NY	
307.	David Abbey	JAMAICA, NY	
308.	Celia McGee	New York, NY	
309.	abgail list	new york, NY	
310.	Jane Curley	New York, NY	
311.	Jordan Auslander	New York, NY	McKim Mead & White's civic architecture, is not something they make anymore. And certainly not at this scale. Think adaptive re-use follow Londan's lead with Battersea and the Tate Modern.
312.	Deborah Aiges	NYC, NY	
313.	mary beth kelly	new york, NY	We have watched too irresponsible and senseless destruction of buildings in Manhattan that could/should have been preserved and transformed into interesting usable space. We can make the Powerhouse one of our transformed spaces, or we can watch as it hits the trash

(continues on next page)

	Name	From	Comments
313.	mary beth kelly	new york, NY	*(continued from previous page)* heap. Save it and use New York's creative energy to make it a fantastic treasure we will be happy is still with us!
314.	Gilbert Tauber	New York, NY	
315.	Jerry Travis	New York, NY	
316.	Charles Wittman	new york, NY	This is a marvelous iconic structure. Please do not let it be destroyed.
317.	Leslie Rose Close	New York, NY	
318.	John Barnard	Brooklyn, NY	keep landmarks - they are our foundation to the future
319.	Tom Orzo	New Rochelle, NY	For God's sake, save and preserve this beautiful building! With the recent defacement slightly to the north (Trump City buildings, etc.) we must vigilantly protect our surviving architectural heritage. Clearly, one of the distinctive appeals that New York holds is its spectacular skyline. Now that so many giant glass boxes have risen, the Manhattan urban landscape is gaining a certain contemporary homogeneity with other cities...similar glass boxes rise up in Houston, Los Angeles, Atlanta, Toronto, Dubai, Tokyo, etc. etc. Well, that's modern life. So let's step up and preserve the great buildings from another era. And while we're busy saving this great building, could we knock down the ugly-as-sin brick addition made in later years to the western end of the building. MM&W would be horrified to see the grotesque brick wing added on the 12th Ave end. There is nothing to be lost in saving the building and so much to be gained from preserving it. Let's do the right thing, and be glad and proud that we did!
320.	Bruce Rosen	New York, NY	
321.	Andrew Oyen	Jackson Heights, NY	With the memory of the destruction of the ConEdison plant on the east side still fresh, I was startled to find that this more significant example of industrial architecture is vulnerable. Please do not let New York City lose one of its best examples of its industrial heritage.
322.	Jeffrey and Dr. Arlene Nichols	New York, NY	
323.	Katherine Allen	Brooklyn, NY	
324.	Jan Prager	New York, NY	
325.	Kate Ottavino	OZONE PARK, NY	
326.	Frank Way	Garrison, NY	
327.	Stefan Weisman	New York, NY	
328.	Barbara Davis	NYC, NY	No more Trump-ian glass boxes built on Public spaces! No more river views blotted out.!!
329.	Diane Collins	Somers, NY	Please save this extraordinary building which represents a quality and aesthetic impossible to approach in this era of cost concerns and diminishing masonry skills.

	Name	From	Comments
330.	Craig Morrison	New York, NY	
331.	Judith Waldman	New York, NY	The IRT Powerhouse has been the only thing of beauty and distinction in this area of the west side for 100 years. It's vitally important to preserve it for future generations by adaptive reuse.
332.	Channing Redford	New York, NY	
333.	Kevin Lichten	New York, NY	
334.	catherine gonzalez	new york, NY	
335.	Jaime Sperling	New York, NY	
336.	Jeffrey Pines	New York, NY	We have lost enough grand buildings from this period and had to deal with the regret over doing so from then on. Let us save this one as another magnificent example of the architecture of McKim, Mead and White for our city's future.
337.	Gisela Schmitt	Brooklyn, NY	
338.	betty Lynd	New York, NY	This is a terrific example of a McKim Mead and White's design. It deserves landmarking and restoration. Please work to save it.
339.	Gregory Dietrich	New York, NY	
340.	Victoria Bijur	New York, NY	
341.	Ken Michaels	NEW YORK, NY	Please save our precious landmarks like the IRT powerhouse, a McKim, Mead & White gem!
342.	Elizabeth Graziolo	New York, NY	
343.	Ruth Siekevitz	New York, NY	
344.	JUDITH ZABAR	NEW YORK, NY	WE NEED TO PRESERVE OUR CITY'S HISTORY. CREATIVE PEOPLE CAN CONVERT THE BUILDING TO BENEFIT THE COMMUNITY.
345.	Maria Ausherman	New York, NY	Walking south of Laura&#65533;s Lawn, I see little evidence of the waterfront&#65533;s history. Only a tall white curb and wire fence directs me to the yellow and white line on the narrow asphalt pavement. At the southern tip of Riverside Park South is a blue metal Department of Sanitation two-story entranceway embellished with a large corrugated pediment and three piers at its base resembling fluted Doric columns. Across from it underneath the elevated highway between West 58th and West 59th Streets stands the original Interborough Rapid Transit (IRT) Company Powerhouse, now a Consolidated Edison building. After the IRT Company was incorporated in early 1902 with a charter which, among other things, mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, one of the directors, Charles T. Barney lobbied for Stanford White to design the *(continues on next page)*

	Name	From	Comments
345.	Maria Ausherman	New York, NY	*(continued from previous page)* power station. There, coal would be converted into steam to produce the electricity for the subway system. Standing on a base of what originally was pink granite up to the level of the watertable, the buff brick building rises in bays delineated by rusticated pilasters which echo the steel girders supporting huge coal hoppers inside. Only one of the six 162-foot chimneys exists today in its entirety along with other smaller stacks. In 1904, the original chimneys seemed elegant, as graceful as Lombardy poplars. Today, this now vacant building still stands as one of Manhattan&#65533;s unheralded evocations of classical architecture.
346.	asako nakano	new york, NY	
347.	CRAIG HEARD	NEW YORK, NY	
348.	Richard Fischer	Rockland, DE	Don't let another McKim Mead & White building be at risk - save and reuse this landmark before it's too late!
349.	Justin Greenawalt	New York, NY	
350.	Suzanne Dickerson	New York, NY	The IRT Powerhouse is an important part of our city's history. Future generations, particularly school children, should be able to view it for a sense of where our energy came from in times gone by.
351.	Michael Scott Cutler	New York, NY	The entire Upper West Side should be landmarked, from 59th Street to 125th Street, Central Park West to Riverside Drive. Otherwise, in 10 years it will begin to resemble the Upper East Side. Who could possibly want that to happen, except the greedy developers?
352.	Cherie Winkler	New York, NY	This building is so impressive and historic. It is especially important to retain given the proliferation of hi-rises all around it. Please designate this McKim Mead & White building as a landmark.
353.	John Scott Johnson	New York, NY	
354.	Emily Perschetz	New York, NY	
355.	Patricia Angus	New York, NY	
356.	elizabeth k rogers rogers	new york, NY	
357.	Ron Barrett	New York, NY	
358.	peter kennard	new york, NY	Six glass towers and soon a couple of brick ones from Thrump is enough. There is no other plant in the area to produce steam. Next winter it Will be cold at AMNH.
359.	William Nickerson	brooklyn, NY	This building is simply too beautiful to be scraped for modernity.
360.	Anne Dee Goldin	New York, NY	

	Name	From	Comments
361.	K Jackson	New York, NY	
362.	Radhika Verma	Miami, FL	
363.	Maureen McCarthy	New York, NY	
364.	Bill Vicic	New York, NY	
365.	David Black	New York, NY	The building has great character and is a pleasure to walk by.
366.	Lauren Younce	New York, NY	
367.	Roberto Ortega	New York, NY	
368.	Brent Buck	NYC, NY	
369.	Katie Barthmaier	New York, NY	
370.	Melissa Baldock	New YOrk, NY	
371.	James Wesolowski	New York, NY	
372.	Jeremy Welsh	New York, NY	
373.	Andrew ALPERN	New York, NY	An iconic MM&W structure that is in the hands of ConEd, an unenlightened entity that has repeatedly shown that it cannot be trusted. This is far too prominent a building to overlook and leave unprotected. Please act on it!!
374.	William Sadler	staten island, NY	
375.	Martin Hoffman	New York, NY	
376.	Oliver Allen	New York, NY	
377.	Kate Flanagan	New York, NY	
378.	Gary McCraw	New York, NY	
379.	Joseph Humann	Brooklyn, NY	
380.	Jamie Schroeder	New York, NY	
381.	Matthew Servitto	New York, NY	Have lived near this gem for almost 25 years. I love it's strength, beauty and elegant design. Hope this is the beginning of something special.
382.	Josephine Caporuscio	Brooklyn, NY	
383.	Jason Young	New York, NY	I personally support the landmark designation effort and adaptive reuse of the Powerhouse with discerns of my own professional knowledge.
384.	Susan Montgomery	Andover, MA	Dear LPC: Please consider landmarking this important example of our industrial and social history. Surely it can be adapted to generate green energy for another 100 years at least. Thank you.
385.	Richard Whitney	New York, NY	
386.	Siri Kuptamethee	New York, NY	

	Name	From	Comments
387.	Charoonkit Thahong	New York, NY	New York deserves strong architectural bone. Reserve and reuse it in a creative way. We have enough cheap and bad looking new buildings.
388.	N Ross	Brooklyn, NY	
389.	Daphne Gutierrez	New York, NY	
390.	Sitang Choeyklin	New York, NY	
391.	duang laupara	astoria, NY	
392.	Allan Galper	Newton Centre, MA	
393.	pam klein	5E, NY	
394.	Elliott Yates	Vancouver, Canada	For more impact, add a personal comment here
395.	Diana Halski	Charlotte, NC	For more impact, add a personal comment here
396.	miao moy	new York, NY	It's valuable for us to preserved New York's landmark and character of it's history.
397.	Charles Deroko	Brooklyn, NY	A member of my family worked as a stoker in the powerhouse during the 1920s. It is a wonderful structure and deserves to be saved.
398.	chris payne	brooklyn, NY	
399.	Lou Sepersky	N.Y., NY	
400.	Lauren Belfer	Brooklyn, NY	
401.	Cathe Giffuni	New York, NY	
402.	Mary Lee Baranger	NEW YORK, NY	It is a beautiful monument to the history of NYC subways and a handsome feature on the West Side of Manhattan.
403.	Meisha Hunter	New York, NY	As a committed preservationist, and a proponent of the need to preserve our industrial heritage, I would like to add my name to the list of supporters for the IRT Powerhouse designation by the LPC. I've riden past this building on my bike for years and always appreciate its monumentality, classical vocabulary, and urban presence. The sensitive regulation of change to purpose built industrial heritage is possible and achievable (multiple precedents exist). Good luck!
404.	Nathan Kensinger	Brooklyn, NY	
405.	jim mackin	new York, NY	
406.	Tolga Morawski	New York, NY	
407.	Kevin Olsen	Wayne, NJ	In many parts of the world, historic buildings are re-used without harming the commercial viability of the owners.
408.	George Pagano	Staten Island, NY	
409.	Judith Weis	New York, NY	Historic buildings should be preserved.
410.	Rachel Seher	Chicago, IL	
411.	martina salisbury	brooklyn, NY	
412.	franco goette	brooklyn, NY	

	Name	From	Comments
413.	Josefina Rubio	Brooklyn, NY	Too often, buildings are lost and with them, an important part of history. I hope this beautiful structure is preserved.
414.	AJ Vickey	Brooklyn, NY	
415.	Meghan Sherman	new york, NY	
416.	Ricardo Alicea	Long Island City, NY	
417.	Jordan Wolff	New York, NY	
418.	John Egnatios-Beene	Brooklyn, NY	
419.	Joanne Alnajjar	New York, NY	
420.	brent cohen	new york, NY	
421.	Jo Liz Lehikoinen	Tampere, Finland	
422.	Mary Elizabeth McCahon	Tampa, FL	New York's industrial heritage is significant nationally. The subway system is at the very heart of the development and history of New York. The building is tremendously important. History matters! Please acknowledge its history in the developmnet of the great metropolis.
423.	Olympia Ochoco	New York, NY	
424.	Thomas Campanella	Chapel Hill, NC	
425.	Nathanael Kelley	New York, NY	
426.	Dan Ownbey	Brooklyn, NY	
427.	Leanne Staples	White Plains, NY	Please save this historical monument. Let's recycle it for a good purpose.
428.	Kristin Savarese	New York, NY	
429.	Rebekah Krieger	Brooklyn, NY	
430.	ron P. swegman	Philadelphia, PA	Preservation of America's great industrial buildings is vital. We owe it to the memory of our grandparents and great grandparents -- the Greatest Generation -- who built our nation into the world's leading free market democracy. The limestone and brick IRT Powerhouse is a living symbol of the United States, one as important and relevant as any static marble monument in Washington, DC.
431.	Maryann Amici	New York, NY	
432.	Corrie Schrader	Schoharie, NY	
433.	Stephanie Ramirez	Bronx, NY	
434.	Jeremy Robinson-Leon	Brooklyn, NY	
435.	marion harris	morristown, NJ	This is a perfect site for adaptive reuse. The greenest building is the one you don't knock down. It's time the NYC LPC started protecting buildings, and not just its own political status.

	Name	From	Comments
436.	Alexander Saffi	New York, NY	
437.	Todd Cater	Washington, DC	
438.	William Shute	New York, NY	
439.	Annie McVey	Santa Monica, CA	
440.	Jeanne Gaskins	New York, NY	
441.	Paul Sherman	Schoharie, NY	
442.	Patrick Marano	New York, NY	
443.	Tara Kelly	New York, NY	
444.	Melissa Baldock	New York, NY	
445.	Jonathan Sills	New York, NY	This building must be saved. Too many quality powerhouses have been demolished in the past few years. They should be reused, especially in this economy where the greenest building is also the cheapest, i.e. one that has already been built!
446.	Beth Bingham	Brooklyn, NY	
447.	Lorena Perez	Brooklyn, NY	
448.	catherine stutts	new york city, NY	
449.	Lisa Kersavage	Brooklyn, NY	
450.	Stephen Cohen	Brooklyn, NY	I visit the neighborhood periodically to service my car across the street and have always stopped and stared at this amazing building.
451.	Barbara Ann Rogers	Brookyln, NY	
452.	Bridget O'Brian	New York, NY	Too many important New York City landmarks from the McKim Mead & White era are lost. This one should be one of them. Bridget O'Brian
453.	Kyle Johnson	Brooklyn, NY	
454.	Joyce Mendelsohn	New York,, NY	This building, designed McKim Mead & White, is an unusual example of their industrial work and deserves to be protected and re-used.
455.	Ann Marie Flynn	NY, NY	
456.	Nancy Rankin	New York, NY	
457.	Shamil Lallani	Brooklyn, NY	
458.	Zella Jones	New York, NY	
459.	Brendan Sexton	New York, NY	The defaced western end of the building can come down as far as i'm concerned, since Con Ed already ruined it with their 'addition.' but the rest of the building, and the whole building even with the western wall, is a TERRIFIC piece of work. New York should be proud to have it, and Con Ed should be proud to be asked to be responsible

(continues on next page)

	Name	From	Comments
459.	Brendan Sexton	New York, NY	*(continued from previous page)* stewards of it. a related but distinct point is that Con Ed should not be asking to replace or 'modernize' ANY generating station except and only except to make room for renewable fuel green energy generation. that would not make a difference in this case, since the building should simply be saved, period. but it adds insult to injury.
460.	Kerry Mysiak	Brooklyn, NY	
461.	Robert Brander	New York, NY	
462.	carmel crayo	nyc, NY	Gone is gone--we can never reconstruct these treasures.
463.	Craig Morrison	New York, NY	
464.	Aaron Sosnick	New York, NY	This is a highly significant Mckim, Mead & White industrial building. It deserves the full protection of a NYC landmark designation.
465.	Helen Mangione	New York, NY	
466.	Toni Schlesinger	nyc, NY	
467.	Aron Eisenpress	New York, NY	This is a significant, important, and beautiful building. I walk by it every day and the neighborhood would be much poorer without it.
468.	Anne Holford-Smith	New York, NY	This massive and imposing Stanford White building deserves individual designation as a landmark building. It is one of the few examples of Renaissance Revival civic architecture of this scale extant in New York and should be preserved.
469.	R. De Figlio	new york, NY	It's a beautiful historic building and all New Yorkers deserve to enjoy the visual history. Con Ed will continue to make use of the building even after it is landmarked.
470.	Albert Butzel	New York, NY	Dear Members of the LPC, I have long done battle with, or supported, as the case may be, Con Edison in its efforts to provide us with electricity. This began in 1965, when I became involved in the landmark Storm King Mountain case, in which we eventually defeated a huge hydroelectric plant proposed to be carved into the Hudson Highlands. I am writing now to strongly support the designation of the IRT Powerhouse on 59th Street. It is a marvelous structure, a true architectural remnant of high quality and high importance. The other great early 20th Century powerhouses have largely disappeared. This one must be protected. It can continue (and clearly is continuing) to serve its purpose of power generation; but if that should end, it will be adaptable to many marvelous uses. Indeed it could become our D'Orsay or many other things. Con Edison's resistance to landmarking is perhaps understandable -- like every other owner in the City it *(continues on next page)*

	Name	From	Comments
470.	Albert Butzel	New York, NY	*(continued from previous page)* wants to sell the property someday and make a huge profit. But in my view, this is perverse. If that were the standard, nothing would ever get landmarked -- and New York would end up without a history. Do not let this happen. Please designate the IRT Powerhouse and do so promptly Very truly yours, Albert K. Butzel
471.	Diane Russell	New York, NY, NY	Please award Landmark Designation to this historic Powerhouse and save it as a piece of our past for our future'
472.	Sarah Gallagher	New York, NY	How can this wonderful, historic building not be landmarked?
473.	Linda Campbell	New York, NY	I think it would be a major loss of history to lose this one, and, it is absolutely beautiful, must be saved; not even productive exploitation of air rights- which is questionable.
474.	Debra Brenner	New York, NY	
475.	Paul DiBenedetto	Bayside, NY	
476.	Joy Rich	Brooklyn, NY	Save this building!
477.	Jean Standish	New York, NY	SAVE THE IRT POWERHOUSE! Too much of our history is disappearing in NYC in favor of development. Buildings by McKim, Mead and White are an important part of New York City history; and since the IRT Powerhouse is architecturally and historically significant, it is definitely worthy of landmarking.
478.	John Kriskiewicz	Brooklyn, NY	
479.	Priscilla Hoffman	New York, NY	
480.	Raul Rothblatt	Brooklyn, NY	
481.	Margaret Latimer	South Dartmouth, MA	An important -- and imposing -- icon of NYC history.
482.	Linda Jones	New York, NY	
483.	Rose Prodgers	Weston, FL	We should cherish and keep important connections to our past and the people who came before us. Every old building should not be saved but this one is a beautiful landmark telling a long story about NY, industry and architecture, and the characters involved - from the famous designers to the engineers who built the generators to the laborers who dug the subway paths and laid the rails. We lost Penn Station and almost lost Grand Central. Let's keep this one.
484.	judith stonehill	New York, NY	
485.	Zenon Pylyshyn	New York, NY	
486.	skip boling	nyc, NY	
487.	Laura Boynton	Brooklyn, NY	

	Name	From	Comments
488.	Paula K. Feder	Centerbrook, CT	Con Ed should be proud of this historical building. I will be proud of Con Ed if they agree to preserve this building.
489.	John Maynard	Brooklyn, NY	
490.	Neil Kittredge	Brooklyn, NY	I fully support designation of this building as a NYC landmark, particularly in light of the unfortunate loss of several major examples of historic powerhouse architecture in the city in recent years such as on the East Side, in Williamsburg, and in Long Island City. This is one of the best if not the best example in the city, and we cannot risk it suffering the fate of the others. It should be adaptively reused in a creative and contemporary way that respects the historic building. In this case, landmarking is the best way to acheive that, since demolition is too great a risk. Sincerely, Neil P. Kittredge AIA AICP
491.	suzanne wray	new York, NY	
492.	Geoege Y Bramwell	Staten Island, NY	
493.	Christopher Platt	New York, NY	
494.	Mary Cope	New York ,, NY	
495.	patricia berman	New York, NY	We just got back from Ottawa and Quebec, where everything is beautiful and preserved as it was. New York is constantly being chopped up so people can make more money and we have none of the benefits. Preserve, PLEASE.
496.	Lynn Rakos	Brooklyn, NY	We have lost far too many structures from NYC's fascinating industrial past. Please landmark the IRT Powerhouse before it is too late.
497.	Peter Bray	Brooklyn, NY	This McKim Meade & White building is not only an outstanding building architecturally, it makes an enormously important contribution to New York City's history. Without this building, there would be no modern city, since its growth was directly attributable to to the creation of the subway system.
498.	Mitchell Grubler	New York, NY	
499.	Arnold Pickman	New York, NY	
500.	Donovan Maust	Pitman, NJ	
501.	Shirley Matyscak	Yonkers, NY	
502.	Eileen Marzola	New York, NY	Failure to designate this McKim, Mead and White jewel as a landmark would be extremely shortsighted. Surely adaptive reuse would be possible for this lovely building.
503.	Nicholas Malter	Brooklyn, NY	Preserving this building will insure we don't lose another great piece of NY history.
504.	Owen Wright	Brooklyn, NY	

	Name	From	Comments
505.	R Serlin	new york, NY	I include this building on all the city 'tours' that I provide for my overseas guests and, for many of my guests, this is one of the highlights of the tour. This is one of the memorable sites of the city.
506.	Betty Perlish	Bayside, NY	
507.	Kim Fallon	Apopka, FL	A wonderful example of 20th century architecture that should be preserved for future generations.
508.	Daniel Fisher	Brooklyn, NY	
509.	Meishin Riccardulli	New York, NY	
510.	Melissa Ryan	Chatham, NJ	
511.	Patrick O'Rourke	new york, NY	Think of one architectural preservation project that people regret.
512.	Paul Nettles	Alexandria, LA	
513.	Anne Fontaine	Granger, IN	
514.	Jonathon Bransdon	New york, NY	The first time I encountered the Hudson River Powerhouse I was struck by its grandeur and epic scale. The building itself is a valuable reminder of the West Side's (and New York's) past and can play a vital role in its future. In an area where walkups are increasingly replaced by condominiums, where neighbourhood character is being sacrificed in the name of modernity, the Hudson River Powerhouse could be a wonderful opportunity for partnership between the local community, ConEdison and the City of New York. A Powerhouse in name I hope that all parties show it is a Powerhouse in nature by creating a dynamic space for this generation and for generations to come. Regards, Jonathon T Bransdon
515.	Patricia Long	Long Island City, NY	Too fine to lose; more than a building would be gone forever.
516.	matthew Wilkas	NEW YORK, NY	
517.	Diana R Wienbroer	New York, NY	Respect for the beauty of the past helps civilize us all.
518.	Elizabeth ROthman	Seattle, WA	As a native New Yorker now living on the West Coast, I am frequently led to gratitude for having grown up in the greatest public transport system I have ever experiences. This monument to great industrial architecture and the rich history of New York City can enrich the city's future if it is preserved and re-purposed. The possibilities seem numerous, exciting, and sustainable. What a great addition to the amenities on the West side in midtown!
519.	Jon Steinberg	brooklyn, NY	
520.	Deborah Marx	New York, NY	It is imperative that this important building be Landmarked.

	Name	From	Comments
521.	JOAN LUFRANO	NEW YORK, NY	This beautiful, historic building must be preserved and landmarked!
522.	Patricia Geisler	New York, NY	It's a great building. Con Ed can certainly figure out a way to continue to use it. And if they don't need it any more they can sell it for appropriate use. They get no sympathy from me.
523.	Erika Petersen	NY, NY	This is a beautiful, powerful (!) building. Why should everything of beauty be taken from the citizens while we watch one monstrosity after another destroy what's left of the sky line? Why must one size (tall and hulking) fit all? SAVE THIS BUILDING.
524.	Maria Mosca	Long Beach, NY	
525.	Sam Salant Edith Salant	New York, NY	We don't need yet another badly designed skyscraping glass monstrosity on the Hudson. The historic IRT Powerhouse should be landmarked, so great architecture may be nurtured in a proper reuse of this marvelous old building.
526.	Jan Levy	New York, NY	When I moved into my apartment almost 33 years ago, I was able to see the great McKIm,Mead White power plant at 59th and the river. And although development has obliterated this magnificent structure from my view, it lives on in my mind's eye. McKim, Mead White have left a memorable legacy of design and style in New YOrk City - and the IRT Powerhouse is as important to industrial design as the Municiap Building is to public building design in the early 20th Century. There is no such thing as too many McKim, Mead White structures in our city. As an outstanding example of functional beauty, the Powerplant ranks at the top of the list, Powerplants have devolved into functional industrial design - many worthy of preservation - but the IRT Powerplant must be preserved as an icon of its time, and the sense of the cultural ideal of its time. Please landmark the IRT Powerplant. Thank you.
527.	Matthew Mosca	Baltimore, MD	This is a superb building by America's finest Classical Architects. If New York is to retain its great individual character in the future, it must save this building and others like it. So much of the city has already been turned into banality!
528.	Lauren Jacobi	New York, NY	
529.	Gary Tomei	New York, NY	
530.	Paul Elston	Bronx, NY	
531.	Robert Petrie	New York, NY	I park my car in a garage opposite the former IRT Powerhouse. I've always admired how a structure built for a utilitarian purpose could be infused with such dignity. Someone or some group thought it was important to set a high standard of architecture for this giant building to add

(continues on next page)

	Name	From	Comments
531.	Robert Petrie	New York, NY	*(continued from previous page)* to the cityscape and not detract from it. I contrast its ambition with the banal glass boxes going up around it. We are poorer for lowering the architectural bar. Let's seize the opportunity to save this positive example for the future.
532.	Cathe Giffuni	New York, NY	
533.	JOHN GOMEZ	Jersey City, NJ	
534.	Mario Torres	Columbia, MD	I was born and raised in New York City, and have taken a keen interest in the city's infrastructure and buildings. This fine building designed by one of the finest architects of the time, McKim, Mead and White deserves to be preserved as an example of industrial architecture from this renowned firm. This building had produced the electrical power for the Independent Rapid Transit (IRT), the city's first extensive subway, which has contributed immensely to the growth of this great city. As a person who is interested in the history of New York City, and one who studied and enjoys architecture, I am asking you to please consider this fine edifice for preservation. I would not like to see this building suffer the fate that other fine buildings built in the past, such as the old Pennsylvania Station that was designed by the same architects.
535.	David Winterton	New York, NY	
536.	Stephen Leamer	New York, NY	
537.	Thomas Goryeb	Brooklyn, NY	
538.	caroline otto	brooklyn, NY	
539.	Max King	New York, NY	
540.	Bradley Harris	New York, NY	
541.	Christopher Dierig	New York, NY	
542.	John Gregory	Southampton, NY	Let's save what remains of our historical landmarks!
543.	Michael Kretchmar	New York, NY	
544.	Carl Lauro	new york, NY	
545.	Nancy Vassilakis	Merrick, NY	
546.	Hannia Gómez	New York, Venezuela	I am the President of Caracas´based Fundación de la Memoria Urbana. Back in 1984, as a student of the Master of Science in Architecture and Urban Design at Columbia University´a GSAPP, my final project included the IRT Powerhouse. From Caracas, we encourage the New York City Landmarks Commission to acknowledge NYC´s industrial heritage, and landmark this monumental building.
547.	Peter Som	New York, NY	
548.	Jeremy Kim	Brooklyn, NY	

	Name	From	Comments
549.	nancy holwell	new York, NY, NY	

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, January 25, 2010 8:51 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

LP-2374

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: katie.smethurst@earthlink.net [mailto:katie.smethurst@earthlink.net]
Sent: Monday, January 25, 2010 7:46 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Katherine Smethurst

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, January 11, 2010 9:44 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

LP-2374

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: landmarkwest@altair.dreamhost.com [mailto:landmarkwest@altair.dreamhost.com]
Sent: Saturday, January 09, 2010 3:12 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, November 24, 2009 3:17 PM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: brucegoldberger@yahoo.com [mailto:brucegoldberger@yahoo.com]
Sent: Tuesday, November 24, 2009 3:12 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Bruce N. Goldbeger

FRIENDS OF TERRA COTTA

HISTORIC DISTRICTS COUNCIL

HRPG

INSTITUTE OF CLASSICAL ARCHITECTURE & CLASSICAL AMERICA

METROPOLITAN CHAPTER OF THE VICTORIAN SOCIETY IN AMERICA

LANDMARK WEST!

The Municipal Art Society of New York MAS NYC

THE NEW YORK LANDMARKS CONSERVANCY

Riverside South Planning Corporation

ROEBLING CHAPTER
Society for Industrial Archeology

July 7, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Former IRT Powerhouse, West 58th-59th Street, between Eleventh and Twelfth Avenues

Dear Chair Tierney:

Congratulations and thank you for scheduling a public hearing on July 14, 2009, to consider designating the former Interborough Rapid Transit (IRT) Powerhouse as an official New York City Landmark. This will be the third designation hearing on this monumental Beaux-Arts building, designed by McKim, Mead & White and opened in 1904 to provide electricity for New York's first subway system. Current owner Consolidated Edison's recent removal of the last surviving original smokestack underscores the urgency of acting now to finally grant the Powerhouse the landmark protection it so justly deserves.

The Powerhouse remains one of our city's most compelling examples of early 20th-century industrial design. In a significance statement issued for one of its prior designation hearings, the Landmarks Commission called the Powerhouse "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement...which held that public improvements could beautify American industrial cities." The building's potential to serve as a public amenity, enriching the lives of all New Yorkers and visitors to the city, survives to this day.

Enclosed is a copy of a report recently completed by graduate students in Columbia University's Master's Program in Historic Preservation, "Preserving the Former IRT Powerhouse: A Preservation Plan," together with copies of letters from leading architectural historians, preservation advocates and public officials. All agree that this monumental Beaux-Arts building is a "masterpiece," "a great work, a monument to the new era," "uplifting, civic-minded," "one of only a handful of great powerhouses remaining in the five boroughs," "the largest powerhouse in the world" when it opened in 1904, "extraordinary," "an integral piece of New York City's architectural and transportation history," "a stunning combination of structural practicality and esthetic brilliance."

Over, please

Individuals and Organizations Supporting the Landmark Designation of the Former IRT Powerhouse

List in formation, 7/2/09

Letters of support received from:

1. Gale A. Brewer, Council Member, District 6, Manhattan
2. Thomas K. Duane, New York State Senator, 29th District
3. Randall Bourscheidt, President, Alliance for the Arts
4. David Garrard Lowe, President, The Beaux Arts Alliance
5. Nathan Hoyt, FAIA, Principal/ Director of Interiors, Davis Brody Bond Aedas
6. Jamie Drake, Drake Design Associates
7. Robert Hammond, Co-founder; Joshua David, Co-founder, Friends of the High Line
8. Susan Tunick, President, Friends of Terra Cotta
9. Simeon Bankoff, Executive Director, Historic Districts Council
10. Paul Gunther, President, Institute of Classical Architecture & Classical America
11. Arlene Simon, President; Kate Wood, Executive Director, Landmark West!
12. Jean-Daniel Noland, Chair, Manhattan Community Board 4
13. Charles A. Platt, Co-Chair MAS, Preservation Committee; Judith Saltzman, Co-Chair MAS, Preservation Committee, The Municipal Art Society of New York
14. Peg Breen, President, The New York Landmarks Conservancy
15. Mosette Broderick, Director, Urban Design and Architectural Studies Program, NYU, Clinical Associate Professor, Art History
16. Helen Rosenthal, Chairperson; Lenore Norman and Klari Neuwelt, Co-Chairpersons, Parks and Preservation Committee, Community Board 7
17. Samuel G. White, FAIA, Platt Byard Dovell White, Arhitects LLP
18. Paul J. Elston, President, Riverside South Planning Corporation
19. Robert A. M. Stern, FAIA, Robert A. M. Stern Architects
20. Mary Habstrit, Chair, Preservation Committee, Society for Industrial Archaeology, Roebling Chapter

A L L I A N C E *for* T H E A R T S
330 West 42nd Street, Suite 1701 New York, NY 10036 212.947.6340 FAX 212.947.6416 *www.allianceforarts.org*

April 9, 2009

Hon Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th floor
New York, NY 10007

Dear Bob:

I am very pleased to add my name and that of the Alliance for the Arts to the growing list of citizens and civic and cultural organizations supporting the formal designation as a New York City Landmark of The IRT Powerhouse.

You and your fellow Commission members and the staff of the Landmarks Commission are well aware of this signature building and its architectural uniqueness. Others more qualified than I to speak of its architectural merit have already indicated their support for granting it landmark status. I will speak of it primarily as a cultural asset of New York City, and also as a fixture of the West Side, of which I am a proud resident.

Like the Eiffel Tower or the Taj Mahal or the White House, there are buildings which gain a centrality and cultural importance through their sheer beauty and grand place in the cityscape. Like those three disparate examples—all quite different to The Powerhouse—it was not built for the public to enter. But it was most emphatically and gloriously built for the public to see and appreciate, and, as is the case with many New Yorkers, to come to love as a popular landmark.

But it can be compared to another building: the Bankside Power Station in London. This great pile anchored the south side of the Thames for decades, even after it ceased to be used as a power station. Then, in 2000, it was converted by the Tate Museum into one of the greatest cultural spaces in the world, an attraction for nearly five million visitors and Britons each year and the standard-bearer for a new generation of cultural vitality and global relevance for London.

It is not for me to say what the best future use of The Powerhouse is, but only to propose that by recognizing its distinction and helping to insure its survival intact, it becomes possible for the most creative people in our city to imagine new uses for it.

The Alliance has continuously reminded New Yorkers of the economic dimension of cultural life in our city through research that has documented the creation of 160,000 jobs and $21 billion in economic activity. As the Mayor has recognized in many ways, this home industry, so central to our identity and way of life, must stay strong. And to stay strong it must change and grow; the plans for growth can perhaps best be made in a time of economic stagnation.

The Landmarks Preservation Commission can contribute to this forward thinking indirectly if it chooses to bestow the status of New York City Landmark to The Powerhouse, which it so richly deserves.

Sincerely yours,

Randy

Randall Bourscheidt
President

Board of Trustees: J.P. Versace, Jr., Chairman; *Paul Beirne, Ashton Hawkins*, Chairmen Emeriti; *Randall Bourscheidt*, President; *Robert Clauser, Anita Contini, Karen Gifford*, Vice Chairmen; *Laurie Beckelman, Raoul Bhavnani, John Breglio, Theodore Chapin, Charles Cowles, James H. Duffy, Stephanie French, Paul Gunther, Patricia C. Jones, Eric Lee, Robert Marx, Richard Mittenthal, Martha Newton, Marc Porter, Susan Ralston, Jerry Scally, Andrew Solomon, Larry Warsh, Paul Washington; Joanne Stern*, Life Trustee • *Anne Coates*, Vice President

INTERBOROUGH RAPID TRANSIT POWERHOUSE
NOW CONSOLIDATED EDISON POWERHOUSE
BOROUGH OF MANHATTAN

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mean & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style and drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. All but one of the original six chimneys—which were erected on a steel substructure 76 feet above the basement floor of the powerhouse in order to maximize floor space—have been removed, and a new, much taller chimney has been added near the southeast corner. The original terra-cotta roof tiles and the upper cornice have also been removed. Four openings have been cut into the base on the south side and one on the north side, and three of the window openings have been partially bricked in (two on the south side, one on the north). An addition was constructed in the 1940s at the Twelfth Avenue facade of the powerhouse, which IRT engineers had purposefully left vacant for such an expansion to the plant. This addition was not included in the proposed designation.

INTERBOROUGH RAPID TRANSIT POWERHOUSE
NOW CONSOLIDATED EDISON POWERHOUSE
BOROUGH OF MANHATTAN

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

cc: Jimmy Finn
The Powerhouse Group

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February 13, 2009

The Honorable Robert B. Tierney
Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Dear Chairman Tierney:

I commend consideration of designation of the IRT Powerhouse on 11th Avenue at West 59th Street in Manhattan. I am grateful to you and your Commission colleagues for doing so.

While this Renaissance Revival edifice by McKim, Mead and White with Walter Cain and Solomon Deyo has evolved over the years (and generally not for the better yet largely reversible) and while its internal functions have often been updated and lately reduced, it is this very versatility at a time when the power grid and attendant production is so very much at the fore of national policy priority and when local passivity's if innovation require the places where it can be put in force that renders it distinctive of its time and relevant to a shared civic future. If this power station were eliminated, I would posit that replacing it could and would never be achievable. Not the message to send today. And even if it stood with no continuing industrial function, then its original robust purpose would nonetheless stand as pertinent metaphor via its exterior volumes and accommodating detailing. Talk about classicism as a nimble, enduring language!

As much as the design itself (about which no doubt so many others have testified eloquently in word and deed), I endorse this landmark-worthy integration of power-generation in the fabric of the surrounding community and its systemic sustenance. Such key infrastructure can and moist-- going forward -- return to the communities it serves. Let this emblem endure precisely when most needed therefore. Its continuing adaptability to energy needs is itself a significant and dynamically surviving built exemplar.

The Powerhouse (or Plant as evidently now more commonly refereed) likewise recollects the eagerness of New York's leading classicists of the day, aka McKim, Mead and White -- more readily identified with elite residences and their occupants' ancillary cultural and social needs—to direct their skills to industry! The embraced the challenge. It is thus a powerful lesson for 21st century practitioners of *all preferred vocabularies*: To witness the way their celebrated forbears rose to the occasion and even did it within the geographic boundaries of where their clients and peers resided. (I know well that in those days, 11th Avenue was a more distant shore, but in fact compared to today's NIMBY posturing it's not far at all…)

When the *polis* requires industry, then give it the pride of place and design attention it merits accordingly; let it shine as an object of bright, robust pride. What a great opportunity the Commission has today at this site.

This great building spells landmark and in this case does so with an example of urgent currency.

I hope it can be designated exactly when needed most.

Best regards,

Paul Gunther
President

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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tel: 212-736-4536 fax: 212-947-9512
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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 6, 2008

Hon. Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building 9th Floor
One Center Street
New York, NY 10007

Re: Former IRT Powerhouse
59th Street and Route 9A

Dear Chair Tierney:

Manhattan Community Board 4 is writing to reaffirm its long-held support of the designation of the former Interborough Rapid Transit Powerhouse as a New York City landmark and to welcome the recent initiative of the recently created Powerhouse Group in pursuing this designation and in seeking new uses for the underutilized interior spaces of the building.

The importance of the powerhouse to the first subway in New York is reflected in the amount of space given to an elaborate treatment of the advanced technology of the building in the third chapter of the commemorative book, *The New York Subway,* produced after the subway opening. This makes clear both the dominant role played by technical requirements and the skills of the engineers that resolved them in shaping the interior spaces and the general form of the building.

An interesting passage on page 74 reads, "Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an advisor on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used."

The resulting structure shows an impressive exterior and remarkable interior spaces, some of them of them now unused. Above all, the great hall that contained the huge

generators or dynamos is now empty. Suggestions for reuse like those of the Powerhouse Group could point the way toward making this extraordinary interior into one of the great public spaces in New York, and recent changes in the area might support reuse of the underutilized portions of the interior for purposes that would turn the building into a source of income that could enable adequate long-term maintenance and possibly even restoration of missing or destroyed elements of the exterior.

Community Board 4 recognizes that the present moment may not be ripe for such improvements; but we urge that designation be no longer delayed. The building is important both for its historic importance and for its impressive architectural quality. It is risky to rely on the presumably still existing standstill agreement to protect the building indefinitely, and it is essential to ensure preservation of the exterior and, we hope, the interior spaces it encloses until a time when the proposals of the Powerhouse Group might be the seeds for future uses that may truly enrich New York. The IRT Powerhouse must not be defaced or lost.

Sincerely,

Jean-Daniel Noland
Chair
Manhattan Community Board 4

c.c.
The Power House Group

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

April 2, 2009

Hon. Robert B. Tierney
Chair
Landmarks Preservation Commission
Municipal Building, ninth floor
One Center Street
New York NY 10007

Re: Con Ed Powerhouse at 59th Street

Dear Chair Tierney,

Manhattan Community Board 4 is writing to express its serious concern about the series of events that appear to be culminating in the destruction of the sole remaining historic chimney on the former IRT Powerhouse, now owned by Consolidated Edison, at the west end of 59th Street in Community District 4. The original stacks added considerably to the effect of the building, and the very tall modern stack at the east end is quite different in character, The gradual loss of the original stacks has changed the visual character of the building and blurred its significant original function.

Recently we wrote to you reconfirming our longstanding support for the designation of this impressive building, which is important not only for the design of its exterior by Stanford White but also as a monument of the history of transportation and technology in New York City. We remember that at the last hearing on designation of the building in 1990 the then Chair of the Commission accepted as an alternative to designation the agreement to make no significant change of the building without giving sufficient notice to the Commission for it to take action.

It is clear that this "standstill agreement" has not worked. There have been some changes over time, whether before or after calendaring the powerhouse, including the removal of the cornice; but above all most of the historic stacks have been lost. The Board has quite recently learned from Landmark West that the Commission recently signed off on the demolition of "Stack 5," which materials from several sources indicate was the last remaining original stack, even if it appeared to have lost some of its top. The justification alleged for this action is reported to have been a claim that the stack had become dangerous. Demolition is currently underway.

The process that leads to a "Notice of Review" as permission to proceed instead of a permit after landmark designation has clearly been a failure in this case, and not here alone .The historic character of the powerhouse has been diminished by the gradual loss of its original chimneys, at least in part due to lack of maintenance. The Board is concerned that the cumulative effect of seemingly minor changes as well as lack of adequate maintenance of the exterior threatens the character of this major structure. The process for Notice of Review is far less intensive that that

for a Certificate of Appropriateness, and there is no room for public participation, even awareness. There seems to be no legal means to compel exterior maintenance or considered review of minor changes for a building that has not been designated. We believe the Commission should, if it is still possible, take immediate action to stop the demolition of this last stack, and must in any case proceed to prompt designation of the powerhouse and full review of all changes and issues of maintenance.

The example of the slow decay of New Brighton Village Hall warns us that even designation will not in itself save a building in the absence of the will to take action, while on the other hand the recent laudable action to save the Windermere from deliberate neglect shows that appropriate and effective action can be taken against an owner much farther away than Con Ed.

Sincerely,

Jean-Daniel Noland
Chair, Manhattan Community Board 4

Edward Kirkland
Chair, Landmarks Committee

c.c.
Council Member Gale Brewer
Community Board 7
Landmark West
Powerhouse Group

COMMUNITY BOARD 7 Manhattan

March 27, 2009

Hon. Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Ms. Mary Beth Betts
Director of Research
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Re: IRT/Con Ed Powerhouse at 59th Street and Hudson River

Dear Commissioner Tierney and Ms. Betts:

We write on a matter of extreme urgency regarding the imminent demolition of what may be the only surviving original smokestack of the IRT/Con Ed Powerhouse at 59th Street and the Hudson River. ConEd has a permit for the demolition and is apparently undertaking demolition now. We urge LPC to take all possible steps to preserve the *status quo* pending a designation hearing.

Our Parks & Preservation Committee, at its March 2009 meeting, agreed to recommend that our Full Board adopt a resolution seeking the designation of the Powerhouse as an individual landmark, and we expect to send such a resolution to you promptly after our April 2009 Full Board meeting. We expect to join our voice to those of many others, including Community Board 4, numerous elected officials, LandmarkWest!, etc. who have urged the designation of the Powerhouse.

As you know, the Riverside South development in our District is a post-industrial landscape being adapted for modern residential and other uses. We are starting a ULURP review of the proposal for the build-out of the southernmost parcel of Riverside South, for which a mixed use development called Riverside Center is being proposed. The Powerhouse is located immediately to the south of this parcel. Its industrial history is integral to its architectural, social and geographic context, including the Riverside Center parcel. The loss of what appears to be the Power House's last remaining original smokestack because of lack of timely action would be an unnecessary tragedy to the preservation movement.

Very truly yours,

Helen Rosenthal

Rosenthal, Chairperson

Lenore Norman & Klari Neuwelt
Co-Chairpersons, Parks and Preservation Committee

Cc: Borough President Scott M. Stringer
Council Member Gale A. Brewer
Community Board 4/ Manhattan
LandmarkWest!

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October 22th, 2008

Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioner Tierney:

I write to express my support for the designation of the IRT Powerhouse at 59th Street ("the Powerhouse") as a New York City landmark. The city-owned Powerhouse is a truly remarkable building. It is an architectural and historic gem, and by these standards already a landmark. I urge the Commission to make it official.

The Powerhouse is a spectacular example of Beaux Arts architecture executed on the grandest scale. It is one of only a handful of great powerhouses remaining in the five boroughs, and the only one of its size left in Manhattan. What is more, the Powerhouse is one of the few remaining public buildings on the West Side that is worthy of Landmark status, but nevertheless remains unprotected.

As you know, this section of Manhattan is changing. Development between Riverside South and the Clinton community has increased rapidly in recent years and the number of buildings under construction is at once promising and disconcerting. The Powerhouse must not fall victim to the aesthetic whim or economic might of a few.

In designating the Powerhouse a landmark, the Commission also preserves the building's potential use as a public space. New Yorkers are constantly seeking new venues in which to gather, exhibit, and perform. Eventually, the Powerhouse will cease to serve as a suitable power plant for its current lessee, Consolidated Edison. At that time, the building's interior could be renovated, its halls re-imagined, and its grandeur restored. Only by designating the building a landmark now can we ensure that it will be available to serve the public in the future.

The need to preserve historically significant buildings and a dearth of large, enclosed, public space are two of my constituents most frequently expressed concerns. Protecting the Powerhouse squarely addresses these concerns. In the interests of my constituents, all New

Yorkers, our visitors and our posterity, and I urge you to designate this building a New York City landmark.

Sincerely,

Gale A. Brewer

Cc: Robert Benfatto, District manager, Community Board 4
Gary Barnett, President, Extell Development
Paul J. Elston, Riverside South Planning Corporation

Davis Brody Bond Aedas

26 June 2009

Hon. Robert B. Tierney, Chair
New York Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Re: West 59th Street IRT Power Station

Dear Commissioner Tierney:

On behalf of the Partners and Principals of Davis Brody Bond, I am writing to express support for the proposed landmark designation of McKim, Mead and White's Interborough Rapid Transit (IRT) power station. Built in an expansive period of New York's growth, this structure represents an important milestone in the City's consciousness of its infrastructure. The development of the City's mass transit system was a democratic act, enabling its citizens freedom of movement previously limited to the wealthy, and enabling the continued expansion of the city's urban core and residential neighborhoods. The IRT's founders dignified their system with structures that reflected their ambitions, which has been recognized by the Landmarks Preservation Commission through its earlier designations of the Heins & La Farge's control houses at 72nd Street and at Battery Park, and of twelve of the original underground stations of the system.

As a piece of the urban fabric, the Powerhouse stands as a reminder of a time when Manhattan was a working harbor, its riverfronts lined with piers, and with industrial buildings lining its banks. Now, much of that history has disappeared, as high rises take over rail yards, and neighborhoods reach out toward the river and to the amenities it offers. But just as the High Line further downtown has been re-purposed, celebrating its industrial past and invigorating its surroundings, the Powerhouse could do the same for this area of the West Side. Located between the island's edge and the residential neighborhood to the north and east, the Powerhouse stands poised to serve as both a physical and a metaphorical connection to the revitalized riverfront.

As a structure, the Powerhouse's sheer size guarantees its importance to the cityscape, even with the removal of its original smokestacks. In recent years we have lost other examples of buildings of this era and building type, making the case for the Powerhouse's designation more poignant and essential. The exterior, designed in 1902 by Stanford White, expresses, in architectural terms, the importance of this building to both its owners, and to the public it served. It is a significant and unusual work of an architect whose contributions to the City's fabric are more often thought of in terms of individual gems for the elite. White took on this commission and brought a human scale to this massive building through his mastery of classical architecture. Its interior spaces include grand halls, once lined with generating equipment, but now ripe with possibilities for civic uses.

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As this building's industrial purposes wane, the potential which it offers to the City grows. Its location, its vast interior spaces, and its embodiment of the spirit of its age, all provide opportunities for the Powerhouse to be an amenity not only to the residential neighborhood now surrounding it, but to the City as a whole. Examples of industrial buildings which have been adapted to new uses are celebrated in cities around the world; the Tate Modern in London, the Gare d'Orsay in Paris, and the Ferry Building in San Francisco are just a few examples. As New York celebrates PLANYC 2030, adaptive re-use of this enormous structure would represent a significant contribution to the City's sustainable future. The protection of the building will preserve these civic benefits, and I urge the Commission to designate the Powerhouse.

Sincerely,

Nathan Hoyt, FAIA
Principal / Director of Interiors

DRAKE
DESIGN
ASSOCIATES

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

Dear Commissioner Tierney:

I am writing to add my name to the growing list of supporters of the proposed landmarks designation for the IRT Powerhouse at 59th Street and 11th/12th Avenues.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and now Con Edison. Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Jamie Drake

315 EAST 62ND STREET NEW YORK NEW YORK 10065 tel 212 754 3099 fax 212 754 4389

FRIENDS OF THE HIGH LINE

529 WEST 20TH STREET SUITE 8W NEW YORK, NY 10011 T (212) 206-9922 F (212) 206-9118 INFO@THEHIGHLINE.ORG WWW.THEHIGHLINE.ORG

August 28, 2008

Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioners:

I write to express my support for the proposal to grant landmark designation to the building located at 600 West 59th Street, Manhattan ("the IRT Powerhouse"). Obtaining landmark status for the IRT Powerhouse is necessary to preserve one of the few remaining Beaux Arts power plants in New York City.

I have had the opportunity to speak with the members of The Powerhouse Group, the organization spearheading the proposal for landmark designation, on several occasions and have been impressed by their dedication to saving this incredible building. That dedication is well placed. Even by New York City standards, this historically-significant and architecturally exceptional building is worthy of protection. An integral piece of New York City's architectural and transportation history, the IRT Powerhouse stands as a reminder of a time in New York when even the most mundane building was designed to inspire. As you can see from the landmark proposal, the building is, in a word, magnificent. By any measure it exceeds the definition of a New York City Landmark.

As a Co-Founder of Friends of the High Line, I was particularly interested to learn how integral Manhattan's west side rail network was to the operation of The Powerhouse, bringing coal and supplies to the Powerhouse to enable it in turn to power the subways. The freight trains that ran on the High Line passed directly in front of the Powerhouse on Eleventh Avenue en route to the slaughterhouses and factories downtown.

Designating this building a landmark will achieve more than just the preservation of stone and terra cotta. If and when the landmark application succeeds, the Powerhouse Group hopes to work with the city to transform the IRT Powerhouse into public space. The Powerhouse Group imagines a neighborhood institution drawing residents and visitors alike. This is a goal that I can fully support.

My work on the High Line has given me an intimate understanding of what it takes to turn a land use idea into a reality. Foremost of what I have learned is that an idea as ambitious as The Powerhouse Group's requires the support of public officials, whether members of the Landmarks Preservation Commission, the Department of City Planning, the City Council, or the Mayor's office. Absent your support and the support of so many other committed public servants, the High Line would have been little more than an interesting idea.

I urge you to designate this building a New York City landmark so that it might survive for another 100 years to once again serve the public. If you see, as I do, the enormous potential of this idea, I think your decision will be an easy one. Thank you for your time and consideration.

Highest Regards,

Robert Hammond

FRIENDS OF TERRA COTTA

February 24, 2009

Robert B. Tierney, Chair
Landmarks Preservation Commission
100 Centre Street, 9th floor
New York, NY 10007

Dear Chairman Tierney,

Friends of Terra Cotta urges the Landmarks Preservation Commission to calendar the 1904 IRT Powerhouse at 59th Street and 11th avenue for a designation hearing. The significance of this remarkable structure goes beyond its superb terra cotta and brick exterior. This was the site where coal was used to generate all the electricity needed to run New York's original subway line. A number of the original stations and several kiosks have been landmarked and it is highly appropriate that the source of the power that made the system work be considered for designation as well.

Stanford White of McKim, Mead and White was responsible for the richness of texture and plasticity in ornamentation. The National Trust publication, *Master Builders* comments on this architectural firm stating: "Working within the conventions of the 19th-century idealist formalism with its allusions to the architecture of the past, McKim, Mead and White represented the most generous realization of the triad of commodious planning, sound construction and visual delight first propounded by the Roman writer on architecture Vitruvius in the first century B.C."

The structure is surprisingly intact for its age and the smokestacks (six originally and now two, one of which is original) are the most obvious change to the building. We understand that Con Edison is the current owner and with their very poor record of building stewardship (they have been tearing down structures in a number of boroughs) the future of the Powerhouse is a great concern to the community and to residents throughout the city. It was with great frustration (and broken promises from Con Edison about saving important architectural elements) that New Yorkers watched the destruction of the East Side Con Edison Power Plants during the last year.

Please take this matter under serious consideration before another very significant part of our architectural heritage becomes rubble.

Sincerely,

Susan Tunick
President

Friends of Terra Cotta/New York State
c/o Tunick, 771 West End Avenue 10E
New York, New York 10025
212/932-1750

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel 212-614-9107 fax 212-614-9127 e-mail hdc@hdc.org

September 10, 2008

Hon Robert Tierney, Chair
Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Dear Commissioner Tierney.

The Historic Districts Council respectfully requests that the Landmarks Preservation Commission act to designate the former Interborough Rapid Transit Powerhouse located at 59th Street and Eleventh Avenue as an individual New York City landmark. This monumental structure was completed in 1904 by Stanford White and is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 104 years ago, it was the largest powerhouse in the world, which provided the energy needed to run the subway which in turn created the modern city of New York.

Although the building ceased producing electricity for the subway in 1959, it has remained in service since then, most recently providing steam for residents in the area. It has been publicly considered for landmark status twice in the past 30 years, once in 1979 and again in 1990. Both times Con Edison, the then-owner, objected and the designation efforts floundered, although not on the merits of the designation.

HDC asks that the Landmarks Commission once again consider this remarkable, significant building as a potential landmark. Since 1990, circumstances have changed and the City once again owns the structure. Furthermore, in the past few years., we have unfortunately seen three outstanding industrial powerhouses either demolished or defaced for new development. The IRT Powerhouse is now one of the last remaining survivors of the critical industrial network which built our city. Please act now before we lose this important, attractive building to the creeping sea of glass towers which are spring up like shiny cat tails around our waterfront.

Sincerely,

Simeon Bankoff
Executive Director

LANDMARK WEST!

THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

January 5, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse)
Eleventh Avenue between 58th and 59th Streets, Manhattan

Dear Chair Tierney:

Please schedule a public hearing at the Commission's earliest opportunity for the IRT/ConEd Powerhouse on Manhattan's West Side.

This monumental structure, designed by McKim Mead & White and opened as the original powerhouse for the IRT subway in 1904, is a landmark by any standard. It stands as a testament to the uplifting, civic-minded architecture of the City Beautiful movement on a par with such beloved (and designated) New York City Beaux-Arts buildings as the New York Public Library, the Metropolitan Museum of Art and the Farley Post Office.

The Landmarks Preservation Commission first considered the Powerhouse for designation in 1979 (hearings were held in 1979 and the early 1990s but the building remains on the Commission's list of heard-but-never-designated list), when it described the building's significance as "the most monumental building associated with the subway system in New York City."

> This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time...In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life.

In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and National Registers of Historic Preservation.

Over the past 100-plus years, the building has survived several transitions in use and technology with physical changes that are minor in relation to its vast scale. This endurance is a tribute to the structure's adaptability and sustained value to our city.

We look forward to testifying in support of designation of the IRT/ConEd Powerhouse in the near future. Thank you very much for your consideration.

Sincerely,

Arlene Simon
President

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

The Municipal Art Society of New York

MASNYC

Voice for the future of our city.

March 10, 2009

Honorable Robert B. Tierney, Chairman
NYC Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Re: Former IRT Powerhouse (now Con Ed Powerhouse), 600 West 59th Street
New York, NY

Dear Chairman Tierney,

The Preservation Committee of the Municipal Art Society supports the nomination to designate the Con Edison Powerhouse, formerly the Interborough Rapid Transit (IRT) Powerhouse, located on the block bounded by 11th Avenue, 59th Street, 12th Avenue, and 58th Street. The powerhouse, which has appeared before the Commission twice before, is an important reminder of an extraordinarily innovative time in the history of New York City's development, in addition to having irrefutable architectural significance. MAS specifically identified the IRT Powerhouse as a resource that "should be considered of exceptional historic and architectural significance" in the scoping comments of the Riverside South Supplemental Environmental Impact Statement, and we believe it should be protected as a NYC individual landmark.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and it is currently in the service of Con Edison. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building.

MAS has made a longstanding commitment to the preservation of New York City's industrial heritage. Unfortunately, the city has recently lost the Waterside No. 2 Power Station and the Kent Avenue Power Plant, historic structures equally noteworthy as the IRT powerhouse. MAS' Preservation Committee supports the request to recognize the historic and architectural significance of the IRT Powerhouse and to protect it from demolition and insensitive renovations. We are particularly concerned about the extant original circa-1904 smokestack which we understand Con Ed may soon dismantle. We therefore urge the commission to ensure, without delay, the protection of one of the last remaining buildings of this type and scale left in New York City.

Sincerely,

Charles Platt

Charles A. Platt
Co-Chair
MAS, Preservation Committee

Judith Saltzman

Judith Saltzman
Co-Chair
MAS, Preservation Committee

THE MUNICIPAL ART SOCIETY OF NEW YORK
457 MADISON AVENUE
NEW YORK, NY 10022

T 212 935 3960
F 212 753 1816

MAS.org

THE NEW YORK
LANDMARKS
CONSERVANCY

December 18, 2009

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York NY 10007

Re: Interborough Rapid Transit Powerhouse now Con Ed Powerhouse

Dear Chairman Tierney:

We know that the Commission has on two separate occasions considered conferring individual landmark status to the former Interborough Rapid Transit Powerhouse at Eleventh Avenue and 59th Street. We strongly believe that now, under your leadership, it is time for the Commission to once again review the merits of this extraordinary building.

We understand that the building has been altered, as have the vast majority of landmarks, but this particular property possesses so many attributes that make it a landmark. It was built in 1899 as the most monumental building constructed for the NYC subway system; the facades were designed by Stanford White of McKim Mead and White and is a rare example of that firm's industrial designs; and it is an important link to a chapter in our history when the architectural legacies of ancient Rome and Greece were combined with the latest engineering advances of their day.

This magnificent Beaux-Arts masterpiece is visually a landmark if not yet an official Landmark. The Commission's own report from 1979 states that the building is "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893".

The alterations, including the missing cornice are minor compared to what survives. Namely, the imposing terra-cotta and brick facades and the enormous smoke stack. We urge you to bring this back in front of the Commission and once and for all do what should have been done many years ago. Designate the powerhouse a city landmark.

Sincerely,

Peg Breen
President

Cc: Kevin Burke

One Whitehall Street, New York NY 10004
tel 212 995.5260 fax 212 995.5265

THOMAS DUANE
SENATOR, 29TH DISTRICT
ASSISTANT MINORITY LEADER FOR POLICY AND ADMINISTRATION
RANKING MINORITY MEMBER
INVESTIGATIONS
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THE SENATE
STATE OF NEW YORK
ALBANY

PLEASE RESPOND TO
❑ 322 EIGHTH AVENUE
SUITE #1700
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❑ ROOM 808
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
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FAX (518) 426-6846

DUANE@SENATE.STATE.NY.US

October 8, 2008

Honorable Robert Tierney, Chair
New York City Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Bob

Dear Commissioner Tierney,

I am writing to encourage the New York City Landmarks Preservation Commission (LPC) to consider the Interborough Rapid Transit Powerhouse (IRT Powerhouse), located at 600 West 59th Street in Manhattan, for designation as a New York City landmark.

The IRT Powerhouse is both historically and architecturally significant. Constructed in 1904 by Stanford White, the IRT Powerhouse was the largest steam-driven powerhouse ever built and provided energy to run and maintain the city's first subway system. The powerhouse's energy contribution was a crucial element in the development and industrial evolution of the modern city of New York. Although the powerhouse has not produced electricity for the subway system since 1959, it has been consistently utilized in different ways to serve the residents of New York City.

The IRT Powerhouse is also notable for its magnitude and architectural style. Not only does it occupy an entire city block adjacent and rise more than 100 feet high, but its roof and walls are contoured to appear perfectly symmetrical. The most notable architectural achievement, however, is not the sheer size but rather the application of Beaux-Arts style to a utilitarian building. The façade is ornamented with arched windows and enriched by an intricate cornice. The detailing is infused with delicate patterns which provide a sharp contrast to the initial purpose. Architecturally, the building is a visible paradox that juxtaposes ornamentation and functionality.

In the past few years, three architecturally and historically significant powerhouses have been demolished or altered. It would be unfortunate to leave one of the last such powerhouses in New York City vulnerable to new development. Thus I strongly recommend that the IRT Powerhouse be favorably considered for the landmark designation at this time and I urge LPC to act swiftly to ensure its preservation.

Sincerely,

Tom

Thomas K. Duane
New York State Senate
29th District

New York University
A private university in the public service

College of Arts and Science
Department of Art History
Silver Center, 303
100 Washington Square East
New York, NY 10003-6688
Telephone: (212) 998-8180
Fax: (212) 995-4182

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partner's had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke Rover. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. here, a great powerhouse worked in a simple but

comprehensible façade. This is a great work, a monument to the new era. Easily returned to its original appearance, the IRT powerhouse will become a treasure to the neighborhood.

Yours truly,

Mosette Broderick

Mosette Broderick

Director, Urban Design and Architectural Studies Program, NYU
Clinical Associate Professor, Art History

Platt Byard Dovell White
Architects LLP

20 West 22nd Street
New York, NY 10010
P 212·691·2440
F 212·633·0144
pbdw@pbdw.com

May 19, 2009

Hon. Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

re: IRT Powerhouse
11th Avenue & 59th Street
Manhattan

Dear Commissioner Tierney:

I am writing in support of individual designation of the IRT Powerhouse, a mature design by Stanford White of McKim, Mead & White.

The powerhouse is worthy of designation at a number of levels. It is one of about five industrial buildings or complexes attributable to White, making it a relatively uncommon commission in his vast and glittering portfolio. It is also a rare example of someone hiring an architect of considerable stature for a utility structure. Clearly there was something about that commission that made it important to both the architect and the client and each of them ended up with an extremely beautiful building. The architect's attention is evident in the overall grace of the elevations and their astonishing richness of material and detail. The idiom of classical architecture humanizes the monumental structure at the same time that the massive size of individual ornamental elements confirms White's mastery of scale. Take a pair of binoculars over to Eleventh Avenue and enjoy the feast!

Protection of this structure serves a civic purpose and will yield public benefits outweighing any modest inconvenience to the owner. I strongly urge the Commission to designate the IRT Powerhouse.

Sincerely,

Samuel G. White, FAIA

Charles A. Platt FAIA
Ray H. Dovell AIA
Samuel G. White FAIA

Annie Hedford Smith AIA
[illegible] AIA/LEED AP
[illegible] AIA

[illegible] AIA
[illegible] AIA
[illegible] AIA/LEED AP
[illegible] AIA

Riverside South Planning Corporation

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March 10, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to request that you hold a hearing on designating the 59th Street IRT Powerhouse as a NYC landmark. I understand that the Commission has on two separate occasions considered conferring individual landmark status to the building, and that the building is a good candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between Tenth Avenue and the West Side Highway. McKim Mead & White designed this massive public building. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as the New York Library, the Metropolitan Museum of Art and the Farley Post Office. Consolidated Edison took over the facility in 1960 and continues to use it to generate energy, but only occupies approximately 12% of the interior space today.

When the Landmarks Preservation Commission first considered the Powerhouse for designation in 1979, it described the building's significance as "the most monumental building associated with the subway system in New York City" and "This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time." In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and national Registers of Historic Preservation.

During the past fifteen years the area surrounding the Powerhouse has been transformed with the creation of the Hudson River Park and Riverside Park South, expansion of John Jay College immediately east of the Powerhouse, and a very significant increase in residential properties nearby. Most immediately the City Planning Department is considering development proposals for the blocks immediately to the north and south of the Powerhouse. We are concerned that the decisions of City Planning should fully reflect the landmarking qualities of the Powerhouse, and will only do this if the Landmarks Preservation Commissions fully documents those qualities through the designation process.

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

Because Consolidated Edison utilizes only a small portion of the interior space in the Powerhouse, we are also interested in the adaptive re-use of the Powerhouse as a public space, a community and/or cultural center. We have requested the NYCEDC to evaluate replacing the power produced by the Powerhouse with power produced by new energy efficient cogeneration – to define the fuel savings and energy efficiency, the economics and the space requirements of a cogeneration plant. We have also requested that City Planning require the appropriate developer to study the possibility of locating the cogeneration below grade between 59th and 60th Streets (the Extell property) or, alternatively, between 57th and 58th Streets (the Durst property). However, we do not think the designation of the exterior of the Powerhouse as a landmark should be dependent on the outcome of efforts to change the use of the interior of the Powerhouse.

We urge you to re-activate the consideration of designating the 59th Street IRT Powerhouse as a NYC landmark as soon as possible.

Sincerely,

Paul J. Elston

Paul J. Elston, President

CC: Kevin Burke, President Con Edison

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

460 West 34th Street, New York, NY 10001 Tel 212 967 5100 Fax 212 967 5588

May 6, 2009

Hon. Robert B. Tierney
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th floor
New York, New York 10007

Robert A.M. Stern Architects

Dear Commissioner Tierney:

I am writing to lend a strong voice of support for the proposed landmark designation of the Interborough Rapid Transit (IRT) power station, occupying virtually the full block bounded by West Fifty-eighth and Fifty-ninth Streets, Eleventh and Twelfth Avenues, in Manhattan. With an exterior designed in 1902 by Stanford White, the building not only represents an important work from the final stage of White's career but also stands as a testament to the enlightened aesthetic ambitions of the IRT's founders. The power station deserves the same landmark status that now safeguards Heins & La Farge's IRT control house (1904) on Seventy-second Street and Broadway and twelve of the forty-nine original IRT subway stations.

The power station has been owned and operated since 1959 by Con Edison, who have been largely indifferent to the building's value as a work of industrial architecture, stripping away its cornice almost thirty years ago and recently demolishing the last of the original tapered smokestacks. The preservation case for the power station has been placed before the commission for consideration twice, most recently in 1990. Since then, as the landscape of the west side has been transformed by the construction of high-rise apartment towers, its unique features have become more prominent to the public than ever before — it is visible from the elevated highway along the river and provides virtually the only visual and scalar relief from the new neighborhood that surrounds it. With the loss of the Waterside No. 2 and Kent Avenue power stations, it is the only building of its stature in the city — an incomparable monument to the age of coal and steam. As Con Edison slowly winds down activity at the plant, there is every reason to fear that the power station will meet the same fate that befell the Waterside and Kent Avenue plants.

But the loss of White's IRT power plant would be a very serious blow. It is a powerful work of industrial architecture by an architect who is frequently dismissed as one only concerned with houses for the rich — but who, together with his partners, in reality also successfully took on all sorts of projects including those of heavy industry. In London, England, one of the great Thames-side power stations is now a world-famous museum — Tate Modern — while its companion powerhouse, at Battersea, is being considered as the centerpiece of a new mixed-use development.

By virtue of its vast interior spaces, its location, and its compelling industrial beauty, the power station is poised not only to continue with its original functional mandate but should Con Edison move on, it has the potential to serve us in many other ways. It is easy to imagine it entering a new phase of life as an amenity for the entire city--a museum, a mixed-use center — who can predict? But one thing is certain, it needs to be preserved. I urge you not to let the opportunity to protect this building pass the commission by a third time.

Sincerely,

Robert A. M. Stern, FAIA

RAMS/ftjp

ROEBLING CHAPTER
Society for Industrial Archeology

www.roeblingSIA.org

Reply to 40 W. 77th Street, New York, New York 10024, PreserveIA@aol.com, 917-709-5291

April 3, 2009

Robert Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Dear Mr. Tierney:

The Roebling Chapter, Society for Industrial Archeology supports landmarking the Interborough Rapid Transit Power House at 59th Street and Eleventh Avenue.

The IRT Powerhouse was the largest steam-driven power house in the world when it opened in 1904 to drive New York's first subway. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country.

One mark of its technological significance—and the size of the equipment—is that the collection of the Smithsonian Institution holds one piston—one piston!--rescued from these massive engines. A model of the power house was part of the permanent exhibition in the National Museum of American History until its recent renovation, greeting all visitors who entered.

We ask the Landmarks Preservation Commission to ensure that this piston and model will not be all that remains of this palazzo of power. Please ensure that it is not added to the list of those we mourn, a list that has grown too long with the recent losses of the Kent Avenue Power House, the Long Island City Power House, and Waterside 1 and 2. We urge you to designate it a New York City Landmark.

Sincerely,

Mary Habstritt, Chair
Preservation Committee

cc: The Powerhouse Group

Your action will be very timely. The Department of City Planning is considering the plan for the Extell property immediately north of the Powerhouse, and we expect a ULURP to begin before the end of the year. Timely approval of this designation is required to make sure the special landmark-worthy characteristics of the Powerhouse are reflected in the plan.

Together, we urge you to vote "aye" to give the IRT Powerhouse official landmark status at last.

Sincerely,

Susan Tunick
President
Friends of Terra Cotta

Kate Wood
Executive Director
Landmark West!

Simeon Bankoff
Executive Director
Historic Districts Council

Jeff Sholeen
President
Metropolitan Chapter of
The Victorian Society of America

Jimmy Finn
Co-Founder
Hudson River Powerhouse Group

Lisa Kersavage
Senior Director for MAS Advocacy and Policy
Municipal Art Society of New York

Paul Gunther
President
Institute of Classical Architecture
& Classical America

Peg Breen
President
New York Landmarks Conservancy

Paul J. Elston
President
Riverside South Planning Corporation

Mary Habstritt
Preservation Chair
Roebling Chapter,
Society for Industrial Archaeology

cc. Hon. Fred Bland; Hon. Stephen Byrns; Hon. Diana Chapin; Hon. Joan Gerner; Hon. Roberta Brandes Gratz; Hon. Christopher Moore; Hon. Margery Perlmutter; Hon. Elizabeth Ryan; Hon. Pablo Vengoechea; Hon. Roberta Washington

Encls.

FRIENDS OF TERRA COTTA

HISTORIC DISTRICTS COUNCIL

HRPG

INSTITUTE OF CLASSICAL ARCHITECTURE & CLASSICAL AMERICA

METROPOLITAN CHAPTER OF THE VICTORIAN SOCIETY IN AMERICA

LANDMARK WEST!

The Municipal Art Society of New York MAS NYC

THE NEW YORK LANDMARKS CONSERVANCY

Riverside South Planning Corporation

ROEBLING CHAPTER
Society for Industrial Archeology

July 7, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Former IRT Powerhouse, West 58th-59th Street, between Eleventh and Twelfth Avenues

Dear Chair Tierney:

Congratulations and thank you for scheduling a public hearing on July 14, 2009, to consider designating the former Interborough Rapid Transit (IRT) Powerhouse as an official New York City Landmark. This will be the third designation hearing on this monumental Beaux-Arts building, designed by McKim, Mead & White and opened in 1904 to provide electricity for New York's first subway system. Current owner Consolidated Edison's recent removal of the last surviving original smokestack underscores the urgency of acting now to finally grant the Powerhouse the landmark protection it so justly deserves.

The Powerhouse remains one of our city's most compelling examples of early 20th-century industrial design. In a significance statement issued for one of its prior designation hearings, the Landmarks Commission called the Powerhouse "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement...which held that public improvements could beautify American industrial cities." The building's potential to serve as a public amenity, enriching the lives of all New Yorkers and visitors to the city, survives to this day.

Enclosed is a copy of a report recently completed by graduate students in Columbia University's Master's Program in Historic Preservation, "Preserving the Former IRT Powerhouse: A Preservation Plan," together with copies of letters from leading architectural historians, preservation advocates and public officials. All agree that this monumental Beaux-Arts building is a "masterpiece," "a great work, a monument to the new era," "uplifting, civic-minded," "one of only a handful of great powerhouses remaining in the five boroughs," "the largest powerhouse in the world" when it opened in 1904, "extraordinary," "an integral piece of New York City's architectural and transportation history," "a stunning combination of structural practicality and esthetic brilliance."

Over, please

LP-2374

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, November 16, 2009 9:00 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: claudette.Brady@bedfordcornershistoricdistrict.org
[mailto:claudette.Brady@bedfordcornershistoricdistrict.org]
Sent: Tuesday, November 10, 2009 1:49 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
TYPE YOUR NAME HERE

AIA New York Chapter

The Founding Chapter of The American Institute of Architects

July 9, 2009

Chair Robert Tierney
Landmarks Preservation Commission
1 Centre Street, 9th floor
New York NY 10007

Dear Chair Tierney,

On behalf of the New York Chapter of the American Institute of Architects, and its 4,300 architect and public members, we are writing to express our strong support for the individual designation of the Interborough Rapid Transit Powerhouse. Designed by the renowned architect Stanford White of McKim, Mead & White, the IRT Powerhouse is worthy of designation not only for its architectural merit but as a significant example of the development of New York City's infrastructure.

At the time of its completion in 1904, the IRT Powerhouse was the largest powerhouse in the world and provided power to the first subway line in New York. One of the few infrastructure buildings designed by White, the IRT Powerhouse is an unusual example of the architect's work and is among the most imposing of his projects. The building exemplifies White's Beaux-Arts style, with its elegant arcaded composition and Classical and Renaissance-inspired details. Many of these architectural elements survive today. Unfortunately, demolition has destroyed all of the original smokestacks that were integral to the expression of the building. In March of this year, the last smokestack from 1904 was removed.

The IRT Powerhouse is both a great work of architecture and an important part of the history of rapid transit in New York. As noted in a previous Landmarks application, "by commissioning such a grand design for a very functional purpose, the IRT Company was visually expressing its belief in the greatness, usefulness, and civic importance of this new mode of transportation." The IRT transformed what could have been an ordinary industrial building into the flagship power station of its day, and in doing so, asserted the civic role of architecture and created a monument to New York City's subway system.

We strongly urge the Commission to designate the IRT Powerhouse.

Sincerely yours,

Sherida Paulsen, FAIA
2009 Chapter President

Fredric Bell, FAIA
Executive Director

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e-mail: info@aiany.org
web site: www.aiany.org

Lorraine Roach-Steele

LP-2374

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, April 03, 2012 8:59 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

FTR

Emily Rich
Public Information Officer
1 Centre St., 9th Fl. | New York, NY 10007
p: 212.669.7817 | f: 212.669.3844 | erich@lpc.nyc.gov | info@lpc.nyc.gov

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-----Original Message-----
From: Mak221@aol.com [mailto:Mak221@aol.com]
Sent: Monday, April 02, 2012 6:38 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

AS AN UWS RESIDENT FOR OVER 40 YEARS, I URGE YOU TO SAVE THIS BUILDING.

ALTHOUGH THERE ARE BETTER USES, AT THE LEAST, TURN IT INTO CONDOS.

ONCE IT'S GONE, IT'S GONE FOREVER.

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
TYPE YOUR NAME HERE

LP-2374

Emily Rich

From: vegekate@aol.com
Sent: Wednesday, June 16, 2010 10:00 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Dear Chair Tierney:

Thank you for taking the time to read my thoughts. Since I have seen the many beautiful buildings we have lost in NYC I dont want to be witness to another. This incredible building must be landmarked please.

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Kate Schmidt

MBB

HOBART
AND
WILLIAM SMITH
COLLEGES

August 27, 2009

Robert B. Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor,
New York City, New York 10007

Dear Mr. Tierney,

I write in support of granting landmark status to the IRT powerhouse. As someone who has written extensively about the history of the subways, I have long been aware of this structure's significance.

As a creation of McKim, Mead and White, the powerhouse is a living reminder that buildings that serve an ostensibly utilitarian purpose do not have to be built in a utilitarian way. The powerhouse has a magnificence that ennobles the urban landscape and merits preservation. Beyond that, the powerhouse played a critical role in the evolution of the electrical engineering of early rapid transit, which was being radically transformed in the 1890s when the city's first subway was being planned. Without the powerhouse, it simply would not have been possible for the 1904 IRT subway to have been developed as the high-speed, high capacity transportation line that it was. The Columbia planning & historic preservation students' report, *Preserving the Former IRT Powerhouse*, well documents this structure's importance.

I urge the Landmarks Preservation Commission to give the powerhouse landmark status.

Cordially,

Clifton Hood
Professor of History

RECEIVED
SEP - 3 2009

Geneva, New York 14456 | P (315) 781-3000
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COMMUNITY BOARD 7 Manhattan

March 27, 2009

Hon. Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Ms. Mary Beth Betts
Director of Research
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Re: IRT/Con Ed Powerhouse at 59th Street and Hudson River

Dear Commissioner Tierney and Ms. Betts:

We write on a matter of extreme urgency regarding the imminent demolition of what may be the only surviving original smokestack of the IRT/Con Ed Powerhouse at 59th Street and the Hudson River. ConEd has a permit for the demolition and is apparently undertaking demolition now. We urge LPC to take all possible steps to preserve the *status quo* pending a designation hearing.

Our Parks & Preservation Committee, at its March 2009 meeting, agreed to recommend that our Full Board adopt a resolution seeking the designation of the Powerhouse as an individual landmark, and we expect to send such a resolution to you promptly after our April 2009 Full Board meeting. We expect to join our voice to those of many others, including Community Board 4, numerous elected officials, LandmarkWest!, etc. who have urged the designation of the Powerhouse.

As you know, the Riverside South development in our District is a post-industrial landscape being adapted for modern residential and other uses. We are starting a ULURP review of the proposal for the build-out of the southernmost parcel of Riverside South, for which a mixed use development called Riverside Center is being proposed. The Powerhouse is located immediately to the south of this parcel. Its industrial history is integral to its architectural, social and geographic context, including the Riverside Center parcel. The loss of what appears to be the Power House's last remaining original smokestack because of lack of timely action would be an unnecessary tragedy to the preservation movement.

Very truly yours,

Helen Rosenthal

Rosenthal, Chairperson

Lenore Norman & Klari Neuwelt
Co-Chairpersons, Parks and Preservation Committee

Cc: Borough President Scott M. Stringer
Council Member Gale A. Brewer
Community Board 4/ Manhattan
LandmarkWest!

250 West 87th Street New York, NY 10024-2706
Phone: (212) 362-4008 *Fax:*(212) 595-9317
Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

GALE A. BREWER
COUNCIL MEMBER, DISTRICT 6
MANHATTAN

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FAX (212) 513-7717

gale.brewer@council.nyc.ny.us
www.nyccouncil.info

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PARKS & RECREATION

October 22th, 2008

Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioner Tierney:

I write to express my support for the designation of the IRT Powerhouse at 59th Street ("the Powerhouse") as a New York City landmark. The city-owned Powerhouse is a truly remarkable building. It is an architectural and historic gem, and by these standards already a landmark. I urge the Commission to make it official.

The Powerhouse is a spectacular example of Beaux Arts architecture executed on the grandest scale. It is one of only a handful of great powerhouses remaining in the five boroughs, and the only one of its size left in Manhattan. What is more, the Powerhouse is one of the few remaining public buildings on the West Side that is worthy of Landmark status, but nevertheless remains unprotected.

As you know, this section of Manhattan is changing. Development between Riverside South and the Clinton community has increased rapidly in recent years and the number of buildings under construction is at once promising and disconcerting. The Powerhouse must not fall victim to the aesthetic whim or economic might of a few.

In designating the Powerhouse a landmark, the Commission also preserves the building's potential use as a public space. New Yorkers are constantly seeking new venues in which to gather, exhibit, and perform. Eventually, the Powerhouse will cease to serve as a suitable power plant for its current lessee, Consolidated Edison. At that time, the building's interior could be renovated, its halls re-imagined, and its grandeur restored. Only by designating the building a landmark now can we ensure that it will be available to serve the public in the future.

The need to preserve historically significant buildings and a dearth of large, enclosed, public space are two of my constituents most frequently expressed concerns. Protecting the Powerhouse squarely addresses these concerns. In the interests of my constituents, all New

Yorkers, our visitors and our posterity, and I urge you to designate this building a New York City landmark.

Sincerely,

Gale A. Brewer

Gale A. Brewer

Cc: Robert Benfatto, District manager, Community Board 4
Gary Barnett, President, Extell Development
Paul J. Elston, Riverside South Planning Corporation

Davis Brody Bond Aedas

26 June 2009

Hon. Robert B. Tierney, Chair
New York Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Re: West 59th Street IRT Power Station

Dear Commissioner Tierney:

On behalf of the Partners and Principals of Davis Brody Bond, I am writing to express support for the proposed landmark designation of McKim, Mead and White's Interborough Rapid Transit (IRT) power station. Built in an expansive period of New York's growth, this structure represents an important milestone in the City's consciousness of its infrastructure. The development of the City's mass transit system was a democratic act, enabling its citizens freedom of movement previously limited to the wealthy, and enabling the continued expansion of the city's urban core and residential neighborhoods. The IRT's founders dignified their system with structures that reflected their ambitions, which has been recognized by the Landmarks Preservation Commission through its earlier designations of the Heins & La Farge's control houses at 72nd Street and at Battery Park, and of twelve of the original underground stations of the system.

As a piece of the urban fabric, the Powerhouse stands as a reminder of a time when Manhattan was a working harbor, its riverfronts lined with piers, and with industrial buildings lining its banks. Now, much of that history has disappeared, as high rises take over rail yards, and neighborhoods reach out toward the river and to the amenities it offers. But just as the High Line further downtown has been re-purposed, celebrating its industrial past and invigorating its surroundings, the Powerhouse could do the same for this area of the West Side. Located between the island's edge and the residential neighborhood to the north and east, the Powerhouse stands poised to serve as both a physical and a metaphorical connection to the revitalized riverfront.

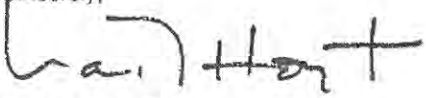
As a structure, the Powerhouse's sheer size guarantees its importance to the cityscape, even with the removal of its original smokestacks. In recent years we have lost other examples of buildings of this era and building type, making the case for the Powerhouse's designation more poignant and essential. The exterior, designed in 1902 by Stanford White, expresses, in architectural terms, the importance of this building to both its owners, and to the public it served. It is a significant and unusual work of an architect whose contributions to the City's fabric are more often thought of in terms of individual gems for the elite. White took on this commission and brought a human scale to this massive building through his mastery of classical architecture. Its interior spaces include grand halls, once lined with generating equipment, but now ripe with possibilities for civic uses.

Davis Brody Bond LLP
Architects and Planners
315 Hudson Street
New York, NY 10013

Tel +1.212.633.4700
Fax +1.212.633.4760
info@davisbrodyaedas.com
www.davisbrodyaedas.com

As this building's industrial purposes wane, the potential which it offers to the City grows. Its location, its vast interior spaces, and its embodiment of the spirit of its age, all provide opportunities for the Powerhouse to be an amenity not only to the residential neighborhood now surrounding it, but to the City as a whole. Examples of industrial buildings which have been adapted to new uses are celebrated in cities around the world; the Tate Modern in London, the Gare d'Orsay in Paris, and the Ferry Building in San Francisco are just a few examples. As New York celebrates PLANYC 2030, adaptive re-use of this enormous structure would represent a significant contribution to the City's sustainable future. The protection of the building will preserve these civic benefits, and I urge the Commission to designate the Powerhouse.

Sincerely,



Nathan Hoyt, FAIA
Principal / Director of Interiors

DRAKE
DESIGN
ASSOCIATES

Re: IRT Powerhouse, 59th Street and 11/12th Avenues

Dear Commissioner Tierney:

I am writing to add my name to the growing list of supporters of the proposed landmarks designation for the IRT Powerhouse at 59th Street and 11th/12th Avenues.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and now Con Edison. Though the original smokestacks have been leveled—the last one was dismantled this past spring—and the elaborate cornice was removed under Con Edison's stewardship, the remaining ornate Beaux-Arts detail on the exterior and the massive scale ensure that this remains one of New York City's greatest industrial buildings.

This fantastic structure's architectural merit alone warrants landmark status. However, it is also a cultural asset that could make it one of the top destinations in the city. By recognizing its distinction and helping to insure its survival, it becomes possible for the most creative people in our city to imagine new uses for it. The Powerhouse can be compared to the Tate Modern museum in London which has become one of the great cultural spaces in the world and an attraction for nearly five million visitors each year. It has come to represent a new generation of cultural vitality and global relevance for London. Re-imagined, the Powerhouse has the potential to do the same for New York.

I urge the Landmarks Preservation Commission to ensure that this great structure be protected and enjoyed by future generations and not added to the list of those similar buildings that have been forever lost such as the Kent Avenue Powerhouse, the Long Island City Powerhouse, and Waterside 1 and 2.

Sincerely,

Jamie Drake

315 EAST 62ND STREET NEW YORK NEW YORK 10065 tel 212 754 3099 fax 212 754 4389

FRIENDS OF THE HIGH LINE

529 WEST 20TH STREET SUITE 8W NEW YORK, NY 10011 T (212) 206-9922 F (212) 206-9118 INFO@THEHIGHLINE.ORG WWW.THEHIGHLINE.ORG

August 28, 2008

Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioners:

I write to express my support for the proposal to grant landmark designation to the building located at 600 West 59th Street, Manhattan ("the IRT Powerhouse"). Obtaining landmark status for the IRT Powerhouse is necessary to preserve one of the few remaining Beaux Arts power plants in New York City.

I have had the opportunity to speak with the members of The Powerhouse Group, the organization spearheading the proposal for landmark designation, on several occasions and have been impressed by their dedication to saving this incredible building. That dedication is well placed. Even by New York City standards, this historically-significant and architecturally exceptional building is worthy of protection. An integral piece of New York City's architectural and transportation history, the IRT Powerhouse stands as a reminder of a time in New York when even the most mundane building was designed to inspire. As you can see from the landmark proposal, the building is, in a word, magnificent. By any measure it exceeds the definition of a New York City Landmark.

As a Co-Founder of Friends of the High Line, I was particularly interested to learn how integral Manhattan's west side rail network was to the operation of The Powerhouse, bringing coal and supplies to the Powerhouse to enable it in turn to power the subways. The freight trains that ran on the High Line passed directly in front of the Powerhouse on Eleventh Avenue en route to the slaughterhouses and factories downtown.

Designating this building a landmark will achieve more than just the preservation of stone and terra cotta. If and when the landmark application succeeds, the Powerhouse Group hopes to work with the city to transform the IRT Powerhouse into public space. The Powerhouse Group imagines a neighborhood institution drawing residents and visitors alike. This is a goal that I can fully support.

My work on the High Line has given me an intimate understanding of what it takes to turn a land use idea into a reality. Foremost of what I have learned is that an idea as ambitious as The Powerhouse Group's requires the support of public officials, whether members of the Landmarks Preservation Commission, the Department of City Planning, the City Council, or the Mayor's office. Absent your support and the support of so many other committed public servants, the High Line would have been little more than an interesting idea.

I urge you to designate this building a New York City landmark so that it might survive for another 100 years to once again serve the public. If you see, as I do, the enormous potential of this idea, I think your decision will be an easy one. Thank you for your time and consideration.

Highest Regards,

Robert Hammond

FRIENDS OF TERRA COTTA

February 24, 2009

Robert B. Tierney, Chair
Landmarks Preservation Commission
100 Centre Street, 9th floor
New York, NY 10007

Dear Chairman Tierney,

Friends of Terra Cotta urges the Landmarks Preservation Commission to calendar the 1904 IRT Powerhouse at 59th Street and 11th avenue for a designation hearing. The significance of this remarkable structure goes beyond its superb terra cotta and brick exterior. This was the site where coal was used to generate all the electricity needed to run New York's original subway line. A number of the original stations and several kiosks have been landmarked and it is highly appropriate that the source of the power that made the system work be considered for designation as well.

Stanford White of McKim, Mead and White was responsible for the richness of texture and plasticity in ornamentation. The National Trust publication, *Master Builders* comments on this architectural firm stating: "Working within the conventions of the 19th-century idealist formalism with its allusions to the architecture of the past, McKim, Mead and White represented the most generous realization of the triad of commodious planning, sound construction and visual delight first propounded by the Roman writer on architecture Vitruvius in the first century B.C."

The structure is surprisingly intact for its age and the smokestacks (six originally and now two, one of which is original) are the most obvious change to the building. We understand that Con Edison is the current owner and with their very poor record of building stewardship (they have been tearing down structures in a number of boroughs) the future of the Powerhouse is a great concern to the community and to residents throughout the city. It was with great frustration (and broken promises from Con Edison about saving important architectural elements) that New Yorkers watched the destruction of the East Side Con Edison Power Plants during the last year.

Please take this matter under serious consideration before another very significant part of our architectural heritage becomes rubble.

Sincerely,

Susan Tunick
President

Friends of Terra Cotta/New York State
c/o Tunick, 771 West End Avenue 10E
New York, New York 10025
212/932-1750

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel 212-614-9107 fax 212-614-9127 e-mail hdc@hdc.org

September 10, 2008

Hon Robert Tierney, Chair
Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Dear Commissioner Tierney.

The Historic Districts Council respectfully requests that the Landmarks Preservation Commission act to designate the former Interborough Rapid Transit Powerhouse located at 59th Street and Eleventh Avenue as an individual New York City landmark. This monumental structure was completed in 1904 by Stanford White and is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 104 years ago, it was the largest powerhouse in the world, which provided the energy needed to run the subway which in turn created the modern city of New York.

Although the building ceased producing electricity for the subway in 1959, it has remained in service since then, most recently providing steam for residents in the area. It has been publicly considered for landmark status twice in the past 30 years, once in 1979 and again in 1990. Both times Con Edison, the then-owner, objected and the designation efforts floundered, although not on the merits of the designation.

HDC asks that the Landmarks Commission once again consider this remarkable, significant building as a potential landmark. Since 1990, circumstances have changed and the City once again owns the structure. Furthermore, in the past few years., we have unfortunately seen three outstanding industrial powerhouses either demolished or defaced for new development. The IRT Powerhouse is now one of the last remaining survivors of the critical industrial network which built our city. Please act now before we lose this important, attractive building to the creeping sea of glass towers which are spring up like shiny cat tails around our waterfront.

Sincerely,

Simeon Bankoff
Executive Director

LANDMARK WEST!
THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

January 5, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse)
Eleventh Avenue between 58th and 59th Streets, Manhattan

Dear Chair Tierney:

Please schedule a public hearing at the Commission's earliest opportunity for the IRT/ConEd Powerhouse on Manhattan's West Side.

This monumental structure, designed by McKim Mead & White and opened as the original powerhouse for the IRT subway in 1904, is a landmark by any standard. It stands as a testament to the uplifting, civic-minded architecture of the City Beautiful movement on a par with such beloved (and designated) New York City Beaux-Arts buildings as the New York Public Library, the Metropolitan Museum of Art and the Farley Post Office.

The Landmarks Preservation Commission first considered the Powerhouse for designation in 1979 (hearings were held in 1979 and the early 1990s but the building remains on the Commission's list of heard-but-never-designated list), when it described the building's significance as "the most monumental building associated with the subway system in New York City."

> This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time...In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life.

In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and National Registers of Historic Preservation.

Over the past 100-plus years, the building has survived several transitions in use and technology with physical changes that are minor in relation to its vast scale. This endurance is a tribute to the structure's adaptability and sustained value to our city.

We look forward to testifying in support of designation of the IRT/ConEd Powerhouse in the near future. Thank you very much for your consideration.

Sincerely,

Arlene Simon
President

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

The Municipal Art Society of New York

MAS NYC

Voice for the future of our city.

March 10, 2009

Honorable Robert B. Tierney, Chairman
NYC Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Re: Former IRT Powerhouse (now Con Ed Powerhouse), 600 West 59th Street
New York, NY

Dear Chairman Tierney,

The Preservation Committee of the Municipal Art Society supports the nomination to designate the Con Edison Powerhouse, formerly the Interborough Rapid Transit (IRT) Powerhouse, located on the block bounded by 11th Avenue, 59th Street, 12th Avenue, and 58th Street. The powerhouse, which has appeared before the Commission twice before, is an important reminder of an extraordinarily innovative time in the history of New York City's development, in addition to having irrefutable architectural significance. MAS specifically identified the IRT Powerhouse as a resource that "should be considered of exceptional historic and architectural significance" in the scoping comments of the Riverside South Supplemental Environmental Impact Statement, and we believe it should be protected as a NYC individual landmark.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and it is currently in the service of Con Edison. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building.

MAS has made a longstanding commitment to the preservation of New York City's industrial heritage. Unfortunately, the city has recently lost the Waterside No. 2 Power Station and the Kent Avenue Power Plant, historic structures equally noteworthy as the IRT powerhouse. MAS' Preservation Committee supports the request to recognize the historic and architectural significance of the IRT Powerhouse and to protect it from demolition and insensitive renovations. We are particularly concerned about the extant original circa-1904 smokestack which we understand Con Ed may soon dismantle. We therefore urge the commission to ensure, without delay, the protection of one of the last remaining buildings of this type and scale left in New York City.

Sincerely,

Charles Platt

Charles A. Platt
Co-Chair
MAS, Preservation Committee

Judith Saltzman

Judith Saltzman
Co-Chair
MAS, Preservation Committee

THE MUNICIPAL ART SOCIETY OF NEW YORK
457 MADISON AVENUE
NEW YORK, NY 10022

T 212 935 3960
F 212 753 1816

MAS.org

THE NEW YORK
LANDMARKS
CONSERVANCY

December 18, 2009

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York NY 10007

Re: Interborough Rapid Transit Powerhouse now Con Ed Powerhouse

Dear Chairman Tierney:

We know that the Commission has on two separate occasions considered conferring individual landmark status to the former Interborough Rapid Transit Powerhouse at Eleventh Avenue and 59th Street. We strongly believe that now, under your leadership, it is time for the Commission to once again review the merits of this extraordinary building.

We understand that the building has been altered, as have the vast majority of landmarks, but this particular property possesses so many attributes that make it a landmark. It was built in 1899 as the most monumental building constructed for the NYC subway system; the facades were designed by Stanford White of McKim Mead and White and is a rare example of that firm's industrial designs; and it is an important link to a chapter in our history when the architectural legacies of ancient Rome and Greece were combined with the latest engineering advances of their day.

This magnificent Beaux-Arts masterpiece is visually a landmark if not yet an official Landmark. The Commission's own report from 1979 states that the building is "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893".

The alterations, including the missing cornice are minor compared to what survives. Namely, the imposing terra-cotta and brick facades and the enormous smoke stack. We urge you to bring this back in front of the Commission and once and for all do what should have been done many years ago. Designate the powerhouse a city landmark.

Sincerely,

Peg Breen
President

Cc: Kevin Burke

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tel 212.995.5260 fax 212.995.5768 nylandmarks.org

THOMAS DUANE
SENATOR, 29TH DISTRICT
ASSISTANT MINORITY LEADER FOR
POLICY AND ADMINISTRATION
MAJORITY MEMBER
INVESTIGATIONS
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ALBANY

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DUANE@SENATE.STATE.NY.US

October 8, 2008

Honorable Robert Tierney, Chair
New York City Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Bob

Dear Commissioner Tierney,

I am writing to encourage the New York City Landmarks Preservation Commission (LPC) to consider the Interborough Rapid Transit Powerhouse (IRT Powerhouse), located at 600 West 59th Street in Manhattan, for designation as a New York City landmark.

The IRT Powerhouse is both historically and architecturally significant. Constructed in 1904 by Stanford White, the IRT Powerhouse was the largest steam-driven powerhouse ever built and provided energy to run and maintain the city's first subway system. The powerhouse's energy contribution was a crucial element in the development and industrial evolution of the modern city of New York. Although the powerhouse has not produced electricity for the subway system since 1959, it has been consistently utilized in different ways to serve the residents of New York City.

The IRT Powerhouse is also notable for its magnitude and architectural style. Not only does it occupy an entire city block adjacent and rise more than 100 feet high, but its roof and walls are contoured to appear perfectly symmetrical. The most notable architectural achievement, however, is not the sheer size but rather the application of Beaux-Arts style to a utilitarian building. The façade is ornamented with arched windows and enriched by an intricate cornice. The detailing is infused with delicate patterns which provide a sharp contrast to the initial purpose. Architecturally, the building is a visible paradox that juxtaposes ornamentation and functionality.

In the past few years, three architecturally and historically significant powerhouses have been demolished or altered. It would be unfortunate to leave one of the last such powerhouses in New York City vulnerable to new development. Thus I strongly recommend that the IRT Powerhouse be favorably considered for the landmark designation at this time and I urge LPC to act swiftly to ensure its preservation.

Sincerely,

Tom

Thomas K. Duane
New York State Senate
29th District

New York University
A private university in the public service

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Department of Art History
Silver Center, 303
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Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partner's had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke Rover. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. here, a great powerhouse worked in a simple but

comprehensible façade. This is a great work, a monument to the new era. Easily returned to its original appearance, the IRT powerhouse will become a treasure to the neighborhood.

Yours truly,

Mosette Broderick

Mosette Broderick

Director, Urban Design and Architectural Studies Program, NYU
Clinical Associate Professor, Art History

Platt Byard Dovell White
Architects LLP

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May 19, 2009

Hon. Robert Tierney, Chair
New York Landmarks Preservation Commission
One Centre Street
New York, New York, 10007

re: IRT Powerhouse
11th Avenue & 59th Street
Manhattan

Dear Commissioner Tierney:

I am writing in support of individual designation of the IRT Powerhouse, a mature design by Stanford White of McKim, Mead & White.

The powerhouse is worthy of designation at a number of levels. It is one of about five industrial buildings or complexes attributable to White, making it a relatively uncommon commission in his vast and glittering portfolio. It is also a rare example of someone hiring an architect of considerable stature for a utility structure. Clearly there was something about that commission that made it important to both the architect and the client and each of them ended up with an extremely beautiful building. The architect's attention is evident in the overall grace of the elevations and their astonishing richness of material and detail. The idiom of classical architecture humanizes the monumental structure at the same time that the massive size of individual ornamental elements confirms White's mastery of scale. Take a pair of binoculars over to Eleventh Avenue and enjoy the feast!

Protection of this structure serves a civic purpose and will yield public benefits outweighing any modest inconvenience to the owner. I strongly urge the Commission to designate the IRT Powerhouse.

Sincerely,

Samuel G. White, FAIA

[illegible] A. Platt FAIA
[illegible] FAIA
[illegible] White FAIA

[illegible]

[illegible]
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

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March 10, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to request that you hold a hearing on designating the 59th Street IRT Powerhouse as a NYC landmark. I understand that the Commission has on two separate occasions considered conferring individual landmark status to the building, and that the building is a good candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between Tenth Avenue and the West Side Highway. McKim Mead & White designed this massive public building. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as the New York Library, the Metropolitan Museum of Art and the Farley Post Office. Consolidated Edison took over the facility in 1960 and continues to use it to generate energy, but only occupies approximately 12% of the interior space today.

When the Landmarks Preservation Commission first considered the Powerhouse for designation in 1979, it described the building's significance as "the most monumental building associated with the subway system in New York City" and "This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time." In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and national Registers of Historic Preservation.

During the past fifteen years the area surrounding the Powerhouse has been transformed with the creation of the Hudson River Park and Riverside Park South, expansion of John Jay College immediately east of the Powerhouse, and a very significant increase in residential properties nearby. Most immediately the City Planning Department is considering development proposals for the blocks immediately to the north and south of the Powerhouse. We are concerned that the decisions of City Planning should fully reflect the landmarking qualities of the Powerhouse, and will only do this if the Landmarks Preservation Commissions fully documents those qualities through the designation process.

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

Because Consolidated Edison utilizes only a small portion of the interior space in the Powerhouse, we are also interested in the adaptive re-use of the Powerhouse as a public space, a community and/or cultural center. We have requested the NYCEDC to evaluate replacing the power produced by the Powerhouse with power produced by new energy efficient cogeneration – to define the fuel savings and energy efficiency, the economics and the space requirements of a cogeneration plant. We have also requested that City Planning require the appropriate developer to study the possibility of locating the cogeneration below grade between 59th and 60th Streets (the Extell property) or, alternatively, between 57th and 58th Streets (the Durst property). However, we do not think the designation of the exterior of the Powerhouse as a landmark should be dependent on the outcome of efforts to change the use of the interior of the Powerhouse.

We urge you to re-activate the consideration of designating the 59th Street IRT Powerhouse as a NYC landmark as soon as possible.

Sincerely,

Paul J. Elston

Paul J. Elston, President

CC: Kevin Burke, President Con Edison

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

460 West 34th Street, New York, NY 10001 Tel 212 967 5100 Fax 212 967 5588

May 6, 2009

Hon. Robert B. Tierney
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th floor
New York, New York 10007

Robert A.M. Stern Architects

Dear Commissioner Tierney:

I am writing to lend a strong voice of support for the proposed landmark designation of the Interborough Rapid Transit (IRT) power station, occupying virtually the full block bounded by West Fifty-eighth and Fifty-ninth Streets, Eleventh and Twelfth Avenues, in Manhattan. With an exterior designed in 1902 by Stanford White, the building not only represents an important work from the final stage of White's career but also stands as a testament to the enlightened aesthetic ambitions of the IRT's founders. The power station deserves the same landmark status that now safeguards Heins & La Farge's IRT control house (1904) on Seventy-second Street and Broadway and twelve of the forty-nine original IRT subway stations.

The power station has been owned and operated since 1959 by Con Edison, who have been largely indifferent to the building's value as a work of industrial architecture, stripping away its cornice almost thirty years ago and recently demolishing the last of the original tapered smokestacks. The preservation case for the power station has been placed before the commission for consideration twice, most recently in 1990. Since then, as the landscape of the west side has been transformed by the construction of high-rise apartment towers, its unique features have become more prominent to the public than ever before — it is visible from the elevated highway along the river and provides virtually the only visual and scalar relief from the new neighborhood that surrounds it. With the loss of the Waterside No. 2 and Kent Avenue power stations, it is the only building of its stature in the city — an incomparable monument to the age of coal and steam. As Con Edison slowly winds down activity at the plant, there is every reason to fear that the power station will meet the same fate that befell the Waterside and Kent Avenue plants.

But the loss of White's IRT power plant would be a very serious blow. It is a powerful work of industrial architecture by an architect who is frequently dismissed as one only concerned with houses for the rich — but who, together with his partners, in reality also successfully took on all sorts of projects including those of heavy industry. In London, England, one of the great Thames-side power stations is now a world-famous museum — Tate Modern — while its companion powerhouse, at Battersea, is being considered as the centerpiece of a new mixed-use development.

By virtue of its vast interior spaces, its location, and its compelling industrial beauty, the power station is poised not only to continue with its original functional mandate but should Con Edison move on, it has the potential to serve us in many other ways. It is easy to imagine it entering a new phase of life as an amenity for the entire city--a museum, a mixed-use center — who can predict? But one thing is certain, it needs to be preserved. I urge you not to let the opportunity to protect this building pass the commission by a third time.

Sincerely,

Robert A. M. Stern, FAIA

RAMS/ftjp

ROEBLING CHAPTER
Society for Industrial Archeology

www.roeblingSIA.org

Reply to 40 W. 77th Street, New York, New York 10024, PreserveIA@aol.com, 917-709-5291

April 3, 2009

Robert Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Dear Mr. Tierney:

The Roebling Chapter, Society for Industrial Archeology supports landmarking the Interborough Rapid Transit Power House at 59th Street and Eleventh Avenue.

The IRT Powerhouse was the largest steam-driven power house in the world when it opened in 1904 to drive New York's first subway. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country.

One mark of its technological significance—and the size of the equipment—is that the collection of the Smithsonian Institution holds one piston—one piston!--rescued from these massive engines. A model of the power house was part of the permanent exhibition in the National Museum of American History until its recent renovation, greeting all visitors who entered.

We ask the Landmarks Preservation Commission to ensure that this piston and model will not be all that remains of this palazzo of power. Please ensure that it is not added to the list of those we mourn, a list that has grown too long with the recent losses of the Kent Avenue Power House, the Long Island City Power House, and Waterside 1 and 2. We urge you to designate it a New York City Landmark.

Sincerely,

Mary Habstritt, Chair
Preservation Committee

cc: The Powerhouse Group

for a Certificate of Appropriateness, and there is no room for public participation, even awareness. There seems to be no legal means to compel exterior maintenance or considered review of minor changes for a building that has not been designated. We believe the Commission should, if it is still possible, take immediate action to stop the demolition of this last stack, and must in any case proceed to prompt designation of the powerhouse and full review of all changes and issues of maintenance.

The example of the slow decay of New Brighton Village Hall warns us that even designation will not in itself save a building in the absence of the will to take action, while on the other hand the recent laudable action to save the Windermere from deliberate neglect shows that appropriate and effective action can be taken against an owner much farther away than Con Ed.

Sincerely,

Jean-Daniel Noland
Chair, Manhattan Community Board 4

Edward Kirkland
Chair, Landmarks Committee

c.c.
Council Member Gale Brewer
Community Board 7
Landmark West
Powerhouse Group

Individuals and Organizations Supporting the Landmark Designation of the Former IRT Powerhouse

List in formation, 7/2/09

Letters of support received from:

1. Gale A. Brewer, Council Member, District 6, Manhattan
2. Thomas K. Duane, New York State Senator, 29th District
3. Randall Bourscheidt, President, Alliance for the Arts
4. David Garrard Lowe, President, The Beaux Arts Alliance
5. Nathan Hoyt, FAIA, Principal/ Director of Interiors, Davis Brody Bond Aedas
6. Jamie Drake, Drake Design Associates
7. Robert Hammond, Co-founder; Joshua David, Co-founder, Friends of the High Line
8. Susan Tunick, President, Friends of Terra Cotta
9. Simeon Bankoff, Executive Director, Historic Districts Council
10. Paul Gunther, President, Institute of Classical Architecture & Classical America
11. Arlene Simon, President; Kate Wood, Executive Director, Landmark West!
12. Jean-Daniel Noland, Chair, Manhattan Community Board 4
13. Charles A. Platt, Co-Chair MAS, Preservation Committee; Judith Saltzman, Co-Chair MAS, Preservation Committee, The Municipal Art Society of New York
14. Peg Breen, President, The New York Landmarks Conservancy
15. Mosette Broderick, Director, Urban Design and Architectural Studies Program, NYU, Clinical Associate Professor, Art History
16. Helen Rosenthal, Chairperson; Lenore Norman and Klari Neuwelt, Co-Chairpersons, Parks and Preservation Committee, Community Board 7
17. Samuel G. White, FAIA, Platt Byard Dovell White, Arhitects LLP
18. Paul J. Elston, President, Riverside South Planning Corporation
19. Robert A. M. Stern, FAIA, Robert A. M. Stern Architects
20. Mary Habstrit, Chair, Preservation Committee, Society for Industrial Archaeology, Roebling Chapter

A L L I A N C E *f o r* T H E A R T S
330 West 42nd Street, Suite 1701 New York, NY 10036 212.947.6340 FAX 212.947.6416 *www.allianceforarts.org*

April 9, 2009

Hon Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th floor
New York, NY 10007

Dear Bob:

I am very pleased to add my name and that of the Alliance for the Arts to the growing list of citizens and civic and cultural organizations supporting the formal designation as a New York City Landmark of The IRT Powerhouse.

You and your fellow Commission members and the staff of the Landmarks Commission are well aware of this signature building and its architectural uniqueness. Others more qualified than I to speak of its architectural merit have already indicated their support for granting it landmark status. I will speak of it primarily as a cultural asset of New York City, and also as a fixture of the West Side, of which I am a proud resident.

Like the Eiffel Tower or the Taj Mahal or the White House, there are buildings which gain a centrality and cultural importance through their sheer beauty and grand place in the cityscape. Like those three disparate examples—all quite different to The Powerhouse—it was not built for the public to enter. But it was most emphatically and gloriously built for the public to see and appreciate, and, as is the case with many New Yorkers, to come to love as a popular landmark.

But it can be compared to another building: the Bankside Power Station in London. This great pile anchored the south side of the Thames for decades, even after it ceased to be used as a power station. Then, in 2000, it was converted by the Tate Museum into one of the greatest cultural spaces in the world, an attraction for nearly five million visitors and Britons each year and the standard-bearer for a new generation of cultural vitality and global relevance for London.

It is not for me to say what the best future use of The Powerhouse is, but only to propose that by recognizing its distinction and helping to insure its survival intact, it becomes possible for the most creative people in our city to imagine new uses for it.

The Alliance has continuously reminded New Yorkers of the economic dimension of cultural life in our city through research that has documented the creation of 160,000 jobs and $21 billion in economic activity. As the Mayor has recognized in many ways, this home industry, so central to our identity and way of life, must stay strong. And to stay strong it must change and grow; the plans for growth can perhaps best be made in a time of economic stagnation.

The Landmarks Preservation Commission can contribute to this forward thinking indirectly if it chooses to bestow the status of New York City Landmark to The Powerhouse, which it so richly deserves.

Sincerely yours,

Randy

Randall Bourscheidt
President

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

cc: Jimmy Finn
The Powerhouse Group

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& CLASSICAL AMERICA

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February 13, 2009

The Honorable Robert B. Tierney
Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Dear Chairman Tierney:

I commend consideration of designation of the IRT Powerhouse on 11th Avenue at West 59th Street in Manhattan. I am grateful to you and your Commission colleagues for doing so.

While this Renaissance Revival edifice by McKim, Mead and White with Walter Cain and Solomon Deyo has evolved over the years (and generally not for the better yet largely reversible) and while its internal functions have often been updated and lately reduced, it is this very versatility at a time when the power grid and attendant production is so very much at the fore of national policy priority and when local passivity's if innovation require the places where it can be put in force that renders it distinctive of its time and relevant to a shared civic future. If this power station were eliminated, I would posit that replacing it could and would never be achievable. Not the message to send today. And even if it stood with no continuing industrial function, then its original robust purpose would nonetheless stand as pertinent metaphor via its exterior volumes and accommodating detailing. Talk about classicism as a nimble, enduring language!

As much as the design itself (about which no doubt so many others have testified eloquently in word and deed), I endorse this landmark-worthy integration of power-generation in the fabric of the surrounding community and its systemic sustenance. Such key infrastructure can and moist-- going forward -- return to the communities it serves. Let this emblem endure precisely when most needed therefore. Its continuing adaptability to energy needs is itself a significant and dynamically surviving built exemplar.

The Powerhouse (or Plant as evidently now more commonly refereed) likewise recollects the eagerness of New York's leading classicists of the day, aka McKim, Mead and White -- more readily identified with elite residences and their occupants' ancillary cultural and social needs—to direct their skills to industry! The embraced the challenge. It is thus a powerful lesson for 21st century practitioners of *all preferred vocabularies*: To witness the way their celebrated forbears rose to the occasion and even did it within the geographic boundaries of where their clients and peers resided. (I know well that in those days, 11th Avenue was a more distant shore, but in fact compared to today's NIMBY posturing it's not far at all…)

When the *polis* requires industry, then give it the pride of place and design attention it merits accordingly; let it shine as an object of bright, robust pride. What a great opportunity the Commission has today at this site.

This great building spells landmark and in this case does so with an example of urgent currency.

I hope it can be designated exactly when needed most.

Best regards,

Paul Gunther
President

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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tel: 212-736-4536 fax: 212-947-9512
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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 6, 2008

Hon. Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building 9th Floor
One Center Street
New York, NY 10007

Re: Former IRT Powerhouse
59th Street and Route 9A

Dear Chair Tierney:

Manhattan Community Board 4 is writing to reaffirm its long-held support of the designation of the former Interborough Rapid Transit Powerhouse as a New York City landmark and to welcome the recent initiative of the recently created Powerhouse Group in pursuing this designation and in seeking new uses for the underutilized interior spaces of the building.

The importance of the powerhouse to the first subway in New York is reflected in the amount of space given to an elaborate treatment of the advanced technology of the building in the third chapter of the commemorative book, *The New York Subway,* produced after the subway opening. This makes clear both the dominant role played by technical requirements and the skills of the engineers that resolved them in shaping the interior spaces and the general form of the building.

An interesting passage on page 74 reads, "Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an advisor on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used."

The resulting structure shows an impressive exterior and remarkable interior spaces, some of them of them now unused. Above all, the great hall that contained the huge

generators or dynamos is now empty. Suggestions for reuse like those of the Powerhouse Group could point the way toward making this extraordinary interior into one of the great public spaces in New York, and recent changes in the area might support reuse of the underutilized portions of the interior for purposes that would turn the building into a source of income that could enable adequate long-term maintenance and possibly even restoration of missing or destroyed elements of the exterior.

Community Board 4 recognizes that the present moment may not be ripe for such improvements; but we urge that designation be no longer delayed. The building is important both for its historic importance and for its impressive architectural quality. It is risky to rely on the presumably still existing standstill agreement to protect the building indefinitely, and it is essential to ensure preservation of the exterior and, we hope, the interior spaces it encloses until a time when the proposals of the Powerhouse Group might be the seeds for future uses that may truly enrich New York. The IRT Powerhouse must not be defaced or lost.

Sincerely,

Jean-Daniel Noland
Chair
Manhattan Community Board 4

c.c.
The Power House Group

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

April 2, 2009

Hon. Robert B. Tierney
Chair
Landmarks Preservation Commission
Municipal Building, ninth floor
One Center Street
New York NY 10007

Re: Con Ed Powerhouse at 59th Street

Dear Chair Tierney,

Manhattan Community Board 4 is writing to express its serious concern about the series of events that appear to be culminating in the destruction of the sole remaining historic chimney on the former IRT Powerhouse, now owned by Consolidated Edison, at the west end of 59th Street in Community District 4. The original stacks added considerably to the effect of the building, and the very tall modern stack at the east end is quite different in character, The gradual loss of the original stacks has changed the visual character of the building and blurred its significant original function.

Recently we wrote to you reconfirming our longstanding support for the designation of this impressive building, which is important not only for the design of its exterior by Stanford White but also as a monument of the history of transportation and technology in New York City. We remember that at the last hearing on designation of the building in 1990 the then Chair of the Commission accepted as an alternative to designation the agreement to make no significant change of the building without giving sufficient notice to the Commission for it to take action.

It is clear that this "standstill agreement" has not worked. There have been some changes over time, whether before or after calendaring the powerhouse, including the removal of the cornice; but above all most of the historic stacks have been lost. The Board has quite recently learned from Landmark West that the Commission recently signed off on the demolition of "Stack 5," which materials from several sources indicate was the last remaining original stack, even if it appeared to have lost some of its top. The justification alleged for this action is reported to have been a claim that the stack had become dangerous. Demolition is currently underway.

The process that leads to a "Notice of Review" as permission to proceed instead of a permit after landmark designation has clearly been a failure in this case, and not here alone .The historic character of the powerhouse has been diminished by the gradual loss of its original chimneys, at least in part due to lack of maintenance. The Board is concerned that the cumulative effect of seemingly minor changes as well as lack of adequate maintenance of the exterior threatens the character of this major structure. The process for Notice of Review is far less intensive that that

LP-2374

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Wednesday, October 07, 2009 8:49 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: jim144@earthlink.net [mailto:jim144@earthlink.net]
Sent: Tuesday, October 06, 2009 10:21 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Dr. James Farer

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, October 06, 2009 1:09 PM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: charper@optonline.net [mailto:charper@optonline.net]
Sent: Friday, October 02, 2009 10:23 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Catherine Harper

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, October 06, 2009 1:09 PM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: carohan@hotmail.com [mailto:carohan@hotmail.com]
Sent: Friday, October 02, 2009 1:41 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.
Thank you!
Sincerely,
Caroline M Hannah

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, October 06, 2009 1:09 PM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: graciesmansion@gmail.com [mailto:graciesmansion@gmail.com]
Sent: Sunday, October 04, 2009 5:57 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I am usually not in favor of Landmark designations. I generally believe in an organic New York. But this building is dynamite. It is a shame that some of the great windows in it are already gone.It should be repurposed or kept as is.

Sincerely,
Thomas Lowy

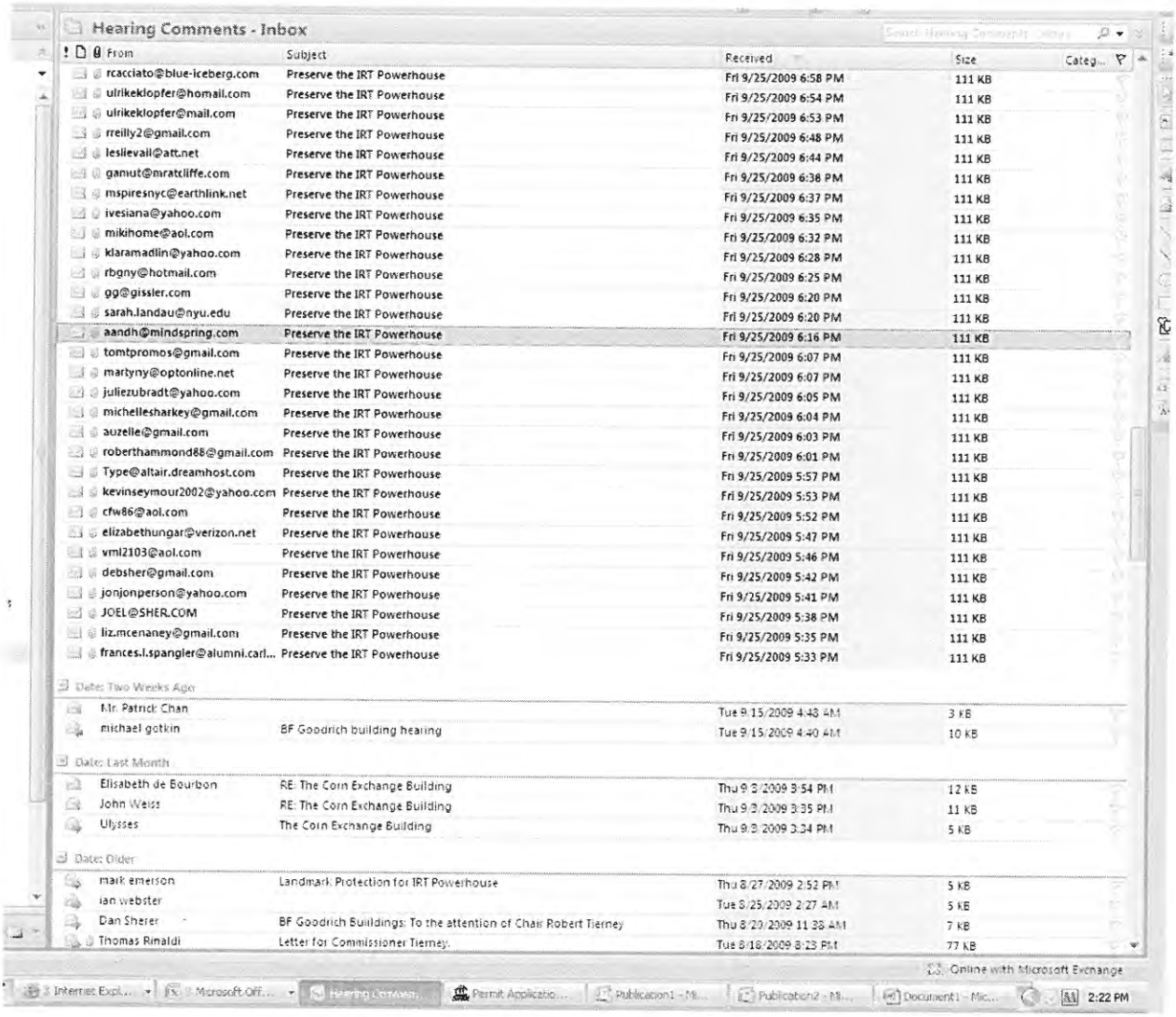
Emily Rich

From: ulrikeklopfer@homail.com
Sent: Friday, September 25, 2009 6:54 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers. PLEASE PRESERVE IT!

Sincerely,
Ulrike Klopfer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Ulysses The Corn Exchange Building Thu 9/3/2009 3:34 PM 5 KB
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ian webster Tue 8/25/2009 2:27 AM 5 KB
Dan Sherer BF Goodrich Buildings: To the attention of Chair Robert Tierney Thu 8/20/2009 11:38 AM 7 KB
Thomas Rinaldi Letter for Commissioner Tierney. Tue 8/18/2009 8:23 PM 77 KB
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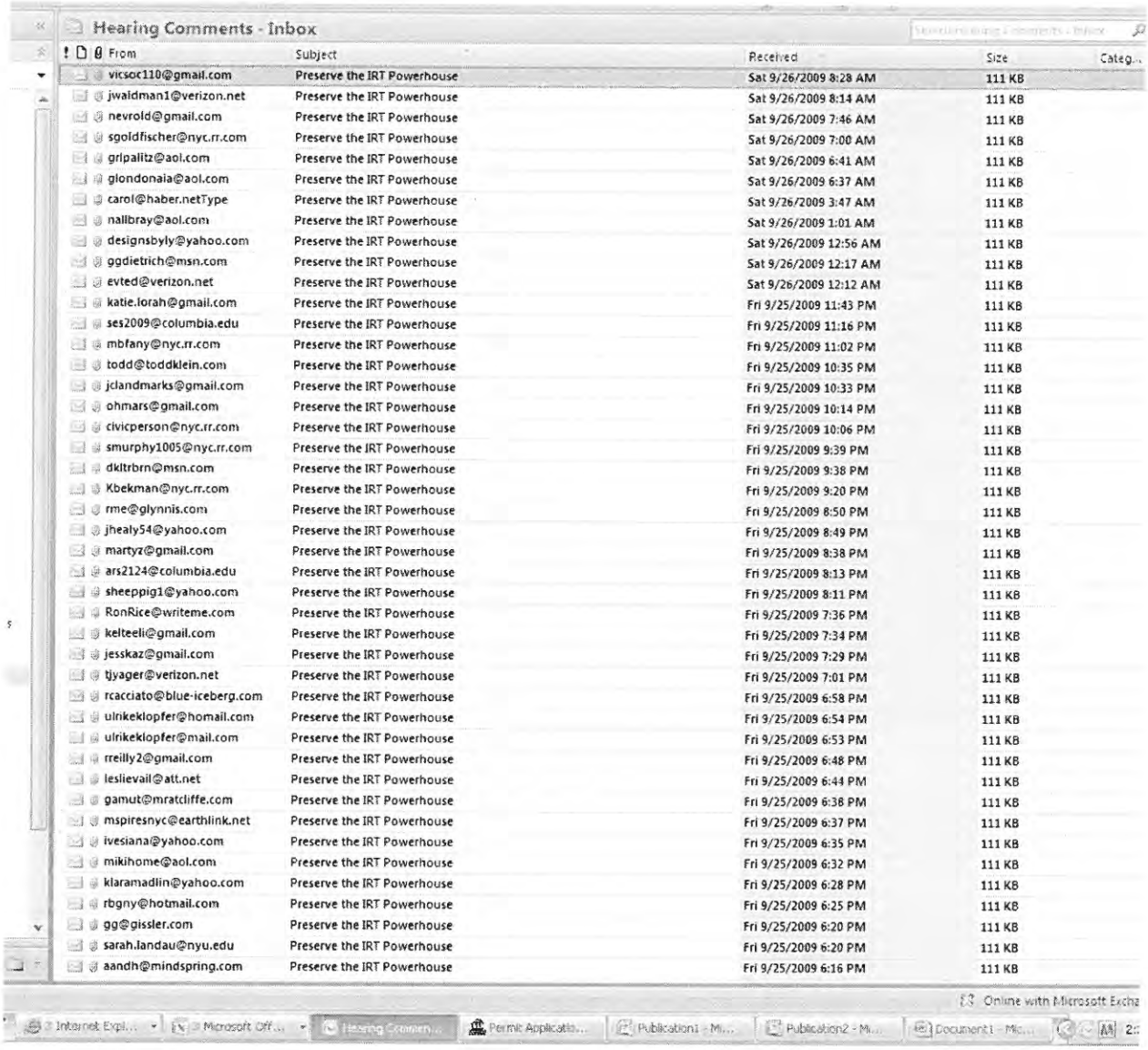

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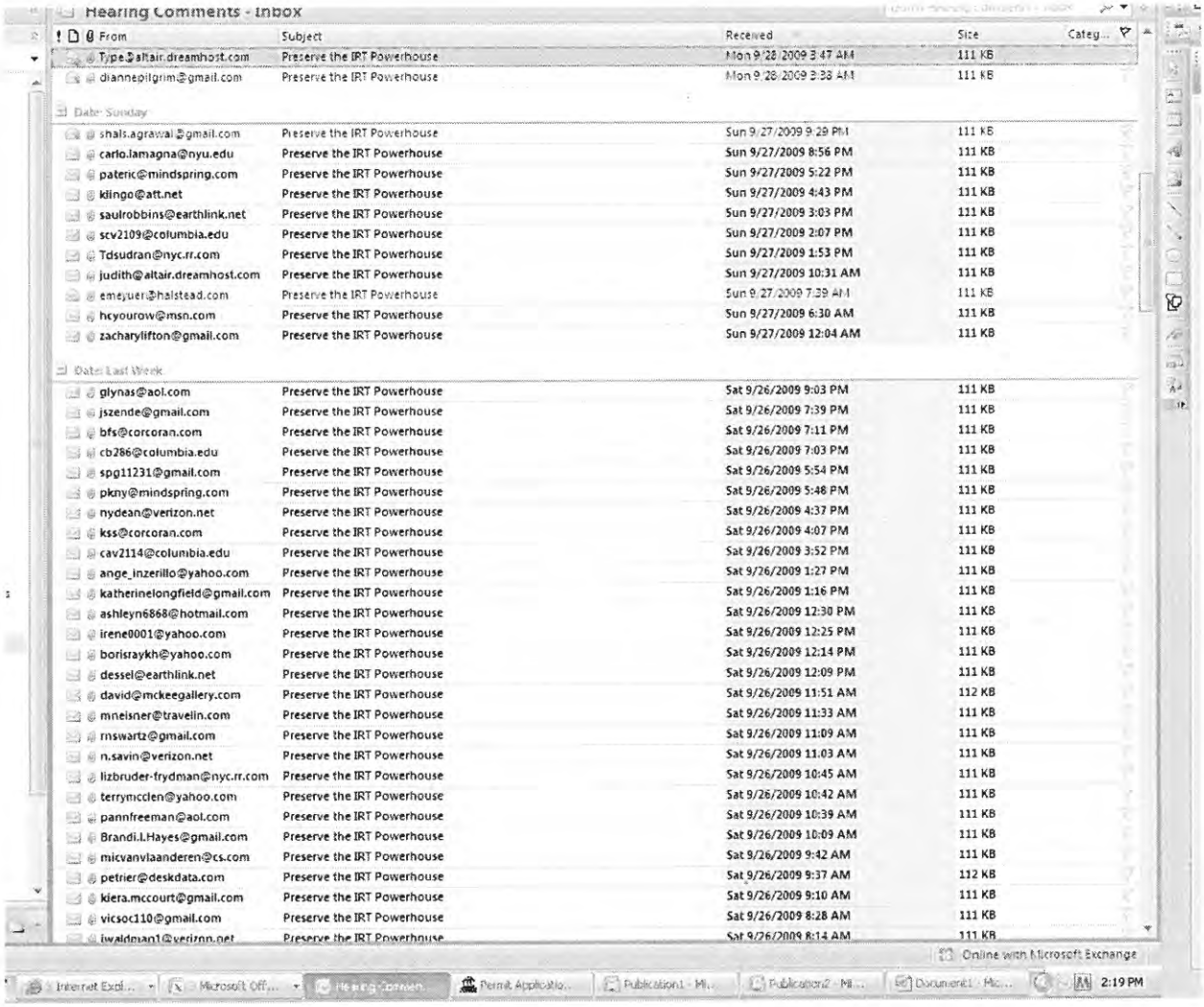
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cav2114@columbia.edu
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ange_inzerillo@yahoo.com
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katherinelongfield@gmail.com
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Sat 9/26/2009 1:16 PM
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ashleyn6868@hotmail.com
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irene0001@yahoo.com
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borisraykh@yahoo.com
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david@mckeegallery.com
Preserve the IRT Powerhouse
Sat 9/26/2009 11:51 AM
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mneisner@travelin.com
Preserve the IRT Powerhouse
Sat 9/26/2009 11:33 AM
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rnswartz@gmail.com
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n.savin@verizon.net
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lizbruder-frydman@nyc.rr.com
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terrymcclen@yahoo.com
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pannfreeman@aol.com
Preserve the IRT Powerhouse
Sat 9/26/2009 10:39 AM
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Brandi.L.Hayes@gmail.com
Preserve the IRT Powerhouse
Sat 9/26/2009 10:09 AM
111 KB
micvanvlaanderen@cs.com
Preserve the IRT Powerhouse
Sat 9/26/2009 9:42 AM
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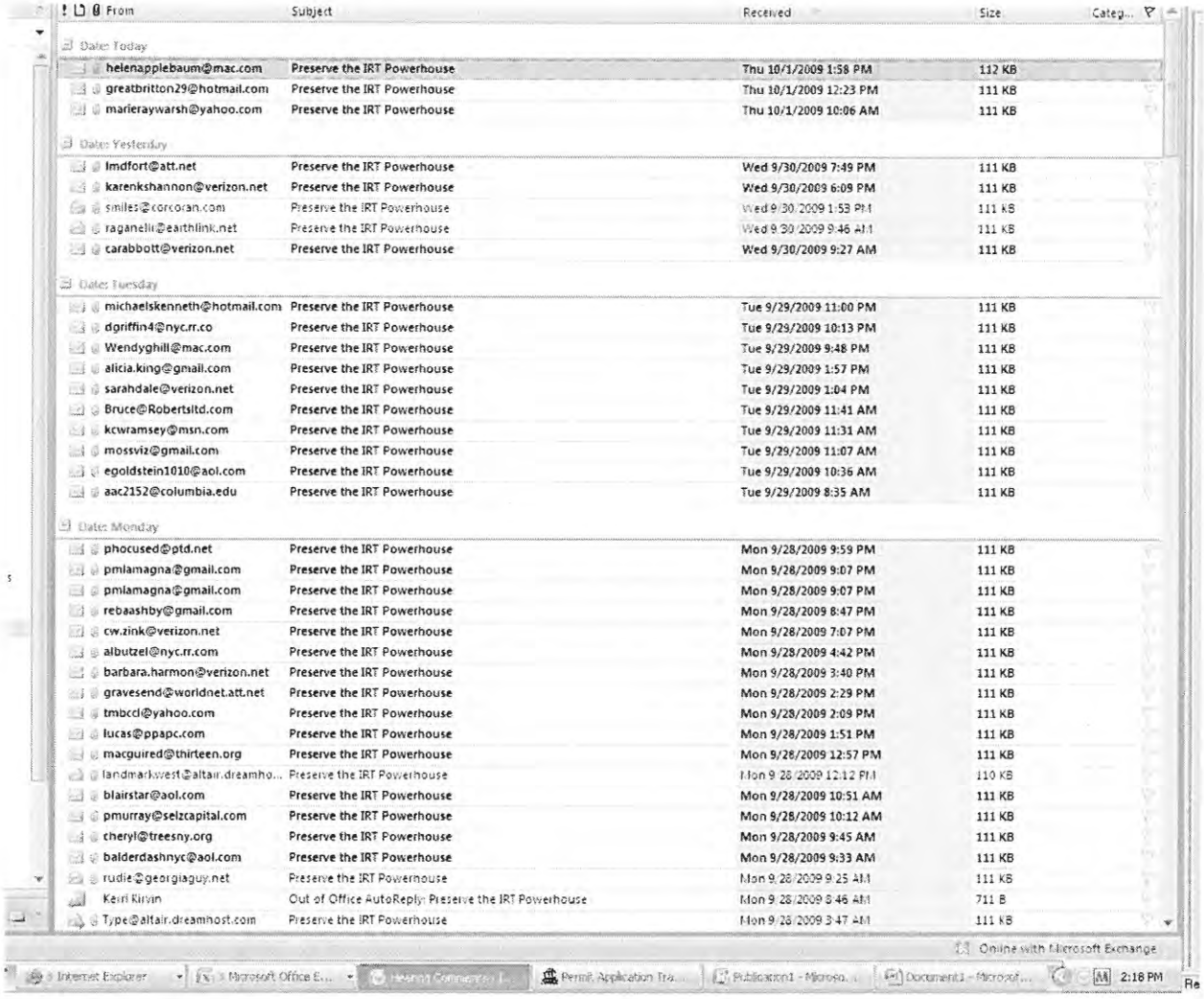

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pmlamagna@gmail.com	Preserve the IRT Powerhouse	Mon 9/28/2009 9:07 PM	111 KB	
rebaashby@gmail.com	Preserve the IRT Powerhouse	Mon 9/28/2009 8:47 PM	111 KB	
cw.zink@verizon.net	Preserve the IRT Powerhouse	Mon 9/28/2009 7:07 PM	111 KB	
albutzel@nyc.rr.com	Preserve the IRT Powerhouse	Mon 9/28/2009 4:42 PM	111 KB	
barbara.harmon@verizon.net	Preserve the IRT Powerhouse	Mon 9/28/2009 3:40 PM	111 KB	
gravesend@worldnet.att.net	Preserve the IRT Powerhouse	Mon 9/28/2009 2:29 PM	111 KB	
tmbccl@yahoo.com	Preserve the IRT Powerhouse	Mon 9/28/2009 2:09 PM	111 KB	
lucas@ppapc.com	Preserve the IRT Powerhouse	Mon 9/28/2009 1:51 PM	111 KB	
macguired@thirteen.org	Preserve the IRT Powerhouse	Mon 9/28/2009 12:57 PM	111 KB	
landmarkwest@altair.dreamho...	Preserve the IRT Powerhouse	Mon 9/28/2009 12:12 PM	110 KB	
blairstar@aol.com	Preserve the IRT Powerhouse	Mon 9/28/2009 10:51 AM	111 KB	
pmurray@selzcapital.com	Preserve the IRT Powerhouse	Mon 9/28/2009 10:12 AM	111 KB	
cheryl@treesny.org	Preserve the IRT Powerhouse	Mon 9/28/2009 9:45 AM	111 KB	
balderdashnyc@aol.com	Preserve the IRT Powerhouse	Mon 9/28/2009 9:33 AM	111 KB	
rudie@georgiaguy.net	Preserve the IRT Powerhouse	Mon 9/28/2009 9:25 AM	111 KB	
Kerri Kirvin	Out of Office AutoReply: Preserve the IRT Powerhouse	Mon 9/28/2009 8:46 AM	711 B	
Type@altair.dreamhost.com	Preserve the IRT Powerhouse	Mon 9/28/2009 3:47 AM	111 KB	

Hearing Comments - Inbox

From	Subject	Received	Size	Categ...
Type@altair.dreamhost.com	Preserve the IRT Powerhouse	Mon 9/28/2009 3:47 AM	111 KB	
dianneoilgrim@gmail.com	Preserve the IRT Powerhouse	Mon 9/28/2009 3:38 AM	111 KB	

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, October 13, 2009 8:50 AM
To: Lorraine Roach-Steele
Subject: FW: WEST-PARK PRESBYT. CHURCH and IRT W.58 ST POW'HSE.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at *NYCityMap*
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Designation Reports and Historic District Maps
Request LPC Records

From: peter serritella [mailto:pjsidlewild@worldnet.att.net]
Sent: Monday, October 12, 2009 2:17 PM
To: Hearing Comments
Cc: LANDMARK WEST!
Subject: WEST-PARK PRESBYT. CHURCH and IRT W.58 ST POW'HSE.

Dea r Commr. Tierney:

As a registered voter and Upper West Side resident, I urge the LPC to move quickly on individual landmark designations of the West-Park Presbyterian Church on W. 86th St. and the IRT Powerhouse on W. 58th St. These are the works of architects noted in New York architectural history. Each is a wonderful example of the taste of its time--Victorian, in the case of the church, and Beaux Arts, in the case of the Powerhouse. They are a comfort to the eye made weary by staring at too many oversized "cookie cutter" glass boxes. Both structures would easily lend themselves to creative adaptations if they are not being used for their original purposes.

We need more landmarks in NYC. We need stricter height limits on structures. We have a right to see the Manhattan sky.

Respectfully submitted,
Peter Serritella, W. 87th St.

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, October 19, 2009 9:04 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: railfanref@msn.com [mailto:railfanref@msn.com]
Sent: Thursday, October 15, 2009 11:31 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site makes it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

History judges New York harshly for the unconscionable destruction of Penn Station. Preservation of the IRT Powerhouse will help demonstrate that the vandals responsible for that outrage no longer hold sway in New York.

Sincerely,
Roy E. Frenzke

Sincerely,
TYPE YOUR NAME HERE

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, October 19, 2009 9:04 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: landmarkwest@altair.dreamhost.com [mailto:landmarkwest@altair.dreamhost.com]
Sent: Friday, October 16, 2009 2:37 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, October 19, 2009 9:04 AM
To: Lorraine Roach-Steele
Subject: FW: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: landmarkwest@altair.dreamhost.com [mailto:landmarkwest@altair.dreamhost.com]
Sent: Sunday, October 18, 2009 7:01 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

BILL PERKINS
SENATOR, 30TH DISTRICT
CHAIRMAN
CORPORATIONS, AUTHORITIES & COMMISSIONS
COMMITTEES:
CITIES
CIVIL SERVICE & PENSIONS
CODES
ENVIRONMENTAL CONSERVATION
FINANCE
JUDICIARY
LABOR
TRANSPORTATION

NEW YORK
STATE
SENATE
ALBANY, NEW YORK 12247

ALBANY OFFICE
817 LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
518-455-2441
FAX 518-426-6809
DISTRICT OFFICE
STATE OFFICE BUILDING
163 WEST 125TH STREET
SUITE 912
NEW YORK, NEW YORK 10027
212-222-7315
FAX 212-678-0001
E-MAIL
PERKINS@SENATE.STATE.NY.US
WEBSITE
WWW.NYSSENATE30.COM

October 15, 2009

Robert B. Tierney, Chair,
New York Landmarks Preservation Commission
The Municipal Building, 9th floor
One Center Street
New York, NY 10007

Dear Chair Tierney:

As the Senator representing the 30th district of the New York State Senate, comprised of historic Harlem, as well as significant portions of East Harlem, (el Barrio), Washington Heights, Morningside Heights and the Upper West Side I write to recommend designation of Mc Kim, Mead & White's famed Inter-Borough Rapid Transit System Power Station, between 58th to 59th Street, from 11th to 12th Avenues, built in 1904.

This highly ornamented world famous structure was built in an era when government sometimes provided citizens the finest architecture possible. Unfortunately, Horgan & Slattery's contemporary IRT power station on 132nd Street in my district was recently destroyed. Nevertheless on the West side of Manhattan we can still save this exceptional example of early 20th century industrial architecture.

Sincerely,

Bill Perkins
Senator

LP-2374

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, October 13, 2009 8:50 AM
To: Lorraine Roach-Steele
Subject: FW: WEST-PARK PRESBYT. CHURCH and IRT W.58 ST POW'HSE.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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Request LPC Records

From: peter serritella [mailto:pjsidlewild@worldnet.att.net]
Sent: Monday, October 12, 2009 2:17 PM
To: Hearing Comments
Cc: LANDMARK WEST!
Subject: WEST-PARK PRESBYT. CHURCH and IRT W.58 ST POW'HSE.

Dea r Commr. Tierney:

As a registered voter and Upper West Side resident, I urge the LPC to move quickly on individual landmark designations of the West-Park Presbyterian Church on W. 86th St. and the IRT Powerhouse on W. 58th St. These are the works of architects noted in New York architectural history. Each is a wonderful example of the taste of its time--Victorian, in the case of the church, and Beaux Arts, in the case of the Powerhouse. They are a comfort to the eye made weary by staring at too many oversized "cookie cutter" glass boxes. Both structures would easily lend themselves to creative adaptations if they are not being used for their original purposes.

We need more landmarks in NYC. We need stricter height limits on structures. We have a right to see the Manhattan sky.

Respectfully submitted,
Peter Serritella, W. 87th St.

LP-2374

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Friday, June 04, 2010 9:27 AM
To: 'mjkbw@comcast.net'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: mjkbw@comcast.net [mailto:mjkbw@comcast.net]
Sent: Thursday, June 03, 2010 1:35 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerly
Majda Kallab Please act to save this extremely important edifice as a cornerstone of Westside architectural excellence that cannot be matched by any new development.

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Friday, June 04, 2010 9:27 AM
To: 'karensinapi@yahoo.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: karensinapi@yahoo.com [mailto:karensinapi@yahoo.com]
Sent: Wednesday, June 02, 2010 10:07 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
*Karen Sinapi

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Friday, June 04, 2010 9:27 AM
To: 'jdljag@gmail.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: jdljag@gmail.com [mailto:jdljag@gmail.com]
Sent: Wednesday, June 02, 2010 6:32 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Jarrod Lynn

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Wednesday, June 02, 2010 11:17 AM
To: 'fairguide@gmail.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: fairguide@gmail.com [mailto:fairguide@gmail.com]
Sent: Wednesday, June 02, 2010 11:15 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Marcia Fair

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Friday, June 11, 2010 2:15 PM
To: 'alexisfischoff@yahoo.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: alexisfischoff@yahoo.com [mailto:alexisfischoff@yahoo.com]
Sent: Friday, June 11, 2010 2:11 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Alexis Fischoff

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, June 14, 2010 8:46 AM
To: 'rudie@georgiaguy.net'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: rudie@georgiaguy.net [mailto:rudie@georgiaguy.net]
Sent: Saturday, June 12, 2010 9:32 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

This building is BEAUTIFUL. I point it out to my children all the time. It\'s McKim, Mead and White! Haven\'t we made the mistake of tearing down their masterpieces before?

Sincerely,
Rudie E. Hurwitz

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, June 14, 2010 8:46 AM
To: 'jillfgill@aol.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: jillfgill@aol.com [mailto:jillfgill@aol.com]
Sent: Friday, June 11, 2010 6:08 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Jill Gill

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, June 14, 2010 8:46 AM
To: 'Lojozor@aol.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: Lojozor@aol.com [mailto:Lojozor@aol.com]
Sent: Friday, June 11, 2010 3:52 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Lois Atha Zorawick

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, June 14, 2010 8:46 AM
To: 'Seri@antila.dreamhost.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: Seri@antila.dreamhost.com [mailto:Seri@antila.dreamhost.com]
Sent: Friday, June 11, 2010 2:44 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Seri Worden

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, June 07, 2010 2:20 PM
To: 'ursuline43@aol.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

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-----Original Message-----
From: ursuline43@aol.com [mailto:ursuline43@aol.com]
Sent: Monday, June 07, 2010 2:18 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City\'s transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Margaret A. Doyle

Emily Rich

From: vegekate@aol.com
Sent: Wednesday, June 16, 2010 10:00 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse
Attachments: IRT_Powerhouse_Postcard.jpg

Dear Chair Tierney:

Thank you for taking the time to read my thoughts. Since I have seen the many beautiful buildings we have lost in NYC I dont want to be witness to another. This incredible building must be landmarked please.

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Kate Schmidt

COMMUNITY BOARD 7 Manhattan

June 1, 2010

Hon. Robert Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th floor
New York, New York 10007

Dear Chairman Tierney,

In April 2009, Manhattan Community Board 7 voted with an overwhelming majority to designate the Con Edison Powerhouse at West 59th Street. The Powerhouse currently produces steam for various buildings on the Upper West Side, a function that requires only a fraction of the building's vast capacity. Steam equipment could be easily consolidated into the small addition located at western edge of the site, opening the main facility to alternative uses. We feel that preservation of the Powerhouse is not only appropriate to its history and architecture, but would enable future conversion into a valuable and attractive public amenity.

However, time is short. This week, the City Planning Commission certified an application by the Extell Development Company to develop the site directly to the north, across 59th street from the Con Ed Powerhouse. The proposed "Riverside Center" project, which includes 5 residential towers built on a "podium," will relegate 59th Street to a service alley that will severely limit, if not preclude, a grander vision for the Con Ed building.

During the ULURP process, Community Board 7 will recommend that 59th street be maintained as a viable pedestrian corridor, and that public open space be created on the site across from the Con Ed building. However, designation of the Powerhouse as a landmark is certainly the best way to secure meaningful possibilities for the future of this beautiful building.

Again, we urge you to designate the Con Edison Powerhouse on West 59th Street as a Landmark of New York City as soon as possible.

Sincerely,

Mel Wymore
Chair

Lenore Norman & Gabrielle London Palitz
Lenore Norman & Gabrielle London Palitz
Preservation Committee Co-Chairpersons

250 West 87th Street New York, NY 10024-2706
Phone: (212) 362-4008 *Fax:*(212) 595-9317
Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

Emily Rich

From: laurence frommer [laurencefrommer@yahoo.com]
Sent: Wednesday, June 16, 2010 7:44 PM
To: Hearing Comments
Subject: Attn:Honorable Robert J. Tierney.RE: Grand Concourse

June 16, 2010

Honorable Robert J. Tierney

Chair, Landmarks Preservation Commission

1 Centre Street, 9th floor

New York, NY 10007

Dear Chair Tierney,

I am writing in strong support of the designation of the proposed Grand Concourse Historic District. Sometimes called the Bronx's Champs Elysees, this grand boulevard is lined with a remarkable ensemble of apartment buildings, well-executed in both Classical Revival and Art Deco designs. This concentration of Art Deco apartment buildings are famously unique in New York and a reflection of the modern, prosperous industrial age that America entered after the First World War. While earlier tenements, rowhouses and apartment houses drawing on older styles were seen as the housing of the past, these streamlined, yet decorative Art Deco structures were perfectly suited for life at the dawning of the American century.

The physical nature of the Grand Concourse itself is an important element of the neighborhood's historic character and sense of place. Completed in 1909 to the designs of French engineer Louis Reiss, this four-mile long boulevard is flanked with landscaped areas and floats over thoroughfares in an elegant, promenade-like fashion. Its broad width and urban design create a remarkable feeling of openness and space, which the low-rise apartment buildings, most of which were built around central courtyards, emphasize. Much like the Frederick Olmsted-designed Eastern and Ocean Parkways in Brooklyn; the historic appearance and design of the Grand Concourse should be protected and restored under the LPC's oversight, ideally as a designated New York City scenic landmark.

In addition to its obvious architectural excellence, the Grand Concourse has important cultural significance. In its heyday, a Grand Concourse address was one of the most desired in New York City, especially to families of a newly-emerging middle class. Originally, Jewish and Eastern European families moved to the new buildings on the Concourse from the Lower East Side and other crowded tenement districts. Later, the neighborhood became home to a striving African-American and Latino population attracted to the handsome buildings, generous apartments, wide-open spaces and easy transit access to Manhattan. Even today, the physical charms of the Concourse continue to attract newcomers wishing to improve their quality of life by living in elegant surroundings.

I urge the Landmarks Preservation Commission to protect this important New York City treasure and designate the Grand Concourse as a New York City historic district.

Sincerely,

Emily Rich

From: Justin Ferate [jferatetours@earthlink.net]
Sent: Wednesday, June 16, 2010 7:35 PM
To: Hearing Comments
Subject: Please Landmark the Grand Concourse!

June 16, 2010

Honorable Robert J. Tierney
Chair, Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Dear Chair Tierney,

I am writing in strong support of the designation of the proposed Grand Concourse Historic District. Sometimes called the Bronx's Champs Elysees, this grand boulevard is lined with a remarkable ensemble of apartment buildings, well-executed in both Classical Revival and Art Deco designs. This concentration of Art Deco apartment buildings are famously unique in New York and a reflection of the modern, prosperous industrial age that America entered after the First World War. While earlier tenements, rowhouses and apartment houses drawing on older styles were seen as the housing of the past, these streamlined, yet decorative Art Deco structures were perfectly suited for life at the dawning of the American century.

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In addition to its obvious architectural excellence, the Grand Concourse has important cultural significance. In its heyday, a Grand Concourse address was one of the most desired in New York City, especially to families of a newly-emerging middle class. Originally, Jewish and Eastern European families moved to the new buildings on the Concourse from the Lower East Side and other crowded tenement districts. Later, the neighborhood became home to a striving African-American and Latino population attracted to the handsome buildings, generous apartments, wide-open spaces and easy transit access to Manhattan. Even today, the physical charms of the Concourse continue to attract newcomers wishing to improve their quality of life by living in elegant surroundings.

I urge the Landmarks Preservation Commission to protect this important New York City treasure and designate the Grand Concourse as a New York City historic district.

Sincerely,

Justin Ferate

Justin Ferate
Tours of the City
235 East 49th Street, #12-A
New York, NY 10017
T: 212-223-2777 | F: 212-758-7893
jferatetours@earthlink.net
http://www.justinsnewyork.com

New York Governor George Pataki and the **New York State Tourism Council** honored Urban Historian Justin Ferate as *"New York's Most Engaging Tour Guide."* | | Mr. Ferate was selected as the author of the ***Official New York City Tour Guide Licensing Examination.*** | | ***"The AAA Guide to New York City"*** declared Mr. Ferate's tour of

LP-2374

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, September 13, 2010 9:26 AM
To: 'petrier@deskdata.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Thank you for your comments.

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: petrier@deskdata.com [mailto:petrier@deskdata.com]
Sent: Sunday, September 12, 2010 9:30 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. I've been to Rome, Italy and seen what the Italians did with their decommissioned early powerhouse. Our McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north (where I park my car) and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Robert F Petrie

LP-2374

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, November 23, 2010 4:23 PM
To: 'marcfstewart@gmail.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Hello,

Thank you for submitting your comments; they will be added to the file for this item.

Regards,

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
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-----Original Message-----
From: marcfstewart@gmail.com [mailto:marcfstewart@gmail.com]
Sent: Tuesday, November 23, 2010 4:22 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Marc Stewart

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, November 22, 2010 3:28 PM
To: 'rbarrettny@aol.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Hello,

Thank you for submitting your comments; they will be added to the file for this item.

Regards,

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records -----Original Message-----
From: rbarrettny@aol.com [mailto:rbarrettny@aol.com]
Sent: Monday, November 22, 2010 3:23 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Ronald T. Barrett

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, November 22, 2010 3:39 PM
To: 'siekevitz@yahoo.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Hello,

Thank you for submitting your comments; they will be added to the file for this item.

Regards,

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
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-----Original Message-----
From: siekevitz@yahoo.com [mailto:siekevitz@yahoo.com]
Sent: Monday, November 22, 2010 3:39 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I don't understand the Landmarks Preservation Commission: please act to designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. We're talking Stanford White of McKim, Mead & White!
Sincerely,
Ruth Siekevitz

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Monday, November 22, 2010 4:46 PM
To: 'lorizabar@hotmail.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Hello,

Thank you for submitting your comments; they will be added to the file for this item.

Regards,

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
Application Form and Guidelines for Work on Designated Properties Designation Reports and Historic District Maps Request LPC Records

-----Original Message-----
From: lorizabar@hotmail.com [mailto:lorizabar@hotmail.com]
Sent: Monday, November 22, 2010 4:44 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Lori Zabar*

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, November 23, 2010 8:42 AM
To: 'bernwides@verizon.net'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Hello,

Thank you for submitting your comments; they will be added to the file for this item.

Regards,

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
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-----Original Message-----
From: bernwides@verizon.net [mailto:bernwides@verizon.net]
Sent: Monday, November 22, 2010 6:51 PM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Bernard Wides*

Lorraine Roach-Steele

From: Emily Rich on behalf of Hearing Comments
Sent: Tuesday, November 23, 2010 8:42 AM
To: 'Anndgross@mindspring.com'
Cc: Lorraine Roach-Steele
Subject: RE: Preserve the IRT Powerhouse

Categories: Hearing Comments

Hello,

Thank you for submitting your comments; they will be added to the file for this item.

Regards,

Emily Rich
Public Information Officer
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York, NY 10007
Ph: 212-669-7817
Fax: 212-669-3844

Quick Links!
Check Landmark Status at NYCityMap
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-----Original Message-----
From: Anndgross@mindspring.com [mailto:Anndgross@mindspring.com]
Sent: Tuesday, November 23, 2010 1:27 AM
To: Hearing Comments
Subject: Preserve the IRT Powerhouse

Dear Chair Tierney:

I urge the Landmarks Preservation Commission to act on the public hearing held on July 14, 2009, and designate the original IRT Powerhouse at 59th Street and 11th Avenue an official NYC individual Landmark. This McKim Mead & White-designed Beaux-Arts building is a magnificent example of industrial architecture from the City Beautiful movement. Its unique architectural significance and importance to New York City's transportation and industrial history merit landmark protection. Development immediately to the north and south of the Powerhouse site make it especially urgent that the Commission act now to save this remarkable structure for future generations of New Yorkers.

Sincerely,
Ann D. Gross
320 Riverside Drive
New York, NY 10025

MBB

21 July 2009

Hon. Robert B. Tierney
NYC Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, NY 10007

Re: Designation of the former IRT Powerhouse

Dear Mr. Tierney,

As a fortunate member of the Columbia University studio group who prepared a preservation plan for the former IRT Powerhouse this past spring, I grew very familiar with the structure and its individual circumstances. What is so striking is its unique place in the history of our city as a testament to its rich industrial legacy, the capacity of the early twentieth century spirit to innovate, and the glorious potential of civic works. However, one need not know its history in order to assess its contribution to the neighborhood and the city as a whole. What I find so important about the Powerhouse is its beauty and meaning to the uninformed pedestrian passing by or the tenant of one of the many glass towers whose windows afford views of it. The Powerhouse reminds us of our past, but also contributes its ornate façades to the cityscape as it is integrated with past and present architectural expressions.

As you are well aware, architecture has a powerful ability to root us to our surroundings. This building provides such an anchor for its neighborhood and it would be a tragedy to see it compromised further or completely obliterated, as has been the fate of so many other New York City powerhouses. Consolidated Edison has proven itself a poor steward of the building by removing its last remaining original smokestack this past spring. The Powerhouse's fate should not rest solely in the hands of its current owner. The Landmarks Preservation Commission has a special responsibility to protect what rightfully belongs to the citizens of New York and this building certainly qualifies as deserving of those protections.

I hope that you will take some time to read *Preserving the Former IRT Powerhouse: A Preservation Plan*, as it outlines in detail the many aspects of this building that make it significant and the important steps that can and should be taken to preserve it. The most effective of these steps is to designate the former IRT Powerhouse a New York City Landmark for the future of this neighborhood and for the future potential of this structure.

Sincerely,

Barbara Zay
M.S. Historic Preservation '10
Columbia University Graduate School of Architecture, Planning and Preservation

PRESERVING NEW YORK'S ARCHITECTURAL AND CULTURAL HERITAGE

IRT Powerhouse

While responsible development is vital to our City's growth, it is equally important to preserve our historic buildings and neighborhoods to ensure that our City retains its distinctive character and history. I am pleased to be part of the West End Preservation Society (WEPS), a group of community members, elected officials and advocates dedicated to preserving the grand apartment buildings, brownstones and churches along West End Avenue from West 70th Street to West 107th Street. I urge my constituents to join me in this effort to persuade the New York City Landmarks Preservation Commission (LPC) to grant WEPS' Request for Evaluation and ultimately to confer this historic district designation. For more information or to get involved visit www.westendpreservation.org.

Among other preservation efforts I have actively pursued is the campaign to landmark the Interborough Rapid Transit Powerhouse (the Powerhouse), which covers the entire block running from 58th to 59th Streets between 11th and 12th Avenues. This magnificent 1904 Beaux Arts facility powered the original IRT subway line that revolutionized mass transit and, indeed, New York City. I joined other elected officials, advocates like Landmark West!, Manhattan Community Boards 7 and 4 and other community organizations in compelling LPC to schedule a July 14 hearing on the Powerhouse's potential designation. As I stated in my testimony delivered at the hearing: "Sadly, New York has already lost many of its architecturally and historically significant powerhouses...It would be a travesty to leave one of the last such powerhouses in New York City vulnerable to a similar fate." LPC should make a formal decision on whether to confer landmark protection on the building in the coming months.

ADDRESSING THE PRE-KINDERGARTEN CRISIS IN GREENWICH VILLAGE

This past Spring, the New York City Department of Education (DOE) announced it would remove pre-kindergarten classes from Greenwich Village's PS 3 and PS 41 to make room for kindergarten students that it had placed on waiting lists. Parents of prospective pre-K students were rightfully outraged, particularly given our many warnings to the DOE about impending overcrowding at these schools. To solve this crisis situation, I joined New York City Council Speaker Christine Quinn, U.S. Representative Jerrold Nadler, Manhattan Borough President Scott Stringer, New York State Assembly Member Deborah Glick, other elected officials, Community Education Council District 2 and DOE in forming a Rapid Response Task Force to find a suitable location for temporary pre-school classrooms. Parents took the initiative and identified prospective locations which we, Task Force members and our staffs carefully vetted. Our efforts paid off when DOE signed a short-term lease for three pre-school classrooms at Greenwich House on Barrow Street. While this will allow PS 3 and PS 41 to accommodate their in-district kindergarten students in the short-term, it is imperative that DOE plan for the future so that we have sufficient public school space to provide quality education to students in all of our neighborhoods.

PROMOTING BETTER SCHOOL GOVERNANCE

Since the start of this year, I have convened and participated in numerous meetings and discussions with parents, teachers, principals and education advocates on whether the New York State Legislature should renew the so-called "Mayoral

overcrowding and the elimination of cluster rooms across the district, the shortage of pre-kindergarten seats at PS 3 and PS 41, and the slow and insufficient response to the presence of PCBs at PS 199, among other crises—could

creating a Parent and Student Training Center, among other key provisions.

I was one of eight State Senators who voted against the school governance bill that ultimately passed the Senate on August 6 because it did not adequately

THOMAS K. DUANE
29TH SENATE DISTRICT
DUANE.NYSENATE.GOV
DUANE@SENATE.STATE.NY.US

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New York, NY 10001
Tel: (212) 633-8052
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430 State Capitol Building
Albany, NY 12247
Tel: (518) 455-2451
Fax: (518) 426-6846

10014$1234 C094

ALBANY UPDATE

Senator Duane addresses the Senate floor

The 2009 Legislative Session was unique, complicated and at times extremely frustrating and infuriating. The Session started on a positive and exciting note in January. For the first time in 43 years the Senate Democrats were elected to the Majority and I was honored to be named Chair of the Senate Health committee, which strengthened my ability to fight for affordable and compassionate healthcare for all New Yorkers.

While we had many significant accomplishments, unfortunately, because of the June 8 coup attempt and the month-long stalemate, citizens across the state were livid at the inaction by members of the Senate and rightfully so. I am angry, embarrassed and sad about this painful and disturbing episode. I am committed to working with my colleagues from both sides of the aisle to restore to the Senate decorum, dignity, fairness, and bipartisan collegiality, as well as hard work with real results.

I am also committed to bringing to the floor for [illegible] and passing—critical legislation that fell by the wayside, including bills that would repeal vacancy decontrol, strengthen tenant protections, grant marriage equality, safeguard reproductive health rights, protect transgender people from discrimination, extend paid family leave, deter bullying in our schools and provide tax relief for the middle class, among others. The coup attempt may have delayed our progress, but it will not stop it.

It is understandable that many believe that the 2009 Senate Session achieved nothing more than budget cuts and partisan gridlock, yet there was significant movement on many key issues:

- Shortly after my colleagues and I were elected to the Senate Majority, we passed a **Deficit Reduction Plan** to address fiscal year 2008-09 budget deficits of over $1.7 billion. This was an awful process for me, but I believe we made across-the-board cuts that, while painful, were enacted in as fair a manner as possible.
- In April, we passed a **Fiscal Year 2009-10 Budget** which addressed a budget gap of over $17 billion with no additional spending outside of federal stimulus funding, which prevented wholesale cuts to education and healthcare. Unfortunately, as the recession has deepened, revenues have fallen short, making further deficit reduction likely in the months ahead.
- We adopted a temporary **plan to make New York's tax code more fair and progressive** and created a new Select Committee on Taxation to address structural tax issues for the first time with the goal of a stronger, more stable state revenue stream.
- We **made reforms to the healthcare system** to reduce inflated inpatient rates and shifted focus from the expensive model of treating people after they become ill to increasing access to community-based primary care.
- We restored over $800 million in healthcare cuts that had been proposed by the Governor, including **funding for the New York State Elderly Pharmaceutical Insurance Coverage (EPIC) "wrap around,"** which pays for needed drugs not covered by Medicare Part D plans.
- We enacted **sweeping reforms to the Rockefeller Drug Laws,**

ALBANY UPDATE CONTINUES ON THE BACK PAGE »

ALBANY UPDATE, CONTINUED

greatly expanding drug treatment programs, giving judges authority to order non-violent drug offenders to treatment as an alternative to prison, and creating a new class A-1 felony for predatory drug kingpins to ensure they get the punishment they deserve. These reforms, for which I long advocated, will achieve significant cost-savings for the state by helping those who are addicted to drugs recover and become functioning members of society. Furthermore, it will help those who are used by kingpins to sell drugs—mostly women with children—to receive treatment instead of incarceration so that families are no longer torn apart.

- We authorized a **four-year plan to cap caseloads for civil legal service** attorneys in New York City, which will improve the quality of representation for clients.
- We restored $600,000 in the 2009-10 budget **for programs to assist domestic violence survivors.**
- We enacted the **Bigger, Better Bottle Bill** which expanded the existing law to include water and other bottles. Further, the Legislature put **$17 million in additional funding into the Environmental Protection Fund.**
- We restored base aid funding to community colleges and restored **37 university-wide SUNY and CUNY programs.**
- **We fully restored the Tuition Assistance Program (TAP) funding,** which helps eligible New York residents pay college tuition at approved New York State schools.
- We passed a number of **significant pieces of health legislation that I sponsored,** including: the **Family Health Care Decisions Act,** which grants medical decision-making authority to loved ones of incapacitated patients who do not have a health care proxy or other advance directive; the **Nursing Care Quality Protection Act,** which requires nursing homes and hospitals to disclose their nurse staffing ratios so that patients and their families will be able to receive quality care from qualified nurses; a bill which improves **patient protections and rights for nursing home residents facing** negligent treatment or malpractice; as well as a bill that requires the New York State Department of Health to study the quality of care given to state prisoners with HIV, AIDS, or Hepatitis C, which **improves the health of prison inmates as well as those in the communities to which they return.**
- We approved **new protections for managed care consumers,** including patients and businesses, to limit denial of care and ensure prompt payment for necessary treatment.
- We passed a bill that I sponsored **authorizing New York City to move forward with a $3 million biotech tax credit** proposed by New York City Council Speaker Christine Quinn that will encourage biotechnology firms to bring their jobs, innovation, and emerging technologies to the five boroughs.
- We also secured $350 million in **new authorizations for the New York State Film Production Credit Program.** This is a particular victory for the 29th Senate District, which is home to six major production facilities and thousands of professionals employed directly or indirectly by the film and television industries.
- In these tough economic times, we **extended unemployment insurance benefits** by adding an extra 13 weeks to the current 26 week benefit. In addition, we increased benefits so that employees who lose their jobs may **continue their health insurance under COBRA from 18 to 36 months.**
- We passed legislation that will **make more seniors eligible for the Senior Rent Increase Exemption (SCRIE) program** by deducting the amount of any unreimbursed out-of-pocket medical and prescription drug expenses from eligible seniors' annual income calculation. We also **passed legislation to expand income eligibility for the EPIC drug assistance program.**
- We passed my legislation that would **cap at 30% of income the rent contributions of low-income people with AIDS** receiving housing assistance from the New York City HIV/AIDS Services Administration (HASA). This would bring HASA into line with other enhanced rental assistance programs.
- We initiated **new gun-violence prevention initiatives** that link to local police to protect youth, communities and police officers from harm.
- We approved **far-reaching Rules Reforms** that empower individual Senators, strengthen democracy in floor and committee operations and make Senate administration more equitable and fair.

In conclusion, despite the coup attempt and the extraordinary fiscal challenges that New York, like the rest of the nation, has been facing, the Senate passed key legislation that is vital to New Yorkers' economic, physical and social well-being. Nonetheless, there is much more work to do. I am committed to getting it done and to restoring your faith in the State Senate and our government in the process.

Maple syrup isn't just something New Yorkers love on their pancakes—it's also one of our state's key agricultural products. Last year, New York State's approximately 1,500 maple syrup producers made more than 332,000 gallons of syrup—second in the nation behind Vermont. To educate students in my Manhattan district about this sustainable agricultural industry, I was pleased to co-sponsor with New York State Assembly Member Linda Rosenthal a Mobile Maple Exhibit, which was presented by an Oneida County chapter of the Future Farmers of America to second through fifth graders from PS 19 in the East Village and PS 111 and PS 191 on the Upper West Side. The exhibit engaged students in an interactive demonstration of the five steps of maple production, from the tapping of trees through the boiling of sap into delicious maple syrup, maple sugar candy and other products.

We also learned that while sap is a renewable resource, boiling it down by traditional methods is energy intensive. Assembly Member Rosenthal and I have asked the New York State Energy Research and Development Authority to help maple producers invest in new, energy-efficient sap reduction technology that will not only reduce their fuel costs but also shrink the carbon footprint of the industry as a whole. Together we can make this thriving sector of New York's economy even more vibrant and green.

Clinton/Hell's Kitchen Coalition for Pedestrian Safety, Transportation Alternatives, the Hell's Kitchen Neighborhood Association, the West Side Neighborhood Alliance and many others in a memorial march for the half-dozen pedestrians tragically killed by automobiles in recent years on Ninth Avenue in Clinton-

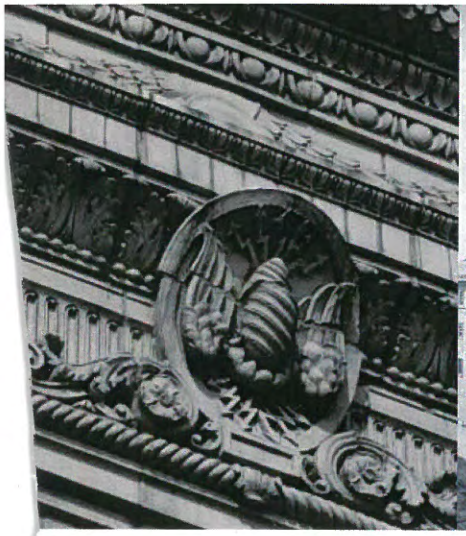
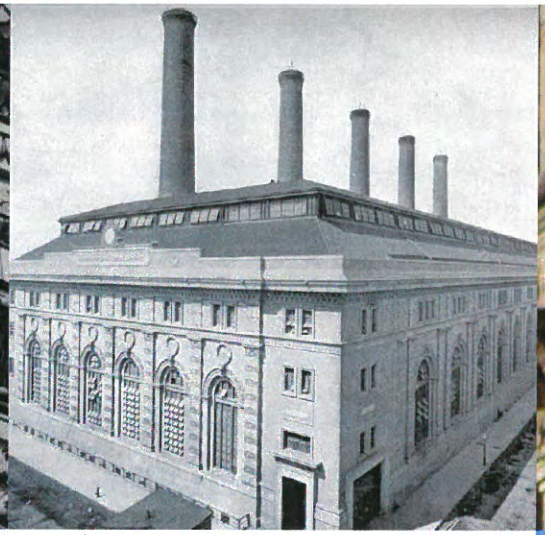
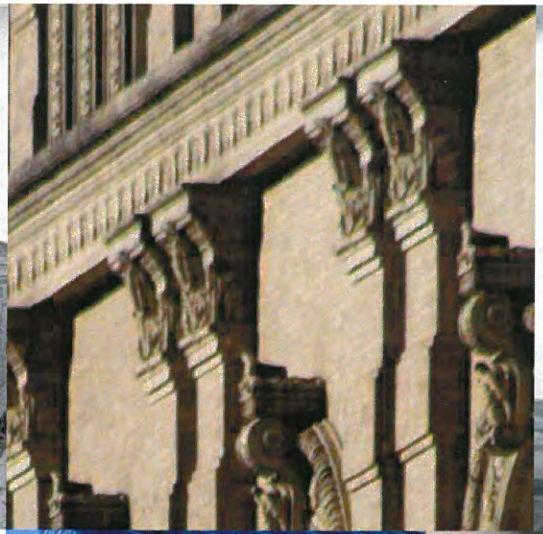
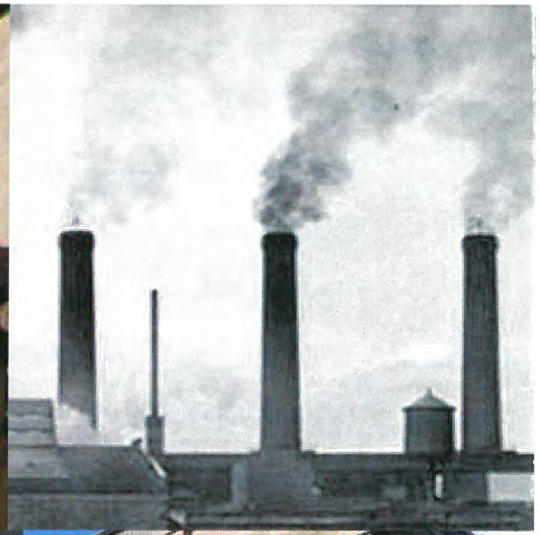
Photo by Julie Maris/Semel Photo ©2009

Hell's Kitchen. The concerns that were raised at this somber event are regrettably applicable throughout my district and across the City. I will continue to fight for safer streets, tougher traffic laws, and stricter enforcement so that New York City becomes entirely safe and completely pedestrian friendly!

PROTECTING TENANTS AT STUYVESANT TOWN-PETER COOPER VILLAGE AND CITYWIDE

In fighting on behalf of tenants, I have long argued that under New York State law, landlords who receive New York City tax abatements for renovations must extend rent stabilization protections to their tenants during the abatement period. I was pleased that on March 5, 2009, the New York Supreme Court Appellate Division decisively agreed, ruling unanimously in a lawsuit brought by Stuyvesant Town-Peter Cooper Village (ST-PCV) tenants that the complex's current and previous owner improperly deregulated apartments while receiving City of New York J-51 tax benefits. Days after the decision, I joined U.S. Representative Carolyn Maloney, Manhattan Borough President Scott Stringer, New York State Assembly Member Brian Kavanagh, New York City Council Member Dan Garodnick, tenant advocates and ST-PCV residents to celebrate this monumental legal victory, which also affects tenants in thousands of other buildings throughout the City.

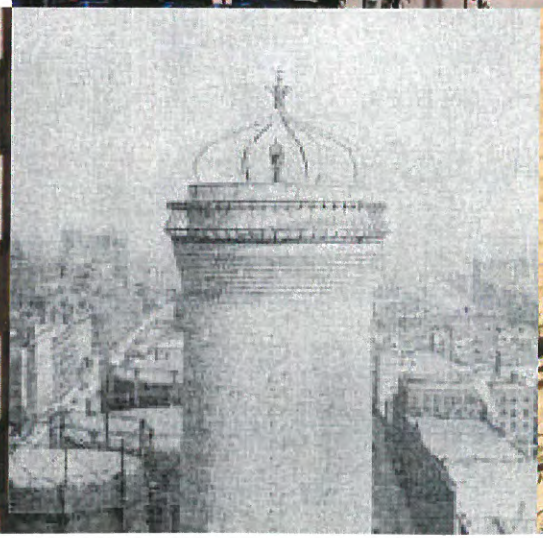
Unfortunately, the decision is not final: ST-PCV owner Tishman Speyer was given permission to appeal the ruling to New York State's highest court, which is slated to hear arguments in the case in September. In the meantime, we celebrated another small but significant victory when a group of elected officials that I helped spearhead compelled the New York State Department of Housing and Community Renewal to halt deregulation and eviction proceedings in all buildings that receive City tax abatements until the outcome of this case.

Preserving the Former IRT Powerhouse

A Preservation Plan

Columbia University Graduate School of Architecture,
Planning & Historic Preservation



HRPG

THE HUDSON RIVER POWERHOUSE GROUP

April 14, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Centre Street
9th Floor North
New York, New York 10007

Dear Chairman Tierney:

We write to urge the Landmarks Preservation Commission to designate the IRT Powerhouse a New York City Landmark.

The IRT Powerhouse is, even by New York City standards, an exceptional building, and it must be protected. The Powerhouse is historically significant as a monument to the creation of the New York City subway and the city's great industrial age. Completed in 1904 by the Interborough Rapid Transit Construction Company, the mammoth structure, occupying a full city block, housed the generators that provided electricity for the City's first subway system. Though it no longer serves this purpose, it did so faithfully for over 50 years. Presently, the building is owned and operated by Consolidated Edison for steam generation.

Equally important is the IRT Powerhouse's architectural significance. Stanford White of the world-renowned architectural firm, McKim Mead & White, was the chief designer. White executed the utilitarian structure in the Beaux Arts style drawing upon Renaissance prototypes. Though the buildings cornice has been removed, many of the building's most elaborate exterior details remain. The Powerhouse is a faithful example of the City Beautiful movement that swept through the United States at the turn of the nineteenth century.

Moreover, the Beaux Arts Powerhouse provides a welcome contrast to a neighborhood now largely dominated by glass and steel.

If the Landmarks Preservation Commission exists to safeguard the City's historic, aesthetic, and cultural heritage and encourage civic pride in the beauty and accomplishments of the past, then it exists to protect the IRT Powerhouse.

We urge you to designate the IRT Powerhouse a New York City landmark so that it might survive for another 100 years to once again serve the public.

Highest Regards,

Jimmy Finn
Co-Founder

Paul Kelterborn
Co-Founder

P.O. Box 1073 New York, New York 10009 (917) 494-3586 contact@hudsonriverpowerhouse.com

The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North New York NY 10007 (212) 669-7801 Fax (212) 669-7818

http://nyc.gov/landmarks

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

July 15, 2009

Kate Wood, Executive Director
Landmark West!
45 West 67th Street
New York, NY 10023

Re: *Preserving the Former IRT Powerhouse, A Preservation Plan*

Dear Ms. Wood,

Thank you for sending us a copy of *Preserving the Former IRT Powerhouse, A Preservation Plan,* from the Columbia University Graduate School of Architecture, Planning & Historic Preservation. We appreciate the amount of research that was done as well as the high quality of the documentation and of the presentation. We look forward to reading the booklet.

We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts

cc: Andrew Dolkart, Director, GSAPP Historic Preservation Program

The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North New York NY 10007 (212) 669-7801 Fax (212) 669-7818

http://nyc.gov/landmarks

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

May 8, 2009

Mr. Jimmy Finn
Mr. Paul Kelterborn
The Hudson River Powerhouse Group
P.O. Box 1073
New York, NY 10009

Re: IRT Powerhouse, Manhattan

Dear Mr. Finn & Mr. Kelterborn:

Thank you for sending us the Hudson River Powerhouse Group's *Vision for the 59th Street IRT Powerhouse.* We appreciate the amount of research that was done and are looking forward to reviewing the materials included. Please be advised that the property is still under review by the Landmarks Preservation Commission and continues to be considered in the context of the criteria for designation contained in the Landmarks Law and the Commission's overall priorities for the city.

We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts

MBB

HRPG

THE HUDSON RIVER POWERHOUSE GROUP

April 14, 2009

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Highest Regards,

Jimmy Finn
Co-Founder

Paul Kelterborn
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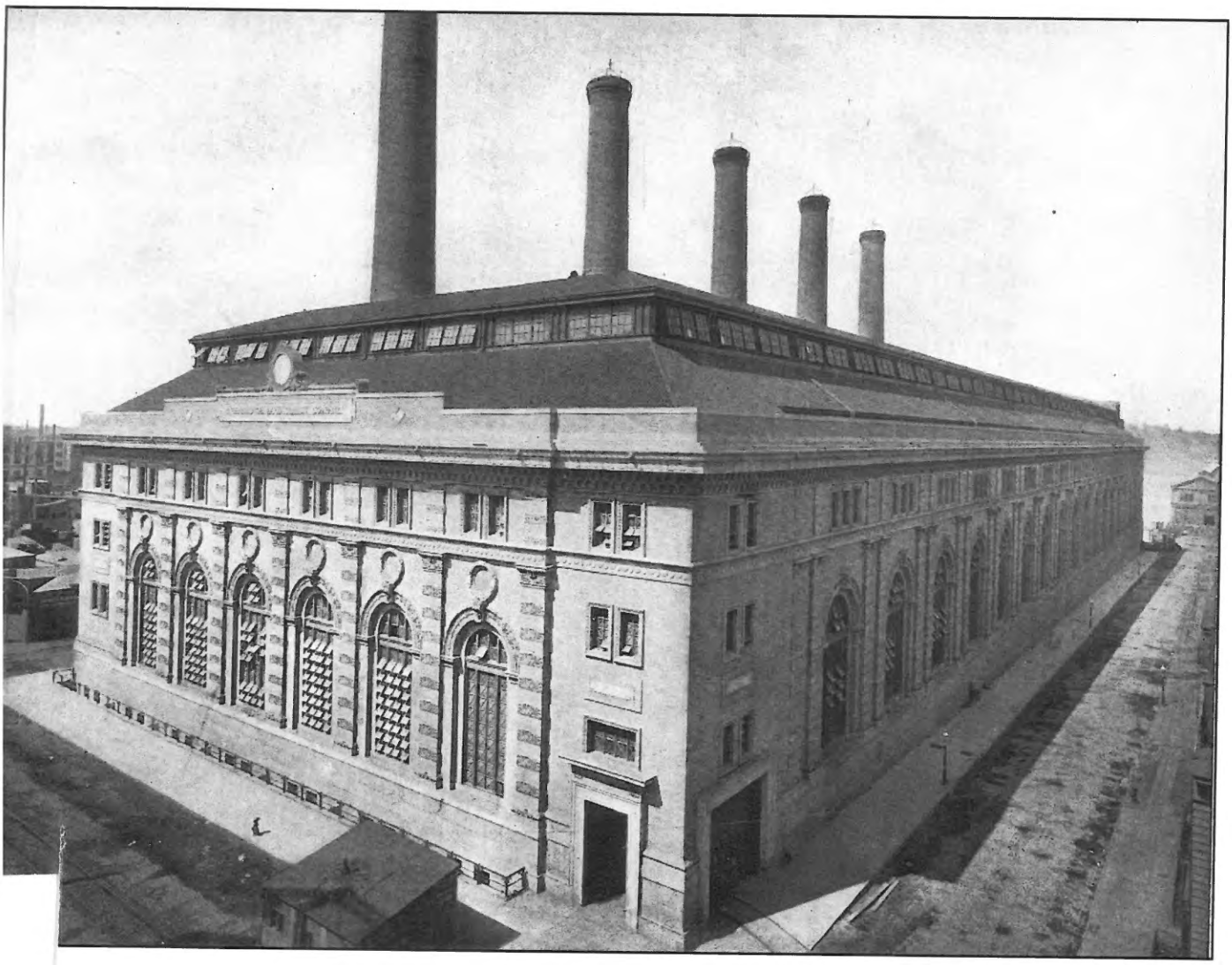
P.O. Box 1073 New York, New York 10009 (917) 494-3586 contact@hudsonriverpowerhouse.com

A Vision
for
the 59th Street IRT Powerhouse



Prepared by

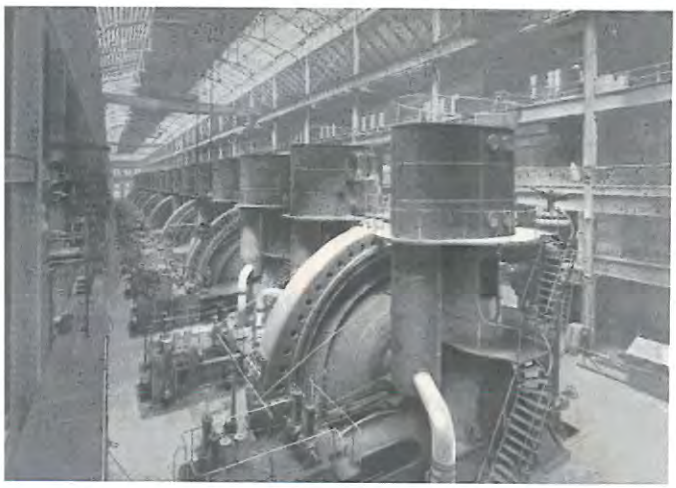
The Hudson River Powerhouse Group

www.hudsonriverpowerhouse.com

INTRODUCTION

New York City is cleaner, safer, and more "livable" today than it has been in decades. The exodus that began in the 1950s as a result of the accessibility of the automobile, the ensuing decline in municipal funding, the rise in crime, and infrastructure decay, has been reversed. Today, people want to visit and live in New York once again. This is a great turn of events for the life of the city. It is a danger, however, to many of the buildings that make this city great.

One such building is the Interborough Rapid Transit Powerhouse on Eleventh Avenue and 59th Street. This Proposal recommends that the Powerhouse be designated a New York City landmark in order to preserve this exceptional, historical building for the future generations of New Yorkers.

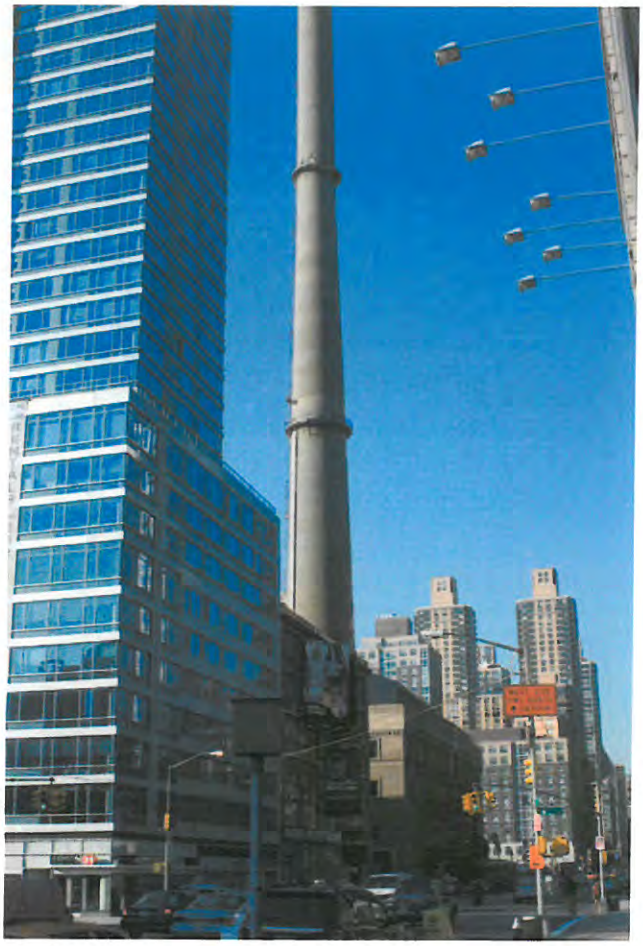


Generators occupied the vast space.

ABOUT THE POWERHOUSE

)RY

)ctober 27, 1904, New York's first subway sys- pened to great acclaim. Begun in 1899 by the In- rough Rapid Transit Construction Company, the n was a masterpiece of planning and engineering possible by the efforts of Chief Engineer Wil- Barclay Parsons.[1] Though today's subway system ned and operated by a public entity, the Metro- n Transit Authority, the privately-owned Inter- ugh Rapid Transit Company ("IRT") was respon- for constructing the first segment of the subway



The Powerhouse is surrounded by many new developments.

system. The architectural firm of Heins & LaFarge "had overall responsibility for the various aspects of the architectural and artistic design" of the system.[2]

The IRT was responsible for not only building the tunnels, tracks, and stations that comprised the IRT system, but for powering the system's trains. To power this system, the IRT needed a means of generating and transferring electricity, as well as massive buildings to house the generators. Accordingly, the IRT built a number of power stations throughout the city. In the first years of the twentieth century, it commissioned what would become one of the most unique buildings ever to house a power plant of any kind: the Interborough Rapid Transit Powerhouse on Eleventh Avenue and 59th Street ("Powerhouse"). Completed in 1904, the Powerhouse provided electricity for the IRT system and its successor, the New York City Subway, until 1959. Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the IRT Subway is, in the plainest sense of the word, monumental. Upon its comple-

View east, from Twelfth Avenue

tion in 1904, the mammoth structure was the largest powerhouse in the world, and "it represented the highest level of technical sophistication in the production of electrical power at that time."[3] Current was generated and fed to eight substations to power the signal and lighting systems. In its role as a company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. And like many of New York City's great buildings, the Powerhouse was created to ensure the continued growth of the city. The Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first success- derground transit system. Viewed as such, it is a monument to the grandiosity of the city itself.

om the southeast

In 1959, when it was no longer needed to power the subway, the City sold the Powerhouse to Consolidated Edison for use as a power station.[4] Over the next five decades, Con Edison's electric generation at the site slowly tapered off. Today, Con Edison continues to own the Powerhouse, though its use is limited to steam production for private customers in the area. In fact, the North Hall that housed the turbines is almost completely empty.

Twice in the past 30 years, the Powerhouse has been considered for designation as a landmark. In 1979 and then again in 1990, the Landmarks Preservation Commission held hearings and solicited testimony on the proposal for landmark status. Each time, Con Edison objected and fought the Commission, arguing that its use would be hampered if the building was landmarked. Despite the Commission's offer to devise guidelines that would allow changes to the building to be made in times of emergency, Con Edison won both battles.[5]

Ornate decorations grace the facade.

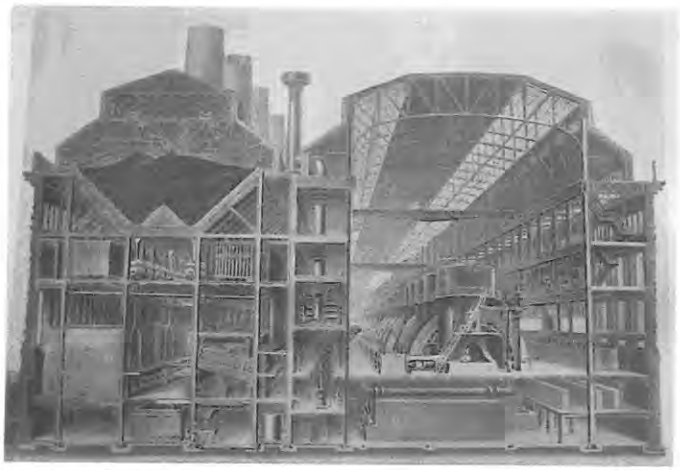
Design

The Powerhouse was designed in the form of an Italian Renaissance Palazzo. The engineering design was created by the engineers of the IRT under the direction of Paul C. Hunter.[6] The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.[7] While most powerhouses and power plants are utilitarian structures, built as cheaply as possible and only as necessary to protect the generators, the Powerhouse was

designed to serve an aesthetic purpose as well. To this end, the IRT hired the legendary architectural firm McKim Mead & White to design the building for its new flagship power station.[8] As noted in a previous Landmarks application, "by commissioning such a grand design for a very functional purpose, the IRT Company was visually expressing its belief in the greatness, usefulness, and civic importance of this new mode of transportation."[9] In their book, *One Thousand New York Buildings*, Jorg Brockman & Bill Harris note that "[t]he reason behind its elaborateness was the fear that a factory-like structure would be a blight on the neighborhood."[10]

of the elaborate friezes are still intact

exterior of the Powerhouse as designed by Stan- White is a rare example of Beaux-Arts design. uted in the Beaux-Arts style drawing upon Re- nce prototypes, it is the embodiment of the aes- ideals of the civic-minded City Beautiful move- spawned by the World's Columbian Exposition 93 in Chicago."[11] The City Beautiful movement hat public improvements could beautify Ameri- ndustrial cities.[12]



Cross-section

The building was artfully decorated with cornices and friezes in the Renaissance Revival style. It consists of two main cathedral-like halls: an operating room and a boiler house separated by a colossal partition wall. The operating room originally contained a row of engines and electric generators; the boiler house contained the boilers, of course. Sitting on a base of smooth ashlar granite, the Powerhouse "has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones."[13] The arcades are surmounted by an attic story with paired window openings framed by terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multi-pane industrial sash. One of the original huge smokestacks required when the plant burned coal remains, and one chimney near the southeast corner has been added. The original terra-cotta roof tiles and the upper cornice have been removed. Four openings have been cut into the base of the south side and one on the north side. An addition was constructed in 1940 at the Twelfth Avenue façade (the western end of the powerhouse). This extension is not included in the proposed designation.[14]

The building was located close to the Hudson River "to facilitate delivery of coal to fire its generators."[15] Architect Stanford White "place[d] the conveyors for bringing in the fuel and removing the ashes discretely underground. He also designed its smokestacks to look like tapered Classical columns."[16]

REASONS FOR LANDMARKING

The most immediate and effective way to ensure that the Powerhouse remains for generations to come is to designate the building a landmark. There are several reasons why this building is worthy of landmark designation.

A large window overlooks the Hudson River to the west.

The interior as it looks today.

ORICAL SIGNIFICANCE

Powerhouse at 59th Street is one of the last great rhouses standing in New York City today. In the wo years alone, three historically- and architecy-significant powerhouses have been either ed or closed off from the public by redevelopas condos.

Kent Avenue Powerhouse was constructed in 1905 rovided the electricity for the original Brooklyn Rapid Transit system. Located on the Brooklyn waterfront in Williamsburg, the Kent Avenue Powerhouse featured a stone foundation and 4-story high arched windows with cream colored terra-cotta trim.[17] As the site of the 1937 strike that led to the formation of the Transit Workers Union, it was an integral piece of the city's transportation history. Nevertheless, in the spring of 2008, it was demolished by Con Edison. As Mary Habstritt, President of the Society for Industrial Architecture noted, "We are losing a lot of grand power plants but this is probably the most stunning. It tells the whole story of our subway system."[18]

The East River Powerhouse, located in Manhattan adjacent to the FDR Drive between 38th and 39th Streets, was another example of a Beaux-Arts waterside power plant that has been lost. In 2007, the East River Powerhouse was demolished to make way for a residential development by Sheldon Solow.[19]

In Long-Island City, yet another power plant has been forever altered and removed from public accessibility. The Long Island City Pennsylvania Railroad (PRR) Power House in Long Island City, Queens, was converted to residential condominiums by architect Karl Fischer.[20] Though residential reuse is preferable to demolition, the general public is still not able to enjoy this piece of New York history.

Another reason to designate the Powerhouse at 59th Street as a landmark is to preserve for generations an irreplaceable piece of New York transportation history. The Powerhouse serves as a powerful reminder of how proud New York once was of its subway system. The builders of the subways and civic leaders were so proud of their subway system that they even languished over the ancillary elements of the system. Rather than build a plain utilitarian structure to house its power source, the designers and builders of the subways designed an ornate, classical building. The fact that most riders would never see this building was irrelevant. It spoke to their pride in the overall system.

As New Yorkers' interest and pride in their transportation systems and transportation history enjoy a revival, it is only fitting that the Powerhouse be preserved. The recent redevelopment of the High Line was just the beginning of this movement to preserve our city's historical transportation infrastructure. The Powerhouse is the next step in that movement.

Architectural Significance

The Powerhouse should be preserved because of its architectural significance. It is a beautiful building and one of the few existing-yet-unprotected McKim Mead & White buildings in the city. McKim Mead & White remains one of the most celebrated architecture firms to ever have worked in NYC. Though few buildings

The Powerhouse fills an entire city block.

should be protected solely because they are the work of famous designers, it is widely accepted that the work of these men in particular is inherently worth preserving. To allow this building to remain unprotected might condemn the Powerhouse to the same fate as that of Pennsylvania Station, the most famous, and missed, McKim Mead & White building this city has hosted.

The Beaux Arts style of the building provides admirable contrast to the changing character of the neighborhood in which it resides. The Powerhouse is quickly being surrounded by modern glass buildings, the construction of which risks erasing the industrial architecture that once made the northern reaches of

of east facade

Hell's Kitchen unique. Contextually, the building adds a great deal to the landscape of the area, which is rapidly becoming an endless sea of glass and steel. Preservation of the Powerhouse pays necessary tribute to the history of the neighborhood and the city alike.

FUTURE USES

While the primary goal of this proposal is to achieve landmark designation for the Powerhouse, we cannot help but begin to imagine the potential future uses a landmark designation and preservation might allow.

A re-imagined Powerhouse offers an amazing opportunity to provide unencumbered indoor space for the public. Though the possibilities for the Powerhouse are endless, the building's two huge, cavernous halls would provide the ideal venues for a premier indoor market, a world-class art museum, an event space, and more.

Market

The North Hall of the Powerhouse would serve as a perfect home to New York's largest indoor market. Just as London's Borough and Spitalfields' markets provide a fora for London's restaurants, bakeries, and fish, meat, and vegetable vendors to sell their goods to the public, the Powerhouse might provide New York's restaurants, bakeries, and fresh food vendors the opportunity to sell their goods to New Yorkers in a vibrant public space 365 days a year. Though New York has several markets currently operating around the city, none of these markets operates year-round, rain-or-shine. Nor do any of these existing markets enjoy a space as large or as beautiful as the Powerhouse.

Museum/Gallery

The South Hall of the IRT Powerhouse is the ideal setting for a world-class art cooperative, a place where all of New York's great art museums can exhibit work that might otherwise wait in a dark storage room for a brief showing for a few weeks a year. New York is home to many of the world's greatest art institutions: the Metropolitan Museum of Art, the Museum of Modern Art, the Guggenheim Museum, the Whitney, the Cooper-Hewitt National Museum of Design, the Brooklyn Museum, the International Center of Photography, Dia Art Museum. Yet due to the size of their collections and the inevitable space constraints of New York City, these museums are only able to exhibit approximate-

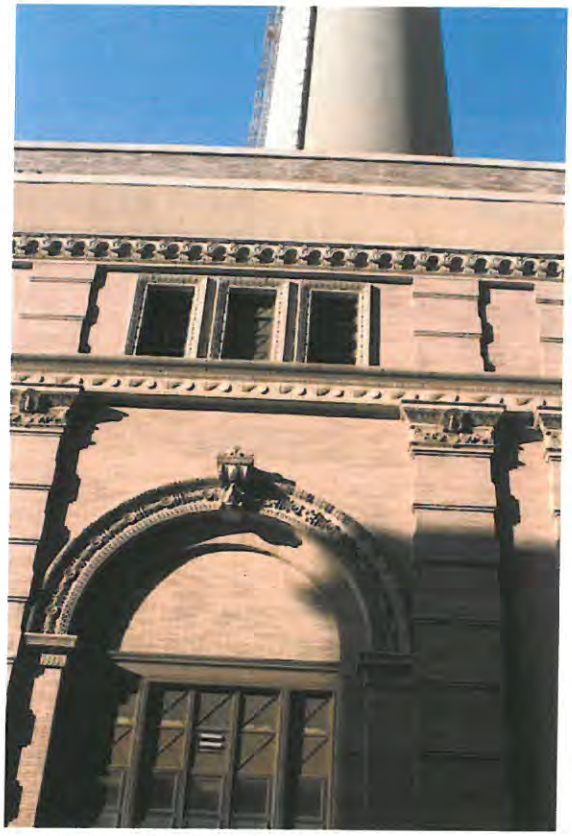
ly 10% of their collections at any given time. The IRT Powerhouse could host a series of rotating exhibitions of the works owned by New York's preeminent art museums. One year the South Hall will host an exhibit of lesser known works in MoMa's collections, works that otherwise would wait in storage. Another year, the Met would have its turn. During the next years, the Whitney, Guggenheim, and Brooklyn Museum would have their opportunities to fill the space.

Alternatively, the South Hall of the IRT Powerhouse could serve as a museum in its own right. The Powerhouse is the only building large and grand enough to serve as Manhattan's answer to London's Tate Modern, a museum which itself occupies a former power plant on the banks of the Thames. Several museums are currently looking for museum space in Manhattan. For example, Dia director, Philippe Vergne, has stated that finding an exhibition space in Manhattan is his first order of business.[21] The Powerhouse might meet this need. Whatever institution ultimately occupies the space, there is little doubt that the IRT Powerhouse, with its cathedral ceilings and inspiring design, is perfectly suited to serve as a home to great art.

Event Space

The Powerhouse is the ideal setting for the dozens of special events that take place in the City each year. The North and South Halls can easily host charity events and galas, fashion shows, movie premiers, inaugural balls, and concerts. These cathedral-like spaces can accommodate even the largest gatherings, while providing the funding needed to restore and operate the facility.

As the home to a market, an art museum, and a space for special events, the IRT Powerhouse would be one of the most unique year-round destinations in all of York City. In the end, however, the Powerhouse is f New York's gems and, as such, its destiny should en to public discussion. Whatever its use, the IRT rhouse offers the ideal opportunity to preserve a of New York's industrial past while creating pubace for the future.



Decorative arched windows.

PUBLIC SUPPORT

This Proposal to designate the Powerhouse is supported by many New Yorkers. Community Board 4[22] supports the Proposal, as does Community Board 7,[23] City Councilwoman Gail Brewer,[24] and State Senator Tom Duane.[25] The Municipal Art Society,[26] the Landmarks Conservancy,[27] the Alliance for the Arts,[28] Landmark West!,[29] the Historic Districts Council,[30] the Beaux Arts Alliance,[31] Friends of the High Line,[32] the Friends of Terra Cotta,[33] the Riverside South Planning Corp.,[34] and The Society for Industrial Archeology (Roebling Chapter)[35] all support the Proposal. We ask the Commission to follow the lead of these respected New Yorkers and groups and designate the Powerhouse a New York City Landmark.

CONCLUSION

It is no secret to anyone who lives in New York that the city is in the midst of perhaps the most dynamic urban revival in American history. Even the term revival does not capture what is happening presently. A revival implies a process with a beginning and an end, yet there seems to be no end in sight to New York City's newfound fascination with its physical appearance and condition. The revitalization that began in the 1990s in neighborhoods like Times Square, Tribeca, Greenwich Village, Dumbo, the Meatpacking District, Williamsburg, and Harlem, has spread to the Financial District, Hell's Kitchen, Fort Greene, Washington Heights, Long Island City, and the Lower East Side. While this urban reinvestment has been good for the city in countless ways, making the city cleaner, safer, more aesthetically pleasing than ever before, the process has also sparked a real estate development frenzy that has made every empty lot or deteriorating building a target for the wrecking ball. New York's success paradoxically threatens its historically and architecturally significant buildings, including the Powerhouse.

This revitalization of New York's neighborhoods must be done with an eye towards preserving those buildings that are an integral part of New York's urban fabric. Many of the parking lots, factories, and garages that face redevelopment will not be missed. But frenzied redevelopment tends to claim innocent victims as well: beautiful, architecturally significant buildings that are unprotected from alteration or demolition.

With revitalization we risk becoming victims of our own success. As development in and around Hell's Kitchen, the Time-Warner Center, and Riverside Park South drastically changes the landscape in this part of Manhattan, there is an increased risk that the Powerhouse might meet the same fate as that other McKim Mead & White work: Pennsylvania Station. Without landmark status, the Powerhouse might continue to suffer degradation at the hands of Con Edison. Far worse, if the building is not designated a landmark now, there is nothing to stop a future owner from razing the building once it ceases to be needed for electricity or steam.

NOTES

[1]Prior Landmarks Application, obtained from the files of the Landmarks Preservation Commission, attached at Appendix A.

[2]*Id.*

[3]*Id.*

[4]Christopher Gray, Streetscapes: *The IRT Generating Plant on 59th Street;The Power of Design vs. Con Ed Power*, N.Y. TIMES, November 17, 1991, available at http://query.nytimes.com/gst/fullpage.html?res=9D0CE6DD1E3EF934A25752C1A967958260&sec=&spon=&pagewanted=print, attached as Appendix B.

[5]Gray, supra note 4.

[6]Prior Landmarks Application, obtained from the files of the Landmarks Preservation Commission, attached at Appendix A.

[7]Id.

[8]*New York's First Underground Railroad*, N.Y. Times, August 28, 1904, attached as Appendix C.

[9]Id.

[10]Jorg Brockman & Bill Harris, ONE THOUSAND NEW YORK BUILDINGS at 260 (2002), attached as Appendix D.

[11]Prior Landmarks Application, obtained from the files of the Landmarks Preservation Commission, attached at Appendix A.

[12]Id.

[13]Id.

[14]Id. See also Tom Fletcher's *New York Architecture*, at http://www.nyc-architecture.com/MID/MID136.htm, attached as Appendix E

[15]BROCKMAN & HARRIS, supra note 10, at 260.

[16]Id.

[17]David Freedlander, *Community Shocked as Plug Pulled on Historic Power Plant*, AMNEWYORK, April 18, 2008, avail¬able at http://www.amny.com/news/local/multimedia/am-powerplan0418,0,6752842.story, attached as Appendix F.

[18]Id.

[19]Id.

[20]Id.

[21]Mary Abbe, *Gotham Revival*, ARTNEWS, September 2008, 78, attached as Appendix G

[22]See Appendix H: Letter of Support from Community Board 4.

[23]See Appendix I: Letter of Support from Community Board 7.

[24]See Appendix J: Letter of Support from Councilwoman Gail Brewer.

[25]See Appendix K: Letter of Support from State Senator Tom Duane.

[26]See Appendix L: Letter of Support from the Municipal Art Society.

Appendix M: Letter of Support from the Landmarks
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Appendix N: Letter of Support from the Alliance for the

Appendix O: Letter of Support from Landmark West!

Appendix P: Letter of Support from the Historic Districts
il.

Appendix Q: Letter of Support from the Beaux Arts Alli-

Appendix R: Letter of Support from Friends of the High

Appendix S: Letter of Support from Friends of Terra

Appendix T: Letter of Support from the Riverside South Planning Corp.

[35]See Appendix U: Letter of Support from The Society for Industrial Archeology (Roebling Chapter).

CONTACT INFORMATION

The Hudson River Powerhouse Group
Jimmy Finn, Co-Founder
Paul Kelterborn, Co-Founder
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New York, New York 10009
917.494.3586

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Appendix C:	*New York's First Underground Railroad*, N.Y. TIMES, August 8, 1904.
Appendix D:	Jorg Brockman & Bill Harris, ONE THOUSAND NEW YORK BUILDINGS at 260 (2002).
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Appendix S:	Letter of Support from Friends of Terra Cotta.
Appendix T:	Letter of Support from the Riverside South Planning Corp.
Appendix U:	Letter of Support from the Society of Industrial Archeology (Roebling Chapter)

INTERBOROUGH RAPID TRANSIT POWERHOUSE (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Street, (aka 850 Twelfth Avenue, excluding the Twelfth Avenue extension), Manhattan

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mead & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue (east) facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. Four of the original six huge chimneys required when the plant burned coal remain, and one chimney near the southeast corner has been added. The original terra-cotta roof tiles and the upper cornice have been removed. Four openings have been cut into the base on the south side and one on the north side. An addition was constructed in the 1940s at the Twelfth Avenue facade (the western end) of the powerhouse. This extension is not included in the proposed designation.

IRT SUBWAY SYSTEM COMPONENTS

On October 27, 1904, New York's first subway system opened to great acclaim. Begun in 1899 by the Interborough Rapid Transit Construction Company, the system was a masterpiece of planning and engineering made possible by the efforts of Chief Engineer William Barclay Parsons. The architectural firm of Heins & LaFarge had overall responsibility for the various aspects of the architectural and artistic design.

Portions of the IRT system constructed under Contracts 1 and 2 are being proposed for Landmark status. The original IRT Power House between Eleventh and Twelfth Avenues, 58th and 59th Streets, was designed in the form of an Italian Renaissance palazzo by the architectural firm of McKim, Mead & White with the engineering design by the engineers of the IRT Company under the direction of Paul C. Hunter. By commissioning such a grand design for a very functional purpose, the IRT Company was visually expressing its belief in the greatness, usefulness, and civic importance of this new mode of transportation. While most of the IRT system runs underground, the IRT Company engineers constructed it in accordance with the topography of the city. In the Manhattan Valley between Morningside and Hamilton Heights, the elevation suddenly drops so at 122nd Street the subway tracks emerge from a tunnel to be carried on the Broadway Line Viaduct to 135th Street. This elegant engineering structure has been called "worthy of Eiffel." The masonry abutments at the north and south ends were designed by Heins & LaFarge. The subway tracks again emerge from a tunnel just south of Dyckman Avenue adjacent to Fort George Hill in the far northern section of Manhattan. This tunnel entrance known as the Fort George Portal was given a specific architectural treatment by Heins & LaFarge with a rusticated arch with stone voussoirs and keystone and a stone name tablet above.

Other architecturally-distinctive elements of the system are the free-standing control houses which provided pedestrian access to the system. Those at Bowling Green and 72nd Street have already been designated as New York City Landmarks. The former Mott Avenue Control House at 149th Street and the Grand Concourse is one other built under Contract 1 to survive, even though it is no longer directly connected to the subway entrances. The design by Heins & LaFarge was inspired by Renaissance sources.

Portions of a number of underground stations, built under Contracts 1 and 2 and noted for their interesting artistic elements, are also proposed for designation. Key among them is the City Hall Station which was planned as the showcase of the system. The station is built with a curved platform to follow the curve of the tracks and vaulted with Guastavino tile--the innovative structural system devised by Raphael Guastavino. Leaded-glass skylights enhance three vaults. The wall and ceiling surfaces are decorated with multi-colored glazed tile and terra-cotta plaques. The other underground stations under consideration feature decorative wall and name treatments, designed to give each station an individual character through the use of colored glazed tile, mosaics, terra cotta and faience. The Borough Hall Lexington Avenue line Station has distinctive plaques with the name and initials of the station. The Wall Street Lexington Avenue line Station features a plaque of Governor Stuyvesant's fence at Wall Street. Robert Fulton's steamship, the Clermont, adorns the wall of the Fulton Street Lexington Avenue line station. The Bleecker Street Station has an especially handsome treatment of its name, while the Astor Place Station is characterized by plaques of the beaver

1692

LANDMARKS PRESERVATION COMMISSION

305 BROADWAY, NEW YORK, N. Y. 10007

August 9, 1979

Mr. James Manning
Director of Real Estate
Consolidated Edison Company of New York, Inc.
4 Irving Place
New York, N. Y. 10003

Re: IRT Powerhouse
W. 58th and 59th Streets,
11th and 12th Avenues,
Manhattan.
TMB 1106, Lot 1

Dear Mr. Manning:

Your name appears as the owner of the above named property. Pursuant to the provisions of Section 207-12.0 of Chapter 8-A (Preservation of Landmarks and Historic Districts) of the Administrative Code of the City of New York, you are hereby notified that on September 11, 1979 at 10:30 o'clock in the morning of that day, a public hearing will be held in the Board of Estimate Chambers at City Hall, with respect to the proposed designation of the above named property.

Public notice of said hearing identifying the proposed Landmark, and setting forth its location will appear in the City Record of August 28,1979 and on each day (other than Saturdays, Sundays and holidays thereafter) until and including September 11, 1979.

You or your representative may appear at such public hearing and present any facts and express any views relating to the proposed designation. If you plan to present any facts, express any views or offer any testimony, the Commission will appreciate it if you let us know as soon as possible in order that appropriate arrangements may be made for your participation.

Very truly yours,

Lenore Norman

Lenore Norman
Executive Director

October 24, 1979

Mr. Clifford G. Sommer, Jr.
Law Department
Consolidated Edison Company of New York
4 Irving Place
New York, New York 10003

Dear Mr. Sommer:

This is to acknowledge receipt of Con Edison's memorandum in opposition to the proposed designation of the Original IRT Powerhouse. This information has been entered into the official file on this item.

If I can be of any further assistance, please feel free to contact me at 566-7577.

Sincerely,

Lenore Norman
Executive Director

LN:PS

LP 1092

Con Edison
Law Department
Consolidated Edison Company of New York, Inc.
4 Irving Place, New York, N.Y. 10003

October 15, 1979

Ms. Lenore Norman
Executive Director
Landmarks Preservation Commission
6th Floor
305 Broadway
New York, N.Y. 10007

Re: Con Edison 59th Street
Generating Station
LP-1092

Dear Ms. Norman:

Enclosed for filing with the Commission are twelve copies of Con Edison's memorandum in opposition to the proposed designation of its 59th Street Generating Station as a landmark. Attached to the Con Edison memorandum are three photographs of the station and a memorandum and addendum thereto prepared on behalf of Con Edison by Mr. Walker O. Cain. One copy of each memorandum has been manually signed.

I want to thank you and your associates, Majorie Pearson and Dorothy Meinor, for the meeting we had last Thursday. The meeting continued much longer than I had anticipated, but it was certainly helpful in understanding how the Commission staff interprets the landmarks law. Thank you again for your time and the benefit of your experience in Commission matters.

Very truly yours,

Clifford G. Sommer, Jr.

Clifford G. Sommer, Jr.

CGS:mg

Enc.

Signed copy

LANDMARKS PRESERVATION COMMISSION
OF THE CITY OF NEW YORK

In the Matter of the Proposed Designation
of the "Original IRT Powerhouse,
58th and 59th Streets,
Eleventh and Twelfth Avenues, Manhattan"
as a Landmark and Landmark Site
(LP-1092)

Memorandum of Carroll H. Dunn,
Senior Vice President of Consolidated
Edison Company of New York, Inc.,
in Opposition to the Proposed Designation

Carroll H. Dunn
Senior Vice President
Consolidated Edison Company
of New York, Inc.
4 Irving Place
New York, New York 10003

212-460-4696

Memorandum of Carroll H. Dunn, Senior Vice President of Consolidated Edison Company of New York, Inc., in Opposition to the Proposed Designation of the "Original IRT Powerhouse, 58th and 59th Streets, Eleventh and Twelfth Avenues, Manhattan" as a Landmark and Landmark Site.

Introduction

This is a proceeding before the Landmarks Preservation Commission of the City of New York (the "Commission") pursuant to the provisions of Chapter 21 of the Charter of the City of New York and Chapter 8-A of the Administrative Code of the City of New York.

On August 16, 1979 Mr. James P. Manning, Director of Real Estate of Consolidated Edison Company of New York, Inc. ("Con Edison"), received a letter dated August 9, 1979 from the Executive Director of the Commission notifying Con Edison that on September 11, 1979 at 10:30 o'clock in the morning a public hearing was to be held concerning the proposed designation of the "Original IRT Powerhouse, 58th and 59th Streets, Eleventh and Twelfth Avenues, Manhattan," as a landmark and of the land on which it is situated as a landmark site. At the public hearing counsel for Con Edison

requested the proceedings be adjourned for 60 days in order to give Con Edison sufficient time to consult with an architectural expert who had been retained in early September 1979 and to evaluate the impact of the proposed landmark designation on Con Edison's operations. The Commission decided to close the public hearing on the proposed designation but to keep the record open until October 15, 1979 so that Con Edison could submit written material for the Commission's consideration.

Con Edison is opposed to the designation as proposed by the Commission. The purpose of this memorandum is to explain the reasons for such opposition and to suggest what Con Edison believes is a reasonable alternative to the Commission's proposed designation.

The Commission's Proposed Designation

The structures proposed by the Commission for landmark designation occupy the entire City block from 11th Avenue to 12th Avenue, and from 58th Street to 59th Street, in Manhattan. This entire block, designated on the Tax Map of the City of New York as Block 1106, Lot 1, is proposed as the landmark site. The structures consist of one building, approximately 200' by 690', constructed in 1904, and an annex approximately 200' by 105' added in 1952. (Photographs of the structures are attached hereto as Exhibits A, B, and C.) These structures were purchased by Con Edison from the City of New York in 1959. They presently house

electric generating, transmission and distribution facilities and equipment and steam production facilities and equipment. As of December 31, 1978 the book cost of the "59th Street Generating Station," as these buildings are known at Con Edison, amounted to approximately $73 million, including about $67 million of electric facilities and $6 million of steam facilities. For taxable year 1979/1980 the 59th Street Generating Station has an assessed valuation of about $36 million, with real property taxes amounting to some $3.2 million.

The purpose of the landmarks preservation law, in general, is to preserve and protect buildings in New York City which have a "special character or special historical or aesthetic interest or value" and which represent "the finest architectural products of distinct periods in the history of the city." (N.Y. Admin. Code, Ch. 8-A, §205.1-0 b. (1976)) The extremely broad and equivocal statutory criteria for landmark status require the Commission to scrutinize each proposed designation to avoid an inappropriate or indiscriminate selection. It is the judgment of Con Edison that the powerhouse structure and its annex do not possess attributes warranting landmark status. A decision to bestow landmark protection on these structures would, in Con Edison's opinion, tend to trivialize the landmarks law and to undermine in the eyes of the public the Commission's credibility which has been established over the years

by making discerning landmark designations.

With respect to the architectural significance of the powerhouse and its annex reference is made to the Memorandum dated October 11, 1979 and the addendum thereto dated October 12, 1979 of Mr. Walker O. Cain, which are attached hereto as Exhibit D.

An examination of the photograph attached as Exhibit A hereto should be sufficient to convince the Commission that the annex to the powerhouse is architecturally insignificant. Neither can the annex be said to have any historical relevance to the inauguration of IRT subway service in New York City in 1904. Thus, the annex should be divorced of any landmark designation which the Commission may make.

With regard to the powerhouse structure, Mr. Cain points out that the most impressive architectural aspects have been removed; namely, the stacks, shaped like columns, with entasis, and the cornice. Only one of the original stacks remains and the station now has a 500' tapered stack and a smaller cyclindrical one on top of the annex. (The first small stack to the west of 11th Avenue shown in Exhibit A has been removed.) The cornice has been replaced with a concrete stucco band. In addition, doors have been cut through both the 58th and 59th Street facades and the roof has been radically breached to accommodate installation of new equipment. Several arcaded windows have been bricked up and the windows at street level on the 58th Street facade have been filled

in with concrete blocks.

In addition to the substantial modifications which have already occurred to the powerhouse structure, Mr. Cain notes that the structure is designed as a two-part composition: a "pavilion," consisting of a 200' front on 11th Avenue and the 30' returns on each side street, and a "boiler-turbine" room, consisting of the 58th and 59th Street facades which extend about 650'. In his opinion the "pavilion" portion of the powerhouse "received the most architectural attention" and "[T]o extend landmark designation to the turbine-boiler room seems to me to go beyond the valid objectives, which we all support, of the Landmarks Preservation Commission."

Obviously, the Commission's interest in designation of Con Edison's 59th Street Generating Station as a landmark arises out of the 75th Anniversary of the opening of the IRT subway system which will be celebrated on October 27, 1979. The August 9, 1979 notice of public hearing received by Con Edison enclosed two two-page descriptions entitled "IRT Subway System Components", including the powerhouse, and the "IRT Subway System Underground Interior", which described other structures and items also proposed for landmark designation. The concluding paragraph of the first description states:

> "The Diamond Jubilee of the New York City Subway system is being celebrated this year.

In conclusion, it is Con Edison's contention that the entire powerhouse, and obviously the annex, are not so architecturally or historically significant as to deserve landmark designation. At most, designation should be restricted to the "pavilion" portion, i.e. the 11th Avenue front and side street returns, of the power-house.

Respectfully submitted,

Carroll H. Dunn
Senior Vice President of
Consolidated Edison Company
of New York, Inc.

New York Academy of Medicine, 103rd Street at 5th Avenue, N.Y., School of Journalism, Columbia University, N.Y. and The Century Club, New York City.

When I lived in The Village, I frequently travelled on the West Side Highway. From the Highway I remember seeing the power plant in question. I always identified it by its most remarkable stacks, 6, I believe, about 160' high and the only ones I've ever seen designed as though they were column shafts, with entasis. When asked recently for comments on the landmarks issue, I visited the building and my first disappointment was that all but one of my columns were gone, replaced by a small cyclindrical one and an overpowering 500' tapered one. A closer look revealed new doorways had been cut through the arcaded walls on 58th Street and 59th Streets, with no relation to pilasters and arched openings. Several of the arches on these sides have been bricked-up with a salt-glaze brick and all the lower windows along the 58th Street side have been filled in with concrete block, with no relation to the architectural design. (See photograph attached hereto).

Next to the missing stacks the greatest loss is the cornice, normally the crowning glory to a neo-Classical building. All that remains today is a flat band of concrete stucco where the old cornice was, which reminds me of the maxim of a very old architect I once knew: "A building without a cornice is like a face without eyebrows." Another way of looking at that is "like a column without a cap." Other missing parts are the cornice on 11th Avenue and

the decorative treatment around the inscription panel acting as a sort of pediment on the 11th Avenue front, which remains the least changed. In addition, the roof has been completely changed to accommodate new equipment installed in the plant. The original Spanish tile and slate finishes have been removed and replaced with a tar and gravel covering. The monitors have been supplanted by corrugated steel panels.

A structure such as a power plant, a purely utilitarian collection of boilers, pumps and ducts, pipes and tanks, is an everchanging creature. New technology, improved or modified equipment, rearrangement of enormous parts, all require freedom to maneuver, to break through exterior walls or roof. Constraints normally acceptable to other building types do not apply to this one. Emergencies can arise in a moment. The needs to breach architectural forms are immediate and cannot await the proper but sometimes lengthy determinations associated with Landmarks designation. However, these problems, and they are real ones, would seem to exist entirely on the North and South facades, approximately a quarter of a mile in overall length.

The East front, the 11th Avenue facade, was obviously considered the real front, the entrance front of the building and contains some office space above an area for delivery vehicles. Consistent with this is the significant difference in architectural style applied to the 200 feet along 11th Avenue and the first 30 feet on the 58th and 59th Street returns. The architectural effect

is that of a pavilion 200' x 30' in plan to which is attached the huge turbine and boiler room, some 650' x 200' in plan.

Authorship of the parts of the building is not clear, but even a casual inspection indicates there are two distinct styles. The records show that Stanford White was paid an honorarium for assisting in developing typical bays, but that this was not a regular commission to the firm of McKim, Mead & White. White acted as consultant only. If he developed a bay, it would seem obvious that the bays on 11th Avenue received most of his attention.

Whereas the "turbine-boiler room" facades are of a neo-Palladian style with paired pilasters between arched openings 14 feet in width, the "pavilion" facade is more Roman, with single columns between arched openings 10 feet in width. The latter treatment is pure Stanford White, characterized by the use of terra cotta, one of White's trademarks, and by the extra richness of the ornamental quoins let into the pilasters and the window enframements with circular wreaths over them. Long missing are his special decorations above the cornice, which also would have been typical.

I believe that the proposed Landmark designation has arisen in connection with the anniversary of the Interborough Rapid Transit Company, and the fact that, of all the buildings related to that company, this one alone carried the imprint, if not entirely unwarranted, of McKim, Mead & White. In examining the building more closely, it is clear that it was designed as a two-

part composition: a head house or pavilion, four stories high, to which was attached a large turbine-boiler room, one story high. The pavilion received the most architectural attention, is indicative of Stanford White's personal style, and may well have been the facade favored by him. It is the portion of the structure least likely to be endangered by technological changes in the power industry and probably rates preserving. The turbine-boiler room, however, received a quite different architectural treatment, has already been modified with no regard to architectural design, and presents quite different problems for the future. To extend landmark designation to the turbine-boiler room seems to me to go beyond the valid objectives, which we all support, of the Landmarks Preservation Commission.

It would seem equitable to all concerned to concentrate the preservation efforts where the results are most visible, where the architect lavished his greatest efforts, and where the spirit of the past is more brightly illuminated, namely, on the 11th Avenue front and side street returns.

Thus, I am not opposed to designation, but I would hope the matter would not be resolved on an "all or nothing" basis. I am concerned that such an approach might overeach the image of Preservation, might work unreasonably against the owner, or press to the limit a power to be used with the utmost discretion. There are in this case considerations quite different than others we all know,

and in addition there is something of Locking the Barn After the Horse is Gone. The greatest features and unique elements of this building are gone. No one can make a landmark of what a building was.

It would be my hope that the Commission would find that the purposes of Preservation would be served, and the realistic requirements of a working utility plant recognized by designation what I have referred to as the "pavilion" at the 11th Avenue front. It is a better reminder of White than the other facades, even in its mutilated state. It is most easily seen and fronts on a busy thoroughfare.

Respectfully submitted,

Walker O. Cain

Walker O. Cain

October 11, 1979

Exhibit D

CAIN, FARRELL & BELL

Additional comments on the Con Edison presentation

1. There seems little correlation between architectural considerations and the wording of procedures derived from them. What began as an effort to preserve architectural elements and buildings has become mired in legal words and phrases. An architectural composition, seen by the architect as an assembly of divisible parts, (should that become useful or necessary,) is treated legally as an indivisible entity. The argument descends to such interpretations of the law as the difference between a "part" and a "piece". If an element is a part it is divisible, if a piece, it is not, etc., etc. It is time for the architects who support the Landmarks movement to learn of some of the unnecessary inequities, even the absurdities that have become part of the legal interpretations which become precedents.

2. For example, in the IRT power plant case, the wording of the regulations as interpreted give the Commission no choice but to designate an entire block or do nothing at all! Designating everything is, in this case, designates a jarring yellow brick, multi-story power plant annex of no distinction or beauty, or cultural importance, and adds it to the files of bureaucratic accretion to be dealt with forever.

3. Further, if a part or a piece of a building is separated from the rest internally, this seems to affect legally the considerations of designation externally. Architectural considerations of the turn on the century made no such distinctions. If a large element of a building such as the east "pavilion" along 11th Avenue is worthy of designation, architectural design - not legal wording - should determine its separability from the rest of the composition. The original roof design shows the architects' thought of it as a separate element, and it did not matter to them how many walls separated the Pavilion from the turbine room or whether they were built simultaneously or not. It should not matter to us today.

4. In view of the permanently mutilated state of the power plant, shorn of its magnificent stacks, its roof monitors, its great cornice and other architectural decorations, its long sides cut through, blanked off, and altered -- the proposal of making the East Pavilion a designated object, to be kept for posterity, -- seems a reasonable solution to me.

Walker O. Cain

Walker O. Cain, F.A.I.A.

October 12, 1979

The New York Times
nytimes.com

November 17, 1991

Streetscapes: The IRT Generating Plant on 59th Street; The Power of Design Vs. Con Ed Power

By CHRISTOPHER GRAY

TO some, it's a question of preserving the power of architecture. But to Consolidated Edison, which owns the IRT power plant at 59th Street and 11th Avenue, it's a question of preserving power itself.

For the second time, the Landmarks Preservation Commission has proposed designating the subway-power generating station, built in 1904, and for the second time Con Edison has objected.

The original Interborough Rapid Transit Company development included not only the first subway system, but also the means to power it, a generating station on the block bounded by 59th and 60th Streets and 11th and 12th Avenues. The 12th Avenue frontage gave access to water and river-borne shipments of coal. The $7 million, 132,000-horsepower plant used 1,000 tons of coal a day.

American Electrician, a trade magazine, called it the largest steam-driven power plant in the world, rising 125 feet on a 200- by 200-foot lot topped by five chimneys 162 feet high over a line of boilers. Gerald Weinstein, an industrial archeologist, says it was "technically obsolete as soon as it opened" -- its big reciprocating steam engines soon superseded by turbines.

Engineering Record echoed other publications in calling the facade "rather ornate" -- a combination of creamy tan brick and light terra cotta elements. Giant arched windows march down each side, separated by huge pilasters and topped by an attic story and, originally, an elaborate projecting cornice. Some of the detailing is patterned after electrical designs but most is like a stylebook of classical patterns: delicate wreaths, sharp palmette leaves, swags and the like -- an esthetic anomaly in this industrial area.

Although the actual building application was signed by Solomon L. Deyo, chief engineer for the IRT, period and modern sources say the exterior was designed by McKim, Mead & White, and the firm included it in its monograph of its own works.

When the IRT was absorbed in 1940 by the city's Board of Transportation, the powerhouse continued to supply the system. But in 1959 the city sold it to Con Edison. Now it supplies some subway and railroad electricity, but mostly provides private customers with steam.

Over time, four of the five stacks were demolished, a new 12th Avenue section was built in 1950 and windows and parts of the sidewalls have been changed. The facade became grimy and was nicely cleaned by Con Edison about 10 years ago -- but the utility also stripped off the cornice. A tall, modern concrete smokestack -- ringed by lacy catwalks -- is now visible from miles away.

In 1979, the landmarks agency held hearings on much of the original subway system and also proposed the powerhouse for designation. Con Edison objected, pointing out the many changes and noting that in an emergency the company might need to break open walls without delay to service the huge equipment inside.

Walker O. Cain, an architect retained by the utility as an expert witness, began work in 1940 for McKim, Mead & White and was a partner in its successor, Cain, Farrell & Bell, until his retirement in 1986. He stated that "authorship of the parts of the building is not clear" and suggested that Stanford White and the firm had designed only the 11th Avenue facade, leaving the side-street elevations to company engineers. He said that because the firm took a flat fee for the work "this was not a regular commission."

HOWEVER, the firm gave its records to the New-York Historical Society in 1950 and 1968, and the society has both its design studies and its finished elevations of all fronts. Mary Beth Betts, curator of architectural drawings at the society, said there was nothing unusual about McKim, Mead & White's working on a flat-fee basis.

The landmarks agency dropped the matter in 1979, but proposed the building again in 1990. Con Edison again opposed designation and there was merit to its argument -- the roof and wall changes and especially the broad gash left by the missing cornice leave the impression of a building that has been horribly damaged. But it is difficult to turn away from the wealth that still survives.

Tracie Rozhon, a spokeswoman for the commission, said the agency would try to work out guidelines for emergency changes if the building were designated. The commission is still reviewing the matter, but Ms. Rozhon said there is no way to tell when, if ever, it will be resolved.

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New York's First Underground Railroad

Ready for Operation It Represents the Greatest Triumph of Modern Tunnel Engineering—Story of Its Progress and the Difficulties Encountered.

TWENTY THIRD STREET STATION Store opening on platform

WHERE THE SUBWAY TRACKS COME ABOVE GROUND Looking north toward Manhattan. Viaduct.

SECTION OF LOOP STATION AT CITY HALL

THE BIG POWER HOUSE AT 11TH AVENUE AND 59TH STREET.

ELEVATED PORTION OF SUBWAY—Junction with 3d Avenue 'L' at Westchester Avenue

AT 28TH STREET STATION SHOWING TICKET BOOTH

BEFORE September is past New York's first underground railroad will be in operation. The city has built it at a cost of more than $40,000,000. In construction it is the greatest triumph of modern tunnel engineering, unparalleled for comfort, safety, and hygienic excellence. It is the result of half a century of struggle against what once seemed to be insurmountable barriers, and the beginning of what promises to be a system of rapid transit transportation that will solve the tortuous problem of handling the immense traveling population of the second largest city on earth.

It has required four years to complete the gigantic undertaking of scooping out this tunnel road. While it is known as the Rapid Transit Subway, it is not altogether an underground line, for one-third of its twenty-one miles are traversed by elevated viaducts. Yet its fourteen miles of tunnel constitute the longest subsurface railway in the world. The Metropolitan Underground of London is only thirteen miles in length, and the Simplon tunnel of Switzerland is a mile shorter than that. The longest tunnel previously built in America—the Hoosac of Massachusetts—is but four and a half miles long, a distance less than that of the single Washington Heights section of our road.

And it must be remembered that these other tunnels are for the most part dark, ill-ventilated, damp, and stuffy. New York's subway is none of these. No expense has been spared to make it safe, healthy, comfortable, and convenient. The scores of former plans for tunnel roads were rejected by the city because they failed to promise a near approach to perfection. New York would have none of them. She was content to await the engineer who could solve the question properly, the contractor who possessed the knowledge and equipment to carry out the plans satisfactorily, and the capitalists who were able to furnish a backing that would not endanger the welfare of the citizens or deplete the resources of the taxpayers.

Transit Problem an Old One.

The evolution of the city's modern transit systems—and to-day that evolution is far from completed—may be said to have begun in 1830, when the stage began to disappear from New York's streets and the horse car came into being. Since that time the growth of the city may be traced by its transportation statistics. In 1840 the four street railroads carried 18,500,000 passengers. In 1860 there were six companies carrying 36,500,000, and five years later the twelve roads accommodated 82,000,000 travelers. These figures refer to the old City of New York, now the Borough of Manhattan. The problem of providing a unified system of transit for five boroughs of a greater city is a task of comparatively recent years.

After the horse car had been in vogue for a few years there arose endless schemes for street railroads propelled by some mechanical power. Companies and individuals fought for years to secure steam railway franchises in Broadway. Cables and electric conduits were talked of long before they became practical possibilities, and it was not until 1886 that the cable roads were installed in Broadway and Third Avenue. Meanwhile, however, the Manhattan Elevated Railroad had come into being, and its first line was the one in Greenwich Street, originally nicknamed "the one-legged road" because of the single pillars that formed its supports. The growth of the elevated system now bisecting both the east and west sides of the city from the lower end of the island into the far northern suburban districts is known to every one who has lived here a few years.

The development of street car lines was accompanied by hundreds of visionary schemes for relieving the crush of traffic that was becoming more terrific as the population increased. A project for elevated sidewalks on a level with second-story windows was born and died. One man worked out a dream of cars manipulated by "atmospheric propulsion." In 1870 Speer's traveling sidewalk project was discussed and dropped, though the last two years have shown that the idea is practicable, and the moving platform is likely to be seen here before long.

The Tunnel Idea Grows.

There were tunnel schemes as far back as 1850. The first to be considered seriously provided for a line following Broadway, with four tracks, two for passengers and two for freight. Then underground sidewalks were proposed. In 1868, after the municipal authorities had worried themselves over countless schemes, a section of tunnel was actually built under Broadway, between Warren and Murray Streets. In this work, which was known as the Beach Broadway tunnel, the shield system of construction was first used for underground boring, and in the Spring of 1870 a little car was run back and forth in the block by air pressure. Then the whole undertaking was forgotten, and probably few people remembered that it ever existed, when a fire in the vicinity caused the opening of the old hole in 1890. The car was found intact, but as it was useless the tunnel was sealed up again.

It was on April 9, 1891, that Mayor Hugh J. Grant appointed the first commission on rapid transit plans, and this body finally reported on June 30 of the same year that the city ought to build a four-track underground road. The Rapid Transit Board was made permanent. It reported in the Fall of 1891 that tunnel road privileges should be sold to the highest bidder. The capitalists were afraid to bid, and the city waited.

For several years there was much talk, but nobody had enough confidence to put his money into an experiment so untried as this great city tunnel. In 1894, however, the Legislature created the Rapid Transit Board, an organization whose labors were destined to reach the goal long sought.

The Commissioners appointed were Alexander E. Orr, John H. Starin, John Claflin, Seth Low, William Steinway, and John H. Inman, while Mayor Gilroy and Controller Fitch were members ex officio. Mr. Steinway and Mr. Inman have died since then. To-day the board includes Messrs. Orr, Starin, and Claflin as representatives of its first membership, while Morris K. Jesup is a member by reason of his being President of the Chamber of Commerce, and the others on the commission are Mayor McClellan, Controller Grout, Woodbury Langdon, and Charles Stewart Smith.

Having emerged from an endless war of criticism, during which politics and personal hostilities served to block or delay their various moves, the Commissioners at last succeeded in building the present subway through the Boroughs of Manhattan and the Bronx.

The plans for this tunnel, drawn by William Barclay Parsons, were approved in 1897 by Mayor William L. Strong and the local authorities, including the Park Board and the Board of Public Works. Under the contract, which was signed on Feb. 21, 1900, the highest bidder, John B. McDonald, agreed to build the road for $35,000,000, with about $1,500,000 added for real estate and terminals, but later changes in the plans and additions will have brought the cost up to more than $40,000,000 when the entire line has been completed, not counting $15,000,000 or more spent for equipment.

Mr. McDonald, the contractor, discovered when he went after the job that he could not handle it by himself. The city required too many financial assurances—more than any one man could furnish. The contractor approached August Belmont, head of the banking firm of Belmont & Co., and finally Mr. Belmont agreed to back the undertaking, at which the wealthiest and most daring Wall Street men of a quarter of a century had balked. The Rapid Transit Subway Construction Company was organized to back the contractor, and two years later, when it was time to provide for the operation equipment, the Interborough Rapid Transit Company was incorporated. Mr. Belmont is President of both companies.

Provisions of Contract.

The contract between the city and Mr. McDonald provided that the contractor should operate the tunnel road for 50 years, with a privilege of a renewal lease for twenty-five years more. He must put into the City Treasury a sum equal to the interest on the bonds issued by the city for the construction of the road and an additional sum of 1 per cent. of the entire cost of construction, this 1 per cent. to institute a sinking fund the accumulations of which at the end of fifty years will wipe out entirely the cost of construction.

In short, the city provided that the taxpayer would feel no burden from the vast expenditure, as well as for a fund sufficient to take up all the bonds after fifty years. While it has been said, in the light of later events, that the city might have made better terms, it is doubtful if any financial interest ever could have been prevailed upon to venture upon so experimental an undertaking for the first time under conditions more favorable to the citizens.

Mr. McDonald had to give a construction bond of $5,000,000, of which $4,000,000 was furnished by the Rapid Transit Construction Company and $1,000,000 by four security concerns. In addition he had to deposit with the Controller $1,000,000 in cash as a surety that the work would be done on time, and still another million was furnished by Perry Belmont as a guarantee for the payment of the rental of the road during the fifty years of operation.

At last, when the financial arrangements had been completed, the contract was signed, and Mayor Van Wyck formally broke ground in front of the City Hall on March 24, 1900. From that day it was "up to" the contractor, and despite long delays caused by strikes and accidents and altered plans, he announces that he is ready to open the greater part of the line within a few days. The opening will be within the contract time, which was fixed at four years and a half, and although the outlying sections of the road in the Bronx and the upper westerly portion of Manhattan are to be delayed a little beyond the limit, Mr. McDonald promises to have the entire system in working order before six months are past. Even at that he will avoid any forfeits, as the strike clause of the contract relieved him of responsibility for delays due to labor troubles.

Bossing the Job.

The plan of construction adopted by the contractor involved the letting of sub-contracts for fifteen sections of the work. From the central office of the Rapid Transit Subway Construction Company, in the top floor and towers of the tall Park Row Building, Mr. McDonald and his big staff of engineers and assistants bossed the job. From the engineering offices of the Rapid Transit Board, at 320 Broadway, Chief Engineer William Barclay Parsons bossed the contractors and the sub-contractors. The Board ruled them all, according to the contract, but Mr. Parsons was virtually the head and front all the time, checking every move made by the contractors, whether it emanated from the banking house of Belmont or the mechanical headquarters of McDonald.

Somewhere on every one of the fifteen sections there were offices for representatives of the board and the contractor. There were division engineers, section engineers, sub-section engineers, head inspectors, designers, surveyors, and a thousand other graded officials. Every day reports of every detail went to the Chief Engineer of the board and to the Chief Engineer of the contractor, S. L. F. Deyo. The contract gave Mr. Parsons power to dictate to the contractor, and the Parsons overseeing system was so complete that the contractor, if he tried, never had a chance to dodge an obligation.

The contracts for the fifteen sections of the job were let out by Mr. McDonald to the following sub-contractors:

MAIN LINE.

Section 1, from the City Hall to Chambers Street, including the City Hall loop—Degnon-McLean Contracting Company.

Section 2, from Chambers to Great Jones Street—Degnon-McLean Contracting Company.

Section 3, from Great Jones to Thirty-third Street—Holbrook, Cabot & Daly.

Section 4, from Thirty-third to Forty-first Street—Ira A. Shaler.

Section 5A, from Forty-first Street and Park Avenue to Fiftieth Street and Broadway—Degnon-McLean Contracting Company.

Section 5B, from Fiftieth Street to Columbus Circle—Naughton & Co.

Section 6A, from Columbus Circle to Eighty-sixth Street—William Bradley.

Section 6B, from Eighty-sixth to One Hundred and Third Street—William Bradley.

EAST SIDE BRANCH.

Section 7, from One Hundred and Third Street and Broadway to One Hundred and Tenth Street and Lenox Avenue—Farrell, Hopper & Co.

Section 8, from One Hundred and Tenth to One Hundred and Thirty-fifth Street—Farrell, Hopper & Co.

Section 9, from One Hundred and Thirty-fifth Street (going under Harlem River) to One Hundred and Forty-ninth Street (in the Bronx)—McMullen & McBean.

Section 10, elevated viaduct from One Hundred and Forty-ninth Street to Bronx Park—Terry & Tench.

WEST SIDE BRANCH.

Section 11, from Broadway and One Hundred and Third Street to One Hundred and Twenty-fifth Street—John Shields.

Section 12, elevated viaduct across Manhattan Valley from One Hundred and Twenty-fifth to One Hundred and Thirty-fifth Street—Terry & Tench.

Section 13, from One Hundred and Thirty-fifth to One Hundred and Fifty-seventh Street—McCabe Brothers.

Section 14, from One Hundred and Fifty-seventh Street and Broadway to Hillside Avenue, just beyond Fort George.

Section 15, elevated viaduct from Hillside Avenue to Bailey Avenue, beyond the Harlem Ship Canal—Terry & Tench.

As the work progressed some of these contracts were transferred. Major Ira A. Shaler was killed by a falling boulder in his section, and the remainder of the work was done by Mr. McDonald on his own account. Section 13 originally let to McCabe Brothers, was completed by James Pilkington, and there were other minor changes along the line. Each sub-contractor had a task that was enormous in itself, and each had his staff of engineers and assistants. It is estimated that, exclusive of the thousands of laborers engaged on the subway job, there were more than 500 engineers and heads of important departments continually employed by the city, the contractor, and the sub-contractors together.

In making his plans, Chief Engineer Parsons had formulated instructions for the contractors down to the minutest details. Each section, even each yard, of the road was to be built "exactly so." The city's representatives were on hand to see that the rules were regarded to the inch.

Three Classes of Work.

There were three classes of work to be done—surface excavating, deep tunneling, and viaduct building. As far as possible Mr. Parsons had provided for the "open-work method" in scooping out the tunnel, but there were certain sections where the topography of the land required regulation tunneling far beneath the surface, and certain other places where the land lay so low that elevated roads had to connect or supplement the underground stretches.

After studying various tunnel methods and the results of similar enterprises in other cities, the New York engineer had planned a subway that would be close to the surface. London's deep tunnels had proved themselves noisy, inconvenient, and ill-ventilated. All the deep railway tunnels of the earth were mere damp holes, filled with smoke, not too safe, and unhealthy in the extreme. The New York subway was to be accessible, well-lighted, as free from noise as possible, and as safe as modern science could make it.

To build the road just under the street pavements, working from the surface and supporting adjoining buildings, street car tracks, and current traffic during the course of the work was the task that confronted the contractor. With the exception of a short stretch under Park Avenue between Thirty-third and Forty-first Streets, and the long tunnels under Washington Heights from One Hundred and Fifty-seventh Street to Hillside Avenue and under the northwest corner of Central Park, his work was done from the surface. As a result the pavements along the line were uprooted for months at a time, street car lines were supported on temporary trestles for miles, trucks and passenger vehicles passed over temporary wooden pavements for stretches of many blocks, and enormous buildings were held up by great props as the burrowers gradually hollowed out the fourteen miles of underground road beneath their foundations.

The course of the subway, generally speaking, takes the shape of a letter Y, with the base at City Hall Park, near the lower end of narrow Manhattan Island. At the base, or down-town terminal, is the small loop that curves around under City Hall Park, with a station not a minute's walk from the Hall steps. From the apex of this loop, after passing through the great station at the end of the Brooklyn Bridge, the tunnel runs northward through Centre, New Elm, Elm, and Marion Streets and Lafayette Place in a practically straight line until Astor Place is reached. There it turns with a moderate curve into Fourth Avenue, which it follows to Thirty-third Street. After passing under Park Avenue to Forty-second Street it turns westward through Forty-second Street.

The next turn is to the northwest at Broadway, and it is here that the tracks pass under the new Times Building, in the basement of which there is a station.

From Forty-second Street the subway follows Broadway to One Hundred and Third Street. At that point the so-called main line ends, and the four tracks are divided into two branches of two tracks each. The east side branch, after turning at One Hundred and Third Street, runs under One Hundred and Fourth Street to Central Park West, then under the northwest corner of the Park to Lenox Avenue, up that avenue to One Hundred and Thirty-fifth Street, thence in a northeasterly direction beneath the Harlem River and through the Borough of the Bronx to Third Avenue and One Hundred and Forty-ninth Street, where the tunnel emerges upon an elevated viaduct leading to the east side terminal at Bronx Park. The west side branch stretches straight up Broadway from One Hundred and Third Street to One Hundred and Seventy-first Street, and then turns into Eleventh Avenue, which it follows as far as Hillside Avenue. At that point the tunnel ends and the westerly terminal viaduct begins. This viaduct continues over Eleventh Avenue a little way, goes northeast over Nagle Avenue, north through Amsterdam Avenue, northeast over King's Bridge Road, (or Broadway,) and into Two Hundred and Thirtieth Street, whence it turns finally into Bailey Avenue, and reaches the last stop near the station of the New York Central Railroad at Spuyten Duyvil.

In building the open-work sections of the tunnel the contractors struck their worst problem in Forty-second Street, where the work of upheaval showed, in perhaps an exaggerated form, what the other down-town streets were suffering.

At the worst period of the wrecking operations Forty-second Street looked as though it had been devastated by a cyclone. Standing at Sixth Avenue, one could see first the "jacked-up" elevated station, with all its steel columns temporarily supported by wooden beams, under and around which the subway diggers were scooping out a great hole forty feet deep. To the east the crosstown trolley cars were running on tracks held up by extensive wooden structures, the outlines of which changed continually as the work of excavating proceeded. Here and there the diggers had burrowed so close to a building that it was necessary to prop the foundations. Everywhere pedestrians were confronted by barricades or piles of rocks or hissing engines. Finding one's way through the street was like leaping from projection to projection in a hopeless mass of storm-swept débris at the risk of broken limbs or a fractured spine.

So it was wherever the open-work system applied to the subway, and that was almost everywhere down town. While the thousands of laborers, aided by compressed power, were shoveling out the course of the railroad, the people who had to live on the surface suffered.

In the tunnel sections, of which the public saw little, there were laboring far below the surface a lot of men that New York had never known before. They were miners, regular miners from South Africa or Western Pennsylvania or the Klondike, uncouth adventurers attracted here by the tidings that the city at last was a place where the underground toiler could earn a livelihood. It was a new allurement for the far-away miner. Never before had his paths led to fields where the damp, dangerous heading in the earth was within easy range of the brilliant streets and mirrored side doors of a metropolis.

In these tunnel sections were the regulation subterranean mules one reads about, born and dying without ever seeing the light of day. The miners walked about with begrimed faces and flaring torches, just as they do in the coalfields. Each morning a cage elevator carried them down to work less and each evening it brought them back, but not to the rugged surroundings of camp life.

As the tunnel work proceeded the contractors had their troubles—too numerous to recount. Exactly how many men went to their death through accidents or how many were injured it would be hard to tell. There were scores of both. Then there were damage suits, continual protests from citizens who considered their rights transgressed, quarrels that took a political turn, engineering difficulties that could not be foreseen ahead of time, struggles to make up lost time because of altered plans, and strikes, strikes, strikes.

A thousand pages could be written about the subway's building. There were enough comedies enacted along its ragged edges to furnish dramatic gleam for a year, enough tragedies to fill a thick volume.

One contractor spent weeks appeasing an aggrieved woman, who poured boiling water on the workmen because they interfered with her sleep. Another lost a $50,000 damage suit brought by a hotel keeper who complained of the noise and dirt attendant upon a compressed air plant. There was the Federal ground under the Post Office to be invaded, and the city authorities conducted long negotiations with the Treasury Department before the tunnel diggers could finish the City Hall loop at that point. There were many cases of rotten rock found by the deep tunnelers at places where they had expected to meet only firm rock, and at each of these places some accident was reported, the worst being that in which several men lost their lives near the portal at Hillside Avenue.

From a financial standpoint the worst accident along the line was the caving in of the tunnel under Park Avenue, in the neighborhood of Thirty-seventh Street. Finally August Belmont settled many claims by paying a flat million for some of the property affected. Charles T. Barney, however, would not be appeased, and his suits against the city and the construction company have been in the courts ever since. His residence at Thirty-seventh Street and Park Avenue was damaged to the extent of several hundreds of thousands of dollars, and he charged that the tunnel engineers did not follow their exact plans, to which he had given his consent. That this was true was proved, but the courts would not order the work stopped, each Judge refusing on the ground that public utility demanded the completion of the subway.

Among the engineering difficulties to be overcome was the tunneling of the old quicksand at Canal and Elm Streets, and for months the builders struggled with the leaky, watery soil that existed where there was a pond some hundred years ago. Another problem, which was so vast that it was made the special charge of an experienced engineer, was the handling of sewers along the route. Hundreds of these conduits had their courses changed so as to avoid the tunnel. The most expensive change was the shifting of the old Elm Street sewer, a trunk line that had drained this part of town for more than half a century. It was turned into two channels, dividing at Canal Street, and for the easterly channel so entirely new outlet had to be built all the way to the East River, a distance of about a mile.

Row with a Church.

Once the contractor had a row with a church on Broadway, for the Trustees insisted that a tunnel station entrance at or near their doorway would make their location unendurable. As late as the Spring of 1902 there was a concerted protest on the part of Harlem citizens to have the plans of the Lenox Avenue section changed so as to provide four tracks, and not a month of the four years passed without some organization or individual trying to stir up trouble for the builders before the Rapid Transit Board, the Aldermen, or even the Legislature.

In due time, Providence aiding, the many troubles were settled or disregarded one by one, and a year ago the contractor began to see his way to a finish. Had it not been for the strikes, of which there were too many to enumerate, he would have been through with his job long before this. Now that he is ready to open a part of the line, a strike is still hanging over his head, and the traveling public probably will be indebted to warring labor organizations for a delay of several more months in the final completion of the road. The present plan is to run the initial trains as far as One Hundred and Forty-fifth Street on the west side branch and as far as One Hundred and Thirty-fifth Street on the east side.

When the construction of the tunnel was half finished the Interborough Rapid Transit Company began to make its arrangements as the operator of the road. The central power house, on the block bounded by Fifty-eighth and Fifty-ninth Streets and Tenth and Eleventh Avenues, is the largest establishment of its kind in the world. It will have as auxiliaries six substations, and the total power will be sufficient not only to run the underground cars, but also to aid the elevated railroad in cases of emergency.

Construction of Cars.

The subway cars, some of which have been in service on the Second Avenue elevated road for more than a year, are absolutely safe, according to the company's officials, although the skeptics have proclaimed that no car can be safe unless it is entirely built of steel. The outside of the new car is covered with lacquered copper on the lower half. The floors are constructed with the greatest care so as to be proof against flames, the bottom being formed of an asbestos-covered steel layer, immediately above which there is a stratum of wood with steel plates directly above the motors. Above this wooden layer is one of fireproof felt one-quarter of an inch thick, and next to that comes a layer of maple, which is topped by still another of wood. The cars are a little larger than those of the elevated road, the chief difference in appearance being that there are no vestibules on those used in the tunnel.

To prevent fire in the tunnel the company has installed the most elaborate system of hose lines, automatic alarms, and patent extinguishers. If flames arise, train hands and station agents can communicate with each other at once by telephone or telegraph. The current of the electric third rail can be shut off at an instant's notice by levers located at frequent intervals. The company insists that a serious fire in the tunnel is an impossibility, and that no harm can come from any flames unless the passengers themselves cause the damage by panic.

Safeguards to forestall all other conceivable catastrophes have been installed. The block signal system is not dependent upon human fallibility for its successful working, as a train is stopped mechanically as soon as it approaches one in front of it. If the motorman should die, the automatic levers on the track would stop the train the moment his grip was loosed from the controller; not only that, it also would signal danger to other trains.

If the assertions of the engineers are correct, there is no kind of accident that is not provided against by two, three, or more safeguards. If the accident happens, all the warning systems must go wrong simultaneously.

When all the tunnel is completed, the only part of it that will be visible from the surface (except for the elevated sections) will be the little metal kiosks that cover the station entrances. From these stairways lead down to stations that are calculated to be large enough for the comfortable handling of the greatest crowds. Each station is tastefully ornamented, and the Chief Engineer's plan to have each decorated in a different color has been carried out to some extent, the object being to make it easy for the passenger to tell where he is even though he does not see the many large figures painted on the walls to designate the location.

The locations of the stations are as follows:

MAIN LINE.

City Hall Park.	42d St. and Park Av.
Brooklyn Bridge.	42d St. and Broadway. (Times Station.)
Worth and Elm Sts.	50th St. and Broadway.
Canal and Elm Sts.	59th St. and Broadway. (Grand Circle.)
Spring and Marion Sts.	66th St. and Broadway.
Bleecker & Marion Sts.	72d St. and Broadway.
Astor Place and 4th Av.	79th St. and Broadway.
14th St. and 4th Av.	86th St. and Broadway.
18th St. and 4th Av.	91st St. and Broadway.
23d St. and 4th Av.	103d St. and Broadway.
28th St. and 4th Av.	
33d St. and 4th Av.	

WEST SIDE BRANCH.

110th St. and Broadway.	168th St. and Broadway.
116th St. and Broadway.	181st St. and 11th Av.
Manhattan St. & B'way.	Dyckman St.
137th St. and Broadway.	216th St. and Broadway.
145th St. and Broadway.	Bailey and [illegible] Avs.
157th St. and Broadway.	

EAST SIDE BRANCH.

110th St. and Lenox Av.	174th St. and Southern Boulevard.
116th St. and Lenox Av.	177th St. and Southern Boulevard.
125th St. and Lenox Av.	Bronx Park.
135th St. and Lenox Av.	
145th St. and Lenox Av.	
Mott Av. and 149th St.	
North 3d Av. and 149th St.	
Jackson and Westchester Avs.	

Long before the present tunnel was near completion it became evident to both expert engineers and to the general public that New York could not get along with this one subway, however perfect in equipment and construction it might be. Chief Engineer Parsons began to make plans;

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The New York Times
Published: August 28, 1904
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NEW YORK'S FIRST UNDERGROUND RAILROAD

(Continued from Page 4)

first of all, for a Brooklyn extension that would connect with the tunnel already begun and go under the East River to the heart of Brooklyn. Finally all the details of the plan were completed and bids were asked for on the section that is commonly known as the "Brooklyn extension."

The Brooklyn Extension.

Its junction with the older subway is at the Post Office. Two tracks run straight down Broadway to Bowling Green. From here a loop goes around under Battery Park by Way of South Ferry, and back to the Green. But the main tracks continue through to South Ferry in a straight line, passing under the loop, go beneath the East River in tubes to Joralemon Street, then through Fulton Street and Flatbush Avenue to a big terminus at the station of the Long Island Railroad at the corner of Flatbush Avenue and Atlantic Avenue.

But there is a great difference in the tunnel construction below and above the Post Office. Bitter experience with torn-up streets, tied-up traffic, and the noise of engines and of blasting had taught the city something in regard to making contracts. The Rapid Transit Board now knew what it could demand—and it demanded it. There must be no more wholesale digging up of the street surface. And that is why pedestrians and vehicles go up and down lower Broadway now untroubled by the subway. An enormous water main runs ten feet over the ground instead of underneath, an ungraceful bridge or two crosses the street, where materials and machinery must be let down into the tunnel, and occasionally there is a stretch of rough wooden boards for pavement, but these inconveniences do not count for much. The contract provides that the excavation cause no impediment to traffic—and the city sees to it that the contractors keep to the letter of the law.

When the time came to make bids on the new section of the subway there was exhibited a great deal more willingness to undertake the tunneling than a couple of years before. The Belmont-McDonald syndicate had proved their venture to be a wise one, and others, formerly timid, now rushed forward with great eagerness to secure the right to build the Brooklyn extension. But Mr. McDonald wanted the new job as much as he had wanted the old one; his company was willing to make almost any sacrifice in order to secure control of the entire rapid transit system from Brooklyn to Fort George. When the bids were turned in it was found that the Brooklyn Rapid Transit Company had offered to do the work for $8,000,000. The McDonald bid was $5,000,000—barely over a third as much. It had been estimated that the extension would cost about $10,000,000. After the bidding some one asked Contractor McDonald why he had put in such a small bid.

"We need the Brooklyn tunnel in our business," he said, and that was all the answer he gave. Rather than run the risk of another corporation getting control, he had offered to do a ten-million-dollar job for three millions. The work of driving the two parallel tubes under the river is probably more interesting, has a greater appeal to the imagination, than any other part of the tunneling task. And the problem is totally different from that confronting any one of the contractors for the uptown work. The great tubes are being driven, from both New York and Brooklyn at the same time, by the shield method. A circular shield, some fifteen feet in diameter and equipped with a sharp cutting edge is pushed steadily, slowly forward by enormous steam pressure, and as fast as the shield proceeds the tube it has made is lined with thick sheets of cast iron.

Hundreds of men have been at work on this river tunnel for seventeen months. It is estimated that the east-bound will meet the west-bound tubes under the middle of the East River in about a year and a half. By this time the other two sections of the Brooklyn extension, the lower Broadway section in Manhattan and the section through Brooklyn will be complete and trains can be run from Fort George or Bronx Park to the middle of Brooklyn. The work of tunneling from the Post Office in Manhattan to the Long Island Railroad station in Brooklyn was let out to three contracting firms, as follows:

Section 1, from the Post Office to South Ferry—Degnon-McLean Contracting Company.

Section 2, under the East River to Joralemon Street—Andrew Onderdonk.

Section 3, through Brooklyn—Cranford & McNamee.

What the Subway Represents.

To any one who has gone over all the subway as far as it is finished, and heard the unfinished work described in all its details, it would seem that New York would not have to worry about more rapid transit facilities for many years to come. Nothing is further from the truth. The pressure of traffic in New York increases with a rapidity that brings consternation to the men who are trying to solve the problem. Many months ago experts announced that, owing to the enormous increase, conditions would be as bad a year after the subway was complete as they were before it was begun. In short, the present tunnel is, after all, merely the first link in what is to become in future years a perfect transit system—or as perfect as human brains and perseverance can make it.

Chief Engineer Parsons has already drawn up plans for a complete system of street tunnels with elevated railway extensions. But as soon as one scheme is proposed immediately a howl goes up from some individual or organization that thinks a better plan could have been made. The east side wants a subway and the west side wants one. Some of the Broadway merchants want one under Broadway, others do not. Thus it is that the task of framing a plan acceptable to all is well-nigh impossible.

But it is reasonably certain that the next subway will be an east side line. First Avenue has been suggested as the route. Another scheme is to build a tunnel under Lexington Avenue above Forty-second Street, where it is to connect with the present subway in front of the Grand Central Station. Engineer Parsons favors the Lexington Avenue route. On the west side Eighth Avenue will probably be the way of a big four-track tunnel crossing the one already running up Broadway. Some expert opinion, however, is in favor of Seventh Avenue.

To Remove Debt Limit.

Heretofore the Rapid Transit Commission has been hampered by the limit to the debt New York City is allowed to contract. But this obstacle will soon be removed. Already measures have been taken for the passage of a law removing the debt limit. It is practically certain that the next Legislature will accede to the city's wishes in this matter. And then the perfecting of the transit facilities will be set about with a speed hitherto unheard of. In a few years New York will be honeycombed with safe, light, and healthy subways, in which hundreds of thousands of people will pass to and from their business without crowding and without delay. The great east and west tunnel that the Pennsylvania Railroad is building across Manhattan Island and under both rivers and the tunnel that the New York and New Jersey Railroad is building under the Hudson from Jersey City will be important links in the chain. From a city far-famed for its inadequate transit accommodations New York is about to become the paragon of her sister cities throughout the world, her three-storied railway system a model of comfort and speed.

THOSE TALL BROADWAY COPS

If They Stood on Each Other's Heads They Would Tower Above the Flatiron.

THE reporter approached the policeman who props up the Flatiron Building, and stood by his side, pencil and pad in hand.

"I was writing an article," she explained, "on the Upper Broadway Squad, from Fourteenth Street to Forty-second. I want to know how tall they are and how they happened to grow so tall."

A sudden warmth enveloped her.

Looking up she discovered that it was the smile of the member of the squad to whom she was speaking. It had broken through a cloud and was beaming sunnily upon her.

"I am six feet six," he said, drawing himself up until the Flatiron Building wasn't in it. "There is only one other policeman on the staff that is taller than I am, and he is away on his vacation. He is six feet seven and a half. His name is Harry Graham, Sergt. Harry Graham. My name is Patrick Purcell."

"Irish?" questioned the reporter, her pencil expectantly poised.

"I was born in this country," replied Patrick Purcell, "but I am of Irish descent. Exercise has a good deal to do with my height. No; not running after hats in the high winds. The newsboys do that. But catching girls that the wind blows at me, and chasing runaway horses."

With that he yanked her out from under the wheels of a passing red devil and helped her across the street to where another tall policeman flanked the Fifth Avenue Hotel, Rufus Dore by name, a New Yorker, who had never seen Ireland, and who had no Irish ancestors that he knew of, though he was six feet two, and had been on the Broadway Squad for more years than he could remember.

"How did it happen?" asked the reporter, but he was too busy just then, saving the life of a woman from the country who was looking so hard at the Flatiron Building that she didn't see the Fifth Avenue stage coming full tilt toward her.

Edward M. Ryan, the life-saving member stationed at Twenty-first Street and Broadway, and one of the handsomest of the staff, started out in life about normal size, but the girls pulled his legs with such persistent regularity for ice cream and one thing and another that he grew to the abnormal height of 6 feet 3 inches in his socks.

John Brady, 6 feet 2½ inches, was reared upon a brand of condensed milk which had exactly the opposite effect; but Thomas Flaherty, 6 feet 2½ inches also, is proud of the fact that he had a good natural start in life and "wasn't no bottle baby."

The name had a mellifluous sound of something or other, so:

"Are you an Irishman?" queried the reporter timidly.

"Born in Ireland," he answered in his rollicking and inimitable brogue.

"Are the Irish so tall because they are so downtrodden?" asked the reporter further, "or do they grow tall policemen over there especially for the Broadway Squad?"

"That's what they do," replied Flaherty. "They grow gardens of 'em, all with an eye to the Broadway Squad. The rain rains on 'em, the sun shines on 'em, and when they get to be 6 feet tall, they ship 'em over here and their places is all ready for 'em when they get here."

The reporter came upon a German up about Thirtieth Street. He was big and burly and broad and 6 feet 3 inches.

"No," said he, "all the members of the squad ain't Irishmen. There are six Germans on it, and down there at Twenty-third Street there is a Jew. All the members of my family are tall. My father was 6 feet 2 inches and my mother nearly 6 feet. I couldn't help it. Besides, I do a good deal of standing out in the rain. That don't help to make you any shorter."

Another surprise yet was in store for her. A Frenchman, John McGinnis, six feet two, born on Sixth Avenue, in the Ninth Ward, and nine years on the staff.

Up near Thirty-fourth Street, where the traffic is most strenuous, the policemen grew less tall, six feet, six feet two and a half, but never six feet six.

"Why is that?" she asked of James Ryan, who stands six feet three in his shoes, at the corner of Forty-second and Broadway.

"They must be eight policemen part of the time," he answered, "and don't get quite enough sun."

"How many are there of the upper Broadway Squad, anyway?" she asked when she had taken that down.

"Forty-eight," returned he.

The reporter fell to making a rapid calculation of the aggregate height of forty-eight policemen, six Germans, one Frenchman, one Jew, and all the rest Irish, all from six feet two and a half to six feet six, to say nothing of that Sergt. Graham, who was six feet seven and a half, in spite of the fact that he was away on his vacation.

She found that, standing on each others' heads, the upper Broadway Squad of those forty-eight policemen would reach to the tip top of the Flatiron Building and higher; so very, very much higher, in fact, that she got dizzy thinking of it, quit adding it up, put away her pencil and pad, and wended her way slowly and thoughtfully back home again.

The New York Times
Published: August 28, 1904
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POWER HOUSE SITE FOR RAPID TRANSIT

Great Purchase of the Subway Construction Company.

Plans for the Block Bounded by 11th and 12th Avenues, 58th and 59th Streets.

The Rapid Transit Subway Construction Company has selected and purchased the property which will be used as the site of its central station from which power will be supplied to the entire rapid transit system. This site consists of the block bounded by Fifty-eighth and Fifty-ninth Streets, Eleventh and Twelfth Avenues, together with the water front along the Hudson River opposite this block. The purchase was made through Douglas Robinson, Charles S. Brown & Co., the firm which has represented the Subway Company in all of its acquisitions of real estate along the tunnel route. Mr. Robinson declined yesterday to make public any figures in connection with the deal, beyond saying that the sellers, the Eastmans Company, have held the property at $1,000,000.

The power house to be erected on this block promises to be one of the largest, if not the largest, establishment of its kind in the world. It will be built of brick, and will cover an area of 200 by 650 feet. Its equipment will consist of twelve 7,500 to 11,000 horse power engines, each one of which will drive a 5,000 kilo-watt generator. To furnish the steam to keep this mammoth plant in motion seventy-two 1,200 horse power boilers will be installed.

Engineer Van Vleck said yesterday at the Subway Construction Company's office that it was not possible for the present to speak in any great detail of the new power house, because the plans have not yet been fully developed. The work of clearing the site, preparatory to the construction work, will be begun in the near future, but just how soon Mr. Van Vleck would not say. It will take about two years to put up the building and install the machinery. In fact, it is the plan to have the underground railroad and the power house reach completion at about the same time. To have the power house finished before the road, it is pointed out, would simply mean tying up so much capital sooner than is necessary, and on this account it is not probable that the work on the former will be pushed immediately. Mr. Van Vleck would not venture an opinion as to the probable cost of the building with all of its equipment.

Douglas Robinson, in speaking of the site and the reasons which led to its selection, said that the subject had required long consideration and a great deal of hard labor on the part of the officers of the Subway Construction Company.

"The requirements to be fulfilled," he said, "by a site for such a purpose are many. It had to be central: no plot less than 200 by 800 feet could be considered: it had to be on the water front to do away with any unnecessary rehandling of coal—and so on. But, in addition to all this, there was another consideration which I may say had great weight with Mr. McDonald and his associates, and that was that the power house of the city's great rapid transit system will be something in which New Yorkers will take no little pride and that such a structure should have as commanding a site as is possible. This result, I think, has been attained so far as is possible under the conditions, and it ought to be known in this connection that of the many sites offered the one selected was not by any means the lowest priced."

The block to be covered by the new power house has been owned by the Eastmans Company for many years, and has been occupied by slaughter houses and refrigerating plants. The property has been operated for some time past by Swift & Co. under a lease from the Eastmans Company. Immediately to the north, just above Fifty-ninth Street, are the grain elevators, freight, and stock yards of the New York Central and Hudson River Railroad Company.

FIGHT FOR RAPID TRANSIT.

Plans for the New York and Port Chester Road—Contract May Go to Mr. McDonald.

The fight of the New York Central Railroad Company and its allied interests against the construction of the proposed New York and Port Chester Railroad will be continued on Monday before the State Railroad Commission at the Fifth Avenue Hotel.

John W. Dwight, an ex-member of the State Committee, who is interested in the new undertaking, expects the hardest kind of fight, as the opponents of the proposed road, he says, intend to take advantage of every technicality.

Every Board of Trade, real estate associations and many individuals of prominence have promised to be here to support the petitioners, who want a certificate for the right to build the new road which, it is said, will do much in the way of real rapid transit and at the same time relieve patrons from the necessity of using the tunnel operated by the New York Central and New York, New Haven and Hartford Roads, and which has been presented as a nuisance by the Grand Jury of this county.

"We have the men and the money to build the road," said Mr. Dwight yesterday, "and in all probability John B. McDonald, who is building the rapid transit tunnel, will get the contract. There is no good reason why the Railroad Commission should not grant us a certificate without further delay, as we are prepared to go on with the work at once."

It is understood that at the session on Monday the attorneys for the allied roads will make the claim that the New York, New Haven and Hartford Railroad covers the territory to be tapped by the New York and Port Chester Company, and that there is no need for another railway there.

The New York Times
Published: September 27, 1901
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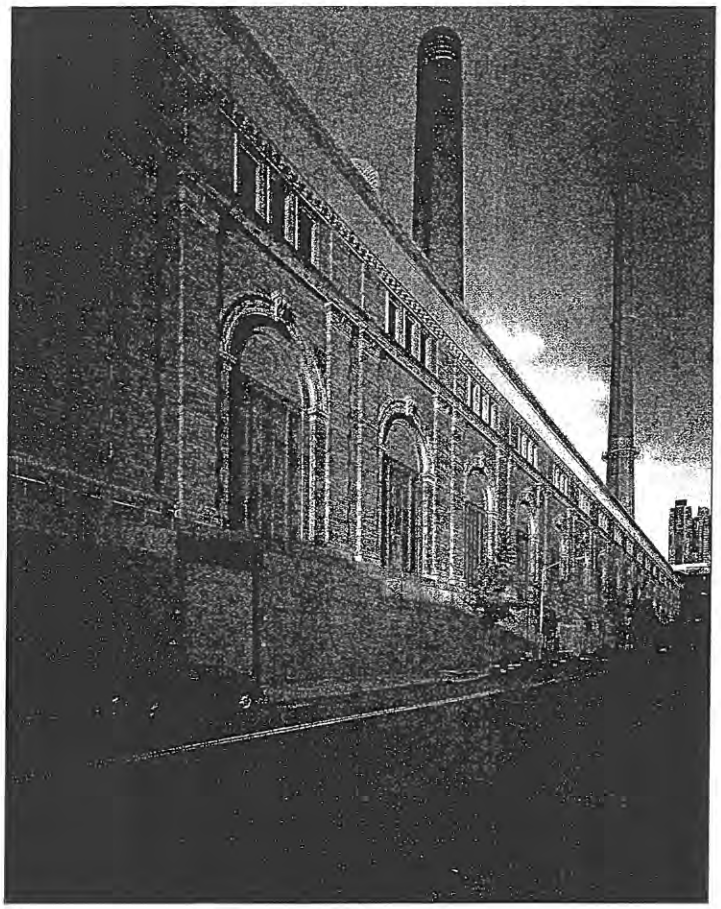

446

IRT Powerhouse

Eleventh Avenue at West 58th Street

1904, McKim, Mead & White

Located close to the Hudson River to facilitate delivery of coal to fire its generators, this station provided all the power to run the city's original subway, the Interborough Rapid Transit Company. The reason behind its elaborateness was the fear that a factory-like structure would be a blight on the neighborhood. Architect Stanford White placed the conveyors for bringing in the fuel and removing the ashes discretely underground. He also designed its smokestacks to look like tapered Classical columns. Although they have become obscured by grime over the years, the basement is built of pink granite supporting buff brick walls. The ornamentation, most of which has been removed, is buff terra-cotta.

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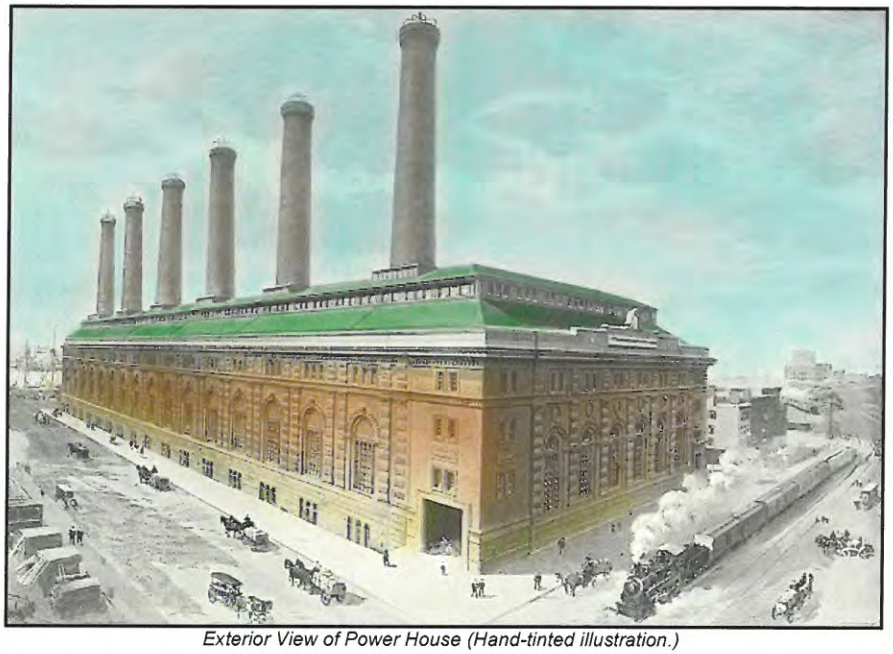
New York Architecture Images- Midtown

IRT Powerhouse

architect McKim, Mead and White/ Solomon Deyo/ Walker O. Cain
location Eleventh Ave., at W58.
date 1904
style Renaissance Revival
construction brick facade
type Utility



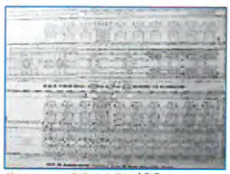
Exterior View of Power House (Hand-tinted illustration.)

THE powerhouse is situated adjacent to the North River on the block bounded by West 58th Street, West 59th Street, Eleventh Avenue, and Twelfth Avenue. The plans were adopted after a thorough study by the engineers of Interborough Rapid Transit Company of all the large power houses already completed and of the designs of the large power houses in process of construction in America and abroad. The building is large, and when fully equipped it will be capable of producing more power than any electrical plant ever built, and the study of the designs of other power houses throughout the world was pursued with the principal object of reducing to a minimum the possibility of interruption of service in a plant producing the great power required.

(image 17542) (85 kbytes)
Country: United States
City: New York
System: New York City Transit
Location: Interborough Subway
Photo by: IRT Company
Notes: Cross Section of Power House in Perspective
Viewed (this week/total): 1 / 1043

(image 17543) (54 kbytes)
Country: United States
City: New York
System: New York City Transit
Location: Interborough Subway
Photo by: IRT Company
Date: 1904
Notes: West End Power House in Course of Construction
Viewed (this week/total): 0 / 854

(image 17544) (52 kbytes)
Country: United States
City: New York
System: New York City Transit
Location: Interborough Subway
Photo by: IRT Company
Notes: Operating Room of Power House
Viewed (this week/total): 1 / 1152



(image 28415) (83 kbytes)
Country: United States
City: New York
System: New York City Transit
Location: Interborough Subway
Photo by: IRT Company
Date: 1904
Notes: 58th Street Powerhouse, General Plan of Coal Bunkers and Economizers; General Plan of Main Operating Floor
Viewed (this week/total): 3 / 466

NY Walks

top ten new york architecture

Simon Fieldhouse renderings

America's Favorite Architecture

Use of images

The type of power house adopted provides for a single row of large engines and electric generators, contained within an operating room placed beside a boiler house, with a capacity of producing, approximately, not less than 100,000 horse power when the machinery is being operated at normal rating.

Location and General Plan of Power House

The work of preparing the detailed plans of the power house structure was, in the main, completed early in 1902, and resulted in the present plan, which may briefly be described as follows. The structure is divided into two main parts - an operating room and a boiler house, with a partition wall between the two sections. The face of the structure on Eleventh Avenue is 200 feet wide, of which width the boiler house takes 83 feet and the operating section 117 feet. The operating room occupies the northerly side of the structure and the boiler house the southerly side. The designers were enabled to employ a contour of roof and wall section for the northerly side that was identical with the roof and wall contour of the southerly side, so that the building, when viewed from either end, presents a symmetrical appearance with both sides of the building alike in form and design. The operating room section is practically symmetrical in its structure, with respect to its center; it consists of a central area, with a truss roof over same along with galleries at both sides. The galleries along the northerly side are primarily for the electrical apparatus, while those along the southerly side are given up chiefly to the steam-pipe equipment. The boiler room section is also practically symmetrical with respect to its center.

A sectional scheme of the power house arrangement was determined on, by which the structure was to consist of five generating sections, each similar to the others in all its mechanical details; but, at a later date, a sixth section was added, with space on the lot for a seventh section. Each section embraces one chimney along with the following generating equipment: twelve boilers, two engines, each direct connected to a 5,000 kilowatt alternator; two condensing equipments, two boiler-feed pumps, two smoke-flue systems, and detail apparatus necessary to make each section complete in itself. The only variation is the turbine plant hereafter referred to. In addition to the space occupied by the sections, an area was set aside, at the Eleventh Avenue end of the structure, for the passage of the railway spur from the New York Central tracks. The total length of the original five-section power house was 585 feet 9.5 inches, but the additional section afterwards added makes the over all length of the structure 693 feet 9.75 inches. In the fourth section it was decided to omit a regular engine with its 5,000 kilowatt generator, and in its place substitute a 5,000 kilowatt lighting and exciter outfit. Arrangements were made, however, so that this outfit can afterward be replaced by a regular 5,000 kilowatt traction generator.

The plan of the power station included a method of supporting the chimneys on steel columns, instead of erecting them through the building, which modification allowed for the disposal of boilers in spaces which would otherwise be occupied by the chimney bases. By this arrangement it was possible to place all the boilers on one floor level. The economizers were placed above the boilers, instead of behind them, which made a material saving in the width of the boiler room. This saving permitted the setting aside of the aforementioned gallery at the side of the operating room, closed off from both boiler and engine rooms, for the reception of the main-pipe systems and for a pumping equipment below it.

The advantages of the plan can be enumerated briefly as follows: The main engines, combined with their alternators, lie in a single row along the center line of the operating room with the steam or operating end of each engine facing the boiler house and the opposite end toward the electrical switching and controlling apparatus arranged along the outside wall. Within the area between the boiler house and operating room there is placed, for each engine, its respective complement of pumping apparatus, all controlled by and under the operating jurisdiction of the engineer for that engine. Each engineer has thus full control of the pumping machinery required for his unit. Symmetrically arranged with respect to the center line of each engine are the six boilers in the boiler room, and the piping from these six boilers forms a short connection between the nozzles on the boilers and the throttles on the engine. The arrangement of piping is alike for each engine, which results in a piping system of maximum simplicity that can be controlled, in the event of difficulty, with a degree of certainty not possible with a more complicated system. The main parts of the steam-pipe system can be controlled from outside this area.

The single tier of boilers makes it possible to secure a high and well ventilated boiler room with ventilation into a story constructed above it, aside from that afforded by the windows themselves. The boiler room will therefore be cool in warm weather and light, and all difficulties from escaping steam will be minimized. In this respect the boiler room will be superior to corresponding rooms in plants of older construction, where they are low, dark, and often very hot during the summer season. The placing of the economizers, with their auxiliary smoke flue connections, in the economizer room, all symmetrically arranged with respect to each chimney, removes from the boiler room an element of disturbance and makes it possible to pass directly from the boiler house to the operating room at convenient points along the length of the power house structure. The location of each chimney in the center of the boiler house between sets of six boilers divides the coal bunker construction into separate pockets by which trouble from spontaneous combustion can be localized, and, as described later, the divided coal bunkers can provide for the storage of different grades of coal. The unit basis on which the economizer and flue system is constructed will allow making repairs to any one section without shutting off the portions not connected directly to the section needing repair.

The floor of the power house between the column bases is a continuous mass of concrete nowhere less than two feet thick. The massive concrete foundations for the reciprocating engines contain each 1,400 yards of concrete above mean high water level, and in some cases have twice as much below that point. The total amount of concrete in the foundations of the finished power house is about 80,000 yards.

Water for condensing purposes is drawn from the river and discharged into it through two monolithic concrete tunnels parallel to the axis of the building. The intake conduit has an oval interior, 10 x 84 feet in size, and a rectangular exterior cross-section; the outflow tunnel has a horseshoe-shape cross-section and is built on top of the intake tunnel. These tunnels were built throughout in open trench, which, at the shore end, was excavated in solid rock. At the river end the excavation was, at some places, almost entirely through the fill and mud and was made in a cofferdam composed chiefly of sheet piles. As it was impossible to drive these piles across the old timber crib which formed the old dock front, the latter was cut through by a pneumatic caisson of wooden-stave construction, which formed part of one side of the cofferdam. At the river end of the cofferdam the rock was so deep that the concrete could not be carried down to its surface, and the tunnel section was built on a foundation of piles driven to the rock and cut off by a steam saw 19.5 feet below mean hightide. This section of the tunnel was

built in a 65 x 48-foot floating caisson 24 feet deep. The concrete was rammed in it around the moulds and the sides were braced as it sunk. After the tunnel sections were completed, the caisson was sunk, by water ballast, to a bearing on the pile foundation.

Adjacent to the condensing water conduits is the 10 x 15-foot rectangular concrete tunnel, through which the underground coal conveyor is installed between the shore end of the pier and the power house.

Steel Work

The steel structure of the power house is independent of the walls, the latter being self-supporting and used as bearing walls only for a few of the beams in the first floor. Although structurally a single building, in arrangement it is essentially two, lying side by side and separated by a brick division wall.

There are 58 transverse and 9 longitudinal rows of main columns, the longitudinal spacing being 18 feet and 36 feet for different rows, with special bracing in the boiler house to accommodate the arrangement of boilers. The columns are mainly of box section, made up of rolled or built channels and cover plates. They are supported by cast-iron bases, resting on the granite capstones of the concrete foundation piers.

Both the boiler house and the engine house have five tiers of floor framing below the flat portion of the roof, the three upper tiers of the engine house forming galleries on each side of the operating room, which is clear for the full height of the building.

The boiler house floors are, in general, framed with transverse plate girders and longitudinal rolled beams, arranged to suit the particular requirements of the imposed loads of the boilers, economizers, coal, etc., while the engine room floors and pipe and switchboard galleries are in general framed with longitudinal plate girders and transverse beams.

There are seven coal bunkers in the boiler house, of which five are 77 feet and two 41 feet in length by 60 feet in width at the top, the combined maximum capacity being 18,000 tons. The bunkers are separated from each other by the six chimneys spaced along the center line of the boiler house. The bottom of the bunkers are at the fifth floor, at an elevation of about 66 feet above the basement. The bunkers are constructed with double, transverse, plate girder frames at each line of columns, combined with struts and ties, which balance the outward thrust of the coal against the sides. The frames form the outline of the bunkers with slides sloping at 45 degrees, and carry longitudinal I-beams, between which are built concrete arches, reinforced with expanded metal, the whole surface being filled with concrete over the tops of the beams and given a two-inch granolithic finish.

The six chimneys, spaced 108 feet apart, and occupying the space between the ends of the adjacent coal bunkers, are supported on plate-girder platforms in the fifth floor, leaving the space below clear for a symmetrical arrangement of the boilers and economizers from end to end of the building. The platforms are framed of single-web girders 8 feet deep, thoroughly braced and carrying on their top flanges a grillage of 20-inch I-beam. A system of bracing for both the chimney platforms and coal hunkers is carried down to the foundations in traverse planes about 30 feet apart.

notes

The sixth tier of beams constitute a flat roof over a portion of the building at the center and sides. In the engine room, at this level, which is 64 feet above the engine-room floor, ar provided the two longitudinal lines of crane runway girders upon which are operated the engine-room cranes. Runways for 10-ton hand cranes are also provided for the full length of the boiler room, and for nearly the full length of the north panel in the engine room.

Some of the loads carried by the steel structure are as follows: In the engine house, operating on the longitudinal runways as mentioned, are one 60-ton and one 25-ton electric traveling crane of 75 feet span. The imposed loads of the steam-pipe galleries on the south side and the switchboard galleries on the north side are somewhat irregularly distributed, but are equivalent to uniform loads of 250 to 400 pounds per square foot. In the boiler house the weight of coal carried is about 45 tons per longitudinal foot of the building; the weight of the brick chimneys is 1,200 tons each; economizers, with brick setting, about 414 tons per longitudinal foot; suspended weight of the boilers 96 tons each, and the weight of the boiler setting, carried on the first floor framing, 160 tons each. The weight of structural steel used in the completed building is about 11,000 tons.

Power House Superstructure

The design of the facework of the power house received the personal attention of the directors of the company, and its character and the class of materials to be employed were carefully considered. The influence of the design on the future value of the property and the condition of the environment in general were studied, together with the factors relating to the future ownership of the plant by the city. Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an adviser on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used.

The Eleventh Avenue facade is the most elaborately treated, but the scheme of the main facade is carried along both the 58th and 59th Street fronts. The westerly end of the structure, facing the river, may ultimately be removed in case the power house is extended to the Twelfth Avenue building line for the reception of fourteen generating equipments; and for this reason this wall is designed plainly of less costly material.

The general style of the facework is what may be called French Renaissance, and the color scheme has, therefore, been made rather light in character. The base of the exterior walls has been finished with cut granite up to the water table, above which they have been laid up with a light colored buff pressed brick. This brick has been

enriched by the use of similarly colored terra-cotta, which appears in the pilasters, about the windows, in the several entablatures, and in the cornice and parapet work. The Eleventh Avenue facade is further enriched by marble medallions, framed with terra-cotta, and by a title panel directly over the front of the structure.

The main entrance to the structure is situated at its northeast corner, and, as the railroad track passes along just inside the building, the entrance proper is the doorway immediately beyond the track, and opens into the entrance lobby. The doorway is trimmed with cut granite and the lobby is finished with a marble wainscoting.

The interior of the operating room is faced with a light, cream-colored pressed brick with an enameled brick wainscoting, eight feet high, extending around the entire operating area; the wainscoting is white except for a brown border and base. The offices, the toilets and locker rooms are finished and fitted with materials in harmony with the high-class character of the building. The masonry-floor construction consists of concrete reinforced with expanded metal, and except where iron or other floor plates are used, or where tile or special flooring is laid, the floor is covered with a hard cement granolithic finish.

In the design of the interior arrangements, the value of a generous supply of stairways was appreciated, in order that all parts of the structure might be made readily accessible, especially in the boiler house section. In the boiler house and machinery portion of the plant the stairways, railings, and accessories are plainly but strongly constructed. The main stairways are, however, of somewhat ornate design, with marble and other trim work, and the railings of the main gallery construction are likewise of ornate treatment. All exterior doors and trim are of metal and all interior carpenter work is done with Kalomein iron protection, so that the building, in its strictest sense, will contain no combustible material.

Chimneys

The complete 12-unit power house will have six chimneys, spaced 108 feet apart on the longitudinal center line of the boiler room, each chimney being 15 feet in inside diameter at the top, which is 225 feet above the grate bars. Each will serve the twelve boilers included in the section of which it is the center, these boilers having an aggregate of 72,000 square feet of heating surface. By these dimensions each chimney has a fair surplus capacity, and it is calculated that, with economizers in the path of the furnace gases, there will be sufficient draft to meet a demand slightly above the normal rating of the boilers. To provide for overload capacity, as may be demanded by future conditions, a forced draft system will be supplied, as described later.

As previously stated, the chimneys are all supported upon the steel structure of the building at an elevation of 76 feet above the basement floor and 63 feet above the grates. The supporting platforms are, in each case, carried on six of the building columns (the three front columns of two groups of boilers on opposite sides of the center aisle of the boiler room), and each platform is composed of single-web plate girders, well braced and surmounted by a grillage of 20-inch I-beams. The grillage is filled solidly with concrete and flushed smooth on top to receive the brickwork of the chimney.

Each chimney is 162 feet in total height of brickwork above the top of the supporting platform, and each chimney is 23 feet square in the outside dimension at the base, changing to an octagonal form at a point 14 feet 3 inches above the base. This octagonal form is carried to a height of 32 feet 6 inches above the base, at which point the circular section of radial brick begins.

The octagonal base of the chimney is of hard-burned red brick three feet in thickness between the side of the octagon and the interior circular section. The brick work is started from the top of the grillage platform with a steel channel curb, three feet in depth, through which two lines of steel rods are run in each direction, thus binding together the first three feet of brickwork, and designed to prevent any flaking at the outside. At a level of three feet above the bottom of the brickwork, a layer of water-proofing is placed over the interior area and covered with two courses of brick, upon which are built diagonal brick walls, 4 inches thick, 12 inches apart, and about 18 inches in height. These walls are themselves perforated at intervals, and the whole is covered with hand-burned terra-cotta blocks, thus forming a cellular air space, which communicates with the exterior air and serves as an insulation against heat for the steelwork beneath. A single layer of fire brick completes the flooring of the interior area, which is also flush with the bottom of the flue openings.

There are two flue openings, diametrically opposite, and 6 feet wide by 17 feet high to the crown of the arched top. They are lined with fire brick, which joins the fire-brick lining of the interior of the shaft, this latter being bonded to the red-brick walls to a point 6 feet below the top of the octagon, and extended above for a height of 14 feet within the circular shaft, as an inner shell. The usual baffle wall is provided of fire brick, 13 inches thick, extending diagonally across the chimney, and flush above the tops of the flue openings.

Where the chimney passes through the roof of the boiler house, a steel plate and angle curb, which clears the chimney by 6 inches at all points, is provided in connection with the roof framing. This is covered by a hood flashed into the brickwork, so that the roof has no connection with or bearing upon the chimney.

At a point 4 feet 6 inches below the cap of the chimney the brickwork is corbeled out for several courses, forming a ledge, around the outside of which is placed a wrought-iron railing, thus forming a walkway around the circumference of the chimney top. The cap is of cast iron, surmounted by eight 3 x 1-inch wrought-iron ribs, bent over the outlet and with pointed ends gathered together at the center. The lightning conductors are carried down the outside of the shaft to the roof and thence to the ground outside of the building. Galvanized iron ladder rungs were built in the brickwork, for ladders both inside and outside the shaft.

The chimneys, except for the octagonal red-brick base, are constructed of the radial perforated bricks. The lightning rods are tipped with pointed platinum points about 18 inches long.

North River Pier

Exceptional facilities have been provided for the unloading of coal from vessels, or barges, which can be brought

to the northerly side of the recently constructed pier at the foot of West 58th Street. The pier was specially built by the Department of Docks and Ferries and is 700 feet long and 60 feet wide.

The pier construction includes a special river wall across 58th Street at the bulkhead line through which the condensing water will be taken from and returned to the river. Immediately outside the river wall and beneath the deck of the pier, there is a system of screens through which the intake water is passed. on each side where the water enters the screen chamber, is a heavy steel grillage; inside this is a system of fine screens arranged so that the several screens can be raised, by a special machine, for the purpose of cleaning. The advantages of a well-designed screening outfit has been appreciated, and considerable care has been exercised to make it as reliable and effective as possible.

At each side of the center of the pier, just below the deck, there are two discharge water conduits constructed of heavy timber, to conduct the warm water from the condensers away from the cold water intakes at the screens. Two water conduits are employed, in order that one may be repaired or renewed while using the other; in fact, the entire pier is constructed with the view of renewal without interference in the operation for which it was provided.

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Community shocked as plug pulled on historic power plant

By David Freedlander, amNewYork Staff Writer
More stories

dfreedlander@am-ny.com

April 18, 2008

A monumental century-old power plant sitting on the Brooklyn waterfront and featuring a stout stone foundation and 4-story high arched windows with cream colored terra-cotta trim is being demolished brick by brick, upsetting local preservationists.

Hey, New York.
Now there's
a health plan
that works for you.

The Kent Avenue Powerhouse dates to 1905 and provides a crucial link to the city's transportation history, at one point providing the juice for the original Brooklyn Rapid Transit company. It was the site of a devastating 1937 strike that lead to the formation of the Transit Workers Union.

"We are losing a lot of grand power plants but this is probably the most stunning," said Mary Habstritt, president of the Society for Industrial Architecture. "It tells the whole story of our subway system.

"How can we talk about sustainability if we are going to just throw all those bricks and ornamental iron work into a landfill," Habstritt said.

Chris Olert, a spokesman for Con Edison, which bought the power plant from the city in 1950 and kept it operational until 1999, confirmed that the building was being demolished but said no plans had been made for the site's future.

Last year, a beaux-arts waterside power plant in Manhattan was razed to make room for an enormous new residential project by developer Sheldon Solow.

Also last year, a former power station in Long Island City was converted into condominiums by the architect Karl Fischer. Preservationists prefer that as opposed to demolition.

"Large buildings like that are great adaptive reuse projects," said Lisa Kersavage, director of advocacy for the Municipal Art Society, citing the Brooklyn Navy Yard as an example.

"The industry on the waterfront is really what saved Brooklyn, and that is going to be forgotten,"

Kersavage said.

Some, though, want to see the building come down and the land quickly turned over to community.

"Right now it's an eyesore that's way out of context for the neighborhood," said Evan Thies, a local activist. "This is the 100-year-old problem of New York, that we don't have access to the waterfront. ... We can move industry and utilities to other parts of the city and the borough that are much less desirable."

The building was brought before the city's Landmarks Preservation Committee last year, but was rejected. Lisi de Bourbon, a spokeswoman for the agency, said it could be reconsidered at a later date, but with the scaffolding already up, locals fear it already may be too late.

"It's a wonderful building but without the political will I don't see anything happening," said Ward Dennis, founding member of the Waterfront Preservation Alliance of Williamsburg and Greenpoint.

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ART: OBSERVATIONS

FOLLOWING THE ART MARKET, AND OTHER WAYS IN WHICH WE LOOK AT ART

MONDAY, SEPTEMBER 15, 2008

In other news

Philippe Vergne started work today as the new director of the Dia Art Foundation. His first order of business, according to an interview he gave ARTnews this month, will be to find a permanent exhibition site within Manhattan, after its Chelsea galleries shut down in 2004. Vergne is the successor to Michael Govan, who left Dia in 2006 in order to head up LACMA and revitalize their contemporary collection. All eyes will be on him to see if he can fulfill the foundation's longstanding wish to have a permanent presence in NYC in addition to its world-renowned contemporary art space in Beacon. His biggest challenge may be funding, as Dia's largest benefactor and board chairman (who donated the $30 million necessary to purchase the Nabisco warehouse in Beacon) has also recently departed. Hopefully other patrons will rally around this remarkable foundation to assist in its reestablishment in NYC, after the gift of Beacon to those of us in the art world who have never seen contemporary art installed so perfectly - in the context of immense space, tranquility, and minimalism - the way it should be viewed. Best wishes and good luck!!

ABOUT ME

CHRISTIE LAVIGNE

With former experience at the San Francisco Museum of Modern Art, Christie's auction house, graduate work in art history and theology in Berkeley, membership on the board of directors at Visual Aid, and several years with a small art advisory firm in San Francisco. Now blogging about art and life from Washington DC.

VIEW MY COMPLETE PROFILE

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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

April 2, 2009

Hon. Robert B. Tierney
Chair
Landmarks Preservation Commission
Municipal Building, ninth floor
One Center Street
New York NY 10007

Re: Con Ed Powerhouse at 59th Street

Dear Chair Tierney,

Manhattan Community Board 4 is writing to express its serious concern about the series of events that appear to be culminating in the destruction of the sole remaining historic chimney on the former IRT Powerhouse, now owned by Consolidated Edison, at the west end of 59th Street in Community District 4. The original stacks added considerably to the effect of the building, and the very tall modern stack at the east end is quite different in character, The gradual loss of the original stacks has changed the visual character of the building and blurred its significant original function.

Recently we wrote to you reconfirming our longstanding support for the designation of this impressive building, which is important not only for the design of its exterior by Stanford White but also as a monument of the history of transportation and technology in New York City. We remember that at the last hearing on designation of the building in 1990 the then Chair of the Commission accepted as an alternative to designation the agreement to make no significant change of the building without giving sufficient notice to the Commission for it to take action.

It is clear that this "standstill agreement" has not worked. There have been some changes over time, whether before or after calendaring the powerhouse, including the removal of the cornice; but above all most of the historic stacks have been lost. The Board has quite recently learned from Landmark West that the Commission recently signed off on the demolition of "Stack 5," which materials from several sources indicate was the last remaining original stack, even if it appeared to have lost some of its top. The justification alleged for this action is reported to have been a claim that the stack had become dangerous. Demolition is currently underway.

The process that leads to a "Notice of Review" as permission to proceed instead of a permit after landmark designation has clearly been a failure in this case, and not here alone .The historic character of the powerhouse has been diminished by the gradual loss of its original chimneys, at least in part due to lack of maintenance. The Board is concerned that the cumulative effect of seemingly minor changes as well as lack of adequate maintenance of the exterior threatens the character of this major structure. The process for Notice of Review is far less intensive that that

for a Certificate of Appropriateness, and there is no room for public participation, even awareness. There seems to be no legal means to compel exterior maintenance or considered review of minor changes for a building that has not been designated. We believe the Commission should, if it is still possible, take immediate action to stop the demolition of this last stack, and must in any case proceed to prompt designation of the powerhouse and full review of all changes and issues of maintenance.

The example of the slow decay of New Brighton Village Hall warns us that even designation will not in itself save a building in the absence of the will to take action, while on the other hand the recent laudable action to save the Windermere from deliberate neglect shows that appropriate and effective action can be taken against an owner much farther away than Con Ed.

Sincerely,

Jean-Daniel Noland
Chair, Manhattan Community Board 4

Edward Kirkland
Chair, Landmarks Committee

c.c.
Council Member Gale Brewer
Community Board 7
Landmark West
Powerhouse Group

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JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 6, 2008

Hon. Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building 9th Floor
One Center Street
New York, NY 10007

Re: Former IRT Powerhouse
59th Street and Route 9A

Dear Chair Tierney:

Manhattan Community Board 4 is writing to reaffirm its long-held support of the designation of the former Interborough Rapid Transit Powerhouse as a New York City landmark and to welcome the recent initiative of the recently created Powerhouse Group in pursuing this designation and in seeking new uses for the underutilized interior spaces of the building.

The importance of the powerhouse to the first subway in New York is reflected in the amount of space given to an elaborate treatment of the advanced technology of the building in the third chapter of the commemorative book, *The New York Subway,* produced after the subway opening. This makes clear both the dominant role played by technical requirements and the skills of the engineers that resolved them in shaping the interior spaces and the general form of the building.

An interesting passage on page 74 reads, "Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an advisor on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used."

The resulting structure shows an impressive exterior and remarkable interior spaces, some of them of them now unused. Above all, the great hall that contained the huge

generators or dynamos is now empty. Suggestions for reuse like those of the Powerhouse Group could point the way toward making this extraordinary interior into one of the great public spaces in New York, and recent changes in the area might support reuse of the underutilized portions of the interior for purposes that would turn the building into a source of income that could enable adequate long-term maintenance and possibly even restoration of missing or destroyed elements of the exterior.
Community Board 4 recognizes that the present moment may not be ripe for such improvements; but we urge that designation be no longer delayed. The building is important both for its historic importance and for its impressive architectural quality. It is risky to rely on the presumably still existing standstill agreement to protect the building indefinitely, and it is essential to ensure preservation of the exterior and, we hope, the interior spaces it encloses until a time when the proposals of the Powerhouse Group might be the seeds for future uses that may truly enrich New York. The IRT Powerhouse must not be defaced or lost.

Sincerely,

Jean-Daniel Noland
Chair
Manhattan Community Board 4

c.c.
The Power House Group

COMMUNITY BOARD 7 Manhattan

March 27, 2009

Hon. Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Ms. Mary Beth Betts
Director of Research
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Re: IRT/Con Ed Powerhouse at 59th Street and Hudson River

Dear Commissioner Tierney and Ms. Betts:

We write on a matter of extreme urgency regarding the imminent demolition of what may be the only surviving original smokestack of the IRT/Con Ed Powerhouse at 59th Street and the Hudson River. ConEd has a permit for the demolition and is apparently undertaking demolition now. We urge LPC to take all possible steps to preserve the *status quo* pending a designation hearing.

Our Parks & Preservation Committee, at its March 2009 meeting, agreed to recommend that our Full Board adopt a resolution seeking the designation of the Powerhouse as an individual landmark, and we expect to send such a resolution to you promptly after our April 2009 Full Board meeting. We expect to join our voice to those of many others, including Community Board 4, numerous elected officials, LandmarkWest!, etc. who have urged the designation of the Powerhouse.

As you know, the Riverside South development in our District is a post-industrial landscape being adapted for modern residential and other uses. We are starting a ULURP review of the proposal for the build-out of the southernmost parcel of Riverside South, for which a mixed use development called Riverside Center is being proposed. The Powerhouse is located immediately to the south of this parcel. Its industrial history is integral to its architectural, social and geographic context, including the Riverside Center parcel. The loss of what appears to be the Power House's last remaining original smokestack because of lack of timely action would be an unnecessary tragedy to the preservation movement.

Very truly yours,

Helen Rosenthal

Rosenthal, Chairperson

Lenore Norman & Klari Neuwelt
Co-Chairpersons, Parks and Preservation Committee

Cc: Borough President Scott M. Stringer
Council Member Gale A. Brewer
Community Board 4/ Manhattan
LandmarkWest!

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October 22th, 2008

Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioner Tierney:

I write to express my support for the designation of the IRT Powerhouse at 59th Street ("the Powerhouse") as a New York City landmark. The city-owned Powerhouse is a truly remarkable building. It is an architectural and historic gem, and by these standards already a landmark. I urge the Commission to make it official.

The Powerhouse is a spectacular example of Beaux Arts architecture executed on the grandest scale. It is one of only a handful of great powerhouses remaining in the five boroughs, and the only one of its size left in Manhattan. What is more, the Powerhouse is one of the few remaining public buildings on the West Side that is worthy of Landmark status, but nevertheless remains unprotected.

As you know, this section of Manhattan is changing. Development between Riverside South and the Clinton community has increased rapidly in recent years and the number of buildings under construction is at once promising and disconcerting. The Powerhouse must not fall victim to the aesthetic whim or economic might of a few.

In designating the Powerhouse a landmark, the Commission also preserves the building's potential use as a public space. New Yorkers are constantly seeking new venues in which to gather, exhibit, and perform. Eventually, the Powerhouse will cease to serve as a suitable power plant for its current lessee, Consolidated Edison. At that time, the building's interior could be renovated, its halls re-imagined, and its grandeur restored. Only by designating the building a landmark now can we ensure that it will be available to serve the public in the future.

The need to preserve historically significant buildings and a dearth of large, enclosed, public space are two of my constituents most frequently expressed concerns. Protecting the Powerhouse squarely addresses these concerns. In the interests of my constituents, all New

Yorkers, our visitors and our posterity, and I urge you to designate this building a New York City landmark.

Sincerely,

Gale A. Brewer

Cc: Robert Benfatto, District manager, Community Board 4
Gary Barnett, President, Extell Development
Paul J. Elston, Riverside South Planning Corporation

THE SENATE
STATE OF NEW YORK
ALBANY

THOMAS DUANE
SENATOR, 29TH DISTRICT
ASSISTANT MINORITY LEADER FOR POLICY AND ADMINISTRATION
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ALBANY, NEW YORK 12247
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FAX (518) 426-6846
E-MAIL: DUANE@SENATE.STATE.NY.US

October 8, 2008

Honorable Robert Tierney, Chair
New York City Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Bob

Dear Commissioner Tierney,

I am writing to encourage the New York City Landmarks Preservation Commission (LPC) to consider the Interborough Rapid Transit Powerhouse (IRT Powerhouse), located at 600 West 59th Street in Manhattan, for designation as a New York City landmark.

The IRT Powerhouse is both historically and architecturally significant. Constructed in 1904 by Stanford White, the IRT Powerhouse was the largest steam-driven powerhouse ever built and provided energy to run and maintain the city's first subway system. The powerhouse's energy contribution was a crucial element in the development and industrial evolution of the modern city of New York. Although the powerhouse has not produced electricity for the subway system since 1959, it has been consistently utilized in different ways to serve the residents of New York City.

The IRT Powerhouse is also notable for its magnitude and architectural style. Not only does it occupy an entire city block adjacent and rise more than 100 feet high, but its roof and walls are contoured to appear perfectly symmetrical. The most notable architectural achievement, however, is not the sheer size but rather the application of Beaux-Arts style to a utilitarian building. The façade is ornamented with arched windows and enriched by an intricate cornice. The detailing is infused with delicate patterns which provide a sharp contrast to the initial purpose. Architecturally, the building is a visible paradox that juxtaposes ornamentation and functionality.

In the past few years, three architecturally and historically significant powerhouses have been demolished or altered. It would be unfortunate to leave one of the last such powerhouses in New York City vulnerable to new development. Thus I strongly recommend that the IRT Powerhouse be favorably considered for the landmark designation at this time and I urge LPC to act swiftly to ensure its preservation.

Sincerely,

Tom

Thomas K. Duane
New York State Senate
29th District

The Municipal Art Society of New York

MASNYC

Voice for the future of our city.

March 10, 2009

Honorable Robert B. Tierney, Chairman
NYC Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Re: Former IRT Powerhouse (now Con Ed Powerhouse), 600 West 59th Street
New York, NY

Dear Chairman Tierney,

The Preservation Committee of the Municipal Art Society supports the nomination to designate the Con Edison Powerhouse, formerly the Interborough Rapid Transit (IRT) Powerhouse, located on the block bounded by 11th Avenue, 59th Street, 12th Avenue, and 58th Street. The powerhouse, which has appeared before the Commission twice before, is an important reminder of an extraordinarily innovative time in the history of New York City's development, in addition to having irrefutable architectural significance. MAS specifically identified the IRT Powerhouse as a resource that "should be considered of exceptional historic and architectural significance" in the scoping comments of the Riverside South Supplemental Environmental Impact Statement, and we believe it should be protected as a NYC individual landmark.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and it is currently in the service of Con Edison. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building.

MAS has made a longstanding commitment to the preservation of New York City's industrial heritage. Unfortunately, the city has recently lost the Waterside No. 2 Power Station and the Kent Avenue Power Plant, historic structures equally noteworthy as the IRT powerhouse. MAS' Preservation Committee supports the request to recognize the historic and architectural significance of the IRT Powerhouse and to protect it from demolition and insensitive renovations. We are particularly concerned about the extant original circa-1904 smokestack which we understand Con Ed may soon dismantle. We therefore urge the commission to ensure, without delay, the protection of one of the last remaining buildings of this type and scale left in New York City.

Sincerely,

Charles Platt

Charles A. Platt
Co-Chair
MAS, Preservation Committee

Judith Saltzman

Judith Saltzman
Co-Chair
MAS, Preservation Committee

THE MUNICIPAL ART SOCIETY OF NEW YORK
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MAS.org

THE NEW YORK
LANDMARKS
CONSERVANCY

December 18, 2009

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York NY 10007

Re: Interborough Rapid Transit Powerhouse now Con Ed Powerhouse

Dear Chairman Tierney:

We know that the Commission has on two separate occasions considered conferring individual landmark status to the former Interborough Rapid Transit Powerhouse at Eleventh Avenue and 59th Street. We strongly believe that now, under your leadership, it is time for the Commission to once again review the merits of this extraordinary building.

We understand that the building has been altered, as have the vast majority of landmarks, but this particular property possesses so many attributes that make it a landmark. It was built in 1899 as the most monumental building constructed for the NYC subway system; the facades were designed by Stanford White of McKim Mead and White and is a rare example of that firm's industrial designs; and it is an important link to a chapter in our history when the architectural legacies of ancient Rome and Greece were combined with the latest engineering advances of their day.

This magnificent Beaux-Arts masterpiece is visually a landmark if not yet an official Landmark. The Commission's own report from 1979 states that the building is "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893".

The alterations, including the missing cornice are minor compared to what survives. Namely, the imposing terra-cotta and brick facades and the enormous smoke stack. We urge you to bring this back in front of the Commission and once and for all do what should have been done many years ago. Designate the powerhouse a city landmark.

Sincerely,

Peg Breen
President

Cc: Kevin Burke

One Whitehall Street, New York NY 10004
tel 212.995.5260 fax 212.995.5268 nylandmarks.org

A L L I A N C E *f o r* T H E A R T S
330 West 42nd Street, Suite 1701 New York, NY 10036 212.947.6340 FAX 212.947.6416 *www.allianceforarts.org*

April 9, 2009

Hon Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th floor
New York, NY 10007

Dear Bob:

I am very pleased to add my name and that of the Alliance for the Arts to the growing list of citizens and civic and cultural organizations supporting the formal designation as a New York City Landmark of The IRT Powerhouse.

You and your fellow Commission members and the staff of the Landmarks Commission are well aware of this signature building and its architectural uniqueness. Others more qualified than I to speak of its architectural merit have already indicated their support for granting it landmark status. I will speak of it primarily as a cultural asset of New York City, and also as a fixture of the West Side, of which I am a proud resident.

Like the Eiffel Tower or the Taj Mahal or the White House, there are buildings which gain a centrality and cultural importance through their sheer beauty and grand place in the cityscape. Like those three disparate examples—all quite different to The Powerhouse—it was not built for the public to enter. But it was most emphatically and gloriously built for the public to see and appreciate, and, as is the case with many New Yorkers, to come to love as a popular landmark.

But it can be compared to another building: the Bankside Power Station in London. This great pile anchored the south side of the Thames for decades, even after it ceased to be used as a power station. Then, in 2000, it was converted by the Tate Museum into one of the greatest cultural spaces in the world, an attraction for nearly five million visitors and Britons each year and the standard-bearer for a new generation of cultural vitality and global relevance for London.

It is not for me to say what the best future use of The Powerhouse is, but only to propose that by recognizing its distinction and helping to insure its survival intact, it becomes possible for the most creative people in our city to imagine new uses for it.

The Alliance has continuously reminded New Yorkers of the economic dimension of cultural life in our city through research that has documented the creation of 160,000 jobs and $21 billion in economic activity. As the Mayor has recognized in many ways, this home industry, so central to our identity and way of life, must stay strong. And to stay strong it must change and grow; the plans for growth can perhaps best be made in a time of economic stagnation.

The Landmarks Preservation Commission can contribute to this forward thinking indirectly if it chooses to bestow the status of New York City Landmark to The Powerhouse, which it so richly deserves.

Sincerely yours,

Randall Bourscheidt
President

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LANDMARK WEST!

THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

January 5, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse)
Eleventh Avenue between 58th and 59th Streets, Manhattan

Dear Chair Tierney:

Please schedule a public hearing at the Commission's earliest opportunity for the IRT/ConEd Powerhouse on Manhattan's West Side.

This monumental structure, designed by McKim Mead & White and opened as the original powerhouse for the IRT subway in 1904, is a landmark by any standard. It stands as a testament to the uplifting, civic-minded architecture of the City Beautiful movement on a par with such beloved (and designated) New York City Beaux-Arts buildings as the New York Public Library, the Metropolitan Museum of Art and the Farley Post Office.

The Landmarks Preservation Commission first considered the Powerhouse for designation in 1979 (hearings were held in 1979 and the early 1990s but the building remains on the Commission's list of heard-but-never-designated list), when it described the building's significance as "the most monumental building associated with the subway system in New York City."

> This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time...In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life.

In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and National Registers of Historic Preservation.

Over the past 100-plus years, the building has survived several transitions in use and technology with physical changes that are minor in relation to its vast scale. This endurance is a tribute to the structure's adaptability and sustained value to our city.

We look forward to testifying in support of designation of the IRT/ConEd Powerhouse in the near future. Thank you very much for your consideration.

Sincerely,

Arlene Simon
President

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel 212-614-9107 fax 212-614-9127 e-mail hdc@hdc.org

September 10, 2008

Hon Robert Tierney, Chair
Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Dear Commissioner Tierney.

The Historic Districts Council respectfully requests that the Landmarks Preservation Commission act to designate the former Interborough Rapid Transit Powerhouse located at 59th Street and Eleventh Avenue as an individual New York City landmark. This monumental structure was completed in 1904 by Stanford White and is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 104 years ago, it was the largest powerhouse in the world, which provided the energy needed to run the subway which in turn created the modern city of New York.

Although the building ceased producing electricity for the subway in 1959, it has remained in service since then, most recently providing steam for residents in the area. It has been publicly considered for landmark status twice in the past 30 years, once in 1979 and again in 1990. Both times Con Edison, the then-owner, objected and the designation efforts floundered, although not on the merits of the designation.

HDC asks that the Landmarks Commission once again consider this remarkable, significant building as a potential landmark. Since 1990, circumstances have changed and the City once again owns the structure. Furthermore, in the past few years., we have unfortunately seen three outstanding industrial powerhouses either demolished or defaced for new development. The IRT Powerhouse is now one of the last remaining survivors of the critical industrial network which built our city. Please act now before we lose this important, attractive building to the creeping sea of glass towers which are spring up like shiny cat tails around our waterfront.

Sincerely,

Simeon Bankoff
Executive Director

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

cc: Jimmy Fiku
The Powerhouse Group

FRIENDS OF THE HIGH LINE

March 30, 2009

The Honorable Robert B. Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, NY 10007

Dear Chair Tierney:

Friends of the High Line takes special interest in the preservation of important industrial structures in New York City. Just ten years ago, the High Line was considered obsolete and was scheduled for demolition, but because the City joined with the community in recognizing its future value, we now have a new, much needed public park on this industrial structure that will greatly contribute to New York City's public realm for decades to come. We strongly believe that the preservation of the IRT Powerhouse is an opportunity just as great and urge the Commission to take all possible actions to preserve this invaluable historic resource on the West Side.

A broad coalition of experts, organizations and elected officials has expressed support for preserving the former Interborough Rapid Transit Powerhouse, designed by Stanford White of McKim, Mead & White and built in 1904 to provide electricity for New York City's first subway system.

Now, there is a new urgency calling for the Commission's swift, definitive action to landmark this building. The current owner, Consolidated Edison, has begun to demolish the sole surviving 1904 smokestack, a potent symbol of the building's legacy as the engine for "a new era of electrified urban transportation, illustrating the power of technology to improve urban life" (from the Commission's own significance statement for the IRT Powerhouse.)

We understand that ConEd claims the stack poses a public safety risk, but, were the Powerhouse an officially designated landmark, as it deserves to be, such a significant alteration would require careful review and exploration of alternatives by the full Commission. As it is, the building is vulnerable to continual erosion that may ultimately undermine its landmark integrity.

Please act right away to preserve the IRT Powerhouse.

Sincerely,

Joshua David
Co-Founder

Robert Hammond
Co-Founder

FRIENDS OF THE HIGH LINE

August 28, 2008

Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioners:

I write to express my support for the proposal to grant landmark designation to the building located at 600 West 59th Street, Manhattan ("the IRT Powerhouse"). Obtaining landmark status for the IRT Powerhouse is necessary to preserve one of the few remaining Beaux Arts power plants in New York City.

I have had the opportunity to speak with the members of The Powerhouse Group, the organization spearheading the proposal for landmark designation, on several occasions and have been impressed by their dedication to saving this incredible building. That dedication is well placed. Even by New York City standards, this historically-significant and architecturally exceptional building is worthy of protection. An integral piece of New York City's architectural and transportation history, the IRT Powerhouse stands as a reminder of a time in New York when even the most mundane building was designed to inspire. As you can see from the landmark proposal, the building is, in a word, magnificent. By any measure it exceeds the definition of a New York City Landmark.

As a Co-Founder of Friends of the High Line, I was particularly interested to learn how integral Manhattan's west side rail network was to the operation of The Powerhouse, bringing coal and supplies to the Powerhouse to enable it in turn to power the subways. The freight trains that ran on the High Line passed directly in front of the Powerhouse on Eleventh Avenue en route to the slaughterhouses and factories downtown.

Designating this building a landmark will achieve more than just the preservation of stone and terra cotta. If and when the landmark application succeeds, the Powerhouse Group hopes to work with the city to transform the IRT Powerhouse into public space. The Powerhouse Group imagines a neighborhood institution drawing residents and visitors alike. This is a goal that I can fully support.

My work on the High Line has given me an intimate understanding of what it takes to turn a land use idea into a reality. Foremost of what I have learned is that an idea as ambitious as The Powerhouse Group's requires the support of public officials, whether members of the Landmarks Preservation Commission, the Department of City Planning, the City Council, or the Mayor's office. Absent your support and the support of so many other committed public servants, the High Line would have been little more than an interesting idea.

I urge you to designate this building a New York City landmark so that it might survive for another 100 years to once again serve the public. If you see, as I do, the enormous potential of this idea, I think your decision will be an easy one. Thank you for your time and consideration.

Highest Regards,

Robert Hammond

FRIENDS OF TERRA COTTA

February 24, 2009

Robert B. Tierney, Chair
Landmarks Preservation Commission
100 Centre Street, 9th floor
New York, NY 10007

Dear Chairman Tierney,

Friends of Terra Cotta urges the Landmarks Preservation Commission to calendar the 1904 IRT Powerhouse at 59th Street and 11th avenue for a designation hearing. The significance of this remarkable structure goes beyond its superb terra cotta and brick exterior. This was the site where coal was used to generate all the electricity needed to run New York's original subway line. A number of the original stations and several kiosks have been landmarked and it is highly appropriate that the source of the power that made the system work be considered for designation as well.

Stanford White of McKim, Mead and White was responsible for the richness of texture and plasticity in ornamentation. The National Trust publication, *Master Builders* comments on this architectural firm stating: "Working within the conventions of the 19th-century idealist formalism with its allusions to the architecture of the past, McKim, Mead and White represented the most generous realization of the triad of commodious planning, sound construction and visual delight first propounded by the Roman writer on architecture Vitruvius in the first century B.C."

The structure is surprisingly intact for its age and the smokestacks (six originally and now two, one of which is original) are the most obvious change to the building. We understand that Con Edison is the current owner and with their very poor record of building stewardship (they have been tearing down structures in a number of boroughs) the future of the Powerhouse is a great concern to the community and to residents throughout the city. It was with great frustration (and broken promises from Con Edison about saving important architectural elements) that New Yorkers watched the destruction of the East Side Con Edison Power Plants during the last year.

Please take this matter under serious consideration before another very significant part of our architectural heritage becomes rubble.

Sincerely,
Susan Tunick
Susan Tunick
President

Friends of Terra Cotta/New York State
c/o Tunick, 771 West End Avenue 10E
New York, New York 10025
212/932-1750

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Advisors

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teve Robinson
Paul Willen
Rob Pirani

March 10, 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to request that you hold a hearing on designating the 59th Street IRT Powerhouse as a NYC landmark. I understand that the Commission has on two separate occasions considered conferring individual landmark status to the building, and that the building is a good candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between Tenth Avenue and the West Side Highway. McKim Mead & White designed this massive public building. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as the New York Library, the Metropolitan Museum of Art and the Farley Post Office. Consolidated Edison took over the facility in 1960 and continues to use it to generate energy, but only occupies approximately 12% of the interior space today.

When the Landmarks Preservation Commission first considered the Powerhouse for designation in 1979, it described the building's significance as "the most monumental building associated with the subway system in New York City" and "This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time." In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and national Registers of Historic Preservation.

During the past fifteen years the area surrounding the Powerhouse has been transformed with the creation of the Hudson River Park and Riverside Park South, expansion of John Jay College immediately east of the Powerhouse, and a very significant increase in residential properties nearby. Most immediately the City Planning Department is considering development proposals for the blocks immediately to the north and south of the Powerhouse. We are concerned that the decisions of City Planning should fully reflect the landmarking qualities of the Powerhouse, and will only do this if the Landmarks Preservation Commissions fully documents those qualities through the designation process.

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

Because Consolidated Edison utilizes only a small portion of the interior space in the Powerhouse, we are also interested in the adaptive re-use of the Powerhouse as a public space, a community and/or cultural center. We have requested the NYCEDC to evaluate replacing the power produced by the Powerhouse with power produced by new energy efficient cogeneration – to define the fuel savings and energy efficiency, the economics and the space requirements of a cogeneration plant. We have also requested that City Planning require the appropriate developer to study the possibility of locating the cogeneration below grade between 59th and 60th Streets (the Extell property) or, alternatively, between 57th and 58th Streets (the Durst property). However, we do not think the designation of the exterior of the Powerhouse as a landmark should be dependent on the outcome of efforts to change the use of the interior of the Powerhouse.

We urge you to re-activate the consideration of designating the 59th Street IRT Powerhouse as a NYC landmark as soon as possible.

Sincerely,

Paul J. Elston

Paul J. Elston, President

CC: Kevin Burke, President Con Edison

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

ROEBLING CHAPTER
Society for Industrial Archeology

www.roeblingSIA.org

Reply to 40 W. 77th Street, New York, New York 10024, PreservelA@aol.com, 917-709-5291

April 3, 2009

Robert Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Dear Mr. Tierney:

The Roebling Chapter, Society for Industrial Archeology supports landmarking the Interborough Rapid Transit Power House at 59th Street and Eleventh Avenue.

The IRT Powerhouse was the largest steam-driven power house in the world when it opened in 1904 to drive New York's first subway. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country.

One mark of its technological significance—and the size of the equipment—is that the collection of the Smithsonian Institution holds one piston—one piston!--rescued from these massive engines. A model of the power house was part of the permanent exhibition in the National Museum of American History until its recent renovation, greeting all visitors who entered.

We ask the Landmarks Preservation Commission to ensure that this piston and model will not be all that remains of this palazzo of power. Please ensure that it is not added to the list of those we mourn, a list that has grown too long with the recent losses of the Kent Avenue Power House, the Long Island City Power House, and Waterside 1 and 2. We urge you to designate it a New York City Landmark.

Sincerely,

Mary Habstritt, Chair
Preservation Committee

cc: The Powerhouse Group

A L L I A N C E *for* T H E A R T S
330 West 42nd Street, Suite 1701 New York, NY 10036 212.947.6340 FAX 212.947.6416 *www.allianceforarts.org*

April 9, 2009

Hon Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th floor
New York, NY 10007

Dear Bob:

I am very pleased to add my name and that of the Alliance for the Arts to the growing list of citizens and civic and cultural organizations supporting the formal designation as a New York City Landmark of The IRT Powerhouse.

You and your fellow Commission members and the staff of the Landmarks Commission are well aware of this signature building and its architectural uniqueness. Others more qualified than I to speak of its architectural merit have already indicated their support for granting it landmark status. I will speak of it primarily as a cultural asset of New York City, and also as a fixture of the West Side, of which I am a proud resident.

Like the Eiffel Tower or the Taj Mahal or the White House, there are buildings which gain a centrality and cultural importance through their sheer beauty and grand place in the cityscape. Like those three disparate examples—all quite different to The Powerhouse—it was not built for the public to enter. But it was most emphatically and gloriously built for the public to see and appreciate, and, as is the case with many New Yorkers, to come to love as a popular landmark.

But it can be compared to another building: the Bankside Power Station in London. This great pile anchored the south side of the Thames for decades, even after it ceased to be used as a power station. Then, in 2000, it was converted by the Tate Museum into one of the greatest cultural spaces in the world, an attraction for nearly five million visitors and Britons each year and the standard-bearer for a new generation of cultural vitality and global relevance for London.

It is not for me to say what the best future use of The Powerhouse is, but only to propose that by recognizing its distinction and helping to insure its survival intact, it becomes possible for the most creative people in our city to imagine new uses for it.

The Alliance has continuously reminded New Yorkers of the economic dimension of cultural life in our city through research that has documented the creation of 160,000 jobs and $21 billion in economic activity. As the Mayor has recognized in many ways, this home industry, so central to our identity and way of life, must stay strong. And to stay strong it must change and grow; the plans for growth can perhaps best be made in a time of economic stagnation.

The Landmarks Preservation Commission can contribute to this forward thinking indirectly if it chooses to bestow the status of New York City Landmark to The Powerhouse, which it so richly deserves.

Sincerely yours,

Randall Bourscheidt
President

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Frances A. Resheske
Senior Vice President
Public Affairs

April 9, 2009

The Honorable Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North
New York, NY 10007

Re: Stack No. 5 at Con Edison's 59th Street Generation Station

Dear Chairman Tierney:

This letter follows up on your question concerning the work being performed on stack number 5 ("Stack No. 5") at our 59th Street Generating Station (the "Station").

An inspection conducted of Stack No. 5 revealed that the brick shell is in poor condition in the upper portions of the stack, including open mortar joints, bulging, displaced brickwork, and cracking, with the cracking being a concern from the top of the stack to approximately the 110' level. The interior brick lining and gunite coating were also found to be in poor condition in the upper portions of the stack. The work currently being performed on Stack No. 5 includes removing the stack down to the 110' level and removing abandoned flues attached to the stack. We expect this work to be completed very shortly. Work will also be performed to close the roof of the Station in the vicinity of the removed stack. The collective work addresses the potentially unstable portions of Stack No. 5 and, accordingly, guards against injury to the public and Con Edison workers. It also will help protect the balance of the Station from possible damage, including by water infiltration into the Station.

I trust that this letter adequately responds to your question. However, if you have any further questions, please feel free to call.

Sincerely,

Frances A. Resheske

The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North New York NY 10007
www.nyc.gov/landmarks

Kate Daly
Executive Director

April 15, 2009

Mr. Jimmy Finn
Mr. Paul Kelterborn
The Hudson River Powerhouse Group
PO Box 1073
New York, NY 10009

Dear Mr. Finn and Mr. Kelterborn:

Thank you for your recent letter concerning the Con Ed (formerly IRT) Powerhouse building. The Commission plans to hold a public hearing on the building on July 14, 2009.

You note in your vision statement that "if the building is not designated now, there is nothing to stop a future owner from razing the building once it ceases to be needed for electricity or steam." On the contrary, because the building has been formally calendared, and flagged in the Department of Buildings database as landmark-eligible, any prospective purchaser would be made aware of the building's landmark eligibility and the extreme unlikelihood of a Commission approval of a demolition permit.

Thank you for your interest in historic preservation and in the work of the Commission.

Sincerely,

Kate Daly

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
1 CENTRE STREET, 9TH FLOOR, NEW YORK, NEW YORK, 10007
TEL: (212) 669-7700 FAX: (212) 669-7960

REQUEST FOR EVALUATION

The Landmarks Preservation Commission is responsible for safeguarding the architectural, historical and cultural heritage of New York City.

The Commission's Research Department is pleased to accept requests from the public for the evaluation of the architectural, historical or cultural significance of properties throughout the five boroughs. If a property appears to meet the criteria for designation as a Landmark, the staff may recommend it for consideration by the Commission.

To request an evaluation, please fill out this form and return it to the address below. Please provide as much information about the property as you can and, if possible, include a photograph.

Thank you for your interest in the work of the Commission.

PLEASE TYPE OR PRINT

Your Name	Daytime Telephone No.
JIMMY FINN & PAUL KELTERBORN THE HUDSON RIVER POWERHOUSE GROUP	917.494.3586
Mailing Address	**Apartment**
P.O. Box 1073	—
City	**State** / **Zipcode**
NEW YORK	N.Y. / 10009
Today's Date	
APRIL 14, 2009	

PROPERTY TO BE EVALUATED

ELEVENTH AVENUE between 58th and 59th Streets
Address

THE INTERBOROUGH RAPID TRANSIT POWERHOUSE
Name (if any)

POWER PLANT FOR THE IRT SUBWAY (1904)
Building Type (Original Use)

MCKIM MEAD & WHITE
Architect (if known)

ADDITIONAL INFORMATION PLEASE INDICATE BELOW ANY ADDITIONAL INFORMATION YOU MAY HAVE CONCERNING THE PROPERTY: HISTORY, SIGNIFICANCE, PRESENT CONDITIONS, CURRENT STATUS, CURRENT USE, etc.

PLEASE SEE ATTACHED PROPOSAL.

PLEASE RETURN THIS FORM TO: Mary Beth Betts, Director of Research
Landmarks Preservation Commission
1 Centre Street, 9th Floor, New York, N.Y. 10007

Rev. 9/99

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

September 25, 2008

Mr. Simeon Bankoff
HDC
232 East 11th Street
New York, NY 10003

Re: IRT 59th St. Power House, Manhattan

Dear Mr. Bankoff

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts
Director of Research

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

March 26, 2009

Ms. Judith Saltzman
MASNYC
457 Madison Avenue
New York, NY 10022

Re: IRT 59th St. Power House, Manhattan

Dear Ms. Saltzman

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts
Director of Research

The Municipal Art Society of New York

MASNYC

MBB

Voice for the future of our city.

March 10, 2009

Honorable Robert B. Tierney, Chairman
NYC Landmarks Preservation Commission
1 Centre Street, 9th floor
New York, NY 10007

Re: Former IRT Powerhouse (now Con Ed Powerhouse), 600 West 59th Street
New York, NY

Dear Chairman Tierney,

The Preservation Committee of the Municipal Art Society supports the nomination to designate the Con Edison Powerhouse, formerly the Interborough Rapid Transit (IRT) Powerhouse, located on the block bounded by 11th Avenue, 59th Street, 12th Avenue, and 58th Street. The powerhouse, which has appeared before the Commission twice before, is an important reminder of an extraordinarily innovative time in the history of New York City's development, in addition to having irrefutable architectural significance. MAS specifically identified the IRT Powerhouse as a resource that "should be considered of exceptional historic and architectural significance" in the scoping comments of the Riverside South Supplemental Environmental Impact Statement, and we believe it should be protected as a NYC individual landmark.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. In spite of its purely utilitarian function, the lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904 the building has been in continual use, providing power for the IRT, the New York City Subway, and it is currently in the service of Con Edison. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building.

MAS has made a longstanding commitment to the preservation of New York City's industrial heritage. Unfortunately, the city has recently lost the Waterside No. 2 Power Station and the Kent Avenue Power Plant, historic structures equally noteworthy as the IRT powerhouse. MAS' Preservation Committee supports the request to recognize the historic and architectural significance of the IRT Powerhouse and to protect it from demolition and insensitive renovations. We are particularly concerned about the extant original circa-1904 smokestack which we understand Con Ed may soon dismantle. We therefore urge the commission to ensure, without delay, the protection of one of the last remaining buildings of this type and scale left in New York City.

Sincerely,

Charles Platt MBB

Charles A. Platt
Co-Chair
MAS, Preservation Committee

Judith Saltzman

Judith Saltzman
Co-Chair
MAS, Preservation Committee

THE MUNICIPAL ART SOCIETY OF NEW YORK
457 MADISON AVENUE
NEW YORK, NY 10022

T 212 935 3960
F 212 753 1816

MAS.org

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

March 26, 2009

Mr. Paul J. Elston
Riverside South Planning Corp.
99 Park Avenue 2200
New York, NY 10016

Re: IRT 59th St. Power House, Manhattan

Dear Mr. Elston

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts
Director of Research

Riverside South Planning Corporation

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March 10, 2009

MBB

RECEIVED
MAR 12 2009

Hon. Robert B. Tierney, Chairman
Landmarks Preservation Commission
One Center Street, 9th Floor North
New York, NY 10007

Dear Chairman Tierney,

I am writing to request that you hold a hearing on designating the 59th Street IRT Powerhouse as a NYC landmark. I understand that the Commission has on two separate occasions considered conferring individual landmark status to the building, and that the building is a good candidate for designation.

Built in 1904 to power New York City's first subway, the Interborough Rapid Transit (IRT) Powerhouse occupies an entire city block from West 59th to 60th Street between Tenth Avenue and the West Side Highway. McKim Mead & White designed this massive public building. It is part of the uplifting, civic-minded architecture of the City Beautiful movement on a par with other New York City Beaux-Arts designated landmarks such as the New York Library, the Metropolitan Museum of Art and the Farley Post Office. Consolidated Edison took over the facility in 1960 and continues to use it to generate energy, but only occupies approximately 12% of the interior space today.

When the Landmarks Preservation Commission first considered the Powerhouse for designation in 1979, it described the building's significance as "the most monumental building associated with the subway system in New York City" and "This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time." In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and national Registers of Historic Preservation.

During the past fifteen years the area surrounding the Powerhouse has been transformed with the creation of the Hudson River Park and Riverside Park South, expansion of John Jay College immediately east of the Powerhouse, and a very significant increase in residential properties nearby. Most immediately the City Planning Department is considering development proposals for the blocks immediately to the north and south of the Powerhouse. We are concerned that the decisions of City Planning should fully reflect the landmarking qualities of the Powerhouse, and will only do this if the Landmarks Preservation Commissions fully documents those qualities through the designation process.

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

Because Consolidated Edison utilizes only a small portion of the interior space in the Powerhouse, we are also interested in the adaptive re-use of the Powerhouse as a public space, a community and/or cultural center. We have requested the NYCEDC to evaluate replacing the power produced by the Powerhouse with power produced by new energy efficient cogeneration – to define the fuel savings and energy efficiency, the economics and the space requirements of a cogeneration plant. We have also requested that City Planning require the appropriate developer to study the possibility of locating the cogeneration below grade between 59th and 60th Streets (the Extell property) or, alternatively, between 57th and 58th Streets (the Durst property). However, we do not think the designation of the exterior of the Powerhouse as a landmark should be dependent on the outcome of efforts to change the use of the interior of the Powerhouse.

We urge you to re-activate the consideration of designating the 59th Street IRT Powerhouse as a NYC landmark as soon as possible.

Sincerely,

Paul J. Elston

Paul J. Elston, President

CC: Kevin Burke, President Con Edison

99 Park Avenue, Suite 2200, New York, NY 10016
Telephone: 212-370-3630 Fax: 212-599-6282

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North New York NY 10007 (212) 669-7801 Fax (212) 669-7818
http://nyc.gov/landmarks

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

October 22, 2008

Mr. Simeon Bankoff
Historic District Council
232 East 11th Street
New York, NY 10003

Re: IRT Powerhouse, West 58th to 59th Street between 11th and 12th Avenues, Manhattan

Dear Mr. Bankoff:

In response to your inquiry concerning the property referenced above, please be advised that as we proceed with the designation of the Consolidated Edison Company Building at 4 Irving Place, we are mindful of this property. As you are aware, public hearings were held by the Landmarks Preservation Commission in September 1979 and July 1990. At this time, the property remains calendared and continues to be under review by the Commission as a potential New York City Individual Landmark. The property is being considered in the context of the criteria for designation contained in the Landmarks Law and the Commission's overall priorities for the city.

Thank you for your interest in historic preservation and in the work of the Landmarks Preservation Commission. We will continue to keep you informed of any progress.

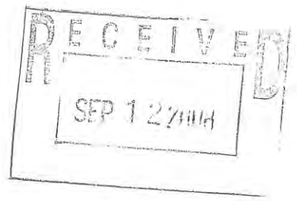
Sincerely,

Mary Beth Betts

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel 212-614-9107 fax 212-614-9127 e-mail hdc@hdc.org



September 10, 2008

Hon Robert Tierney, Chair
Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Dear Commissioner Tierney.

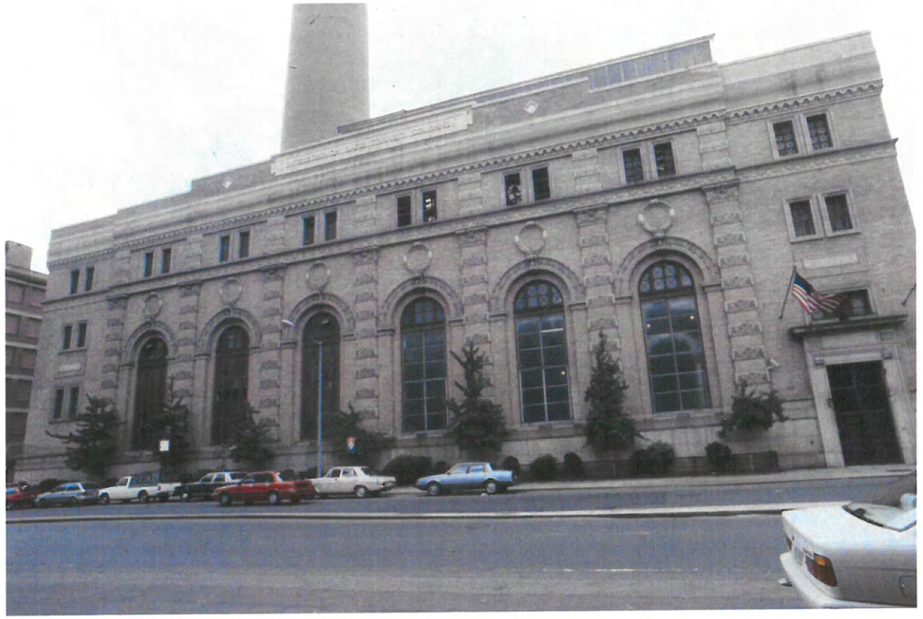
The Historic Districts Council respectfully requests that the Landmarks Preservation Commission act to designate the former Interborough Rapid Transit Powerhouse located at 59th Street and Eleventh Avenue as an individual New York City landmark. This monumental structure was completed in 1904 by Stanford White and is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 104 years ago, it was the largest powerhouse in the world, which provided the energy needed to run the subway which in turn created the modern city of New York.

Although the building ceased producing electricity for the subway in 1959, it has remained in service since then, most recently providing steam for residents in the area. It has been publicly considered for landmark status twice in the past 30 years, once in 1979 and again in 1990. Both times Con Edison, the then-owner, objected and the designation efforts floundered, although not on the merits of the designation.

HDC asks that the Landmarks Commission once again consider this remarkable, significant building as a potential landmark. Since 1990, circumstances have changed and the City once again owns the structure. Furthermore, in the past few years., we have unfortunately seen three outstanding industrial powerhouses either demolished or defaced for new development. The IRT Powerhouse is now one of the last remaining survivors of the critical industrial network which built our city. Please act now before we lose this important, attractive building to the creeping sea of glass towers which are spring up like shiny cat tails around our waterfront.

Sincerely,

Simeon Bankoff
Executive Director



The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

May 14, 2009

Assemblymember Linda B. Rosenthal

230 West 72th Street
New York, NY 10023

Re: IRT 59th St. Power House, Manhattan

Dear Assemblymember Linda B. Rosenthal

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts
Director of Research

cc: Robert B. Tierney, Chair

LINDA B. ROSENTHAL
Assembymember 67th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

9BB IKD

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COMMITTEES
Agriculture
Alcoholism & Drug Abuse
Corporations, Authorities & Commissions
Energy
Housing
Tourism, Arts & Sports Development

April 17, 2009

Robert B. Tierney
Chair
Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, NY 10007

Dear Chairman Tierney:

I write to support the landmark designation nomination of the Con Edison Powerhouse, formerly known as the Interborough Rapid Transit (IRT) Powerhouse, located on the block bounded by 11th Avenue, 59th Street, 12th Avenue, and 58th St. The powerhouse, which has twice been the subject of a hearing before the Commission, is an important reminder of an extraordinarily innovative time in the history of New York City's development. It also has irrefutable architectural significance.

This monumental building, composed of two great halls, was designed to generate and supply electrical power for the IRT, the city's first subway line. The lavishly detailed powerhouse was designed by acclaimed architect Stanford White, of McKim, Mead & White. Since its completion in 1904, the building has been in continual use, providing power for the IRT, and the subway system, and it is currently in the service of Con Edison. The ornate Beaux-Arts details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, they also pay tribute to the sophisticated technical uses of this great industrial building.

It is vital to preserve New York City's industrial heritage. Unfortunately, the city has recently lost the Waterside No. 2 Power Station and the Kent Avenue Power Plant. I support the request to recognize the historic and architectural significance of the IRT Powerhouse to protect it from demolition and insensitive renovations. I urge the Commission to preserve one of the last remaining buildings of this type and scale left in New York City.

Sincerely,

Linda Rosenthal

Linda B. Rosenthal
Member of Assembly

DISTRICT OFFICE • 230 West 72nd Street, Suite 2F • New York, NY 10023 • T: 212-873-6368 • F: 212-873-6520
ALBANY OFFICE • Room 821 • Legislative Office Building • Albany, NY 12248 • T: 518-455-5802 • F: 518-455-5015
rosenthall@assembly.state.ny.us

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http://nyc.gov/landmarks

April 13, 2009

Ms. Helen Rosenthal
Manhattan Community Board 7
250 West 87th Street
New York, NY 10024

Re: IRT 59th St. Power House, Manhattan

Dear Ms. Rosenthal

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts
Director of Research

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

April 13, 2009

Ms. Susan Tunick
Friends of Terra Cotta.
771 West End Avenue 10E
New York, NY 10025

Re: IRT 59th St. Power House, Manhattan

Dear Ms. Tunick Susan

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts
Director of Research

MBB

FRIENDS OF TERRA COTTA

February 24, 2009

Robert B. Tierney, Chair
Landmarks Preservation Commission
100 Centre Street, 9th floor
New York, NY 10007

Dear Chairman Tierney,

Friends of Terra Cotta urges the Landmarks Preservation Commission to calendar the 1904 IRT Powerhouse at 59th Street and 11th avenue for a designation hearing. The significance of this remarkable structure goes beyond its superb terra cotta and brick exterior. This was the site where coal was used to generate all the electricity needed to run New York's original subway line. A number of the original stations and several kiosks have been landmarked and it is highly appropriate that the source of the power that made the system work be considered for designation as well.

Stanford White of McKim, Mead and White was responsible for the richness of texture and plasticity in ornamentation. The National Trust publication, *Master Builders* comments on this architectural firm stating: "Working within the conventions of the 19th-century idealist formalism with its allusions to the architecture of the past, McKim, Mead and White represented the most generous realization of the triad of commodious planning, sound construction and visual delight first propounded by the Roman writer on architecture Vitruvius in the first century B.C."

The structure is surprisingly intact for its age and the smokestacks (six originally and now two, one of which is original) are the most obvious change to the building. We understand that Con Edison is the current owner and with their very poor record of building stewardship (they have been tearing down structures in a number of boroughs) the future of the Powerhouse is a great concern to the community and to residents throughout the city. It was with great frustration (and broken promises from Con Edison about saving important architectural elements) that New Yorkers watched the destruction of the East Side Con Edison Power Plants during the last year.

Please take this matter under serious consideration before another very significant part of our architectural heritage becomes rubble.

Sincerely,

Susan Tunick
President

Friends of Terra Cotta/New York State
c/o Tunick, 771 West End Avenue 10E
New York, New York 10025
212/932-1750

COMMUNITY BOARD 7 Manhattan

March 27, 2009

Hon. Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Ms. Mary Beth Betts
Director of Research
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Re: IRT/Con Ed Powerhouse at 59th Street and Hudson River

Dear Commissioner Tierney and Ms. Betts:

We write on a matter of extreme urgency regarding the imminent demolition of what may be the only surviving original smokestack of the IRT/Con Ed Powerhouse at 59th Street and the Hudson River. ConEd has a permit for the demolition and is apparently undertaking demolition now. We urge LPC to take all possible steps to preserve the *status quo* pending a designation hearing.

Our Parks & Preservation Committee, at its March 2009 meeting, agreed to recommend that our Full Board adopt a resolution seeking the designation of the Powerhouse as an individual landmark, and we expect to send such a resolution to you promptly after our April 2009 Full Board meeting. We expect to join our voice to those of many others, including Community Board 4, numerous elected officials, LandmarkWest!, etc. who have urged the designation of the Powerhouse.

As you know, the Riverside South development in our District is a post-industrial landscape being adapted for modern residential and other uses. We are starting a ULURP review of the proposal for the build-out of the southernmost parcel of Riverside South, for which a mixed use development called Riverside Center is being proposed. The Powerhouse is located immediately to the south of this parcel. Its industrial history is integral to its architectural, social and geographic context, including the Riverside Center parcel. The loss of what appears to be the Power House's last remaining original smokestack because of lack of timely action would be an unnecessary tragedy to the preservation movement.

Very truly yours,

Helen Rosenthal

Rosenthal, Chairperson

Lenore Norman & Klari Neuwelt
Co-Chairpersons, Parks and Preservation Committee

Cc: Borough President Scott M. Stringer
Council Member Gale A. Brewer
Community Board 4/ Manhattan
LandmarkWest!

250 West 87th Street New York, NY 10024-2706
Phone: (212) 362-4008 *Fax:*(212) 595-9317
Web site: nyc.gov/mcb7 e-mail address: office@cb7.org

FRIENDS OF THE HIGH LINE

March 30, 2009

MBG/KD

The Honorable Robert B. Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, NY 10007

Dear Chair Tierney:

Friends of the High Line takes special interest in the preservation of important industrial structures in New York City. Just ten years ago, the High Line was considered obsolete and was scheduled for demolition, but because the City joined with the community in recognizing its future value, we now have a new, much needed public park on this industrial structure that will greatly contribute to New York City's public realm for decades to come. We strongly believe that the preservation of the IRT Powerhouse is an opportunity just as great and urge the Commission to take all possible actions to preserve this invaluable historic resource on the West Side.

A broad coalition of experts, organizations and elected officials has expressed support for preserving the former Interborough Rapid Transit Powerhouse, designed by Stanford White of McKim, Mead & White and built in 1904 to provide electricity for New York City's first subway system.

Now, there is a new urgency calling for the Commission's swift, definitive action to landmark this building. The current owner, Consolidated Edison, has begun to demolish the sole surviving 1904 smokestack, a potent symbol of the building's legacy as the engine for "a new era of electrified urban transportation, illustrating the power of technology to improve urban life" (from the Commission's own significance statement for the IRT Powerhouse.)

We understand that ConEd claims the stack poses a public safety risk, but, were the Powerhouse an officially designated landmark, as it deserves to be, such a significant alteration would require careful review and exploration of alternatives by the full Commission. As it is, the building is vulnerable to continual erosion that may ultimately undermine its landmark integrity.

Please act right away to preserve the IRT Powerhouse.

Sincerely,

Joshua David
Co-Founder

Robert Hammond
Co-Founder

ROEBLING CHAPTER
Society for Industrial Archeology

www.roeblingSIA.org

Reply to 40 W. 77th Street, New York, New York 10024, PreserveIA@aol.com, 917-709-5291

RECEIVED
APR - 8 2009

April 3, 2009

Robert Tierney, Chair
New York City Landmarks Preservation Commission
1 Centre Street
New York, New York 10007

Dear Mr. Tierney:

The Roebling Chapter, Society for Industrial Archeology supports landmarking the Interborough Rapid Transit Power House at 59th Street and Eleventh Avenue.

The IRT Powerhouse was the largest steam-driven power house in the world when it opened in 1904 to drive New York's first subway. It contained the largest reciprocating steam engine generators ever installed and the largest ever built in this country.

One mark of its technological significance—and the size of the equipment—is that the collection of the Smithsonian Institution holds one piston—one piston!--rescued from these massive engines. A model of the power house was part of the permanent exhibition in the National Museum of American History until its recent renovation, greeting all visitors who entered.

We ask the Landmarks Preservation Commission to ensure that this piston and model will not be all that remains of this palazzo of power. Please ensure that it is not added to the list of those we mourn, a list that has grown too long with the recent losses of the Kent Avenue Power House, the Long Island City Power House, and Waterside 1 and 2. We urge you to designate it a New York City Landmark.

Sincerely,

Mary Habstritt, Chair
Preservation Committee

cc: The Powerhouse Group

The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North New York NY 10007 (212) 669-7801 Fax (212) 669-7818

http://nyc.gov/landmarks

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

April 14, 2009

Ms. Judith Saltzman
MASNYC
457 Madison Avenue
New York, NY 10022

Dear Ms. Saltzman,

I write to follow up on your letter concerning the Con Ed (formerly IRT) Powerhouse building. The Commission plans to hold a public hearing on the building on July 14, 2009. I encourage you to attend that hearing.

Thank you for your interest in historic preservation and in the work of the Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts

The New York City Landmarks Preservation Commission

1 Centre Street, 9th Floor North New York NY 10007 (212) 669-7801 Fax (212) 669-7818

http://nyc.gov/landmarks

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

April 15, 2009

Mr. Paul J. Elston
Riverside South Planning Corp.
99 Park Avenue 2200
New York, NY 10016

Dear Mr. Elston,

I write to follow up on your letter concerning the Con Ed (formerly IRT) Powerhouse building. The Commission plans to hold a public hearing on the building on July 14, 2009. I encourage you to attend that hearing.

Thank you for your interest in historic preservation and in the work of the Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North New York NY 10007 (212) 669-7801 Fax (212) 669-7818
http://nyc.gov/landmarks

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

April 15, 2009

Ms. Susan Tunick
Friends of Terra Cotta
771 West End Avenue 10E
New York, NY 10025

Dear Ms Tunick, Susan

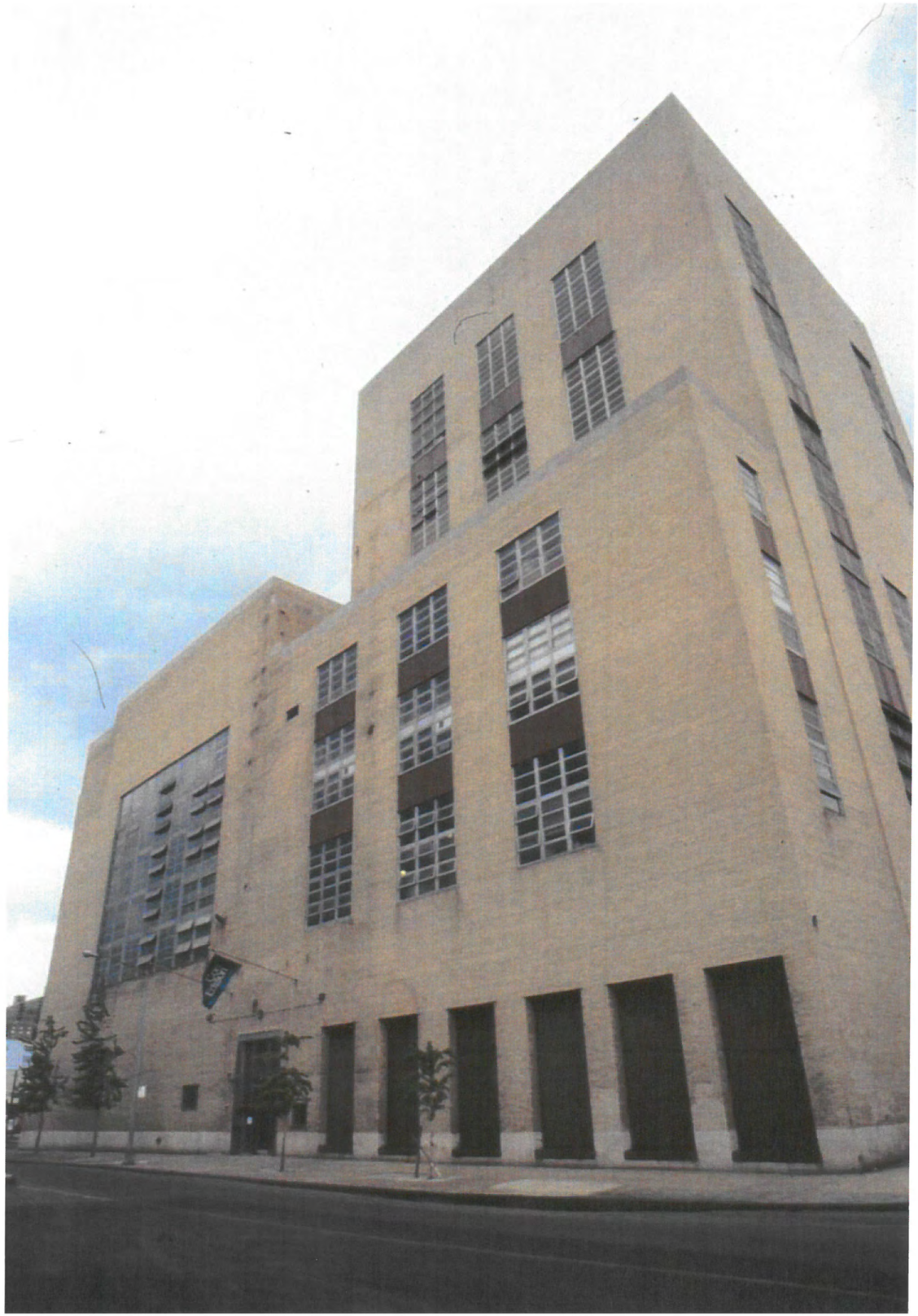
I write to follow up on your letter concerning the Con Ed (formerly IRT) Powerhouse building. The Commission plans to hold a public hearing on the building on July 14, 2009. I encourage you to attend that hearing.

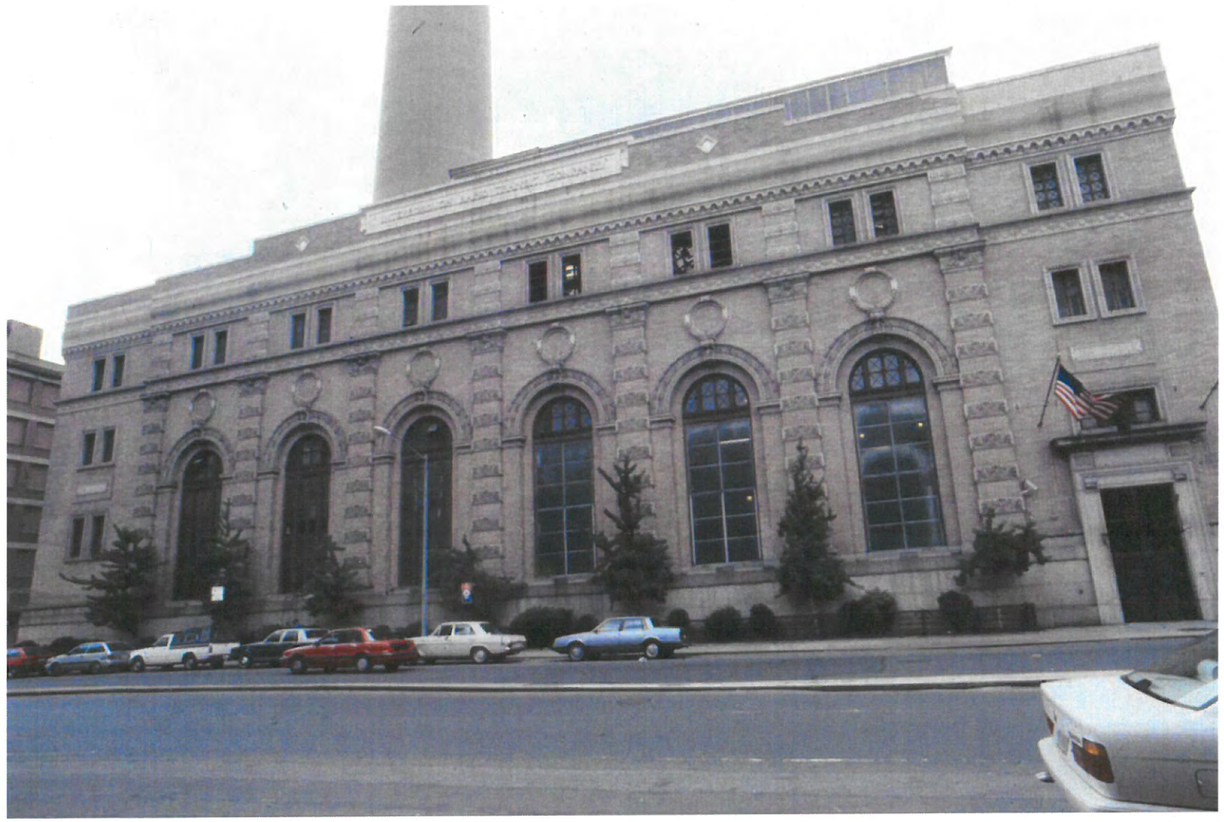
Thank you for your interest in historic preservation and in the work of the Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts





The New York Times

November 17, 1991

Streetscapes: The IRT Generating Plant on 59th Street; The Power of Design Vs. Con Ed Power

By CHRISTOPHER GRAY

TO some, it's a question of preserving the power of architecture. But to Consolidated Edison, which owns the IRT power plant at 59th Street and 11th Avenue, it's a question of preserving power itself.

For the second time, the Landmarks Preservation Commission has proposed designating the subway-power generating station, built in 1904, and for the second time Con Edison has objected.

The original Interborough Rapid Transit Company development included not only the first subway system, but also the means to power it, a generating station on the block bounded by 59th and 60th Streets and 11th and 12th Avenues. The 12th Avenue frontage gave access to water and river-borne shipments of coal. The $7 million, 132,000-horsepower plant used 1,000 tons of coal a day.

American Electrician, a trade magazine, called it the largest steam-driven power plant in the world, rising 125 feet on a 200- by 200-foot lot topped by five chimneys 162 feet high over a line of boilers. Gerald Weinstein, an industrial archeologist, says it was "technically obsolete as soon as it opened" -- its big reciprocating steam engines soon superseded by turbines.

Engineering Record echoed other publications in calling the facade "rather ornate" -- a combination of creamy tan brick and light terra cotta elements. Giant arched windows march down each side, separated by huge pilasters and topped by an attic story and, originally, an elaborate projecting cornice. Some of the detailing is patterned after electrical designs but most is like a stylebook of classical patterns: delicate wreaths, sharp palmette leaves, swags and the like -- an esthetic anomaly in this industrial area.

Although the actual building application was signed by Solomon L. Deyo, chief engineer for the IRT, period and modern sources say the exterior was designed by McKim, Mead & White, and the firm included it in its monograph of its own works.

When the IRT was absorbed in 1940 by the city's Board of Transportation, the powerhouse continued to supply the system. But in 1959 the city sold it to Con Edison. Now it supplies some subway and railroad electricity, but mostly provides private customers with steam.

Over time, four of the five stacks were demolished, a new 12th Avenue section was built in 1950 and windows and parts of the sidewalls have been changed. The facade became grimy and was nicely cleaned by Con Edison about 10 years ago -- but the utility also stripped off the cornice. A tall, modern concrete smokestack -- ringed by lacy catwalks -- is now visible from miles away.

In 1979, the landmarks agency held hearings on much of the original subway system and also proposed

the powerhouse for designation. Con Edison objected, pointing out the many changes and noting that in an emergency the company might need to break open walls without delay to service the huge equipment inside.

Walker O. Cain, an architect retained by the utility as an expert witness, began work in 1940 for McKim, Mead & White and was a partner in its successor, Cain, Farrell & Bell, until his retirement in 1986. He stated that "authorship of the parts of the building is not clear" and suggested that Stanford White and the firm had designed only the 11th Avenue facade, leaving the side-street elevations to company engineers. He said that because the firm took a flat fee for the work "this was not a regular commission."

HOWEVER, the firm gave its records to the New-York Historical Society in 1950 and 1968, and the society has both its design studies and its finished elevations of all fronts. Mary Beth Betts, curator of architectural drawings at the society, said there was nothing unusual about McKim, Mead & White's working on a flat-fee basis.

The landmarks agency dropped the matter in 1979, but proposed the building again in 1990. Con Edison again opposed designation and there was merit to its argument -- the roof and wall changes and especially the broad gash left by the missing cornice leave the impression of a building that has been horribly damaged. But it is difficult to turn away from the wealth that still survives.

Tracie Rozhon, a spokeswoman for the commission, said the agency would try to work out guidelines for emergency changes if the building were designated. The commission is still reviewing the matter, but Ms. Rozhon said there is no way to tell when, if ever, it will be resolved.

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342. Tesla "World System" Transmission Tower, Wardenclyffe, Shoreham, Long Island, N. Y., 1902.

telegraphy; appropriating several of Tesla's patents, Guglielmo Marconi had transmitted the letter *S* across the Atlantic on December 12, 1901. Having spent Morgan's advance to build the basic equipment, Tesla could find no more financial support; his assistants at Wardenclyffe were laid off and work there came to a halt. For a few nights Tesla conducted some tests, astounding the local residents who saw great bolts of blue lightning, hundreds of feet in length, flung from the top of the mushroom tower, and felt the air bristle with static electricity and ozone. Then there was silence. In 1905 Wardenclyffe, the tower and the laboratory filled with strange apparatus, was abandoned. The tower stood moldering until dynamited for scrap in 1917, but Tesla never ceased to believe in his "World System."[156]

While White was at work on the fantastical Wardenclyffe project, he also assisted in the design of a more prosaic powerhouse for New York's first subway, the Interborough Rapid Transit (IRT). Although a subway had been proposed in 1868, pressure from established transit companies blocked progress until 1897, when the IRT company was formed; even so, legal and financial problems delayed the start of construction until 1900.[157] A single large central generating station was to provide electricity for the entire network, with scattered transformer substations. The central powerhouse was to fill the entire block at the west end of 59th Street on the Hudson River, where coal could be delivered by barge. The internal arrangements and machinery were designed by contractor John B. MacDonald and engineers for the IRT, while White designed the external envelope. Built in 1900–04, the powerhouse measured 964 by 200 feet and housed six independent generating stations consisting of coal hopper, boiler, engine, alternator, and auxiliary equipment. To conserve room, coal was stored in hoppers above the boilers and fed down partly by gravity; the weight of the coal necessitated immense steel girders and trusses over the boilers. The chimneys, one for each station, went through the center of each hopper, and were likewise

As always, there were a few commissions, invariably by White, which are difficult to categorize, such as his interiors for C. T. Barney's yacht *Invincible,* 1900. It was a wistful gesture, for Barney was far from invincible; his Knickerbocker Trust failed in 1907 and he took his own life shortly thereafter. Of all White's many design experiments, without question the most extraordinary was the tower and transmission station he designed in 1900–02 for his friend Nikola Tesla. He had met Tesla through Edward Dean Adams when all were working on the Niagara Falls generating station (Tesla's work on polyphase alternating current equipment was vital to its success). While Tesla had been working in conjunction with George Westinghouse on that project, he had also been experimenting with the resonant response of tuned electrical coils (his famous "Tesla Coil") and a related system of transmitting not only Morse code messages without wires but electrical energy as well. Initially these experiments were conducted in his laboratory on Houston Street, New York, where he gave demonstrations to White and prominent society investors, who he hoped would underwrite the high cost of his investigations. White admitted to Tesla the demonstrations "made a deep impression on me, as they did on everyone."[152] Through the efforts of such supporters, in 1899 Tesla was able to pursue his experiments on a large scale at a specially built laboratory outside Colorado Springs, publishing a rather philosophical account of his work.[153] As he saw it, single channel wireless telegraphy was merely one of the cruder applications of a method of transmitting energy, even if it was the one that seemed most practical at the moment. Late in 1900 Tesla was able to persuade J. P. Morgan to advance him $150,000 for an experimental wireless station, but what Tesla really had in mind was the construction of a full-scale power transmission plant for what he called his "World System." This was to combine interconnected radiotelephone networks, synchronized time signals, stock market reports from around the world, and a full range of private communications, as well as the wireless transmission of electrical energy to all parts of the globe. He boasted of inaugurating the system by powering and controlling an electrical boat at the Paris World's Fair in 1903 from his base in New York.[154]

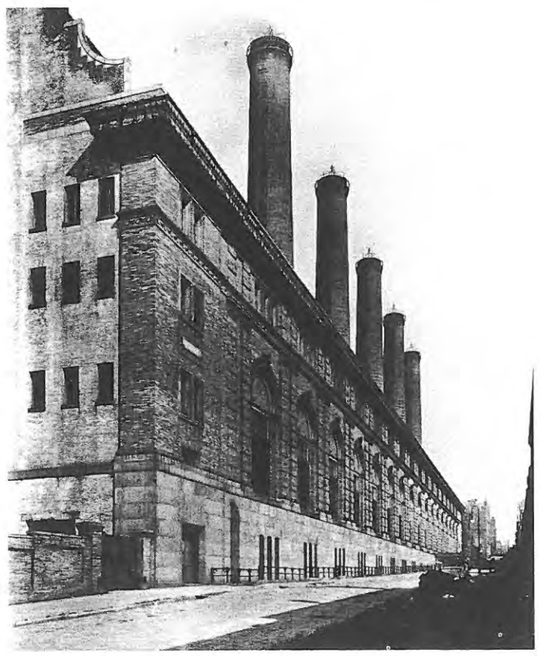
As the site for the transmission station, James S. Warden, manager and director of the Suffolk County Land Company, offered Tesla two hundred acres of flat scrub-covered sand at Shoreham, on the north shore of Long Island about sixty-five miles east of Brooklyn. A portion of this was cleared, and White's first two buildings went up in 1901; these consisted of a low brick laboratory and the adjacent wooden transmission tower, but he may also have designed the Long Island Railroad depot built there as well. The enterprise was christened Wardenclyffe by Tesla in honor of his benefactor, and it was projected that when the "World System" was in full operation, approximately two thousand people would work and live there; presumably White would have designed the entire community. The tower was as strangely mysterious as the laboratory was plain and unassuming [342]. A tapered double-octagonal shaft of wooden trusswork, one frame inside the other and fastened entirely with wooden dowels to eliminate any metal, it rose 187 feet into the air, carrying an ovoidal metal frame 68 feet in diameter, which was later to be covered with copper plates; its exaggerated mushroom shape served to increase speculation among local farmers. Below the octagonal concrete foundation ring was a tubular pit 120 feet deep containing a telescoping steel column that could be extended up through the full height of the wooden tower. Before construction in 1902, wind pressure on the structure was calculated by White and engineer W. D. Crow.[155]

In the meantime, of course, Tesla had lost the race for demonstrating simple wireless

supported by the massive steel substructure. These details were all decided by company engineers, who also worked with White to develop an appropriate exterior, "architecturally attractive and in harmony with the recent tendencies of municipal and city improvements."[158] The base was of pink Milford granite with upper walls of buff Roman brick and matching terra cotta [343]. To subdivide visually the long side walls, White devised a bay system whose paired rusticated pilasters carry a heavy entablature below the roof line, exactly at the point corresponding to the massive internal girders carrying the hoppers and chimneys. The six chimneys, supported 76 feet above the floor, rise 162 feet above that platform and have an entasis varying from a 21-foot diameter at the roof line to a 15-foot diameter at the top. Through such visual devices and the ornamental embellishment, White attempted to mitigate the impact of this behemoth on its surroundings, for since the powerhouse could not practicably be made small, at least it could be made pleasing to look at.

Besides this, White worked on one other rail facility, his Grand Central Terminal project of 1903. This and McKim's Pennsylvania Station both grew out of the continuing contest between the New York Central and the Pennsylvania Railroads for the traffic of New York, and although White's project followed McKim's by nearly nine months, it is instructive to view the development of Pennsylvania Station in the context of the rebuilding of Grand Central Terminal.

In 1832 the New York and Harlem Railroad began operation on tracks laid on the Bowery from Prince to 14th Street, and over the years extensions were made northward and



343. Interborough Rapid Transit Company (IRT) Powerhouse, New York, N. Y., 1901–04.

460 West 34th Street, New York, NY 10001 Tel 212 967 5100 Fax 212 967 5588

MBB

May 6, 2009

Hon. Robert B. Tierney
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th floor
New York, New York 10007

Robert A.M. Stern Architects

Dear Commissioner Tierney:

I am writing to lend a strong voice of support for the proposed landmark designation of the Interborough Rapid Transit (IRT) power station, occupying virtually the full block bounded by West Fifty-eighth and Fifty-ninth Streets, Eleventh and Twelfth Avenues, in Manhattan. With an exterior designed in 1902 by Stanford White, the building not only represents an important work from the final stage of White's career but also stands as a testament to the enlightened aesthetic ambitions of the IRT's founders. The power station deserves the same landmark status that now safeguards Heins & La Farge's IRT control house (1904) on Seventy-second Street and Broadway and twelve of the forty-nine original IRT subway stations.

The power station has been owned and operated since 1959 by Con Edison, who have been largely indifferent to the building's value as a work of industrial architecture, stripping away its cornice almost thirty years ago and recently demolishing the last of the original tapered smokestacks. The preservation case for the power station has been placed before the commission for consideration twice, most recently in 1990. Since then, as the landscape of the west side has been transformed by the construction of high-rise apartment towers, its unique features have become more prominent to the public than ever before — it is visible from the elevated highway along the river and provides virtually the only visual and scalar relief from the new neighborhood that surrounds it. With the loss of the Waterside No. 2 and Kent Avenue power stations, it is the only building of its stature in the city — an incomparable monument to the age of coal and steam. As Con Edison slowly winds down activity at the plant, there is every reason to fear that the power station will meet the same fate that befell the Waterside and Kent Avenue plants.

But the loss of White's IRT power plant would be a very serious blow. It is a powerful work of industrial architecture by an architect who is frequently dismissed as one only concerned with houses for the rich — but who, together with his partners, in reality also successfully took on all sorts of projects including those of heavy industry. In London, England, one of the great Thames-side power stations is now a world-famous museum — Tate Modern — while its companion powerhouse, at Battersea, is being considered as the centerpiece of a new mixed-use development.

By virtue of its vast interior spaces, its location, and its compelling industrial beauty, the power station is poised not only to continue with its original functional mandate but should Con Edison move on, it has the potential to serve us in many other ways. It is easy to imagine it entering a new phase of life as an amenity for the entire city--a museum, a mixed-use center — who can predict? But one thing is certain, it needs to be preserved. I urge you not to let the opportunity to protect this building pass the commission by a third time.

Sincerely,

Robert A. M. Stern, FAIA

RAMS/ftjp

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

May 14, 2009

Mr. Robert A.M. Stern

460 West 34th Street
New York, NY 10001

Re: IRT 59th St. Power House, Manhattan

Dear Mr. Stern

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts
Director of Research

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

May 14, 2009

Mr. Jimmy Finn
Hudson River Powerhouse Group
PO BOX 1073
New York, NY 10009

Re: IRT 59th St. Power House, Manhattan

Dear Mr. Finn

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

Mary Beth Betts
Director of Research

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 6, 2008

RECEIVED
OCT 1 4 2008

Hon. Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building 9th Floor
One Center Street
New York, NY 10007

Re: Former IRT Powerhouse
59th Street and Route 9A

Dear Chair Tierney:

Manhattan Community Board 4 is writing to reaffirm its long-held support of the designation of the former Interborough Rapid Transit Powerhouse as a New York City landmark and to welcome the recent initiative of the recently created Powerhouse Group in pursuing this designation and in seeking new uses for the underutilized interior spaces of the building.

The importance of the powerhouse to the first subway in New York is reflected in the amount of space given to an elaborate treatment of the advanced technology of the building in the third chapter of the commemorative book, *The New York Subway,* produced after the subway opening. This makes clear both the dominant role played by technical requirements and the skills of the engineers that resolved them in shaping the interior spaces and the general form of the building.

An interesting passage on page 74 reads, "Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an advisor on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used."

The resulting structure shows an impressive exterior and remarkable interior spaces, some of them of them now unused. Above all, the great hall that contained the huge

THOMAS DUANE
SENATOR, 29TH DISTRICT

ASSISTANT MINORITY LEADER FOR
POLICY AND ADMINISTRATION

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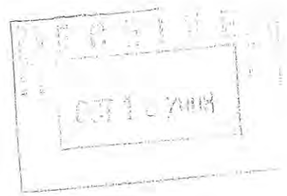

PLEASE RESPOND TO:

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PHONE (212) 633-8052
FAX (212) 633-8096

❑ ROOM 808
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
PHONE (518) 455-2451
FAX (518) 426-6846

❑ E-MAIL: DUANE@SENATE.STATE.NY.US

October 8, 2008

Honorable Robert Tierney, Chair
New York City Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Bob

Dear Commissioner Tierney,

I am writing to encourage the New York City Landmarks Preservation Commission (LPC) to consider the Interborough Rapid Transit Powerhouse (IRT Powerhouse), located at 600 West 59th Street in Manhattan, for designation as a New York City landmark.

The IRT Powerhouse is both historically and architecturally significant. Constructed in 1904 by Stanford White, the IRT Powerhouse was the largest steam-driven powerhouse ever built and provided energy to run and maintain the city's first subway system. The powerhouse's energy contribution was a crucial element in the development and industrial evolution of the modern city of New York. Although the powerhouse has not produced electricity for the subway system since 1959, it has been consistently utilized in different ways to serve the residents of New York City.

The IRT Powerhouse is also notable for its magnitude and architectural style. Not only does it occupy an entire city block adjacent and rise more than 100 feet high, but its roof and walls are contoured to appear perfectly symmetrical. The most notable architectural achievement, however, is not the sheer size but rather the application of Beaux-Arts style to a utilitarian building. The façade is ornamented with arched windows and enriched by an intricate cornice. The detailing is infused with delicate patterns which provide a sharp contrast to the initial purpose. Architecturally, the building is a visible paradox that juxtaposes ornamentation and functionality.

generators or dynamos is now empty. Suggestions for reuse like those of the Powerhouse Group could point the way toward making this extraordinary interior into one of the great public spaces in New York, and recent changes in the area might support reuse of the underutilized portions of the interior for purposes that would turn the building into a source of income that could enable adequate long-term maintenance and possibly even restoration of missing or destroyed elements of the exterior.
Community Board 4 recognizes that the present moment may not be ripe for such improvements; but we urge that designation be no longer delayed. The building is important both for its historic importance and for its impressive architectural quality. It is risky to rely on the presumably still existing standstill agreement to protect the building indefinitely, and it is essential to ensure preservation of the exterior and, we hope, the interior spaces it encloses until a time when the proposals of the Powerhouse Group might be the seeds for future uses that may truly enrich New York. The IRT Powerhouse must not be defaced or lost.

Sincerely,

Jean-Daniel Noland
Chair
Manhattan Community Board 4

c.c.
The Power House Group

GALE A. BREWER
COUNCIL MEMBER, DISTRICT 6
MANHATTAN

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October 22th, 2008

Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioner Tierney:

I write to express my support for the designation of the IRT Powerhouse at 59th Street ("the Powerhouse") as a New York City landmark. The city-owned Powerhouse is a truly remarkable building. It is an architectural and historic gem, and by these standards already a landmark. I urge the Commission to make it official.

The Powerhouse is a spectacular example of Beaux Arts architecture executed on the grandest scale. It is one of only a handful of great powerhouses remaining in the five boroughs, and the only one of its size left in Manhattan. What is more, the Powerhouse is one of the few remaining public buildings on the West Side that is worthy of Landmark status, but nevertheless remains unprotected.

As you know, this section of Manhattan is changing. Development between Riverside South and the Clinton community has increased rapidly in recent years and the number of buildings under construction is at once promising and disconcerting. The Powerhouse must not fall victim to the aesthetic whim or economic might of a few.

In designating the Powerhouse a landmark, the Commission also preserves the building's potential use as a public space. New Yorkers are constantly seeking new venues in which to gather, exhibit, and perform. Eventually, the Powerhouse will cease to serve as a suitable power plant for its current lessee, Consolidated Edison. At that time, the building's interior could be renovated, its halls re-imagined, and its grandeur restored. Only by designating the building a landmark now can we ensure that it will be available to serve the public in the future.

The need to preserve historically significant buildings and a dearth of large, enclosed, public space are two of my constituents most frequently expressed concerns. Protecting the Powerhouse squarely addresses these concerns. In the interests of my constituents, all New

Yorkers, our visitors and our posterity, and I urge you to designate this building a New York City landmark.

Sincerely,

Gale A. Brewer

Cc: Robert Benfatto, District manager, Community Board 4
Gary Barnett, President, Extell Development
Paul J. Elston, Riverside South Planning Corporation

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

October 31, 2008

Mr. David Garrard Lowe
The Beaux Arts Alliance
119 East 74 Street
New York, NY 10021

Re: IRT 59th St. Power House, Manhattan

Dear Mr. Garrard Lowe

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts
Director of Research

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

October 31, 2008

Mr. Jean-Daniel Noland
CB4M
330 West 42 Street
New York, NY 10036

Re: IRT 59th St. Power House, Manhattan

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Director of Research

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

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& CLASSICAL AMERICA

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February 13, 2009

The Honorable Robert B. Tierney
Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Dear Chairman Tierney:

I commend consideration of designation of the IRT Powerhouse on 11th Avenue at West 59th Street in Manhattan. I am grateful to you and your Commission colleagues for doing so.

While this Renaissance Revival edifice by McKim, Mead and White with Walter Cain and Solomon Deyo has evolved over the years (and generally not for the better yet largely reversible) and while its internal functions have often been updated and lately reduced, it is this very versatility at a time when the power grid and attendant production is so very much at the fore of national policy priority and when local passivity's if innovation require the places where it can be put in force that renders it distinctive of its time and relevant to a shared civic future. If this power station were eliminated, I would posit that replacing it could and would never be achievable. Not the message to send today. And even if it stood with no continuing industrial function, then its original robust purpose would nonetheless stand as pertinent metaphor via its exterior volumes and accommodating detailing. Talk about classicism as a nimble, enduring language!

As much as the design itself (about which no doubt so many others have testified eloquently in word and deed), I endorse this landmark-worthy integration of power-generation in the fabric of the surrounding community and its systemic sustenance. Such key infrastructure can and moist-- going forward -- return to the communities it serves. Let this emblem endure precisely when most needed therefore. Its continuing adaptability to energy needs is itself a significant and dynamically surviving built exemplar.

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Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partner's had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke River. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. here, a great powerhouse worked in a simple but

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February 13, 2009

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Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Dear Chairman Tierney:

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Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

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COMMUNITY BOARD 7 Manhattan

March 27, 2009

Hon. Robert B. Tierney
Chairman
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Ms. Mary Beth Betts
Director of Research
New York City Landmarks Preservation Commission
Municipal Building
1 Centre Street
New York, NY 10007

Re: IRT/Con Ed Powerhouse at 59th Street and Hudson River

Dear Commissioner Tierney and Ms. Betts:

We write on a matter of extreme urgency regarding the imminent demolition of what may be the only surviving original smokestack of the IRT/Con Ed Powerhouse at 59th Street and the Hudson River. ConEd has a permit for the demolition and is apparently undertaking demolition now. We urge LPC to take all possible steps to preserve the *status quo* pending a designation hearing.

Our Parks & Preservation Committee, at its March 2009 meeting, agreed to recommend that our Full Board adopt a resolution seeking the designation of the Powerhouse as an individual landmark, and we expect to send such a resolution to you promptly after our April 2009 Full Board meeting. We expect to join our voice to those of many others, including Community Board 4, numerous elected officials, LandmarkWest!, etc. who have urged the designation of the Powerhouse.

As you know, the Riverside South development in our District is a post-industrial landscape being adapted for modern residential and other uses. We are starting a ULURP review of the proposal for the build-out of the southernmost parcel of Riverside South, for which a mixed use development called Riverside Center is being proposed. The Powerhouse is located immediately to the south of this parcel. Its industrial history is integral to its architectural, social and geographic context, including the Riverside Center parcel. The loss of what appears to be the Power House's last remaining original smokestack because of lack of timely action would be an unnecessary tragedy to the preservation movement.

Very truly yours,

Helen Rosenthal

Rosenthal, Chairperson

Lenore Norman & Klari Neuwelt

Co-Chairpersons, Parks and Preservation Committee

Cc: Borough President Scott M. Stringer
Council Member Gale A. Brewer
Community Board 4/ Manhattan
LandmarkWest!

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Sincerely yours,

David Garrard Lowe
President

cc: Jimmy Fiim
The Powerhouse Group

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FEB 17 2009

February 13, 2009

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Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

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CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
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tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

April 2, 2009

Hon. Robert B. Tierney
Chair
Landmarks Preservation Commission
Municipal Building, ninth floor
One Center Street
New York NY 10007

Re: Con Ed Powerhouse at 59th Street

Dear Chair Tierney,

Manhattan Community Board 4 is writing to express its serious concern about the series of events that appear to be culminating in the destruction of the sole remaining historic chimney on the former IRT Powerhouse, now owned by Consolidated Edison, at the west end of 59th Street in Community District 4. The original stacks added considerably to the effect of the building, and the very tall modern stack at the east end is quite different in character, The gradual loss of the original stacks has changed the visual character of the building and blurred its significant original function.

Recently we wrote to you reconfirming our longstanding support for the designation of this impressive building, which is important not only for the design of its exterior by Stanford White but also as a monument of the history of transportation and technology in New York City. We remember that at the last hearing on designation of the building in 1990 the then Chair of the Commission accepted as an alternative to designation the agreement to make no significant change of the building without giving sufficient notice to the Commission for it to take action.

It is clear that this "standstill agreement" has not worked. There have been some changes over time, whether before or after calendaring the powerhouse, including the removal of the cornice; but above all most of the historic stacks have been lost. The Board has quite recently learned from Landmark West that the Commission recently signed off on the demolition of "Stack 5," which materials from several sources indicate was the last remaining original stack, even if it appeared to have lost some of its top. The justification alleged for this action is reported to have been a claim that the stack had become dangerous. Demolition is currently underway.

The process that leads to a "Notice of Review" as permission to proceed instead of a permit after landmark designation has clearly been a failure in this case, and not here alone .The historic character of the powerhouse has been diminished by the gradual loss of its original chimneys, at least in part due to lack of maintenance. The Board is concerned that the cumulative effect of seemingly minor changes as well as lack of adequate maintenance of the exterior threatens the character of this major structure. The process for Notice of Review is far less intensive that that

for a Certificate of Appropriateness, and there is no room for public participation, even awareness. There seems to be no legal means to compel exterior maintenance or considered review of minor changes for a building that has not been designated. We believe the Commission should, if it is still possible, take immediate action to stop the demolition of this last stack, and must in any case proceed to prompt designation of the powerhouse and full review of all changes and issues of maintenance.

The example of the slow decay of New Brighton Village Hall warns us that even designation will not in itself save a building in the absence of the will to take action, while on the other hand the

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

February 24, 2009

Ms. Mosette Broderick
NYU Silver Center 303
100 Wahington Square East
New York, NY 10003-6688

Re: IRT 59th St. Power House, Manhattan

Dear Ms. Broderick

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts
Director of Research

New York University
A private university in the public service

College of Arts and Science
Department of Art History
Silver Center, 303
100 Washington Square East
New York, NY 10003-6688
Telephone: (212) 998-8180
Fax: (212) 995-4182

RECEIVED
FEB 12 2009

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partner's had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke River. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. here, a great powerhouse worked in a simple but

comprehensible façade. This is a great work, a monument to the new era. Easily returned to its original appearance, the IRT powerhouse will become a treasure to the neighborhood.

Yours truly,

Mosette Broderick

Mosette Broderick
Director, Urban Design and Architectural Studies Program, NYU
Clinical Associate Professor, Art History

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

February 24, 2009

Mr. Paul Gunther
Institute of Classical Architecture
20 West 44th Street
New York, NY 10036

Re: IRT 59th St. Power House, Manhattan

Dear Mr. Gunther Paul

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth

Mary Beth Betts
Director of Research

The Powerhouse (or Plant as evidently now more commonly refereed) likewise recollects the eagerness of New York's leading classicists of the day, aka McKim, Mead and White -- more readily identified with elite residences and their occupants' ancillary cultural and social needs—to direct their skills to industry! The embraced the challenge. It is thus a powerful lesson for 21st century practitioners of *all preferred vocabularies*: To witness the way their celebrated forbears rose to the occasion and even did it within the geographic boundaries of where their clients and peers resided. (I know well that in those days, 11th Avenue was a more distant shore, but in fact compared to today's NIMBY posturing it's not far at all…)

When the *polis* requires industry, then give it the pride of place and design attention it merits accordingly; let it shine as an object of bright, robust pride. What a great opportunity the Commission has today at this site.

This great building spells landmark and in this case does so with an example of urgent currency.

I hope it can be designated exactly when needed most.

Best regards,

Paul Gunther
President

The New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor North NY NY 10007 Tel: 212-669-7700 Fax: 212-669-7960 TTY 212-669-7788
http://nyc.gov/landmarks

March 13, 2009

Ms. Kate Wood
LandmarkWest!
45 West 67th Street
New York, NY 10023

Re: IRT 59th St. Power House, Manhattan

Dear Ms. Wood

Thank you for submitting a request for evaluation. Staff will review the material and keep you informed of the process. We appreciate your interest in historic preservation and in the work of the Landmarks Preservation Commission.

Sincerely,

Mary Beth Betts

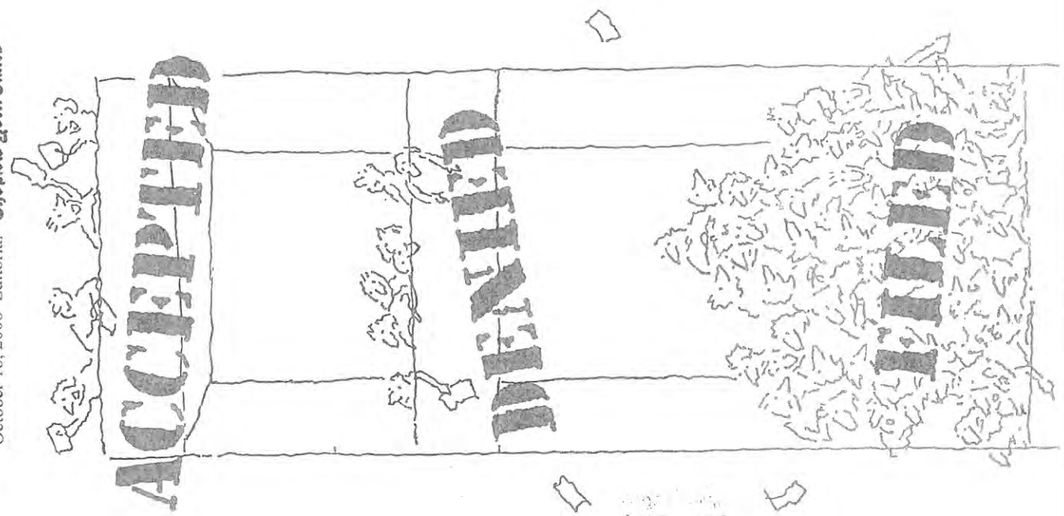
Mary Beth Betts
Director of Research

LANDMARK WEST!
THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE
45 WEST 67TH STREET NEW YORK, NY 10023
212-496-8110 www.landmarkwest.org

NEW YORK NY 100
25 MAR 2009 PM 3 T

Records Access Officer
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Board Members: Terry L. Andreas, Kent Barwick, Antonia Bryson, Sophia deBoer, Andrew Scott Dolkart, Victor Kovner, Sarah Bradford Landau, Christopher London, Amy N Vincent Petrarca, Rena Sichel Rosen, Bruce Simon, Frances Spangler, Elizabeth Starkey, Robert Swartz, Bridget Thexton, Lori Zabar. **Officers:** Arlene Simon *President*, Car *Vice President*, Françoise Bollack *Secretary*, Jeanne Martowski *Treasurer*. **Staff:** Kate Wood *Executive Director*, Debi German *Director of Education*, Cristiana Peña *Director Outreach*, Evan Mason *Special Projects Coordinator*, Sarah Shea *Website Consultant*. **Interns:** Andrew Watanabe, Alexander Weshe.



The Landmarks Preservation Commission should be a vital part of the planning process in New York City. Instead it has become a bureaucratic black hole, the place where requests for evaluation - the formal nominations of buildings or districts to be landmarked - go to get filed and forgotten.

October 18, 2008 Editorial The New York Times

LANDMARK WEST!

THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

March 5, 2009

RECEIVED
MAR 10 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Former IRT Powerhouse, West 58th-59th Street, between Eleventh and Twelfth Avenues

Dear Chair Tierney:

The former Interborough Rapid Transit Powerhouse, designed by Stanford White of McKim, Mead & White and built in 1904 to provide electricity for New York City's first subway system, is a landmark in fact but not law. The Landmarks Preservation Commission has twice considered designating the structure, in 1979 and 1990; the building is "calendared". Now, there is a new urgency calling for the Commission's swift, definitive action to landmark this building. In recent months, Consolidated Edison (the building's current owner) obtained approval from the Department of Buildings to "REMOVE STACK #5 @ CON EDISON'S 59TH STREET GENERATING STATION." Additional applications have been filed and approved to install scaffolding on the interior and exterior of the building during stack removal.

Students in Columbia University's Master's Program in Historic Preservation have been studying the Powerhouse since January 2009 in a preservation planning studio, taught by me. Their research strongly suggests that Stack #5 is the sole surviving circa-1904 smokestack; the other four original smokestacks, plus a sixth smokestack added early in the building's history, were removed years ago. In the students' words "**Stack #5 is arguably the most powerful surviving architectural element that speaks directly to the original industrial purpose of the IRT Powerhouse. It is of crucial importance that Stack #5 be recognized and protected as the building's most visible symbol of the amazing technological feat that was the IRT subway.**" (a copy of the students' documentation is attached).

Were the Powerhouse an officially designated landmark, as it deserves to be, such a significant alteration would have undergone extensive review by the full Commission. We earnestly hope that the Commission can still act to save Stack #5 and to prevent losses of historic fabric in the future. From drawings located at DOB, it appears that additional construction work is being planned that may impact the building's significant architectural features.

Leading architectural historians, preservation advocates and public officials agree that this monumental Beaux-Arts building is a "**masterpiece,**" "**a great work, a monument to the new era,**" "**uplifting, civic-minded,**" "**one of only a handful of great powerhouses remaining in the five boroughs,**" "**the largest powerhouse in the world**" **when it opened in 1904,** "**extraordinary,**" "**an integral piece of New York City's architectural and transportation history,**" "**a stunning combination of structural practicality and esthetic brilliance.**"

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

The New York State Office of Parks, Recreation and Historic Preservation also determined the Powerhouse "eligible" for listing on the State and National Registers of Historic Places in 1989 in response to a report written by architectural historian Andrew Scott Dolkart.

The Landmarks Commission itself praised the Powerhouse in a document located in the Commission's files and probably written in conjunction with the Commission's 1979 calendaring of the building (copy attached). In addition to its architectural significance, the IRT Powerhouse

> …represented the highest level of technical sophistication in the production of electrical power at that time…In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life.

The former IRT Powerhouse is the very epitome of a landmark, architecturally, historically and culturally. It needs the Commissioner's stewardship. Please act now.

Sincerely,

Kate Wood
Executive Director

cc. Hon. Fred Bland; Hon. Stephen Byrns; Hon. Diana Chapin; Hon. Joan Gerner; Hon. Roberta Brandes Gratz; Hon. Christopher Moore; Hon. Margery Perlmutter; Hon. Elizabeth Ryan; Hon. Pablo Vengoechea; Hon. Roberta Washington; Hon. Thomas K. Duane; Hon. Gale Brewer; Manhattan Community Board 4; Manhattan Community Board 7; Riverside South Planning Corporation; The Powerhouse Group; Beaux Arts Alliance; Prof. Mosette Broderick; Friends of the High Line; Historic Districts Council; Institute of Classical Architecture & Classical America; Metropolitan Chapter of the Victorian Society in America; Municipal Art Society; New York Landmarks Conservancy

Encls.

IRT/Con Ed Powerhouse

Save Stack # 5

Designed By
McKim Mead & White

Original Construction 1904

Currently Owned and Occupied
by Consolidated Edison

February 26, 2009

Columbia University
Historic Preservation Studio II
Professor Kate Wood
Spring 2009

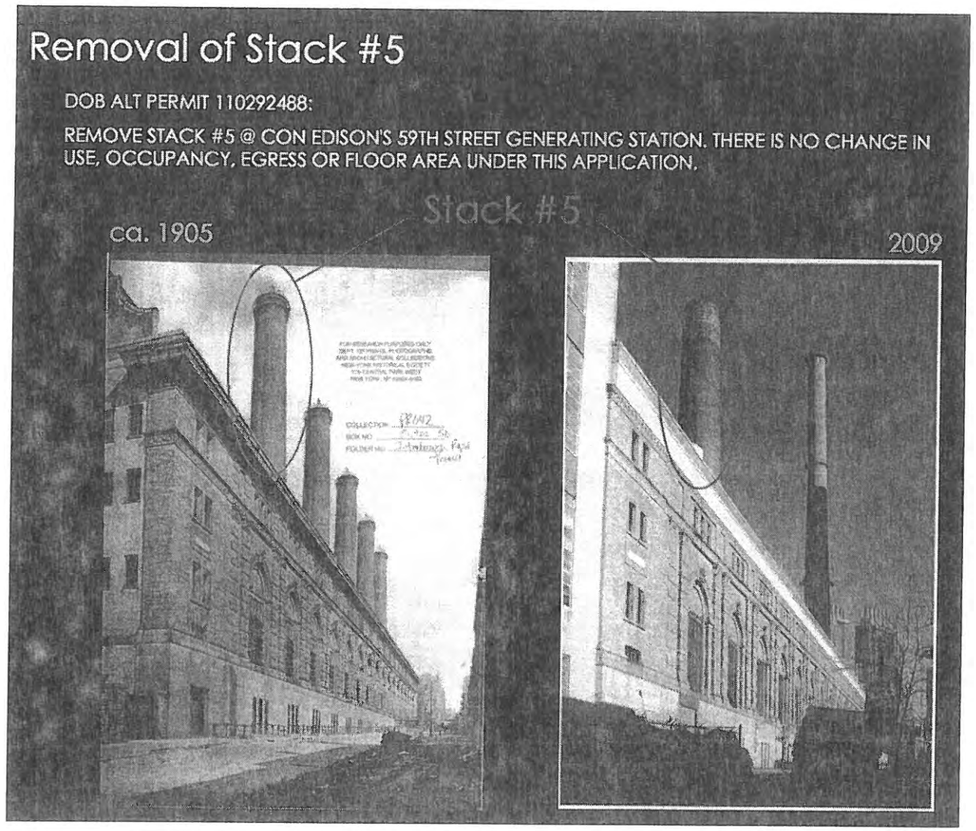
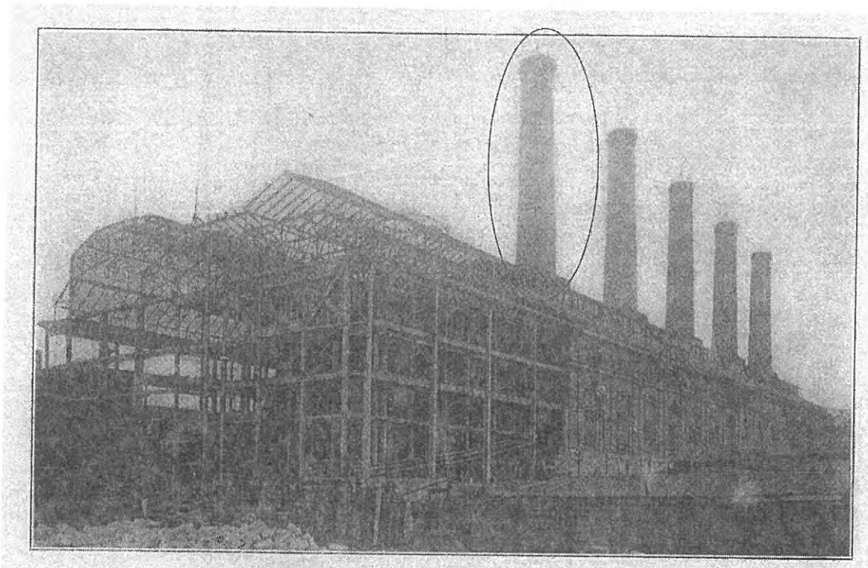

Removal of Stack #5
DOB ALT PERMIT 110292488:
REMOVE STACK #5 @ CON EDISON'S 59TH STREET GENERATING STATION. THERE IS NO CHANGE IN USE, OCCUPANCY, EGRESS OR FLOOR AREA UNDER THIS APPLICATION.
Stack #5
ca. 1905
2009

Fig. 1



EXTERIOR VIEW OF THE POWER PLANT DURING CONSTRUCTION, SHOWING STEEL WORK

Fig. 3

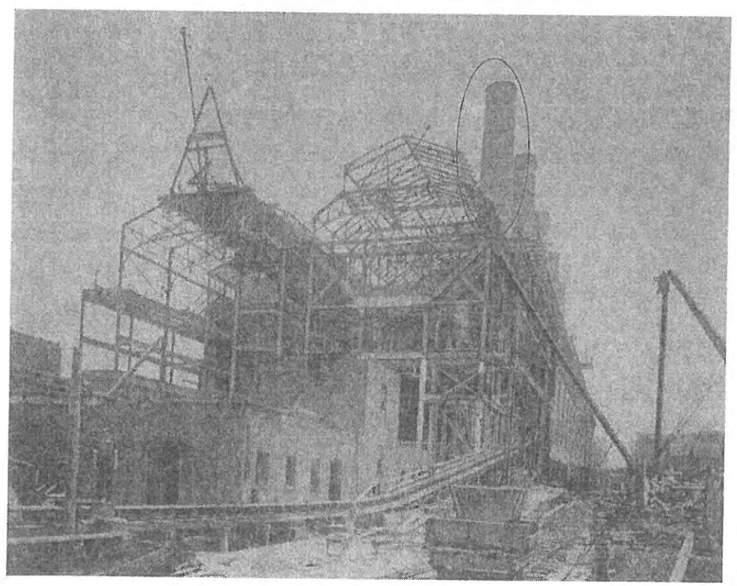


Fig. 4

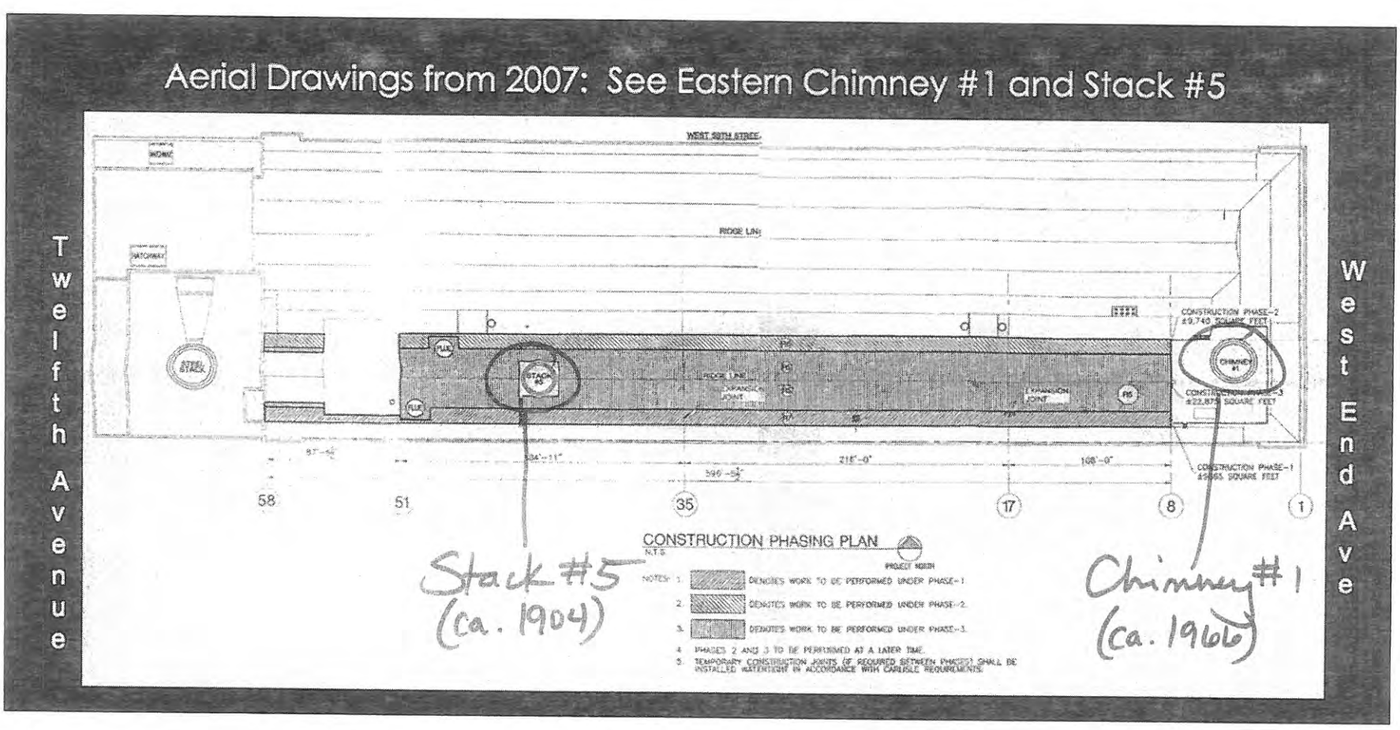

Aerial Drawings from 2007: See Eastern Chimney #1 and Stack #5
Twelfth Avenue
West End Ave
WEST 58TH STREET
RIDGE LINE
CONSTRUCTION PHASE-2
±9,740 SQUARE FEET
CONSTRUCTION PHASE-3
±22,875 SQUARE FEET
CONSTRUCTION PHASE-1
±9665 SQUARE FEET
STACK #5
CHIMNEY #1
58
51
35
17
8
1
CONSTRUCTION PHASING PLAN
N.T.S.
PROJECT NORTH
NOTES: 1. DENOTES WORK TO BE PERFORMED UNDER PHASE-1.
2. DENOTES WORK TO BE PERFORMED UNDER PHASE-2.
3. DENOTES WORK TO BE PERFORMED UNDER PHASE-3.
4. PHASES 2 AND 3 TO BE PERFORMED AT A LATER TIME.
5. TEMPORARY CONSTRUCTION JOINTS OF REQUIRED BETWEEN PHASES SHALL BE INSTALLED WATERTIGHT IN ACCORDANCE WITH CARLISLE REQUIREMENTS.
Stack #5
(ca. 1904)
Chimney #1
(ca. 1960)

Fig. 6

INTERBOROUGH RAPID TRANSIT POWERHOUSE (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Street, (aka 850 Twelfth Avenue, excluding the Twelfth Avenue extension), Manhattan

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mead & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue (east) facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. Four of the original six huge chimneys required when the plant burned coal remain, and one chimney near the southeast corner has been added. The original terra-cotta roof tiles and the upper cornice have been removed. Four openings have been cut into the base on the south side and one on the north side. An addition was constructed in the 1940s at the Twelfth Avenue facade (the western end) of the powerhouse. This extension is not included in the proposed designation.

GALE A. BREWER
COUNCIL MEMBER, DISTRICT 6
MANHATTAN

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CITY HALL OFFICE
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OF
THE CITY OF NEW YORK

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PARKS & RECREATION

October 22th, 2008

Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioner Tierney:

I write to express my support for the designation of the IRT Powerhouse at 59th Street ("the Powerhouse") as a New York City landmark. The city-owned Powerhouse is a truly remarkable building. It is an architectural and historic gem, and by these standards already a landmark. I urge the Commission to make it official.

The Powerhouse is a spectacular example of Beaux Arts architecture executed on the grandest scale. It is one of only a handful of great powerhouses remaining in the five boroughs, and the only one of its size left in Manhattan. What is more, the Powerhouse is one of the few remaining public buildings on the West Side that is worthy of Landmark status, but nevertheless remains unprotected.

As you know, this section of Manhattan is changing. Development between Riverside South and the Clinton community has increased rapidly in recent years and the number of buildings under construction is at once promising and disconcerting. The Powerhouse must not fall victim to the aesthetic whim or economic might of a few.

In designating the Powerhouse a landmark, the Commission also preserves the building's potential use as a public space. New Yorkers are constantly seeking new venues in which to gather, exhibit, and perform. Eventually, the Powerhouse will cease to serve as a suitable power plant for its current lessee, Consolidated Edison. At that time, the building's interior could be renovated, its halls re-imagined, and its grandeur restored. Only by designating the building a landmark now can we ensure that it will be available to serve the public in the future.

The need to preserve historically significant buildings and a dearth of large, enclosed, public space are two of my constituents most frequently expressed concerns. Protecting the Powerhouse squarely addresses these concerns. In the interests of my constituents, all New

THOMAS DUANE
SENATOR, 29TH DISTRICT

ASSISTANT MINORITY LEADER FOR POLICY AND ADMINISTRATION

RANKING MINORITY MEMBER
INVESTIGATIONS

COMMITTEES
CODES
CIVIL SERVICE & PENSIONS
FINANCE
HEALTH
JUDICIARY
RULES

THE SENATE
STATE OF NEW YORK
ALBANY

PLEASE RESPOND TO
322 EIGHTH AVENUE
SUITE #1700
NEW YORK, NEW YORK 10001
PHONE (212) 633-8052
FAX (212) 633-8096

ROOM 808
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
PHONE (518) 455-2451
FAX (518) 426-6846

E-MAIL: DUANE@SENATE.STATE.NY.US

October 8, 2008

Honorable Robert Tierney, Chair
New York City Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Bob

Dear Commissioner Tierney,

I am writing to encourage the New York City Landmarks Preservation Commission (LPC) to consider the Interborough Rapid Transit Powerhouse (IRT Powerhouse), located at 600 West 59th Street in Manhattan, for designation as a New York City landmark.

The IRT Powerhouse is both historically and architecturally significant. Constructed in 1904 by Stanford White, the IRT Powerhouse was the largest steam-driven powerhouse ever built and provided energy to run and maintain the city's first subway system. The powerhouse's energy contribution was a crucial element in the development and industrial evolution of the modern city of New York. Although the powerhouse has not produced electricity for the subway system since 1959, it has been consistently utilized in different ways to serve the residents of New York City.

The IRT Powerhouse is also notable for its magnitude and architectural style. Not only does it occupy an entire city block adjacent and rise more than 100 feet high, but its roof and walls are contoured to appear perfectly symmetrical. The most notable architectural achievement, however, is not the sheer size but rather the application of Beaux-Arts style to a utilitarian building. The façade is ornamented with arched windows and enriched by an intricate cornice. The detailing is infused with delicate patterns which provide a sharp contrast to the initial purpose. Architecturally, the building is a visible paradox that juxtaposes ornamentation and functionality.

CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
330 West 42nd Street, 26th floor New York, NY 10036
tel: 212-736-4536 fax: 212-947-9512
www.ManhattanCB4.org

JEAN-DANIEL NOLAND
Chair

ROBERT J. BENFATTO, JR., ESQ.
District Manager

October 6, 2008

Hon. Robert Tierney
Chair
Landmarks Preservation Commission
Municipal Building 9th Floor
One Center Street
New York, NY 10007

Re: Former IRT Powerhouse
59th Street and Route 9A

Dear Chair Tierney:

Manhattan Community Board 4 is writing to reaffirm its long-held support of the designation of the former Interborough Rapid Transit Powerhouse as a New York City landmark and to welcome the recent initiative of the recently created Powerhouse Group in pursuing this designation and in seeking new uses for the underutilized interior spaces of the building.

The importance of the powerhouse to the first subway in New York is reflected in the amount of space given to an elaborate treatment of the advanced technology of the building in the third chapter of the commemorative book, *The New York Subway,* produced after the subway opening. This makes clear both the dominant role played by technical requirements and the skills of the engineers that resolved them in shaping the interior spaces and the general form of the building.

An interesting passage on page 74 reads, "Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an advisor on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used."

The resulting structure shows an impressive exterior and remarkable interior spaces, some of them of them now unused. Above all, the great hall that contained the huge

THE NEW YORK
LANDMARKS
CONSERVANCY

December 18, 2009

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street, 9th Floor North
New York NY 10007

Re: Interborough Rapid Transit Powerhouse now Con Ed Powerhouse

Dear Chairman Tierney:

We know that the Commission has on two separate occasions considered conferring individual landmark status to the former Interborough Rapid Transit Powerhouse at Eleventh Avenue and 59th Street. We strongly believe that now, under your leadership, it is time for the Commission to once again review the merits of this extraordinary building.

We understand that the building has been altered, as have the vast majority of landmarks, but this particular property possesses so many attributes that make it a landmark. It was built in 1899 as the most monumental building constructed for the NYC subway system; the facades were designed by Stanford White of McKim Mead and White and is a rare example of that firm's industrial designs; and it is an important link to a chapter in our history when the architectural legacies of ancient Rome and Greece were combined with the latest engineering advances of their day.

This magnificent Beaux-Arts masterpiece is visually a landmark if not yet an official Landmark. The Commission's own report from 1979 states that the building is "the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893".

The alterations, including the missing cornice are minor compared to what survives. Namely, the imposing terra-cotta and brick facades and the enormous smoke stack. We urge you to bring this back in front of the Commission and once and for all do what should have been done many years ago. Designate the powerhouse a city landmark.

Sincerely,

Peg Breen
President

Cc: Kevin Burke

One Whitehall Street, New York NY 10004
tel 212.995.5260 fax 212.995.5268 nylandmarks.org

HISTORIC DISTRICTS COUNCIL

THE ADVOCATE FOR NEW YORK CITY'S HISTORIC NEIGHBORHOODS

232 East 11th Street New York NY 10003
tel 212-614-9107 fax 212-614-9127 e-mail hdc@hdc.org

September 10, 2008

Hon Robert Tierney, Chair
Landmarks Preservation Commission
The Municipal Building
One Centre Street, 9th Floor
New York, NY 10007

Dear Commissioner Tierney.

The Historic Districts Council respectfully requests that the Landmarks Preservation Commission act to designate the former Interborough Rapid Transit Powerhouse located at 59th Street and Eleventh Avenue as an individual New York City landmark. This monumental structure was completed in 1904 by Stanford White and is a remarkable example of Beaux-Arts design applied to a utilitarian building. In addition to its architectural significance, the building holds an important place in industrial history. When it was opened 104 years ago, it was the largest powerhouse in the world, which provided the energy needed to run the subway which in turn created the modern city of New York.

Although the building ceased producing electricity for the subway in 1959, it has remained in service since then, most recently providing steam for residents in the area. It has been publicly considered for landmark status twice in the past 30 years, once in 1979 and again in 1990. Both times Con Edison, the then-owner, objected and the designation efforts floundered, although not on the merits of the designation.

HDC asks that the Landmarks Commission once again consider this remarkable, significant building as a potential landmark. Since 1990, circumstances have changed and the City once again owns the structure. Furthermore, in the past few years., we have unfortunately seen three outstanding industrial powerhouses either demolished or defaced for new development. The IRT Powerhouse is now one of the last remaining survivors of the critical industrial network which built our city. Please act now before we lose this important, attractive building to the creeping sea of glass towers which are spring up like shiny cat tails around our waterfront.

Sincerely,

Simeon Bankoff
Executive Director

New York University
A private university in the public service

College of Arts and Science
Department of Art History
Silver Center, 303
100 Washington Square East
New York, NY 10003-6688
Telephone: (212) 998-8180
Fax: (212) 995-4182

Hon. Robert B. Tierney
Chairman
Landmarks Preservation Commission
One Centre Street
New York, New York 10007

February 10, 2009

Dear Chairman Tierney,

I write to add my words to those of so many others currently urging the Commission designate the IRT power plant at Eleventh Avenue and 59th Street. This is an important building and well deserves the honor of being a New York City Landmark.

The architectural firm of McKim, Mead & White as the nation's pre-eminent firm was clearly established by the time the powerhouse was begun. The firm had started some twenty five years earlier in a world of modest urban buildings and wooden country houses. As the firm grew, America had launched its own industrial build up. The architects built for the increasingly affluent industrialist's personal world. By the later years of McKim and White's career, the first decade of the new century, both partner's had entered the world of industrial building. Too complex a time to build beach hugging palaces, Stanford White leapt at the chance to do big commercial buildings, indeed he salivated to build a skyscraper, a goal which would elude him.

At the IRT powerhouse, White provided a shell for a technical center. Although likely not interested in the machines of the plant, White had dealt with industrial plants for two of his friends, E.D. Adams and the Chanler complex on the Roanoke Rover. White in these years was absorbed in European history and treasures of the past. Perhaps the power of the future was not as alluring. But even if boilers were not as visually fetching as a Renaissance ceiling, White decided that the power station should be as elegant as the city he was helping to fashion. White tried to enrich the power plant even if it was in a distant corner of the City along the water's edge where coal could be delivered easily to the boilers. On the urban side of the plant, White returned to old visual solutions. One a base of pink granite, White recalled the golden bricks of his work in the later 1880's, employing Italian- inspired forms of Roman brick. Once topped by a profound cornice, this utilitarian building presented an urbane face to the City.

In the early 20th century. power plants and factory buildings became milestones of the emerging architectural aesthetic. here, a great powerhouse worked in a simple but

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February 13, 2009

The Honorable Robert B. Tierney
Chairman
The New York Landmarks Preservation Commission
One Centre Street
New York, New York 10007

Dear Chairman Tierney:

I commend consideration of designation of the IRT Powerhouse on 11th Avenue at West 59th Street in Manhattan. I am grateful to you and your Commission colleagues for doing so.

While this Renaissance Revival edifice by McKim, Mead and White with Walter Cain and Solomon Deyo has evolved over the years (and generally not for the better yet largely reversible) and while its internal functions have often been updated and lately reduced, it is this very versatility at a time when the power grid and attendant production is so very much at the fore of national policy priority and when local passivity's if innovation require the places where it can be put in force that renders it distinctive of its time and relevant to a shared civic future. If this power station were eliminated, I would posit that replacing it could and would never be achievable. Not the message to send today. And even if it stood with no continuing industrial function, then its original robust purpose would nonetheless stand as pertinent metaphor via its exterior volumes and accommodating detailing. Talk about classicism as a nimble, enduring language!

As much as the design itself (about which no doubt so many others have testified eloquently in word and deed), I endorse this landmark-worthy integration of power-generation in the fabric of the surrounding community and its systemic sustenance. Such key infrastructure can and moist-- going forward -- return to the communities it serves. Let this emblem endure precisely when most needed therefore. Its continuing adaptability to energy needs is itself a significant and dynamically surviving built exemplar.

LANDMARK WEST!

THE COMMITTEE TO PRESERVE THE UPPER WEST SIDE

January 5, 2009

Hon. Robert B. Tierney
Chair
New York City Landmarks Preservation Commission
1 Centre Street, 9th Floor
New York, New York 10007

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse)
Eleventh Avenue between 58th and 59th Streets, Manhattan

Dear Chair Tierney:

Please schedule a public hearing at the Commission's earliest opportunity for the IRT/ConEd Powerhouse on Manhattan's West Side.

This monumental structure, designed by McKim Mead & White and opened as the original powerhouse for the IRT subway in 1904, is a landmark by any standard. It stands as a testament to the uplifting, civic-minded architecture of the City Beautiful movement on a par with such beloved (and designated) New York City Beaux-Arts buildings as the New York Public Library, the Metropolitan Museum of Art and the Farley Post Office.

The Landmarks Preservation Commission first considered the Powerhouse for designation in 1979 (hearings were held in 1979 and the early 1990s but the building remains on the Commission's list of heard-but-never-designated list), when it described the building's significance as "the most monumental building associated with the subway system in New York City."

> This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time…In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life.

In 1989, the New York State Office of Parks, Recreation and Historic Preservation determined the Powerhouse "eligible" for the State and National Registers of Historic Preservation.

Over the past 100-plus years, the building has survived several transitions in use and technology with physical changes that are minor in relation to its vast scale. This endurance is a tribute to the structure's adaptability and sustained value to our city.

We look forward to testifying in support of designation of the IRT/ConEd Powerhouse in the near future. Thank you very much for your consideration.

Sincerely,

Arlene Simon
President

45 WEST 67 STREET NEW YORK NY 10023 212-496-8110 FAX 212-875-0209

FRIENDS OF THE HIGH LINE

529 WEST 20TH STREET SUITE 8W NEW YORK, NY 10011 T (212) 206-9922 F (212) 206-9118 INFO@THEHIGHLINE.ORG WWW.THEHIGHLINE.ORG

August 28, 2008

Landmarks Preservation Commission
Municipal Building
1 Centre Street, 9th Floor
New York, New York 10007

Dear Commissioners:

I write to express my support for the proposal to grant landmark designation to the building located at 600 West 59th Street, Manhattan ("the IRT Powerhouse"). Obtaining landmark status for the IRT Powerhouse is necessary to preserve one of the few remaining Beaux Arts power plants in New York City.

I have had the opportunity to speak with the members of The Powerhouse Group, the organization spearheading the proposal for landmark designation, on several occasions and have been impressed by their dedication to saving this incredible building. That dedication is well placed. Even by New York City standards, this historically-significant and architecturally exceptional building is worthy of protection. An integral piece of New York City's architectural and transportation history, the IRT Powerhouse stands as a reminder of a time in New York when even the most mundane building was designed to inspire. As you can see from the landmark proposal, the building is, in a word, magnificent. By any measure it exceeds the definition of a New York City Landmark.

As a Co-Founder of Friends of the High Line, I was particularly interested to learn how integral Manhattan's west side rail network was to the operation of The Powerhouse, bringing coal and supplies to the Powerhouse to enable it in turn to power the subways. The freight trains that ran on the High Line passed directly in front of the Powerhouse on Eleventh Avenue en route to the slaughterhouses and factories downtown.

Designating this building a landmark will achieve more than just the preservation of stone and terra cotta. If and when the landmark application succeeds, the Powerhouse Group hopes to work with the city to transform the IRT Powerhouse into public space. The Powerhouse Group imagines a neighborhood institution drawing residents and visitors alike. This is a goal that I can fully support.

My work on the High Line has given me an intimate understanding of what it takes to turn a land use idea into a reality. Foremost of what I have learned is that an idea as ambitious as The Powerhouse Group's requires the support of public officials, whether members of the Landmarks Preservation Commission, the Department of City Planning, the City Council, or the Mayor's office. Absent your support and the support of so many other committed public servants, the High Line would have been little more than an interesting idea.

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

cc: Jimmy Fiku
The Powerhouse Group

BUILDING-STRUCTURE INVENTORY FORM

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& HISTORIC PRESERVATION
DIVISION FOR HISTORIC PRESERVATION
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SERIES
NEG. NO.

YOUR NAME: ANDREW SCOTT DOLKART
YOUR ADDRESS: 117 E. 29TH ST., NEW YORK NY 10016
DATE: September 1989
TELEPHONE: (212) 696-0670

ORGANIZATION (if any): ALLEE KING ROSEN & FLEMING, INC. FOR NEW YORK STATE DEPARTMENT OF TRANSPORTATION

NRE

* *

IDENTIFICATION

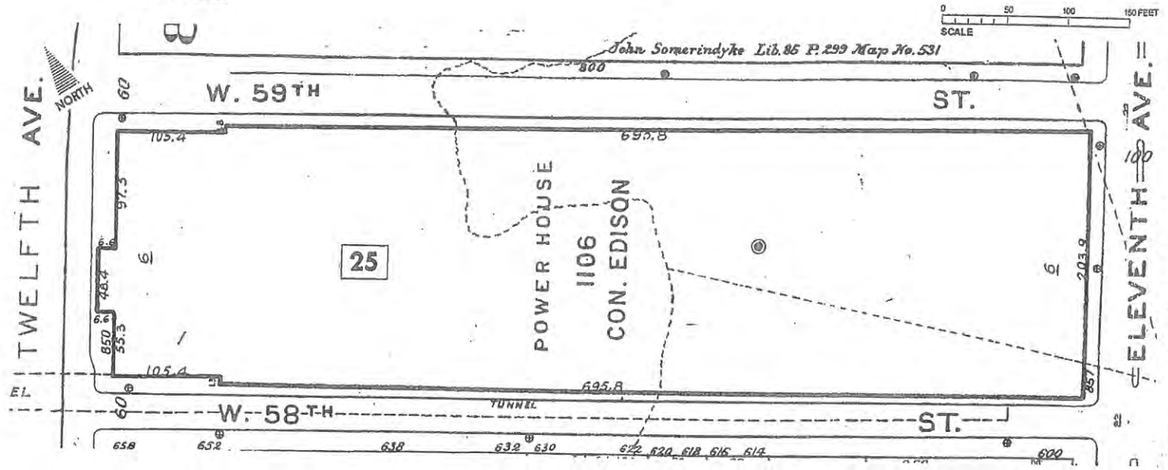
1. BUILDING NAME(S): Interborough Rapid Transit Company Power House/now Con Edison Substation
2. COUNTY: New York TOWN/CITY: New York VILLAGE:
3. STREET LOCATION: 857 Eleventh Avenue
4. OWNERSHIP: a. public [ ] b. private [X]
5. PRESENT OWNER: Consolidated Edison of New York ADDRESS: 4 Irving Place, NY NY 10003
6. USE: Original: subway power station Present: electric power station
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes [X] No [ ]
   Interior accessible: Explain by appointment

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard [ ] b. stone [ ] c. brick [X] d. board and batten [ ]
   e. cobblestone [ ] f. shingles [ ] g. stucco [ ] other:
9. STRUCTURAL SYSTEM: (if known)
   a. wood frame with interlocking joints [ ]
   b. wood frame with light members [ ]
   c. masonry load bearing walls [ ]
   d. metal (explain) steel frame
   e. other
10. CONDITION: a. excellent [ ] b. good [X] c. fair [ ] d. deteriorated [ ]
11. INTEGRITY: a. original site [X] b. moved [ ] if so, when?
    c. list major alterations and dates (if known):
    Ca. 1959, the cornice and chimneys were removed, and an addition built at the west end, facing Twelfth Avenue. A rooftop addition was constructed at an unknown date.

12. PHOTO
    Attached.

13. MAP



18. OTHER NOTABLE FEATURES OF BUILDING AND SITE:

The former Interborough Rapid Transit (IRT) Company Power House is an enormous neo-Italian Renaissance style structure that occupies almost the entire block bounded by Eleventh Avenue, Twelfth Avenue, West 58th Street, and West 59th Street. The building extends along the entire 200'10" blockfront of Eleventh Avenue and for 800 feet along West 58th and 59th Streets. The building has a high base of pink Milford granite that has crisply cut doorways and triple groups of windows. The upper portion of the structure is clad in buff-colored Roman brick with matching terra-cotta trim. The entire building was capped by a projecting copper cornice which has been removed.

The main facade on Eleventh Avenue is eight bays wide. The northernmost bay on this elevation is the building's main entrance and consists of a tall, but simple Renaissance-inspired enframement with a projecting cornice. A double window rests on the enframement and is separated from another double window by a terra-cotta plaque. The echoing bay at the south end of the elevation has two double windows separated by a plaque. Each of the six central bays consists of a tall round arch with an ornate terra-cotta frame. Above each arch is a terra-cotta laurel wreath. The arched bays are separated by brick pilasters with terra-cotta capitals, bases, and banding. A modest terra-cotta cornice runs across the facade above the wreaths. Above this cornice, each bay has a pair of rectangular windows and is separated from its neighboring bay by a pier with terra-cotta banding. Above the level where the main cornice once ran is a parapet with a terra-cotta plaque reading "INTERBOROUGH RAPID TRANSIT COMPANY."

The north and south elevations are 19 bays long. The end bays have simple entrances above which are the same paired windows and terra-cotta panels seen on the front facade. The 17 central bays have tall round arches that are separated by paired rusticated brick pilasters. The same modest cornice that runs across the front facade continues on the side elevations. On the sides, the attic level of each bay consists of three windows. Six chimneys originally rose through the roof and towered over the building; all of these were removed by Con Edison in c.1959 and replaced by a single chimney.

To the west of the building was a small open lot in which coal was stored. Coal was delivered to the building from boats that docked at the IRT's Pier 98, located just across Twelfth Avenue. An addition to the powerhouse was erected on this lot ca. 1959, when Con Edison acquired the building.

Inside the building were six independent generating stations, each consisting of a coal hopper, boiler, engine, alternator, and auxiliary equipment.* Coal was stored in hoppers located above the boilers and fed down into the boilers by gravity. These hoppers were supported on immense steel girders and trusses that were aligned with the secondary exterior cornice. This interior generating system was planned by the Interborough Rapid Transit Company's engineers.

---

* Leland Roth, *McKim, Mead & White, Architects* (NY: Harper & Row, 1983), p.313.

A1

New York State Office of Parks, Recreation and Historic Preservation
The Governor Nelson A. Rockefeller Empire State Plaza
Agency Building 1, Albany, New York 12238-0001

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION
NEW YORK STATE
Orin Lehman
Commissioner

ELIGIBILITY ATTACHMENT

FHWA/DOT (Agency)
Route 9A
Leroy St. to 14th St. (Project Name)
Manhattan (Location)

Attachment 7 of 7 - 857 Eleventh Avenue

I. _X_ Property appears NR/SR eligible. PRE SRB _X_ POST SRB ___

SPECIFIC CRITERIA:
A. ___ Associated with events that have made a significant contribution to the broad patterns of our history; OR
B. ___ Associated with lives of persons significant in our past; OR
C. _X_ Embodies the distinctive characteristics of a type, period, or method of construction; OR represents a significant and distinguishable entity whose components may lack individual distinction; OR
D. ___ Have yielded, or may be likely to yield, information important in pre-history or history.

II. ___ Property appears to be within the boundaries of a potential historic district. ___ PRE SRB ___ POST SRB (___ map attached)

___ Property contributes ___ does not contribute (to the historic district).

III. ADDITIONAL COMMENTS:

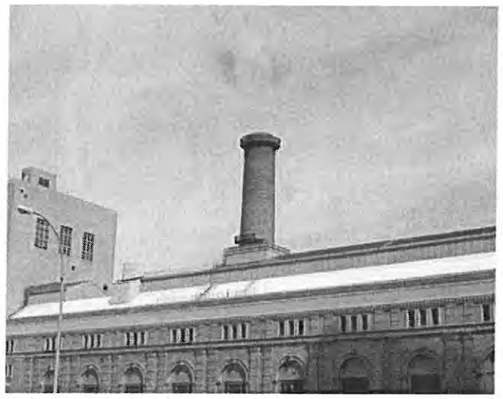
Consolidated Edison Substation - 857 Eleventh Avenue

The Interborough Rapid Transit Company Power House (now a Consolidated Edison substation), erected in 1900-1904, is architecturally significant as an example of Beaux Arts Classicism applied to a large industrial building. The structure is also notable as a representative example of the work of McKim, Mead & White, the most prominent architectural firm in New York City, and possibly the entire country, at the time. The firm was responsible for a number of prominent New York buildings, such as the Low Memorial Library at Columbia and the Villard Houses, and was a leader in the promotion of Beaux Arts Classical design.

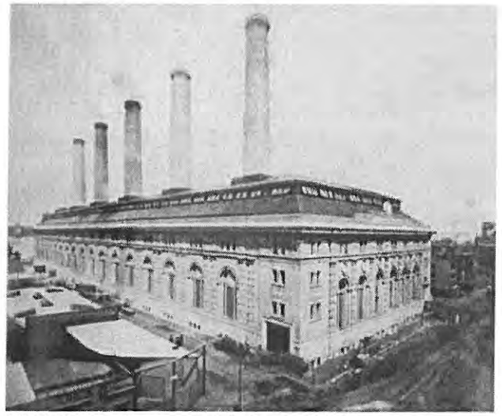
The building has a base of pink granite, with buff colored Roman brick and matching terra cotta trim above. A series of arched windows run across the facades, separated by paired, banded pilasters. Originally built as an electrical power generating facility for the city's subway system, the building was acquired in 1959 by Consolidated Edison. At that time, an addition was built at the west end of the site, facing Twelfth Avenue, and the six smokestacks were replaced by a single large stack. The ornate facades of the building, however, have been retained in their original condition, except for the removal of the projecting cornice.

Heather McCracken

From: Kate Wood [katewood@landmarkwest.org]
Sent: Thursday, March 26, 2009 6:45 PM
To: Robert B. Tierney
Subject: IRT Powerhouse Threatened



Stack #5 being demolished Wednesday, March 25



IRT Powerhouse with its original 5 smokestacks, ca. 1904 (Stack #5 on far left) From *McKim, Mead & White: The Masterworks*

Dear Chair Tierney:

As you know, a broad coalition of experts, organizations officials has expressed strong support for preserving the **Interborough Rapid Transit Powerhouse**, designed b White of McKim, Mead & White and built in 1904 to prov for New York City's first subway system. The Landmark Commission has twice considered designating the struc and 1990; the building is "calendared," a landmark in fac law.

Now, there is a new urgency calling for the Commission definitive action to landmark this building. **The current c Consolidated Edison, has begun to demolish the so 1904 smokestack,** a potent symbol of the building's leg engine for "a new era of electrified urban transportation, power of technology to improve urban life" (from the Cor significance statement for the IRT Powerhouse).

Regrettably, it appears that the Commission signed off c demolition of Stack #5 last year, possibly without realizir provenance as the last remaining original stack. I under ConEd claims the stack poses a public safety risk. But, Powerhouse an officially designated landmark, as it des such a significant alteration would require careful review exploration of alternatives by the full Commission. As it is vulnerable to continual erosion that may ultimately un landmark integrity.

Please act right away to preserve the IRT Powerhouse.

Kate Wood
Executive Director
LANDMARK WEST!
45 W. 67th Street
New York, NY 10023
P: 212-496-8110
F: 212-875-0209
Email: katewood@landmarkwest.org
Website: www.landmarkwest.org

Landmarks Preservation Commission

Robert B. Tierney
Chair

Mary Beth Betts
Director of Research
mbetts@lpc.nyc.gov

1 Centre Street
9th Floor North
New York, NY 10007

212 669 7801 tel
212 669 7818 fax

October 31, 2013

Arlene Simon
Landmarks West!
45 West 67th Street
New York, NY 10023

Re: Landmark West! Wish List Items, Manhattan

Dear Ms. Simon,

In response to the information you submitted concerning the properties contained in the 2013 Landmark West! Wish List, a senior staff committee of the Landmarks Preservation Commission has carefully reviewed the proposals for consideration as potential individual landmarks. It was determined that the following property may merit designation and will be further considered in the context of the criteria for designation contained in the Landmarks Law and the Commission's overall priorities for the five boroughs:

- IRT 96th Street Substation No. 14 (266 West 96th Street)

Please be advised that the following properties remain under active review by the Landmarks Preservation Commission and will continue to be assessed in the context of the criteria for designation contained in the Landmarks Law and the Commission's overall priorities for the five boroughs:

- IRT 59th Street Power Station
- Public School 165 (234 West 109th Street)
- Public School 199 (270 West 70th Street)
- St. Michael's Church Complex (225 West 99th Street)
- West 89th Street Stable (167-171 West 89th Street) (aka Ballet Hispanico / Carriage Houses)
- West End Presbyterian Church (165 West 105th Street)

Based on our current priorities, the following properties will not be recommended to the full Commission for further consideration as individual landmarks at this time:

- Lincoln Center for the Performing Arts (various buildings and open spaces)

The following property will not be recommended to the full Commission for further consideration as an individual landmark, also based on our current priorities. However, this decision could be reconsidered at a later date should additional information about the property's significance become available.

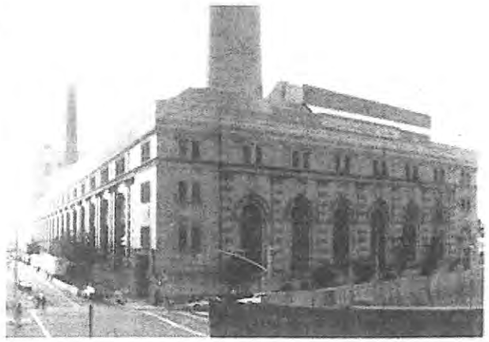
- Martin Luther King, Jr. high School (122 Amsterdam Avenue)

The following properties do not appear to rise to the level of significance necessary for designation as New York City individual landmarks, and will therefore not be recommended to the full Commission for further consideration:

- Amsterdam Houses (West 61st and 64th Streets, Amsterdam and West End Avenue)
- Astor Court (210 West 90th Street)

From: Kate Wood [mailto:katewood@landmarkwest.org]
Sent: Thursday, March 05, 2009 6:56 PM
To: Joan Gerner
Subject: IRT Powerhouse by McKim, Mead & White

Dear Commissioner Gerner:



You will receive hard copies of the following materials but I am taking the liberty emailing you as well, given the urgency of the current situation concerning the former **Interborough Rapid Transit Powerhouse**, designed by Stanford White of McKim, Mead & White and built in 1904 to provide electricity for New York City's first subway system.

This building is a landmark in fact but not law. The Landmarks Preservation Commission has twice considered designating it, in 1979 and 1990; the building is "calendared". Now, there is a new urgency calling for the Commission's swift, definitive action to landmark this building. In recent months, Consolidated Edison (the building's current owner) obtained approval from the Department of Buildings to "REMOVE STACK #5 @ CON EDISON'S 59TH STREET GENERATING STATION." It appears as though scaffolding has already started to be erected for this purpose.

Students in Columbia University's Master's Program in Historic Preservation have been studying the Powerhouse since January 2009 in a preservation planning studio, taught by me. Their research strongly suggests that Stack #5 is the sole surviving circa-1904 smokestack. The other four original smokestacks, plus a sixth smokestack added early in the building's history, were removed years ago. In the students' words **"Stack #5 is arguably the most powerful surviving architectural element that speaks directly to the original industrial purpose of**

the IRT Powerhouse history of the. It is of crucial importance that Stack #5 be recognized and protected as the building's most visible symbol of the amazing technological feat that was the IRT subway."

Links to supporting documentation are provided below. Please let me know if you have any difficulty downloading the information, which can also be accessed by going to www.landmarkwest.org/Powerhouse.html.

Copy of full March 5, 2009, letter to LPC Chair Robert B. Tierney

Columbia University students' report on Stack #5

LPC significance statement, circa 1979

National Register for Historic Places eligibility determination, 1989

Copies of letters supporting landmark consideration from Council Member Gale Brewer, NYS Senator Thomas K. Duane, Manhattan Community Board 4, Beaux Arts Alliance, Friends of the High Line, Historic Districts Council LANDMARK WEST!, New York Landmarks Conservancy

Copies of additional letters supporting landmark review from Prof. Mosette Broderick (NYU) and the Institute of Classical Architecture & Classical America

Thank you very much for your consideration.

Sincerely,
Kate

Kate Wood
Executive Director
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Streetscapes: **The IRT Generating Plant on 59th Street**

The Power of Design Vs. Con Ed Power

By CHRISTOPHER GRAY

TO some, it's a question of preserving the power of architecture. But to Consolidated Edison, which owns the IRT power plant at 59th Street and 11th Avenue, it's a question of preserving power itself.

For the second time, the Landmarks Preservation Commission has proposed designating the subway-power generating station, built in 1904, and for the second time Con Edison has objected.

The original Interborough Rapid Transit Company development included not only the first subway system, but also the means to power it, a generating station on the block bounded by 59th and 60th Streets and 11th and 12th Avenues. The 12th Avenue frontage gave access to water and river-borne shipments of coal. The $7 million, 132,000-horsepower plant used 1,000 tons of coal a day.

American Electrician, a trade magazine, called it the largest steam-driven power plant in the world, rising 125 feet on a 200- by 200-foot lot topped by five chimneys 162 feet high over a line of boilers. Gerald Weinstein, an industrial archeologist, says it was "technically obsolete as soon as it opened" — its big reciprocating steam engines soon superseded by turbines.

Engineering Record echoed other publications in calling the facade "rather ornate" — a combination of creamy tan brick and light terra cotta elements. Giant arched windows march down each side, separated by huge pilasters and topped by an attic story and, originally, an elaborate projecting cornice. Some of the detailing is patterned after electrical designs but most is like a stylebook of classical patterns: delicate wreaths, sharp palmette leaves, swags and the like — an esthetic anomaly in this industrial area.

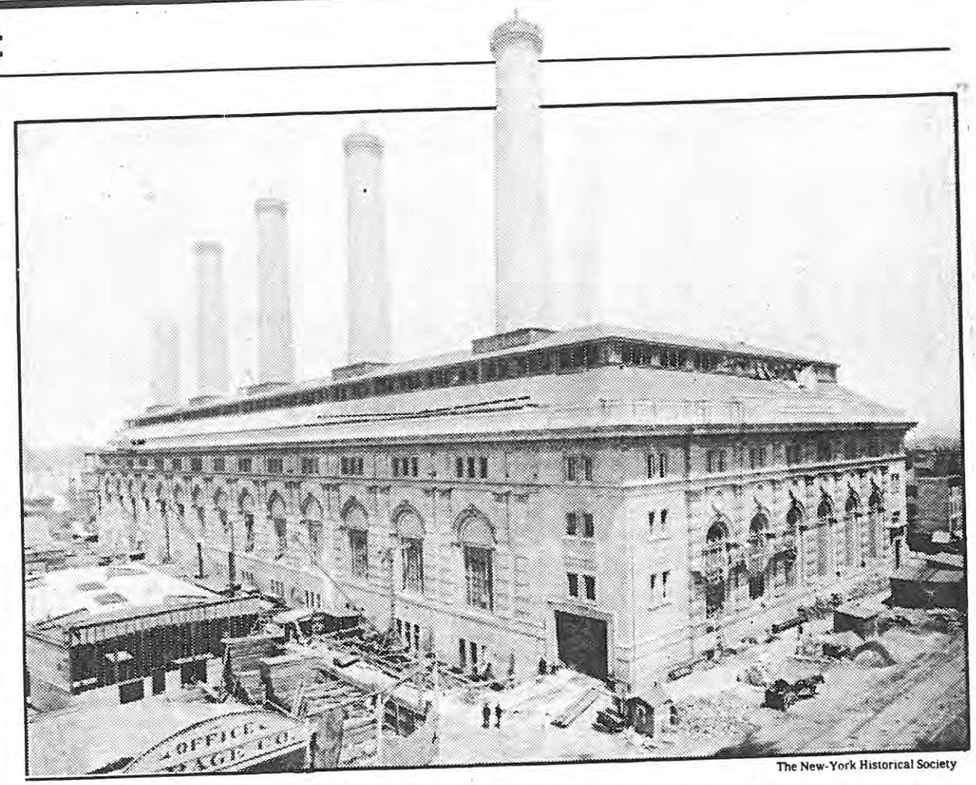
Although the actual building application was signed by Solomon L. Deyo, chief engineer for the IRT, period and modern sources say the exterior was designed by McKim, Mead & White, and the firm included it in its monograph of its own works.

When the IRT was absorbed in 1940 by the city's Board of Transportation, the powerhouse continued to supply the system. But in 1959 the city sold it to Con Edison. Now it supplies some subway and railroad electricity, but mostly provides private customers with steam.

Over time, four of the five stacks were demolished, a new 12th Avenue section was built in 1950 and windows and parts of the sidewalls have been changed. The facade became grimy and was nicely cleaned by Con Edison about 10 years ago — but the utility also stripped off the cornice. A tall, modern concrete smokestack — ringed by lacy catwalks — is now visible from miles away.

In 1979, the landmarks agency held hearings on much of the original subway system and also proposed the powerhouse for designation. Con Edison objected, pointing out the many changes and noting that in an emergency the company might need to break open walls without delay to service the huge equipment inside.

Walker O. Cain, an architect retained by the utility as an expert witness, began work in 1940 for McKim, Mead & White and was a partner in its successor, Cain, Farrell & Bell, until his retirement in 1986. He stated that "authorship of the parts of the building is not clear" and suggested that Stanford White and the firm had designed only the 11th Avenue facade, leaving the side-street elevations to company engineers. He said that because the firm took a flat fee for the work "this was not a regular commission."



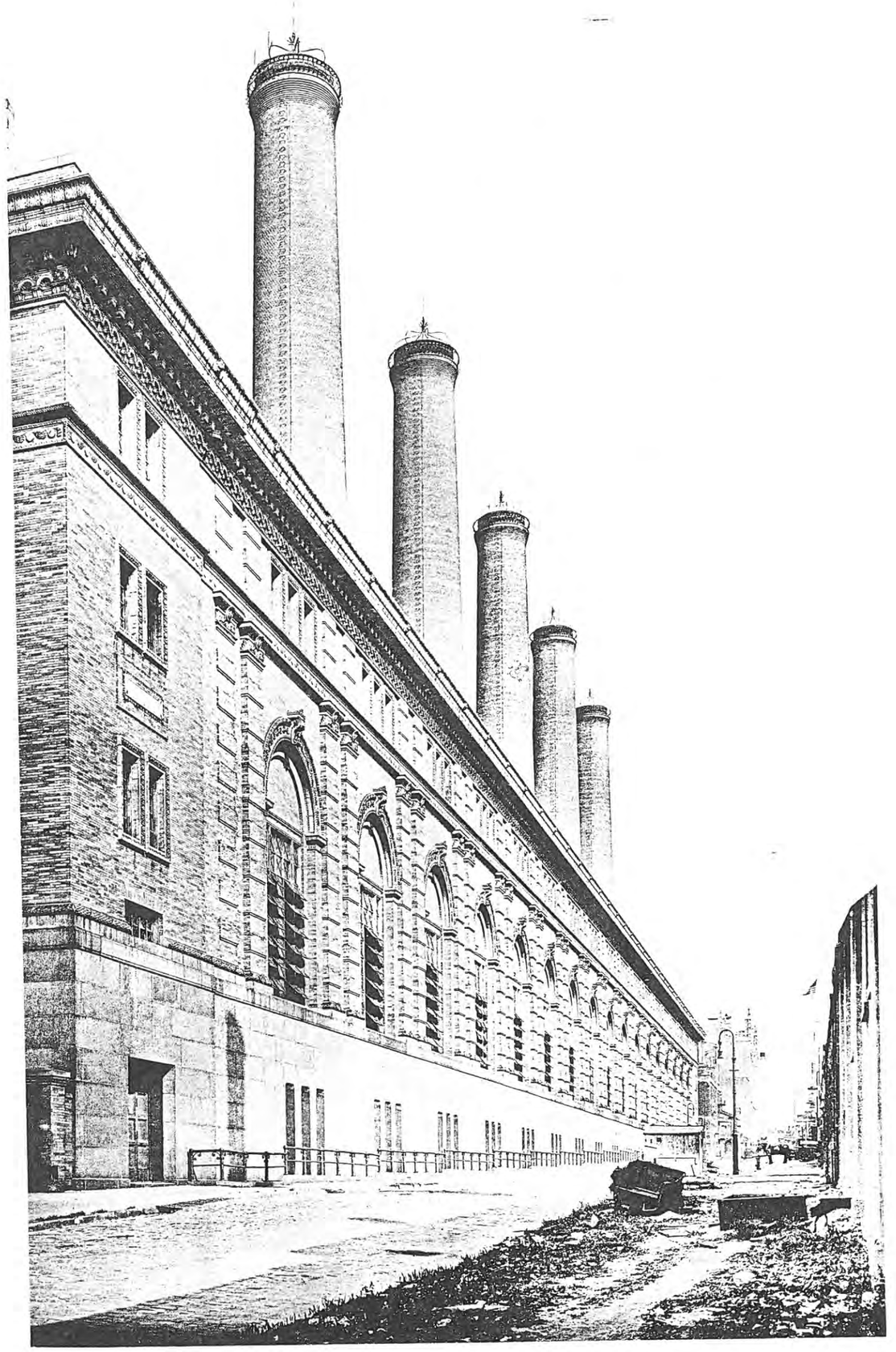
Con Edison's IRT power plant at 59th Street and 11th Avenue, 1904.

The New-York Historical Society

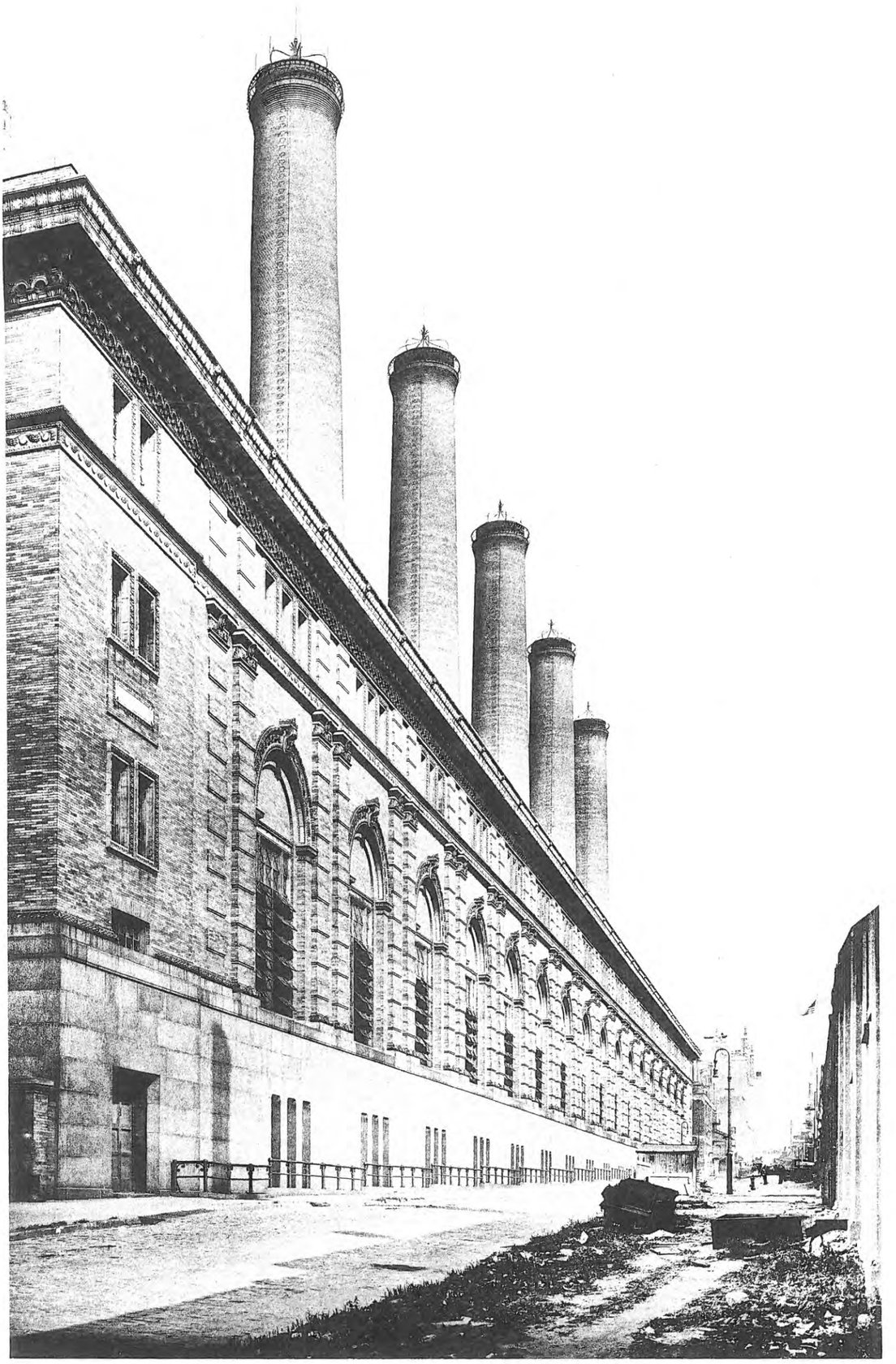
HOWEVER, the firm gave its records to the New-York Historical Society in 1950 and 1968, and the society has both its design studies and its finished elevations of all fronts. Mary Beth Betts, curator of architectural drawings at the society, said there was nothing unusual about McKim, Mead & White's working on a flat-fee basis.

The landmarks agency dropped the matter in 1979, but proposed the building again in 1990. Con Edison again opposed designation and there was merit to its argument — the roof and wall changes and especially the broad gash left by the missing cornice leave the impression of a building that has been horribly damaged. But it is difficult to turn away from the wealth that still survives.

Tracie Rozhon, a spokeswoman for the commission, said the agency would try to work out guidelines for emergency changes if the building were designated. The commission is still reviewing the matter, but Ms. Rozhon said there is no way to tell when, if ever, it will be resolved. ■



INTERBOROUGH RAPID TRANSIT COMPANY, NEW YORK CITY
POWER HOUSE
1903



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1903

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October 10, 2008

Mr. Robert Tierney, Chairman
Landmarks Preservation Commission
One Centre Street, Room 910
New York, New York 10007

Dear Mr. Tierney,

It would be difficult to name an industrial structure in New York City that is more beautiful than the powerhouse designed by Stanford White for the Interborough Rapid Transit Company. Standing at Eleventh Avenue and Fifty-ninth Street, the structure, completed in 1904, flawlessly fitted a classical architectural envelope over the generators which produced the electricity to run the system's subway trains. When White got the contract shortly after the IRT Company was incorporated in the spring of 1902, with a charter which mandated construction of a fourteen-mile subway stretching from Park Row near City Hall to Kingsbridge in the Bronx, he might well have been expected to design a brutal and unremarkable industrial building like numerous others which were springing up all over New York. But Stanford White was a genius and one of New York's greatest architects. The powerhouse he produced was a stunning combination of structural practicality and esthetical brilliance. Standing on base of pink granite, which marks the level of the water table, the buff brick edifice rises in bays delineated by pilasters which echo the internal steel girders. These steel girders supported the enormous coal hoppers which once fed the powerhouse's steam engines which ran the dynamos that, in turn, produced the electricity for the subway system. Here is form following function in its most sublime embodiment. When completed White brilliantly and wittily had the powerhouse's six 162-foot–tall smoke stacks mimic the stacks of the lordly liners like the *Deutschland* and the *Caronia* riding upon the nearby Hudson. Though the stacks have been leveled and certain classical elements, such as the bold cornice, have disappeared, the IRT powerhouse remains one of New York's most majestic and exciting industrial structures.

The Beaux Arts Alliance urges the New York City Landmarks Commission to designate the IRT Powerhouse a landmark.

Sincerely yours,

David Garrard Lowe
President

INTERBOROUGH RAPID TRANSIT POWERHOUSE (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Street, (aka 850 Twelfth Avenue, excluding the Twelfth Avenue extension), Manhattan

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mead & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

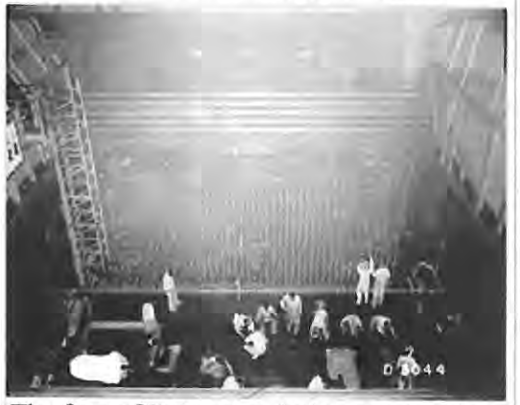
Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue (east) facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. Four of the original six huge chimneys required when the plant burned coal remain, and one chimney near the southeast corner has been added. The original terra-cotta roof tiles and the upper cornice have been removed. Four openings have been cut into the base on the south side and one on the north side. An addition was constructed in the 1940s at the Twelfth Avenue facade (the western end) of the powerhouse. This extension is not included in the proposed designation.

B Reactor

Coordinates: 46°37′49″N 119°38′51″W (http://stable.toolserver.org/geohack/geohack.php?pagename=B_Reactor&params=46_37_49_N_119_38_51_W_type:landmark_region:US)
From Wikipedia, the free encyclopedia

The **B Reactor** at Hanford Site, Washington, was the first large scale plutonium production reactor ever built. The project was commissioned under the Manhattan Project, during World War II, to develop the first nuclear weapons. It was designated a U.S. National Historic Landmark on August 19, 2008.[3][4]

Hanford B Reactor
U.S. National Register of Historic Places
U.S. National Historic Landmark



The face of B Reactor during construction.

Location:	Near jct. of WA 24 and WA 240, Hanford Site
Nearest city:	Richland, Washington
Built/Founded:	June 7, 1943[1] to September 1944[2]
Architect:	E.I. DuPont de Nemours & Co.
Governing body:	U.S. Department of Energy
Added to NRHP:	April 3, 1992
Designated NHL:	August 19, 2008[3]
NRHP Reference#:	92000245

The reactor was designed and built by the DuPont company based on experimental designs tested by Enrico Fermi at the University of Chicago, and tests from the X-10 Graphite Reactor at Oak Ridge National Laboratory. It was designed to operate at 250 megawatts. The reactor was graphite moderated and water cooled. It consisted of a 28 by 36-foot, 1,200-ton graphite cylinder lying on its side, penetrated through its entire length horizontally by 2,004 aluminum tubes containing two hundred tons of uranium slugs. Approximately 25 mm diameter by 70 mm long</ref> and sealed in aluminum cans went into the tubes. Cooling water was pumped through the aluminum tubes around the uranium slugs at the rate of 75,000 gallons per minute. The reactor produced plutonium-239 by irradiating uranium-238 with neutrons.

The B Reactor was one of three reactors — along with the D and F reactors — built about six miles apart on the south bank of the Columbia River. The B Reactor started production in September, 1944, the D-Reactor in December, 1944 and the F-Reactor in February, 1945. Each reactor had its own auxiliary facilities that included a river pump house, large storage and settling basins, a filtration plant, huge motor-driven pumps for delivering water to the face of the pile, and facilities for emergency cooling in case of a power failure.

The plutonium for the Trinity device, tested at Los Alamos in New Mexico, and the Fat Man bomb, later dropped on Nagasaki, Japan, was created in the B, D and F reactors. Additional reactors were constructed later, but the first three reactors ran for two decades. The B Reactor was shut down in February 1968. It is now in "interim safe storage" mode. The D and F reactors were shut down in June 1967 and June 1965, respectively. In a process called cocooning or entombment, the reactor buildings are demolished up to the four foot-thick concrete shield around the reactor core. Any openings are sealed and a new roof is built. The D and F reactors have already been entombed, as have the C and DR reactors. Most auxiliary buildings at the first three reactors have been demolished, as well. The H, K-East and K-West reactors and the N-Reactor are scheduled to be entombed in that order. The B Reactor is in the process of becoming a museum. Public tours are occasionally offered by the Department of Energy.

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- Hanford Site - Timeline 1943-1990 (http://www.hanford.gov/doe/history/docs/rl-97-1047/dates.pdf)PDF (168 KB)
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- B Reactor a historic Landmark (http://www.bizjournals.com/seattle/stories/2008/08/25/daily6.html)

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External links

- B Reactor Museum Association (http://www.b-reactor.org/) A collection of Hanford-related documents from a group fighting to preserve the B-100 Reactor at Hanford.
- Reactor 105-B (museum) location: 46°37′49″N 119°38′51″W (http://stable.toolserver.org/geohack/geohack.php?pagename=B_Reactor&params=46_37_49_N_119_38_51_W_type:landmark_region:US)

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Categories: History of physics | Manhattan Project | Graphite moderated reactors | Buildings and structures in Washington (U.S. state) | Nuclear history of the United States | Nuclear weapons infrastructure of the United States | Military nuclear reactors | 1944 works | National Historic Landmarks in Washington (U.S. state)

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Bonneville Dam

From Wikipedia, the free encyclopedia

Bonneville Lock and Dam (pronounced /ˈbɒnɨvɨl/) consists of several dam structures that together complete a span of the Columbia River between the U.S. states of Oregon and Washington at River Mile 146.1. The dam is located 40 miles (64 km) east of Portland, Oregon, in the Columbia River Gorge. The primary functions of Bonneville Lock and Dam are electrical power generation and river navigation. The dam was built and is managed by the United States Army Corps of Engineers. Electrical power generated at Bonneville is distributed by the Bonneville Power Administration. Bonneville Lock and Dam is named for Army Capt. Benjamin Bonneville, an early explorer credited with charting much of the Oregon Trail. The **Bonneville Dam Historic District** was designated a National Historic Landmark District in 1987.[1]

Bonneville Dam	
Spillway structure	
Locale	Columbia River Gorge National Scenic Area
Construction began	1933 (First Powerhouse) 1974 (Second Powerhouse)
Opening date	1937 (First Powerhouse) 1981 (Second Powerhouse)
Reservoir information	
Creates	Lake Bonneville
Geographical Data	
Coordinates	45.642265°N 121.944792°W (http://stable.toolserver.org/geohack/geohack.php?pagename=Bonneville_Dam&params=45.642265_N_121.944792_W_&title=Bonneville+Dam)
Maintained by	US Army Corps of Engineers (Operator) Bonneville Power Administration (Marketer)

Contents

- 1 History
- 2 Dimensions and statistics
- 3 Taking the tour
- 4 Gallery
- 5 See also
- 6 References
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History

In 1896, prior to this damming of the river, the Cascade Locks and Canal were constructed, allowing ships to pass the Cascades Rapids, located several miles upstream of Bonneville.

During the New Deal, the Army Corps of Engineers constructed a new lock and a powerhouse which were on the south (Oregon) side of Bradford Island, and a spillway on the north (Washington) side. These were started in 1934 and finished in 1937.

Both the cascades and the old lock structure were submerged by the **Bonneville Reservoir**, also known as **Lake Bonneville**, the reservoir that formed behind the dam. The original navigation lock at Bonneville was opened in 1938 and was, at that time, the largest single-lift lock in the world.

In his song *Roll on, Columbia*, the folk singer, Woody Guthrie, spoke of Bonneville as follows:

> "At Bonneville now there are ships in the locks
> The waters have risen and cleared all the rocks,
> Shiploads of plenty will steam past the docks,
> So roll on, Columbia, roll on."

At the time, America was in the Great Depression, and the dam's construction provided jobs and other economic benefits to the Pacific Northwest. Inexpensive hydroelectricity gave rise, in particular, to a strong aluminum industry.

A second powerhouse (and dam structure) was started in 1974 and completed in 1981. The second powerhouse was built by widening the river channel on the Washington side, creating Cascades Island between the new powerhouse and the original spillway. The combined electrical output of the two power houses at Bonneville is now over 1 million kilowatts.

Despite its world record size in 1938, **Bonneville Lock** became the smallest of seven locks built subsequently at different locations upstream on the Columbia and Snake Rivers; eventually a new lock was needed at Bonneville. This new structure was built on the Oregon shore, opening to ship and barge traffic in 1993. The old lock is still present, but is no longer used.

The dam features fish ladders to help native salmon and steelhead get past the dam on their journey upstream to spawn. The large concentrations of fish swimming upstream serves as a tourist attraction during the spawning season. California Sea Lions are also attracted to the large number of fish, and are often seen around the base of the dam during the spawning season. By 2006, the growing number of crafty sea lions and their impact on the salmon population have become worrisome to the Army Corps of Engineers and environmentalists.[2][3] Historically, pinnipeds such as sea lions and seals hunted salmon in the Columbia River as far as The Dalles and Celilo Falls, 200 miles (320 km) from the sea, as remarked upon by people such as George Simpson in 1841.[4]

The dam blocked the migration of white sturgeon to their upstream spawning areas. Sturgeon still spawn in the area below the dam and the lower Columbia River supports a healthy sturgeon population. Small very depressed populations of white sturgeon persist in the various reservoirs upstream.

Dimensions and statistics

- **First Powerhouse** – Constructed in

1933-37; 313 m (1,030 ft) long; 10 generators with an output capacity of 526,700 kW.
- **Spillway** – Constructed 1933-37; 18 gates over a length of 442 m (1,450 ft); maintains the reservoir (upriver) usually 18 m (59 ft) above the river on the downstream side;
- **Second Powerhouse** – Constructed 1974-82; 300.5 m (986 ft) long; 8 generators (plus two at fish ladders) with a total generating capacity of 558,200 kW.
- **Bonneville Lock** – Constructed in 1987 to 1993 at a cost of $341 million; 26 m (85 ft) wide, 206 m (680 ft) long; transit time is approx. 30 minutes.
- **Lake Bonneville** – 77 km (48 mi) long reservoir on the Columbia River created by Bonneville Dam; part of the Columbia-Snake Inland Waterway.

It was declared a National Historic Landmark in 1987.[1][6]

Taking the tour

The fish hatchery and dam are open year round from 9:00 am to 5:00 pm. It is best to visit the dam in the months of April through September when the salmon are more abundant.

There are fish viewing windows and visitors' centers on both the Oregon and

Bonneville Dam Historic District
U.S. National Register of Historic Places
U.S. National Historic Landmark District

Location:	Bonneville, Oregon
Coordinates:	45°38′3.11″N 121°57′14.8″W (http://stable.toolserver.org/geohack/geohack.php?pagename=Bonneville_Dam&params=45_38_3.11_N_121_57_14.8_W_region:US-OR_type:landmark)
Built/Founded:	1909, 1934
Architect:	Claussen & Claussen, U.S. Army Corps of Engineers
Architectural style (s):	Colonial Revival, Other
Governing body:	United States Army Corps of Engineers
Added to NRHP:	April 9, 1986 (original) March 26, 1987 (increase)[5]
Designated NHLD:	June 30, 1987[1]
NRHP Reference#:	86000727 (original)

Washington sides of the dam. Because of security concerns, visitors may be required to show ID, and it is not possible to cross the entire dam. During most of the year, more fish use the Washington shore fish ladders, so fish viewing may be better on the Washington side of the dam. *Fish Counts (http://www.nwp.usace.army.mil/op/fishdata/home.asp)

86003598 (increase)

Gallery

Generators inside the second powerhouse

Fish ladder at Bonneville Dam

Aerial view of spillway flanked by powerhouses, Bonneville Lock (near right) and Lake Bonneville beyond

See also

- Cascade Locks and Canal, which preceded the construction of the dam
- Grand Coulee Dam, a much larger dam far upstream on the Columbia River
- Charles McNary, a U.S. Senator from Oregon who was instrumental in passing legislation to build the dam

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Landmark summary listing. National Park Service. http://tps.cr.nps.gov/nhl/detail.cfm?ResourceId=1959&ResourceType=District. Retrieved on 2007-11-18.

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External links

- U.S. Army Corps of Engineers - Bonneville Lock and Dam (https://www.nwp.usace.army.mil/op/b/)
- Bonneville Power Administration (http://www.bpa.gov/corporate/)
- Dams of the Columbia Basin & Their Effects on the Native Fishery (http://www.ccrh.org/comm/river/dams.htm)
- Bonneville Project: 42 photos and 76 data pages (http://hdl.loc.gov/loc.pnp/hhh.or0174), at Historic American Building Survey

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Folsom Power Plant - Landmark 633

In the 1850's Horatio Gates Livermore and later his sons, Horatio P. and Charles E., pioneered the development of ditches and dams on the American River for industry and agriculture. One historic result , was the Folsom Power House, which began operations in July, 1895. Power was delivered to Sacramento at 11,000 volts which was a new achievement in long distance high voltage transmission. The Capital celebrated by a grand electric carnival September 9, 1895.

The original generating plant, still in place remained in continuous operation until 1952.

The plant was donated by Pacific Gas and Electric to the State of California to preserve historical value. California Registered Historical Landmark No. 633. Plaque placed by the California State Park Commission in Cooperation with the Sacramento Section, American Institute of Electrical Engineers, August 2, 1958.

Additional Information

The Folsom Power House is still standing and is open for tours. The grounds are much the same as they were over a hundred years ago. The Forebays are still visible, though dry, the old timbers and gates still remain. There are picnic tables that make for a nice luncheon area and afternoon by the river. This is in walking distance of downtown Folsom near Old Sutter and the Historic Rainbow Bridge.

Folsom Power House is also recognized a National Historic Landmark, a National Civil Engineering Landmark, a National Electric Mechanical Engineering Landmark , recognized by the Chinese Community and Multi-Etnic Communities who worked to build and preserve this landmark.

FOLSOM POWER HOUSE

MORE PICTURES ABOUT FOLSOM POWERHOUSE

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NEW JERSEY HISTORIC TRUST

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Paterson Great Falls Hydroelectric Plant
Garden State Historic Preservation Trust Fund

Historic Site Managment Grant

Capital Preservation Grant, Level II

Grant Award: $50,000 (2007), $180,000 (2008)
Grant Recipient: Paterson Municipal Utilities Authority
County: Passaic
Municipality: Paterson

The power plant is part of a long history of harnessing the power of the Passaic River, an exercise that began in 1792. The power plant is a prominent historic resource of the historic park still in its original, industrial use. The building is a contributing element to the Great Falls Historic Landmark District, deemed of national significance. The building is in poor condition, predominantly from maintenance focused on the machinery and extreme environmental conditions.

The current Trust grant will assist the restoration of the metal-framed windows and masonry, including repointing. The metal roof trusses and metal decks are to be repaired. The project includes providing public access and interpretation. Previous funding from the Trust assisted the preparation of a preservation plan for the power plant.

For more information, visit:
www.passaiccountynj.org/ParksHistorical/Historical_Attractions/gre

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Woodland Avenue and West Side Railroad Powerhouse [Image]

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Subject:	1900-1924
Subject:	1875-1899
Keywords:	Richardson,J.N.;1892;1901
Place:	OHIO -- Cuyahoga County -- Cleveland

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UNIVERSITY OF WISCONSIN-MADISON

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1535 Observatory Dr

UW building number: 0078

Facility manager: Roger Schmidt, (608)262-0703

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- Facility facts
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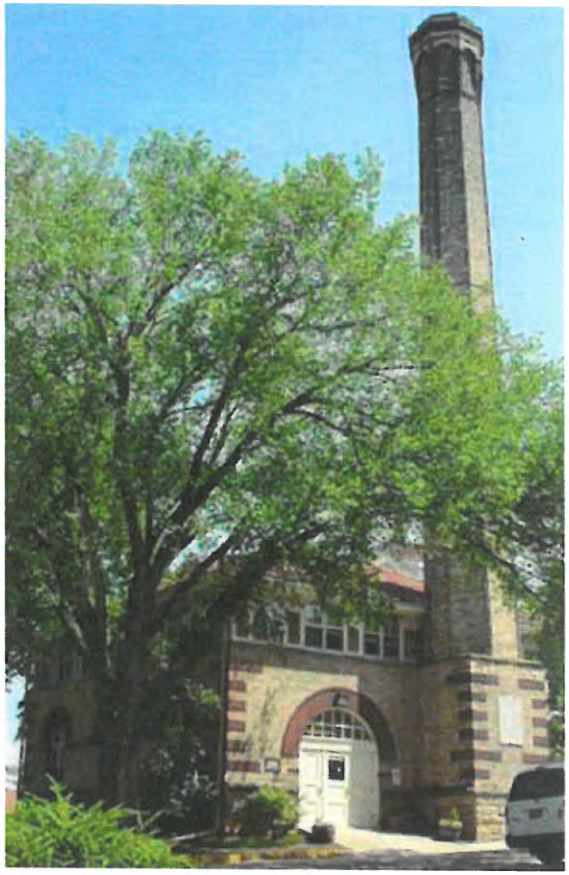


Departmental offices located in AGRICULTURAL BULLETIN BUILDING:

Departmental Unit	Main Office	Phone
Center for Integrated Agricultural Systems		262-5200

HISTORIC DISTRICT TOUR

UNIVERSITY OF COLORADO AT BOULDER CAMPUS MASTER PLAN

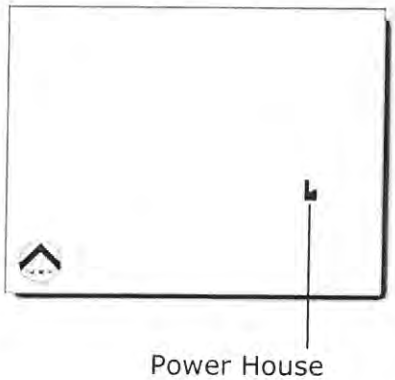
Power House (1909)

18th St
Between Colorado Ave & Euclid Ave
North Broadway
Univ.
HD

NR & State Register

A facility to provide heat, electricity, and hot water to the campus community was completed in 1910 at the east edge of campus. It was adjacent to the Colorado and Southern railroad tracks, which cut through the University until 1932. A siding provided access to coal storage sheds. The building is both functional and aesthetically pleasing.

Built of sandstone in a Collegiate Gothic style similar to Macky Auditorium, the Power House provided electricity until the 1924 Valmont Plant began servicing the entire Boulder Valley. Fuel oil replaced coal and was, in turn, replaced by natural gas.



In the early 1950s, the ten-story smokestack, long a Boulder landmark, was removed. In 1993, the structure was retrofitted as a cogeneration facility, using modern technology to produce electricity as a by-product in the production of steam heat and chilled water.

With an eye to aesthetics, the roof superstructure was clad in black glass and large iron gates were designed at the

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First Powerhouse, Bonneville Dam, Columbia River, Orego, Fish Guidance Efficiency System

Authors: Robert Davidson; ENGINEER RESEARCH AND DEVELOPMENT CENTER VICKSBURG MS COASTAL AND HYDRAULICSLAB

Abstract: Bonneville dam is located on the Columbia River at river mile 146.1, approximately 40 miles east of Portland, OR (Figure 1). It is a multipurpose project that consists of the first and second powerhouses. The old and new navigation locks and a 1,600,000-cfs capacity spillway. Construction of the first powerhouse, the old navigation lock, and spillway began in 1933. President Franklin D. Roosevelt dedicated the lock and dam on September 28, 1937. The construction of the first powerhouse was completed in 1943. The first powerhouse has a flow capacity of approximately 128,000 cfs and a rated power output of 526,700 kw. Construction of the second powerhouse began in 1974 and was completed in 1931. The second powerhouse has a flow capacity of approximately 160,000 cfs and a rated power output of 553,200 kw. The main purpose of this study is to identify modifications to the Bonneville First Powerhouse Fish Guidance System that will improve survival of juvenile salmon passing Bonneville Dam.

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Report Date:	AUG 2001
Report Number:	A824793

Keywords relating to this report:

- CAPACITY(QUANTITY)
- COLUMBIA RIVER
- DEBRIS
- EFFICIENCY
- ELECTRIC POWER PLANTS
- FISHES

- FLOW
- GUIDANCE
- HYDRAULIC POWER
- LOCKS(WATERWAYS)
- MULTIPURPOSE
- NAVIGATION
- OUTPUT
- RIVERS
- SPILLWAYS
- SURVIVAL(GENERAL)

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Bonneville Dam Historic District

Bonneville, Oregon
County of Multnomah.
Columbia River (also in Washington)
National Register Number: 86000727 Resource type: District.
The threat level was Satisfactory in
Property type: Engineering Structure.
2004.
Certified Local Government: NO

This NHL offers public access.
Please contact the NHL directly for visitor information.
Current use/information: Dam and support structures..

Statement of Significance (as of designation - June 30, 1987):
Built in the 1930s by the Federal government to raise and divert the Columbia River to generate hydroelectric power, the dam represented a unique engineering challenge for a diversion/overflow dam; it was the first major structure built with a "hydraulic drop" capable of developing more than 500,000 KW of electric power. Other structures in the district are the #1 Powerhouse, the Navigation Lock, the Fishways, and the Fish Hatchery.

Condition:
In order to meet new Home Land Security requirements, new fences, modifications to existing fences, camera equipment, lighting, and a new guard station will be installed at various locations of the landmark.

Recommendation/Change since last report:
The NPS has requested that all changes as part of this work be recorded so that should its removal be possible in the future or if new technology becomes available in the future that would make the installation obsolete, this equipment would be discernable as a product of the Home Land Security Era and be removed. Or, that the equipment, should it remain, be interpreted as equipment of this era, similar to modifications that were made on site during WW II. NPS provided technical assistance to managers of the site at their request.

Comments and questions about the database may be directed to
NHL_info@nps.gov

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JJ/SEB/TCP

DESCHUTES COUNTY LANDMARKS

INCLUDING THE CITIES OF BEND, REDMOND AND SISTERS

A-B C D-E F-G H I-K L M N O P Q-R S T-V W-Z

Inventory of All Historic Sites:

Federal Lands
Deschutes County
Bend
Redmond
Sisters

Alphabetical Listing of Select Sites:

A - B
Aitkens Building
Atkinson, Fred Building
Alfalfa Grange
Allen, Hardy House
Allen, Herbert E. House
Allen Ranch Cemetery
Beougher, Theron Stone Cottage
Bend Amateur Athletic Club
Bend Clinic
Bend High School
Bend School Landmark
Bend Water & Light Co. Powerhouse & Dam
Bend Woolen Mill
Boyd, Charles Homestead
Breese Cemetery
Brooks-Scanlon Crane Shed
Brooks-Scanlon Mill "A"
Brooks-Scanlon Office Bldg site
Brothers School
Bull Creek Dam & Bridge
Butler, J.D. Building
Byberg, Peter House

C
Camp Abbott Officers Club
Camp Polk Cemetery
Camp Polk Military Post
Central Oregon Pioneers Landmark
Cline Falls Power Plant
Cloverdale School

L
Laidlaw Bank & Trust
Landaker Building
LaPine Commercial Club
Leithauser Store
Liberty Theater
Long Hollow Ranch
Lucas, A.C. House
Lynch & Roberts Store Advertisement

M
Masten Cemetery
McCann, Thomas House
McMickle, B.H. & A.T. House
Millican Ranch and Well site
Moore, Robert D. House
Mountain View (Mayne) Hospital

N
Nelson, August Building
New Redmond Hotel
Niswonger, Charles P. House

O
Odem, Milton House
O'Donnel Building
O'Kane Building
Oregon Trunk Freight Warehouse site
Oregon Trunk RR Depot (Bend)
Oregon Trunk RR Depot (Redmond)
Old Town Historic District

P
Petersen's Rock Garden
Pickett's Island
Pierson, Pete Blacksmith Shop
Pilot Butte Inn site
Putnam, George Palmer House

Q - R
Redmond Union High School
Reed, James E. House

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1

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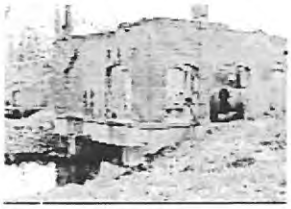
French Landing Dam and Powerhouse Van Buren Twp - Wayne County

4



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Klinger's Mill and Mill Pond

5

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Penoyer's Sawmill

6

MAP IT!

Rugg (Antrim) Pond Dam Rapid River Twp - Kalkaska County

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Croton Dam (Michigan)

geohack.php?pagename=Croton_Dam_(Michigan)&params=43.43725_N_-85.663957_E_type:city_region:US&title=Croton+Dam+%28Michigan%29)
From Wikipedia, the free encyclopedia

Croton Dam (or **Croton Hydroelectric Plant**) is a dam and powerplant complex on the Muskegon River in Croton Township, Newaygo County, Michigan. It was built in 1907 under the direction of William D. Fargo by the Grand Rapids - Muskegon Power Company, a predecessor of Consumers Energy.[1][2] The 40-foot (12 m)-high dam impounds 7.2 billion U.S. gallons (6 billion imp. gal/27 billion L) of water in its 1,209-acre (489 ha) reservoir and is capable of producing 8850 kilowatts at peak outflow.[3][4] It was listed on the National Register of Historic Places in 1979.[1]

Croton Hydroelectric Plant
U.S. National Register of Historic Places

Croton Dam powerhouse from SE downstream side

Location:	Croton Township, Newaygo County, Michigan
Nearest city:	Newaygo, Michigan
Built/Founded:	1907
Architect:	William D. Fargo
Architectural style (s):	Other
Governing body:	Private: Consumers Energy
Added to NRHP:	August 8, 1979
NRHP Reference#:	79001165[1]

Contents

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  - 1.1 Predecessor projects
  - 1.2 Damming the Muskegon
  - 1.3 Construction
  - 1.4 Modifications
  - 1.5 Legacy
- 2 Impact and controversy
- 3 Current status
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History

The history of the Croton dam is intertwined with the history of William A. Foote (1863-1923) and James B. Foote (1868-?), brothers from Adrian, Michigan, with a burgeoning electric power empire, along with William G. Fargo, a Jackson-based civil engineer who designed similar hydroelectric plants throughout the Midwest.[5] [6]

William A. Foote was a 20-year-old grist mill operator in Adrian, Michigan, in 1884 when, in what was then a common occurrence, he provided space and shaft power from his mill wheel to Thomson - Houston, a local electric utility startup, to light 12 streetlights. Fascinated by the potential, within a year he enlisted his then 17-year-old brother James and moved to Jackson, Michigan, and in 1886 they jointly founded Jackson Electric Light Works (a predecessor company to Consumers Energy), which began by lighting downtown Jackson electrically.[7] The Foote brothers set up similar city specific companies in Battle Creek and Adrian within a few years. In many cases dams already built for grist mills, sawmills and the like were refit for electric generators, but in some cases, new dams were constructed. As the familiarity with the technology, and the technology itself, improved, the scope of projects became more ambitious.

Predecessor projects

The Foote brothers' first projects in Jackson, Battle Creek and Adrian, like most pre-1900 electric power projects, were created for street lighting, with some limited residential and business lighting. Since transmission of electricity over long distances was not well understood, they were situated near the cities they served. But the demand for power was growing, driven by among other things, the advent of the streetcar and increased industrial use of electricity, outstripping the capacity of smaller rivers and existing dams. So larger rivers were sought. In 1898 the Foote brothers, working with engineering partner Fargo, constructed the Trowbridge Dam across the Kalamazoo River in order to supply the city of Kalamazoo.[5] The dam was located near Allegan, about 25 miles (40 km) away from the city, an unheard of distance at the time, and was the first major hydroelectric project in Western Michigan.[5][8] Initially beset by power loss during transmission and other problems, the Trowbridge dam successfully provided power to a larger area than previous dams, after the Foote brothers advanced the state of the art in insulators and electric transmission equipment.[8]

Damming the Muskegon

Grand Rapids was a large power market to which the Footes next turned their attention. Fargo advised the Foote brothers about possible hydropower locations on the Muskegon River, which has the second largest outflow of an inland (non Great Lakes connecting) river of Michigan after the Grand River (which has a larger basin and the largest outflow of Michigan's inland rivers).[9][10] Unlike the Grand, the Muskegon is not navigable, so dams would not cause difficulty with river traffic. Through a subsidiary of their holding company, Commonwealth Power, the Grand Rapids – Muskegon Power Company, in 1904 they commissioned the construction of Rogers Dam and Croton Dam on the Muskegon, as well as Webber Dam on the Grand River.[11] Rogers, upstream of the Croton, was finished first, in 1906, but Croton, located where the Little Muskegon joins from the east, was a more ambitious project. One third of the village of Croton would be submerged by the impoundment lake as it began filling in August 1907.[2] Wlliam D. Fargo was dispatched to oversee construction and served as the Chief Engineer.[1]

Location of Croton Dam (red dot). The Little Muskegon comes in from the east, while the Muskegon flows generally north to south.

Construction

Vintage postcard of Croton Dam powerhouse (prior to the second 2 generating units added in 1915)

Fargo developed new methods for construction of earth embankment dams on foundations of soft soils, which made use of hydraulic sluicing. The dam was built during the summer, between 25 June and 3 September 1907. The powerhouse and spillway sections of the dam were completed first, and used conventional contemporary engineering designs.[6][12]

Fargo then built a pumping plant employing seven electric powered rotary pumps, to move river water up a 10-inch (250 mm) pipeline to a bluff about 110 feet (34 m) above the Muskegon River. A diameter reduction to 4 inches (100 mm) increased the pressure to about 80 PSI, and the water was fed into nozzles via flexible rubber hoses. The high pressure streams of water carried away a soil water mix into iron troughs which routed the material about 800 feet (240 m) at a slight downgrade back to the dam site. As the material was deposited it was layered, and the water allowed to drain off, compacting it. During this phase, the river was allowed to run through the powerhouse raceways and out the spillway.[6][12]

The Croton Dam is one of the earliest examples of the use of this technique east of the Mississippi River. The chief advantage of the hydraulic sluicing method was its cost. The total cost of constructing the 370 foot long embankment, which contained 104,000 cubic yards of material, was only $7,076 or about 7 cents per cubic yard

of material moved. Fargo also used this method to construct a fill of 20,000 cubic yards for a highway bridge crossing the Muskegon River immediately downstream from the dam. The fill Fargo built for the highway bridge approach cost roughly the same.[6][12]

Generator section of powerhouse, showing original Westinghouse generators

The Croton powerhouse has two adjoining asymmetrically connected buildings: the generator building on the west and the turbine building to the east arranged in an L shape. About 3000 oak timber pilings support a concrete foundation, with the perimeter walls supported on sheet steel pilings which also prevent water from undercutting the foundation. The two buildings are about 60 feet in height with Warren trusses supporting the roofs and extend about 150 by 80 feet.[13]

Two reinforced concrete retaining walls extend 40 feet upstream from the northeast and northwest corners of the generator building, forming a triangle and serve as an anchor for a floating trash boom which keeps refuse out of the turbine pits. A similar triangle is formed by two reinforced concrete retaining walls extending 50 feet downriver from the south side of the generator building. A concrete retaining wall extends an additional 140 feet south from the tip of this triangle.[13]

Turbine section of powerhouse, showing newer vertical generators

When the generator building first went into operation, it housed two Westinghouse horizontal generators originally rated at 6,600 Volts, operating at 225 rpm and producing 3 phase 60 cycle AC. They were driven by turbines. The voltage was stepped up to 100,000 volts using three delta connected oil cooled transformers of 3,000 kilowatt capacity. These were regulated with oil switches, and the transfomers and switch gear were housed in the south end of the generator building.[13]

The Croton Dam and hydro plant were completed in 1907 and a grand opening was held on September 7, 1907 in the village (named after Croton-on-Hudson, New York).[11] Contemporary accounts report that "Grand Rapids Mayor George Ellis and a large contingent of city and business officials journeyed north to the village of Croton on a special train. After touring the big dam, they adjourned to a nearby field for a fine dinner, followed by cigars and a friendly baseball game."[2]

In order to achieve efficient power transmission over 50 miles (80 km) to Grand Rapids, a 100,000-volt high voltage line was built, then the highest voltage transmission line in the world. Dr. Charles Steinmetz, the "wizard" of General Electric, visited the site and conducted tests on the transmission lines in 1908.[4] The line voltage was increased to 110,000 volts in early 1909.[13]

Modifications

A significant revamping and expansion of generating capacity was carried out in 1915. Additional turbines and generators were added, blurring the distinction between the buildings. The generator building got pairs of Allis-Chalmers quadriplex horizontal turbines to drive the Westinghouse horizontal generators. Each pair of turbines is rated at 4,000 horsepower when operated at 225 RPM with a hydraulic head of 39 feet. The operating voltage of the two original Westinghouse horizontal generators was raised to 7,500 volts, with a corresponding increase in the line voltage from 110,000 to 115,000 volts.[13]

The turbine building was modified to take more equipment, resulting in a rearrangement of the walls to enlarge it and addition of a gable to it, similar in appearance to that on the generator building. It has a much higher floor than the generator building and received a pair of vertical turbine/generator sets.[13]

West switchyard added in 1930

The transformers and switching equipment were removed from the generator building in 1930, when a separate switchyard/substation went into service to the west of the spillway.[13] Shortly thereafter, in 1931, Croton and Rogers dams were joined by the Hardy Dam, situated between them. The Hardy was the last major hydroelectric project constructed in Michigan by Consumers Energy.[5] Once completed, the 40-foot (12 m)-high dam would later impound 7.2 billion U.S. gallons (6 billion imp. gal/27 billion L) of water in its 1,209-acre (489 ha) reservoir and is capable of producing 8850 kilowatts at peak outflow.[3][4]

Legacy

A historical marker sign was placed at the Croton Dam, after its completion. It read:

> *The Grand Rapids - Muskegon Power Company (a predecessor to today's Consumers Energy Company) built the Croton Hydroelectric Plant in 1906 - 1907. The plant and its 110,000-volt transmission line (the highest voltage in use at that time) attracted international attention. Curious spectators rode excursion trains to the site, were they received a tour of the dam and powerhouse, as well as a grand dinner. When the plant went into full service in September 1907 it represented the latest advances in electric power generation and transmission. Engineers from Russia, England, France, Italy, Japan, and India came to tour the plant when it opened. The facility is listed in the National Register of Historic Places.*[14]

Historical Marker at the site

The Croton Hydroelectric Plant was listed with the Michigan State Register and was awarded a Michigan Historical Marker (site S0684). The marker was replaced with a new one in 2005.[14] The site was then listed with the National Register of Historic Places in 1979 as structure ID #79001165.[1]

Impact and controversy

While Croton advanced the state of the art in hydroelectric engineering, it also submerged significant sections of scenic and fast-flowing stretches of the Muskegon and Little Muskegon rivers.[3] Some conservationists believe that Croton Dam and the other dams on the Muskegon divide the 219-mile (352 km) long river into shorter, ecologically dysfunctional units.[3] It blocks passage of fish from one river section to the next. It allegedly causes potentially harmful changes in water temperature and oxygen levels in a stretch of the river downstream of the dam, according to company data.[3]

Spillway and powerhouse from downstream

The dam was threatened by rainfall during the flood of September 1986. The Croton and Hardy nearly failed during the peak of the flood, caused by a storm that dumped 14 inches (36 cm) of rain on West Michigan in 48 hours. Consumers Energy officials stated that "had the Hardy Dam failed, the Croton Dam would have been washed away and every community from Croton to Muskegon would have been submerged under several feet of water".[3]

Subsequently, in 1989, Michigan state fisheries director John Robertson characterized hydroelectric dams as "concrete and steel monsters" and suggested 11 Consumers Energy dams be removed from the Muskegon, Manistee and AuSable rivers.[3] Local officials then gathered petition signatures from 14,000 people who

supported keeping the dams.[3] The federal government has relicensed the dams through 2034, but has required operating changes reducing their harmful effects on the Muskegon River.[3]

Current status

The Croton Dam and hydroelectric plant is owned and operated by Consumers Energy, an electric power company headquartered in Jackson, Michigan. Croton generated 44 million kilowatt hours of electricity in 2006, which would satisfy the annual electric consumption of about 6,000 residential customers.[2]

The three dams, Rogers, Hardy, and Croton (all owned and operated by Consumers Energy), are operated in different modes but in concert give a net run of river effect on water flow. The Rogers itself has little or no impoundment and runs in run of river mode, passing through as much water as it receives. The Croton and Hardy work in concert. The Hardy, which has a larger capacity reservoir, larger turbines, and is upstream of the Croton, runs in full peaking mode, meaning that the river flow is impounded and used to generate electricity during peak demand periods. This causes wide fluctuations in water flows and reservoir levels, typically with low outflow during the night when power demand is lowest. Full peaking was once very common but because of the outflow fluctuations, is now less common. However, with the Croton immediately downstream, and with no river segment (the Croton impoundment stretches back to the Hardy outlet), it can be run in re-regulation mode, allowing a natural flow rate to exit. The Croton reservoir level fluctuates inversely with the Hardy, rising during the day and lowering at night. Since the Hardy reservoir is so large, its reservoir level fluctuates about 4 inches (10 cm) in total, while the Croton reservoir fluctuates about 9 inches (23 cm). During the winter and spring runoff, the Hardy is allowed to fluctuate much more. It can be drawn down up to 12 feet (4 m) to meet winter power demand but is required to return to normal levels by the end of April each spring.[15]

Together, the three dams (Rogers, Hardy and Croton) can generate about 45,500 kilowatts with about 30,000 of that from the Hardy.[4]

References

1. ^ *a b c d e* "MICHIGAN - Newaygo County (http://www.nationalregisterofhistoricplaces.com/MI/Newaygo/state.html)". *National Register of HistoricPlaces (http://www.nationalregisterofhistoricplaces.com/)*. National Register of Historic Places. http://www.nationalregisterofhistoricplaces.com/MI/Newaygo/state.html. Retrieved on 2008-06-11.
2. ^ *a b c d* "Croton Dam 1907-2007 Centennial Celebration brochure (http://www.consumersenergy.com/uploadedFiles/Generation/Power_Plant/Hydros/Croton%20Centennial%20Brochure.pdf)" (PDF). http://www.consumersenergy.com/uploadedFiles/Generation/Power_Plant/Hydros/Croton%20Centennial%20Brochure.pdf. Retrieved on 2008-06-11.
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5. ^ *a b c d* "Hydroelectric Power in Michigan - The Consumers Energy Story, and The Lyons Connection (http://www.lyonsmuir.org/pdfs/Michigan%20Hydro%20History.pdf)" (PDF). http://www.lyonsmuir.org/pdfs/Michigan%20Hydro%20History.pdf. Retrieved on 2008-06-11.
6. ^ *a b c d* Hyde, Dr. Charles K. (October 1994). "Historic American Engineering Record, CROTON HYDROELECTRIC PLANT, DAM (http://memory.loc.gov/pnp/habshaer/mi/mi0500/mi0527/data/mi0527.pdf)" (PDF). National Park Service. http://memory.loc.gov/pnp/habshaer/mi/mi0500/mi0527/data/mi0527.pdf. Retrieved on 2008-06-11.
7. ^ Michael W. Panhorst. "Lorado Taft, William A. Foote Memorial (http://www.ellasharp.org/our-outdoor-sculpture.html)". *Outdoor Sculpture in Jackson, Michigan at Ella Sharpe Museum (http://www.ellasharp.org/) site*.

"French Landing Dam" Waymark

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French Landing Dam

in Water Dams

Posted by: Globetrotters.US

N 42° 12.896 W 083° 26.421

17T E 298571 N 4676523

Quick Description: The French Landing Dam is on the East end of Belleville Lake. The construction of the Edison Dam site and powerhouse began in early summer, 1924, and continued through to March of 1925, thus changing the Huron Valley into Belleville Lake.

Location: Michigan, United States
Date Posted: 7/14/2007 5:34:45 AM
Waymark Code: WM1VHW
Reviewed By: NFreitas
Views: 67

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"In 1910, the Eastern Michigan Edison Company, now the Detroit Edison Company, purchased most of the Van Buren Township land along the Huron River for a Hydroelectric plant. The French Landing powerhouse and dam were completed in 1924-1925. The dam, the largest and last in a series of five constructed on the Huron River, created Belleville Lake with its miles of beautiful residential and recreational lakefront lots."

From the following website (visit link) we learn:
"French Landing Dam is on the Huron River in Wayne County, Michigan and is used for hydroelectric power and recreation purposes. Construction was completed in 1924. It has a normal surface area of 2 square miles. It is owned by Weisenberger Mills.

French Landing is of earthen construction, a gravity dam. The core is homogeneous, earth. The foundation is soil. Its height is 38 feet with a length of 890 feet. Maximum discharge is 23000 cubic feet per second. Its capacity is 25000 acre feet. Normal storage is 17780 acre feet. It drains an area of 833 square miles."

Waterway where the dam is located: Huron River

Main use of the Water Dam: Hydroelectric Power Production

Material used in the structure: masonry

Height of Dam: Not listed

Date built:

Fishing Allowed: yes

Motor Sports Allowed: yes

Visit Instructions:
Photo of the Dam and a description of your visit.

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8/29: Belleville - HISTORIC FRENCH LANDING DAM AND POWERHOUSE TOUR (Belleville, Michigan)

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Saturday, August 29, 2009. 12 N - 5PM.
Donation is age 16 and over for $10, age 6 through 15 for $5.00, age 5 and under free.

Dam is located at 12100 Haggerty Road, Belleville (Van Buren Township) MI., Just south of the Haggerty Road Exit from I-94, in French Landing Park.

In 1924-1925, the Detroit Power and Light Company built a dam across the Huron River in Van Buren Township at French Landing, creating nine mile long Belleville Lake. The dam is rarely open to the public so don't miss this once in a lifetime opportunity to see it. Tour will include the spillway, water intake, generators and turbines in action. Tour participants will go 35 feet under the lake while inside the dam!

Only a limited number of tickets will be available.
For more information or to reserve tickets by mail, call Cathy Horste, Van Buren Township Historian, 734-697-3662.

(Rain date is sunday, August 30, 2009. All persons under the age of 16 MUST be accompanied by an adult. Proceeds benefit Belleville Area Museum.)

- Location: Belleville, Michigan
- it's NOT ok to contact this poster with services or other commercial interests

PostingID: 1249122708

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SAVE THE DATE!!

French Landing Dam & Powerhouse Tour

Saturday, August 29
12:00 to 5:00 p.m.

The dam is rarely open to the public, so don't miss a once-in-a-lifetime opportunity to see this Van Buren Township landmark!
Tour will include the spillway, water intake, generators, and turbines in action.
Those on tour will actually go 40 feet under the lake!

Tickets
(Available by July 20)
Adult $10
Child (Age 6-15) $5

Proceeds will benefit the Belleville Area Museum.

Rain Date – Sunday, August 30
All children MUST be accompanied by an adult.
Only the first level of the tour is barrier free; an alternative experience will be provided.

For more information, call the museum at 734-697-1944 or VBT Historian Cathy Horste at 734-697-3662.

Snoqualmie Falls

47.54192°N 121.83685°W (http://stable.toolserver.org/geohack/geohack.php?pagename=Snoqualmie_Falls&params=47.54192_N_-121.83685_E_type:city_region:US&title=Snoqualmie+Falls)
From Wikipedia, the free encyclopedia

Snoqualmie Falls is a 268 ft (82 m) waterfall on the Snoqualmie River between Snoqualmie and Fall City, Washington, USA. It is one of Washington's most popular scenic attractions, but is perhaps best known internationally for its appearance in the cult television series *Twin Peaks*. More than 1.5 million visitors come to the Falls every year, where there is a two acre (8,000 m²) park, an observation deck, and a gift shop.

Most of the river is diverted into the power plants, but at times the river is high enough to flow across the entire precipice, which creates an almost blinding spray. High water occurs following a period of heavy rains or snow followed by warm rainy weather. This can occur during the rainy season which lasts from November through March. During high water, the falls take on a curtain form.

For the Snoqualmie People, who have lived for centuries in the Snoqualmie Valley in western Washington, Snoqualmie Falls is central to their culture, beliefs, and spirituality. A traditional burial site, to the Snoqualmie, the falls are "the place where First Woman and First Man were created by Moon the Transformer" and "where prayers were carried up to the Creator by great mists that rise from the powerful flow."[1] The mists rising from the base of the waterfall are said to serve to connect Heaven and Earth.[2]

Snoqualmie Falls

Snoqualmie Falls as seen from the pavilion above.

Location	West of Snoqualmie, Washington
Latitude	47.54192
Longitude	-121.83685
Type	Curtain
Total height	268ft (82m)
Average width	100ft (30m)
Number of drops	1
Watercourse	Snoqualmie River

Contents

- 1 Power plants
- 2 The town of Snoqualmie Falls
- 3 Salish Lodge & Spa
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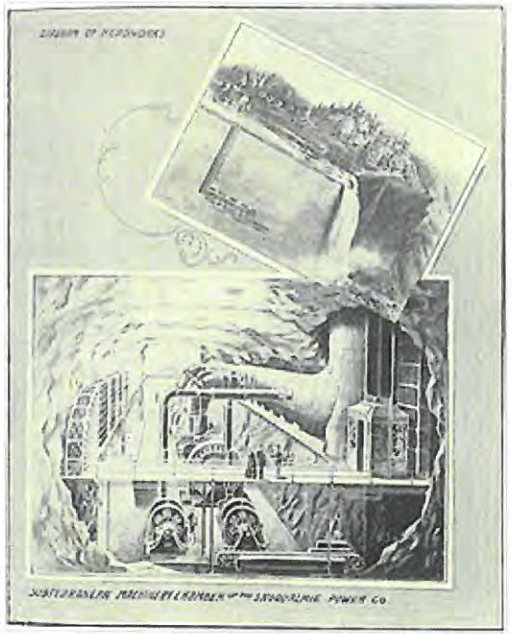
Power plants

There are two hydroelectric power plants at Snoqualmie Falls, both currently operated by Puget Sound Energy. Power plant 1 was built in 1898 and operates at the base of the falls embedded in the rock 270 feet (82 m) below the surface. It was the world's first completely underground power plant.[3] Power plant 2 was built in 1910 and further expanded in 1957, and is located a short distance downstream of the falls.[4] Approximately 1% of Puget Sound Energy sales comes from the plant. These two power plants provide 41,990 kilowatts of electricity, which is enough to service 16,000 average homes. [5]

The 1898 generating system was designated an ASCE Civil Engineering Landmark in 1981.[6]



Cutaway diagrams of Power Plant 1

The town of Snoqualmie Falls

The town of Snoqualmie Falls was located near the waterfall. It was associated with the Weyerhaeuser mill there. It had many structures including a hospital, school, community center, and many homes. When the town disbanded, many houses were moved to the nearby town of Snoqualmie.

Salish Lodge & Spa

The historic Salish Lodge & Spa overlooks Snoqualmie Falls. The original building on the site was erected in 1919. For 70 years, a small inn known as the Snoqualmie Falls Lodge catered to travelers to the falls with comfort foods. Generations of Puget-Sound area residents took family outings to the Lodge to enjoy the scenic view, country hospitality, and famous[7] specialty breakfasts.[8]

The Salish Lodge

In July 1986, the real estate subsidiary of Puget Sound Energy (which owned the land) terminated the lodge's lease as part of a major redevelopment project in conjunction with Salish Resorts.[7] The 1919 lodge structure was completely remodeled and reopened in 1988 as the 89-room Salish Lodge & Spa. The fireplace is the only remaining part of the original structure.[9] The dining room continues to be recommended worldwide for its lodging, spa, and multi-course country breakfast.[1]

In *Twin Peaks*, the building stands in for exterior shots of the Great Northern Hotel.

Hiking

The top of the waterfall is less than 100 yards (91 m) from the parking lot, which has a gift shop, espresso stand, and bathrooms. The main views are from the side of the falls, with a fence separating visitors from the edge of a cliff.

This area has picnic tables and benches, and a small grassy meadow called the Centennial Green, where weddings are performed through the summer. Here, the river trail winds half a mile down hill; it's a steep hike climbing 300 vertical feet coming back up.

Hikers are treated to a piece of temperate rain forest on the way down, with a few moss covered trees, giant ferns, and a few places to step off the trail and rest, or enjoy the scenery. Heavy foot traffic makes it pretty unlikely to see any wildlife; this is mainly a scenic (or historic) hike. The park does not allow pets.

At the bottom of the trail is the 1910 powerhouse, closed off behind fences, and the river itself. Visitors can leave the boardwalk and hop from stone to stone in good weather to see the massive waterfall from below, but caution is advised: the river has flooded the boardwalk before.

Gallery

Panoramic view in late March.

Snoqualmie Falls in mid-March

The falls in August

Flood stage flow over Snoqualmie Falls.

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- 8/30/1902;The Snoqualmie Falls Power Plant (http://www.scientificamericanpast.com/Scientific%20American%201900%20to%201909/2/lg/sci8301902.htm)

- Snoqualmie Falls is at coordinates 47.54192°N 121.83685°W (http://stable.toolserver.org/geohack/geohack.php?pagename=Snoqualmie_Falls&params=47.54192_N_-121.83685_E_type:city_region:US&title=Snoqualmie+Falls)
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Categories: Geography of King County, Washington | Hydroelectric power plants in Washington (U.S. state) | Waterfalls of Washington (U.S. state)
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Battersea Power Station

Coordinates: 51.4818°N 0.1447°W (http://stable.toolserver.org/geohack/geohack.php?pagename=Battersea_Power_Station&params=51.4818_N_0.1447_W_region:GB_type:landmark)
From Wikipedia, the free encyclopedia

Battersea Power Station is a now unused coal-fired power station located on the south bank of the River Thames, near Battersea in London. The station comprises two individual power stations, built in two stages in the form of a single building. **Battersea A Power Station** was built first in the 1930s, with **Battersea B Power Station** to its east in the 1950s. The two stations were built to an identical design, providing the well known, four chimney layout. The station ceased generating electricity in 1983, but over the past 50 years it has become one of the best known landmarks in London and is Grade II* listed.[1] The station's celebrity owes to numerous cultural appearances, which include a shot in The Beatles' 1965 movie *Help!* and being used in the cover art of Pink Floyd's 1977 album *Animals*.

Since closure the site has remained largely unused, with numerous failed redevelopment plans from successive site owners. The site is currently owned by Irish company Real Estate Opportunities, who purchased it for £400 million in November 2006.[2] The station is the largest brick building in Europe and is notable for its original, lavish Art Deco interior fittings and

Battersea Power Station

Battersea Power Station
Viewed from the north bank of the River Thames at Pimlico, May 2004

Battersea Power Station shown within Greater London

OS grid reference	TQ289775 (http://rhaworth.com/os/coor_g.php?pagename=Battersea_Power_Station&params=TQ289775_region:GB_scale:25000)
Fuel:	Coal-fired 243 MW + 260 MW

decor.[3] However, the building's condition has been described as "very bad" by English Heritage, who include the power station on its Buildings at Risk Register.[4] In 2004 the power station was on the World Monuments Fund's List of 100 Most Endangered Sites.[5]

Operator:	
Commissioned:	1935
Decommissioned:	1983

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History

Until the late 1930s electricity was supplied by municipal undertakings. These were small power companies that built power stations dedicated to a single industry or group of factories, and sold any excess electricity to the public. These companies used widely differing standards of voltage and frequency. In 1925, parliament decided that the power grid should be a single system with uniform standards under public ownership. Several of the private power companies reacted to the proposal by forming the London Power Company. They planned to heed parliament's recommendations and build a small number of very large stations.[3]

The London Power Company's first of these super power stations was planned for the Battersea area, on the south bank of the River Thames in London. The proposal for the station was made in 1927, for a station built in two stages, capable of generating 400,000 kilowatts (kW) of electricity once completed.[3] The site chosen for the construction of the station was a 15 acre plot of land which had been the site of the reservoirs for the former Southwark and Vauxhall Waterworks Company.[6] The site was chosen for its close proximity to the River Thames for cooling water and coal delivery, and because it was sited in the heart of London, the station's immediate supply area.[7]

The proposal sparked protests from those who felt that the building would be too large and would be an eyesore, as well as worries about the pollution damaging local buildings, parks and even paintings in the nearby Tate Gallery. The company addressed the former concern by hiring Sir Giles Gilbert Scott to design the building's exterior. He was a noted architect and industrial designer, famous for his design of the red telephone box, of Liverpool Anglican Cathedral and of another London power station, Bankside, which now houses the Tate Modern art gallery.[3] The latter was resolved by granting permission for the station on the condition that its emissions were to be treated, to ensure they were cleaner and contained less smoke.[6]

Construction of the first phase, the A Station, commenced in March 1929. The main building work was carried out by John Mowlem & Co, and the structural steelwork erection carried out by Sir William Arrol & Co. Other contractors were employed for specialist tasks.[7] Most of the electrical equipment, including the steam turbine turbo generators, was produced by Metropolitan Vickers.[3] The building of the steel frame began in October 1930. Once completed, the construction of the brick cladding began, in March 1931. Prior to the construction of the B Station, the eastern wall of the boiler house was clad in corrugated metal sheeting as a temporary enclosure.[7] The A Station first generated electricity in 1933, but was not completed until 1935.[7][8] The total cost of its construction came to £2,141,550.[7]

A short number of months after the Second World War, construction commenced on the second phase, the B Station. The station came into operation gradually between 1953 to 1955.[3] It was identical to the A Station from the outside and was constructed directly to its east as a mirror to it, which gave the power station its now familiar four-chimney layout. The construction of the B Station brought the site's generating capacity up to 509 megawatts (MW), making it the third largest generating site in the UK at the time, providing a fifth of London's electricity needs. It was also the most thermally efficient power station in the world when it opened.[3]

The A Station had been operated by the London Power Company, but by the time the B Station was completed, the UK's electric supply industry had been nationalised, and ownership of the two stations had passed into the hands of the British Electricity Authority in 1948.[3] In

1955, this became the Central Electricity Authority, which in turn became the Central Electricity Generating Board in 1957.

On 20 April 1964, the power station was the site of a fire that caused power failures throughout London, including at the BBC Television Centre, which was due to launch BBC Two that night. The launch was delayed until the following day at 11am.[9]

Design and specification

Both of the stations were designed by a team of architects and engineers. The head of this team was Dr S. Leonard Pearce, the chief engineer of the London Power Company, and civil engineer Henry Newmarch Allott. Theo J. Halliday was employed as architect, with Halliday & Agate Co. employed as a sub-consultant. Halliday was responsible for the supervision and execution of the appearance of the exterior and interior of the building. Architect Sir Giles Gilbert Scott was involved in the project much later on, consulted to appease public reaction, and refer to in the press as "architect of the exterior".[7] The station was designed in the *brick-cathedral* style of power station design, which had been popular when the stations were designed in the 1930s and 1940s.[10] Battersea is one of a very small number of examples of this style of power station design still in existence in the UK, other survivals being Uskmouth and Bankside.[11] The station's design proved popular straight away, and was described as a "temple of power", which ranked equal with St Paul's Cathedral as a London landmark. In a 1939 survey by Architects Journal, it was ranked as a panel of celebrities' second most favourite building.[3]

The A Station's interior was given many art deco fittings by architect Halliday. The control room was given art deco fittings, Italian marble was used in the turbine hall, and polished parquet floors and wrought iron staircases were used throughout.[6] Due to a lack of available money following the Second World War, the interior of the B Station was not given the same treatment, and instead the fittings were made from stainless steel.[12]

Each of the two connected stations consist of a long boiler house with a chimney at each end and an adjacent turbine hall. This makes a single main structure which is of steel frame construction with brick cladding. This is similar to the skyscrapers which were built in the United States around the same time. The station is the largest brick built structure in Europe.[3] The building's gross dimensions measure 160 metres (520 ft) by 170 metres (560 ft), with the roof of the boiler house standing at over 50 metres (160 ft). Each of the four chimneys are made from concrete and stand at a height of 103 metres (340 ft). The station also had jetty facilities for unloading coal, a coal sorting and storage area, control rooms and an admin block.[7]

The A Station generated electricity using three turbo alternators; two with a rating of 69 megawatts (MW) and one with a rating of 105 MW.[13] This gave the A Station a generating capacity of 243 MW. At the time of its commissioning, the 105 MW generating set was the largest in Europe. The B Station had a generating capacity 260 MW, which brought the site's generating capacity of 503 MW.[13]

Operations

Coal transportation

The station had an annual coal consumption of over 1,000,000 tonnes. The majority of this coal was delivered to the station from coal ports in Wales and North East England by collier ships. The jetty facilities used two cranes to off load coal, with the capacity of unloading two ships at one time, at a rate of 480 tonnes an hour. Coal was also delivered by rail to the east of the station using the Brighton Main Line which passes near the site. Coal was usually delivered via the jetty, rather than rail. A conveyor belt system was then used to take coal to the coal storage area or directly to the station's boiler rooms. The conveyor belt system consisted of a series of bridges connected by towers. The coal storage area was a large concrete box capable of holding 75,000 tonnes of coal. This had an overhead gantry with a conveyor belt attached to the conveyor belt system, for taking coal from the coal store to the boiler rooms.[6][7]

The cranes used for unloading coal at the jetty, sitting unused in 2009

Water system

Water is essential to a thermal power station, as water is heated to create steam to turn the steam turbines. Water cycled through Battersea Power Station's systems was taken from the River Thames, upon whose banks it had been built. The station would extract an average of 340,000,000 gallons of water from the river each day.[6] Once the water had been through the stations' systems, the water was cooled and discharged back into the river.

The waste heat of the water was also implemented in a district heating scheme. After the end of the Second World War, the London Power Company took the opportunity to introduce the new innovation in the Battersea station. A district heating scheme (better known now as "cogeneration") benefitted some 10,000 people. It provided hot water and central heating to newly redeveloped areas within Pimlico, on the opposite side of the river.[6]

Scrubbers

The reduction of sulphur emissions had been an important factor since the station was in the design stages, as it was one of the main worries of those who protested the construction of the station. The London Power Company began developing an experimental technique for washing the flue gases in 1925. It used water and alkaline sprays over scrubbers of steel and timber in the flue ducts. The gases were subject to continuous washing, and with the presence of the catalyst iron oxide, sulphur dioxide was converted into sulphuric acid. Battersea Power Station was one of the first commercial applications of this technique in the world. This method of washing was stopped in the B Station in the 1960s, when it was discovered that the discharge of these products into the Thames, was more harmful to the river than the gases would be to the atmosphere.[7]

Closure and redevelopment

Closure

The fact that the station's output continued to grow, coupled with increased operating costs, such as flue gas cleaning, led to Battersea's demise. In 1975, the A Station was closed after being in operation for 40 years. Three years after the closure of the A Station, rumours began to circulate that the B Station would soon follow. A campaign was then launched to try and save the building as part of the national heritage. As a result the station was declared a heritage site in 1980, when then Secretary of State for the Environment, Michael Heseltine, awarded the building Grade II listed status.[14] (This was upgraded to Grade II* listed in 2007.)[1] In 1983 production of electricity at Station B also ended, after nearly 30 years of operation.[15] The closure of the two stations was put down largely to the generating equipment becoming out-dated, and due to the preferred choice of fuel for electricity generation shifting from coal toward, oil, gas and nuclear power.[7] Since the station ceased generating electricity, there have been numerous proposals and attempts to redevelop the site.

The inside of Battersea Power Station in 2006

Theme park proposal

Following the station's closure, the Central Electricity Generating Board had planned to demolish the station and sell the land for housing, but because of the building's Grade II listed status, they had to pay the high cost of preserving the building. In 1983 they held a competition for ideas on the redevelopment of the site. It was won by a consortium including Alton Towers Ltd, which proposed an indoor theme park, based around Britain's industrial history. At a estimated cost of £35 million, the scheme was risky and would require over 2 million visitors a year to make any profit. The scheme received planning approval in May 1986 and the site was purchased by John Broome for £1.5 million in 1987. Work on converting the site began the same year.[15]

The project was halted in March 1989, due to lack of funding, after costs had quickly escalated that January, from £35 million to £230 million. By this point huge sections of the building's roof had been removed, so that machinery could be taken out. Without a roof, the building's steel frame work has been left exposed and its foundations have been prone to flooding.[15]

In March 1990, the proposal was changed to a mixture of offices, shops and a hotel. This proposal was granted planning permission in August 1990, despite opposition from 14 independent organizations, including English Heritage. Despite permission being granted, no further work took place on the site between 1990 and 1993.[15]

Parkview proposal

In 1993, the site and its outstanding debt of £70 million were bought from the Bank of America by Hong Kong based development company, Parkview International, for £10 million.[16] Following resolution of creditors' claims, it acquired the freehold title in May 1996. In November 1996 plans for the redevelopment of the site were submitted and outline consent was received in May 1997. Detailed consent for much of the site was granted in August 2000, and the rest in May 2001.[17] The company received full possession of the site in 2003. Having purchased the site, Parkview started work on a £1.1 billion project to restore the building and to redevelop the site into a retail, housing and leisure complex.[18]

Parkview's project plan, called simply "The Power Station", was masterminded by architect Nicholas Grimshaw. The scheme proposed a shopping mall, with 40 to 50 restaurants, cafes and bars, 180 shops, as well as nightclubs, comedy venues and a cinema. Cosmopolitan shops would have been sited in the A Station's turbine hall, and label name shops in the B Station's turbine hall. The boiler would have been glazed over and used as a public space for installations and exhibitions. A riverside walkway would also be created, running continuously along the riverside from Vauxhall to Battersea Park.[19]

Parkview claimed that 3,000 jobs would be created during the construction of the project, and 9,000 would be employed once completed, with an emphasis on local recruitment.[19] The Battersea Power Station Community Group campaigned against the Parkview plan and argued for an alternative community-based scheme to be drawn up. The group described the plans as "a deeply unattractive project that has no affordable housing anywhere on the 38-acre (150,000 m^2) site, no decent jobs for local people and no credible public transport strategy".[20] They also criticised how appropriate the project was in its location, and proposal of other large buildings on the site. Keith Garner of the group said *"I feel that there's a real problem of appropriateness. They need a completely different kind of scheme, not this airport-lounge treatment. What you see now is a majestic building looming up from the river. If you surround it with buildings 15 storeys high, you don't have a landmark any more."*[19]

In 2005 Parkview, English Heritage and the London Borough of Wandsworth claimed that the reinforcement inside the chimneys was corroded and irreparable. Wandsworth Council granted permission for them to be demolished and rebuilt. However, the Twentieth Century Society, the World Monuments Fund and the Battersea Power Station Company Ltd commissioned an alternative engineers' report that claimed that the existing chimneys could be repaired.[21] In response, Parkview claimed to have given a legally binding undertaking to the council to provide certainty that the chimneys will be replaced "like for like", in accordance with the requirements of English Heritage and the planning authorities.[22]

REO proposal

On 30 November 2006, it was announced that Real Estate Opportunities, led by Irish businessmen Richard Barrett and Johnny Ronan of Treasury Holdings, had purchased Battersea Power Station and the surrounding land for €532 million (£400 million).[2][23] REO subsequently announced that the previous plan by Parkview had been dropped

and that it had appointed the practice of the Uruguayan-born architect Rafael Viñoly, of New York as the new master planner for the site.[4] The engineers Roger Preston & Partners and Buro Happold were retained on the design team.

The Power Station seen from the South Eastern railway

They announced their £4 billion plans in 2008. They include reusing part of the station building as a power station, fueled by biomass and waste. The station's existing chimneys would be utilised for venting steam. The former turbine halls would be converted to shopping spaces, and the roofless boiler house used as a park.[4] An energy museum would also be housed inside the former station building. The restoration of the power station building would cost £150 million.[24]

A plastic built "eco-dome" is also to be built to the east of the power station.[4] This building was originally planned to have a large 300 metres (980 ft) chimney, but this has now been abandoned in favour of a series of smaller towers.[24] The eco-dome would house offices, and aim to reduce energy consumption in the buildings by 67% compared to conventional office buildings, by using the towers to draw cool air through the building. 3,200 new homes would also be built on the site to house 7,000 people.[4]

An essential part of the regeneration is an extension of the London Underground to service the area. The proposed extension would branch from the Northern Line at Kennington and travel west to Nine Elms and Battersea. The proposed extension would cost £350 million and would be funded by REO and other significant land owners in the Nine Elms area, making it the first privately funded extension of the London Underground.[24]

In June 2008 a consultation process was launched, which revealed that 66% of the general public were in favour of the plans. At an event at the station on the 23 March 2009, it was announced that REO were to submit the planning application for their proposal to Wandsworth Council.[24] REO hope for construction to begin in 2011, with completion of the project by 2020.[4][24]

Cultural impact

Battersea Power Station has been featured in many forms of media and culture: it can be seen on several album covers by rock and pop groups, in a number of music videos, and has appeared in many films and television programmes in its more than 70 year history.

Music

Album artwork

The Battersea Power Station Community Group think one of the main reasons for the power station's worldwide recognition is due to it having appeared on the cover of Pink Floyd's 1977 album, *Animals*, where it was photographed with the group's inflatable pink pig floating above it. The photographs were taken in early December 1976 and the inflatable pig was made by the Zeppelin Airship company. The inflatable pig was tethered to one of the power station's southern chimneys, but broke loose from its moorings and, to the astonishment of pilots in approaching planes, rose into the flight path of Heathrow Airport. Police helicopters tracked its course, until it landed in Kent.[25] Video footage of the photoshoot was used in the promotional video for Pigs on the Wing.[26] The album was officially launched at an event at the power station.[25]

Battersea Power Station, seen from a tourist boat on the River Thames

The Pink Floyd image has been parodied and paid homage to, for instance on:

- The cover of The Orb's 1991 album, *Adventures Beyond The Ultraworld*.[27]
- The back cover of Les Claypool's Frog Brigade's 2001 album, *Live Frogs Set 2*, which is a full cover of Pink Floyd's *Animals*.[28]

The station can also be seen on various other pieces of album artwork, including:

- The booklet art for The Who's 1973 album, *Quadrophenia*.[29]
- The photograph on the sleeve of Hawkwind's 1977 album, *Quark, Strangeness and Charm*, is of the B Station's control room.[30]
- The cover of Jan Hammer's 1988 12" single of "The Runner (marathon mix)".[31]
- The back cover of Morrissey's 1990 album *Bona Drag*.[32]
- The background art for the cover of the 2001 Petula Clark boxed set, *Meet Me in Battersea Park*.[33]
- The cover of London Elektricity's 2005 album, *Power Ballads*.[34]

Music videos

The power station has often been used as a shooting location or as a back drop in music artists' promotional videos. Such uses include:

- Footage from the photoshoot of the cover of Pink Floyd's *Animals* is used in a video for their 1977 song "Pigs on the Wing".[26] During the song "Money" at their 2005 Live 8 performance, the power station was briefly shown when the camera panned out away from the stage.[35]
- The Jam shot the promotional video for their 1978 single "News Of The World" on the roof of the power station.[36] Photos from the shoot featuring the station also appear on the sleeve of the "Snap!" compilation album.[37]

- Tori Amos filmed the video for her 1996 single "Talula" inside the station.[38]
- A scene from Bill Wyman's promotional video for his 1981 single, "Je Suis un Rock Star", shows the station in the background.[39]
- The station appears in the 1997 music video by American pop band Hanson, for their song "Where's the Love".[40]
- It was rented by Bruce Dickinson in 1999 to be a film location for the video to "Man Of Sorrows".[41]

Television and film

- The station was used in the opening scene of Alfred Hitchcock's 1936 film, *Sabotage*.[42]
- In the show's history, it has appeared numerous times in the British science fiction series *Doctor Who*. It appeared briefly in the episode *The Dalek Invasion of Earth* in 1964, which saw the station in the 22nd century with two chimneys demolished.[43] It appeared again in the 2006 *Doctor Who* episodes "Rise of the Cybermen" and "The Age of Steel" as the base to which Londoners are drawn to be converted into Cybermen.[44]
- It appeared briefly in The Beatles' 1965 film *Help!*, with a caption identifying it as "a famous power station".[18]
- The station is seen in the 1967 science fiction film *The Projected Man*.[45]
- The A Station's control room was used as the location for the "Find The Fish" segment of Monty Python's 1983 film *The Meaning of Life*.[46]
- It was used as the external façade of the Victory Mansions in Michael Radford's 1984 film adaptation of George Orwell's novel, *Nineteen Eighty-Four*.[47]
- Scenes of the 1987 film Full Metal Jacket were shot inside the power station.[48]
- A stylized image of the station appears in the title sequence of Agatha Christie's Poirot, which began airing in 1989.[49]
- The power station was the location for a weather changing machine in the children's sci-fi series "The Tomorrow People" in 1994 in the episode "Monsoon Man".[50]
- The station stood in for an Eastern European military camp in the 1994 *MacGyver* TV movie, *The Lost Treasure of Atlantis*.[51][52][53][54]
- In Ian McKellen's 1995 film adaptation of Shakespeare's *Richard III*, the derelict power station stands in for Bosworth Field in Richard's final battle scene.[55]
- In the "Knightsbridge" episode of Neil Gaiman's 1996 television series *Neverwhere*, the station appears as the aboveground landmark for the London Below Floating Market.
- A computer generated version of the power station appeared briefly in the background of a 2006 episode of the ABC television series *Lost* entitled "Fire and Water", sporting an identifying sign saying "Widmore Construction". This was the first introduced of one of the show's principal antagonists, Charles Widmore.[56]
- In Alfonso Cuarón's 2006 film, *Children of Men*, the station appears converted as the "Ark Of Art" in 2027. The building contains art treasures salvaged from less stable nations and preserved for a "posterity".[57] It contains a shattered and rebuilt Michaelangelo's David,

and Picasso's Guernica.[57][58] An inflatable pig is tethered to the exterior of the building, a reference to the *Animals* album cover.[59]

- In May 2007, Battersea Power Station played a central role in episode 5 of series 4 of the BBC TV series *New Tricks*.[60]
- In October 2007, the power station was used as a filming location for the Batman movie, *The Dark Knight*. The station's stripped, empty interior was used as a setting for a burnt out warehouse.[61][62]

Other uses in culture

- The "Advanced Power Plant" structure in the 1996 PC game *Command & Conquer: Red Alert* closely resembles the power station.[63]
- The station is featured in the 1999 videogame, *Grand Theft Auto: London*.[64]
- A brown version of the power station can be seen in the 2001 video game *Ace Combat 04: Shattered Skies*, in the mission *"Invincible Fleet"*.[65]
- In recent years, the building has played host to concerts and to performances by the Cirque du Soleil.[66] In 2000, the company voiced plans to permanently convert the building into an "urban circus".[67]
- In 2004, photographer Vera Lutter used the station in several pieces of her work. She created the photographs by turning shipping containers into giant pinhole cameras and placing them in front of the building for several days.[68]
- Between the 8 October and 5 November 2006, the Serpentine Gallery took up residence in the power station for the exhibition *China Power Station: Part I*. It displayed the work of "an extraordinary and vibrant new generation of Chinese artists and architects". It was also what is expected to be the last chance for the public to have access to the building before redevelopment.[69]
- On 23 and 24 October 2008, the station was used for the Channel 4 Freeze event. The event included a snow jump and music performances.[70]
- *Colin McRae: Dirt 2* will let the player race through the inside of the powerstation when it is released in September 2009.[71]

See also

- Energy use and conservation in the United Kingdom
- Energy policy of the United Kingdom

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- Aerial view of Battersea Power Station from Google Maps (http://maps.google.com/maps?q=51%C2%B0+28%27+55%22+N,+0%C2%B0+8%27+40%22W&hl=en&ie=UTF8&om=1&z=17&ll=51.481944,-0.144442&spn=0.004811,0.01045&t=k&iwloc=A)
- Images of England — details from listed building database (207028) - Grade II (http://www.imagesofengland.org.uk/Details/Default.aspx?id=207028)
- Buildings at Risk Register: *Battersea+Power+Station* (http://www.english-heritage.org.uk/server.php?&contentType=conBar&submit=Search&search_word=Battersea+Power+Station&terms=all&search_word1=&search_word2=&search 5B1%5D%5B%5D=&catId%5B2%5D%5B%5D=&catId%5B3%5D%5B%5D=&catId%5B4%5D%5B%5D=&catId%5B5%5D%5B%5D=&catId%5B6%5D%5B%5D=&sam=&catId%5B8%5D%5B%5D=&catId%5B9%5D%5B%5D=&heritage=&catId%5B11%5D%5B%5D=&catId%5B12%5D%5B%5D=&catId%5B13%5D%5B%5D=&newent=&catId%5B15%5D%5B%5D=&show=nav.8455&contentType=conBar&searchType=EHBar)
- Panoramic video clip showing Battersea Power Station. (http://youtube.com/watch?v=CYNMd9fwafk)
- Music video for Pink Floyd - Pigs On The Wing (http://www.youtube.com/watch?v=GmCKvY684WI)
- Music video for The Jam - News of the World (http://www.youtube.com/watch?v=6epLYey3N7A)
- Advert for Pink Floyd's animals (http://www.youtube.com/watch?v=_7HWad16X08)

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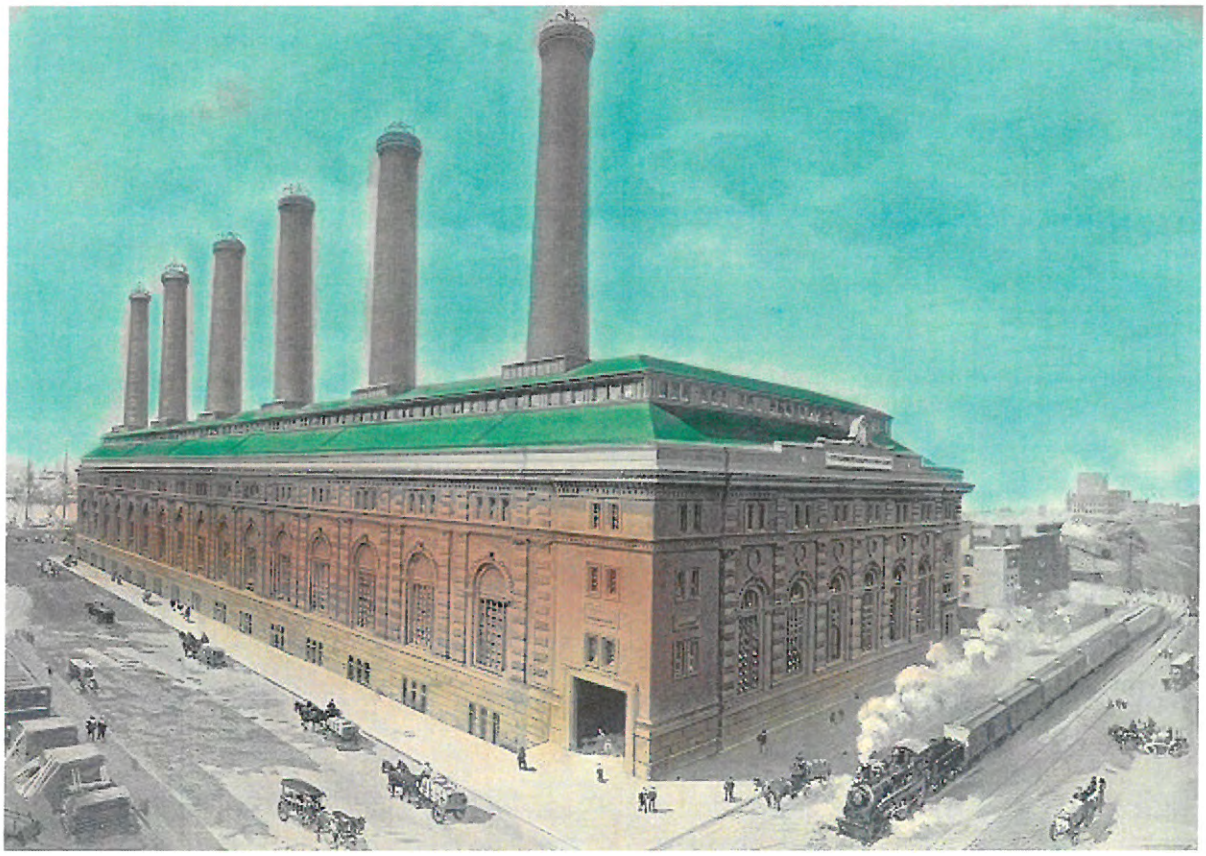

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engine facing the boiler house and the opposite end toward the electrical switchin arranged along the outside wall. Within the area between the boiler house and op each engine, its respective complement of pumping apparatus, all controlled by ar jurisdiction of the engineer for that engine. Each engineer has thus full control of t for his unit. Symmetrically arranged with respect to the center line of each engine room, and the piping from these six boilers forms a short connection between the throttles on the engine. The arrangement of piping is alike for each engine, which maximum simplicity that can be controlled, in the event of difficulty, with a degree more complicated system. The main parts of the steam-pipe system can be contr

The single tier of boilers makes it possible to secure a high and well ventilated boil story constructed above it, aside from that afforded by the windows themselves. T cool in warm weather and light, and all difficulties from escaping steam will be min room will be superior to corresponding rooms in plants of older construction, where very hot during the summer season. The placing of the economizers, with their au in the economizer room, all symmetrically arranged with respect to each chimney, an element of disturbance and makes it possible to pass directly from the boiler h convenient points along the length of the power house structure. The location of e boiler house between sets of six boilers divides the coal bunker construction into s trouble from spontaneous combustion can be localized, and, as described later, th provide for the storage of different grades of coal. The unit basis on which the eco constructed will allow making repairs to any one section without shutting off the po the section needing repair.

The floor of the power house between the column bases is a continuous mass of c feet thick. The massive concrete foundations for the reciprocating engines contain above mean high water level, and in some cases have twice as much below that p concrete in the foundations of the finished power house is about 80,000 yards.

notes Water for condensing purposes is drawn from the river and discharged into it throu tunnels parallel to the axis of the building. The intake conduit has an oval interior, rectangular exterior cross-section; the outflow tunnel has a horseshoe-shape cros the intake tunnel. These tunnels were built throughout in open trench, which, at th solid rock. At the river end the excavation was, at some places, almost entirely thr made in a cofferdam composed chiefly of sheet piles. As it was impossible to drive timber crib which formed the old dock front, the latter was cut through by a pneum construction, which formed part of one side of the cofferdam. At the river end of th deep that the concrete could not be carried down to its surface, and the tunnel sec piles driven to the rock and cut off by a steam saw 19.5 feet below mean hightide. built in a 65 x 48-foot floating caisson 24 feet deep. The concrete was rammed in i sides were braced as it sunk. After the tunnel sections were completed, the caisso a bearing on the pile foundation.

Adjacent to the condensing water conduits is the 10 x 15-foot rectangular concrete underground coal conveyor is installed between the shore end of the pier and the

Steel Work

The steel structure of the power house is independent of the walls, the latter being bearing walls only for a few of the beams in the first floor. Although structurally a s is essentially two, lying side by side and separated by a brick division wall.

There are 58 transverse and 9 longitudinal rows of main columns, the longitudinal feet for different rows, with special bracing in the boiler house to accommodate the columns are mainly of box section, made up of rolled or built channels and cover p cast-iron bases, resting on the granite capstones of the concrete foundation piers.

Both the boiler house and the engine house have five tiers of floor framing below t three upper tiers of the engine house forming galleries on each side of the operati full height of the building.

The boiler house floors are, in general, framed with transverse plate girders and lo arranged to suit the particular requirements of the imposed loads of the boilers, ec engine room floors and pipe and switchboard galleries are in general framed with l transverse beams.

There are seven coal bunkers in the boiler house, of which five are 77 feet and tw width at the top, the combined maximum capacity being 18,000 tons. The bunkers by the six chimneys spaced along the center line of the boiler house. The bottom c floor, at an elevation of about 66 feet above the basement. The bunkers are consti plate girder frames at each line of columns, combined with struts and ties, which b coal against the sides. The frames form the outline of the bunkers with slides slopi longitudinal I-beams, between which are built concrete arches, reinforced with exp being filled with concrete over the tops of the beams and given a two-inch granolitl

The six chimneys, spaced 108 feet apart, and occupying the space between the e bunkers, are supported on plate-girder platforms in the fifth floor, leaving the spac arrangement of the boilers and economizers from end to end of the building. The p web girders 8 feet deep, thoroughly braced and carrying on their top flanges a grill system of bracing for both the chimney platforms and coal hunkers is carried dowr planes about 30 feet apart.

The sixth tier of beams constitute a flat roof over a portion of the building at the ce room, at this level, which is 64 feet above the engine-room floor, ar provided the tv runway girders upon which are operated the engine-room cranes. Runways for 10 provided for the full length of the boiler room, and for nearly the full length of the n

Some of the loads carried by the steel structure are as follows: In the engine hous runways as mentioned, are one 60-ton and one 25-ton electric traveling crane of 7 of the steam-pipe galleries on the south side and the switchboard galleries on the irregularly distributed, but are equivalent to uniform loads of 250 to 400 pounds pe house the weight of coal carried is about 45 tons per longitudinal foot of the buildir chimneys is 1,200 tons each; economizers, with brick setting, about 414 tons per l weight of the boilers 96 tons each, and the weight of the boiler setting, carried on t each. The weight of structural steel used in the completed building is about 11,00(

Power House Superstructure

The design of the facework of the power house received the personal attention of and its character and the class of materials to be employed were carefully conside on the future value of the property and the condition of the environment in general factors relating to the future ownership of the plant by the city. Several plans were construction of a power house of massive and simple design, but it was finally dec treatment by which the structure would be rendered architecturally attractive and ir tendencies of municipal and city improvements from an architectural standpoint. A house design Mr. Stanford White, of the firm of McKim, Mead & White, of New Yor the company as an adviser on the matter of the design of the facework, and, as his connection with the work has resulted in the development of the present exterior d materials used.

The Eleventh Avenue facade is the most elaborately treated, but the scheme of th both the 58th and 59th Street fronts. The westerly end of the structure, facing the r removed in case the power house is extended to the Twelfth Avenue building line generating equipments; and for this reason this wall is designed plainly of less cos

The general style of the facework is what may be called French Renaissance, and therefore, been made rather light in character. The base of the exterior walls has b to the water table, above which they have been laid up with a light colored buff pre enriched by the use of similarly colored terra-cotta, which appears in the pilasters, several entablatures, and in the cornice and parapet work. The Eleventh Avenue f marble medallions, framed with terra-cotta, and by a title panel directly over the fro

The main entrance to the structure is situated at its northeast corner, and, as the r inside the building, the entrance proper is the doorway immediately beyond the tra lobby. The doorway is trimmed with cut granite and the lobby is finished with a ma

The interior of the operating room is faced with a light, cream-colored pressed bric wainscoting, eight feet high, extending around the entire operating area; the wains brown border and base. The offices, the toilets and locker rooms are finished and with the high-class character of the building. The masonry-floor construction consi expanded metal, and except where iron or other floor plates are used, or where til floor is covered with a hard cement granolithic finish.

In the design of the interior arrangements, the value of a generous supply of stairw that all parts of the structure might be made readily accessible, especially in the bc house and machinery portion of the plant the stairways, railings, and accessories a constructed. The main stairways are, however, of somewhat ornate design, with m the railings of the main gallery construction are likewise of ornate treatment. All ex metal and all interior carpenter work is done with Kalomein iron protection, so that sense, will contain no combustible material.

Chimneys

The complete 12-unit power house will have six chimneys, spaced 108 feet apart c the boiler room, each chimney being 15 feet in inside diameter at the top, which is Each will serve the twelve boilers included in the section of which it is the center, t aggregate of 72,000 square feet of heating surface. By these dimensions each chi capacity, and it is calculated that, with economizers in the path of the furnace gase to meet a demand slightly above the normal rating of the boilers. To provide for ov demanded by future conditions, a forced draft system will be supplied, as describe

As previously stated, the chimneys are all supported upon the steel structure of th feet above the basement floor and 63 feet above the grates. The supporting platfo on six of the building columns (the three front columns of two groups of boilers on aisle of the boiler room), and each platform is composed of single-web plate girder by a grillage of 20-inch I-beams. The grillage is filled solidly with concrete and flusl the brickwork of the chimney.

Each chimney is 162 feet in total height of brickwork above the top of the supportir is 23 feet square in the outside dimension at the base, changing to an octagonal fc above the base. This octagonal form is carried to a height of 32 feet 6 inches abov circular section of radial brick begins.

The octagonal base of the chimney is of hard-burned red brick three feet in thickne octagon and the interior circular section. The brick work is started from the top of t channel curb, three feet in depth, through which two lines of steel rods are run in e together the first three feet of brickwork, and designed to prevent any flaking at the above the bottom of the brickwork, a layer of water-proofing is placed over the inte courses of brick, upon which are built diagonal brick walls, 4 inches thick, 12 inche height. These walls are themselves perforated at intervals, and the whole is cover blocks, thus forming a cellular air space, which communicates with the exterior air against heat for the steelwork beneath. A single layer of fire brick completes the flc is also flush with the bottom of the flue openings.

There are two flue openings, diametrically opposite, and 6 feet wide by 17 feet hig top. They are lined with fire brick, which joins the fire-brick lining of the interior of th bonded to the red-brick walls to a point 6 feet below the top of the octagon, and ex feet within the circular shaft, as an inner shell. The usual baffle wall is provided of extending diagonally across the chimney, and flush above the tops of the flue oper

Where the chimney passes through the roof of the boiler house, a steel plate and a chimney by 6 inches at all points, is provided in connection with the roof framing. T flashed into the brickwork, so that the roof has no connection with or bearing upon

At a point 4 feet 6 inches below the cap of the chimney the brickwork is corbeled c a ledge, around the outside of which is placed a wrought-iron railing, thus forming circumference of the chimney top. The cap is of cast iron, surmounted by eight 3 x over the outlet and with pointed ends gathered together at the center. The lightnin the outside of the shaft to the roof and thence to the ground outside of the building were built in the brickwork, for ladders both inside and outside the shaft.

The chimneys, except for the octagonal red-brick base, are constructed of the radi lightning rods are tipped with pointed platinum points about 18 inches long.

North River Pier

Exceptional facilities have been provided for the unloading of coal from vessels, o to the northerly side of the recently constructed pier at the foot of West 58th Street the Department of Docks and Ferries and is 700 feet long and 60 feet wide.

The pier construction includes a special river wall across 58th Street at the bulkhe condensing water will be taken from and returned to the river. Immediately outside deck of the pier, there is a system of screens through which the intake water is pa water enters the screen chamber, is a heavy steel grillage; inside this is a system the several screens can be raised, by a special machine, for the purpose of cleani designed screening outfit has been appreciated, and considerable care has been and effective as possible.

At each side of the center of the pier, just below the deck, there are two discharge heavy timber, to conduct the warm water from the condensers away from the cold Two water conduits are employed, in order that one may be repaired or renewed v entire pier is constructed with the view of renewal without interference in the opera

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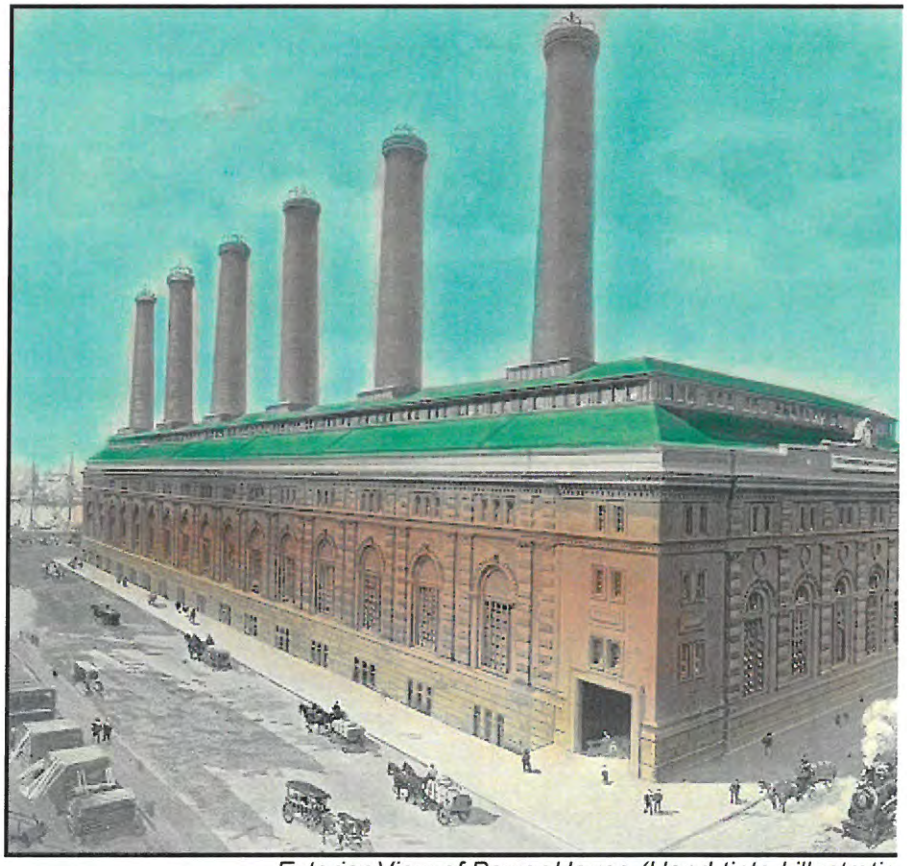
IRT Powerhouse

architect McKim, Mead and White/ Solomon Deyo/ Walker O. Cain
location Eleventh Ave., at W58.
date 1904
style Renaissance Revival
construction brick facade
type Utility



Exterior View of Power House (Hand-tinted illustratio

THE powerhouse is situated adjacent to the North River on the block bound 59th Street, Eleventh Avenue, and Twelfth Avenue. The plans were adopt engineers of Interborough Rapid Transit Company of all the large power h the designs of the large power houses in process of construction in America and a and when fully equipped it will be capable of producing more power than any elect study of the designs of other power houses throughout the world was pursued with to a minimum the possibility of interruption of service in a plant producing the grea

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System: New York City Transit
Location: Interborough Subway
Photo by: IRT Company
Notes: Cross Section of Power House in Perspective
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Country: United States
City: New York
System: New York City Transit
Location: Interborough Subway
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Notes: West End Power House in Course of Construction
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Country: United States
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System: New York City Transit
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Notes: Operating Room of Power House
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The type of power house adopted provides for a single row of large engines and e within an operating room placed beside a boiler house, with a capacity of producin 100,000 horse power when the machinery is being operated at normal rating.

Location and General Plan of Power House

The work of preparing the detailed plans of the power house structure was, in the and resulted in the present plan, which may briefly be described as follows. The st parts - an operating room and a boiler house, with a partition wall between the two structure on Eleventh Avenue is 200 feet wide, of which width the boiler house tak section 117 feet. The operating room occupies the northerly side of the structure a southerly side. The designers were enabled to employ a contour of roof and wall s was identical with the roof and wall contour of the southerly side, so that the buildi end, presents a symmetrical appearance with both sides of the building alike in for room section is practically symmetrical in its structure, with respect to its center; it truss roof over same along with galleries at both sides. The galleries along the nor electrical apparatus, while those along the southerly side are given up chiefly to th boiler room section is also practically symmetrical with respect to its center.

A sectional scheme of the power house arrangement was determined on, by whicl five generating sections, each similar to the others in all its mechanical details; but was added, with space on the lot for a seventh section. Each section embraces on following generating equipment: twelve boilers, two engines, each direct connecte two condensing equipments, two boiler-feed pumps, two smoke-flue systems, and make each section complete in itself. The only variation is the turbine plant hereafi space occupied by the sections, an area was set aside, at the Eleventh Avenue er passage of the railway spur from the New York Central tracks. The total length of t house was 585 feet 9.5 inches, but the additional section afterwards added makes structure 693 feet 9.75 inches. In the fourth section it was decided to omit a regula generator, and in its place substitute a 5,000 kilowatt lighting and exciter outfit. Arr however, so that this outfit can afterward be replaced by a regular 5,000 kilowatt tr

The plan of the power station included a method of supporting the chimneys on st them through the building, which modification allowed for the disposal of boilers in be occupied by the chimney bases. By this arrangement it was possible to place a The economizers were placed above the boilers, instead of behind them, which m width of the boiler room. This saving permitted the setting aside of the aforementic operating room, closed off from both boiler and engine rooms, for the reception of pumping equipment below it.

The advantages of the plan can be enumerated briefly as follows: The main engin alternators, lie in a single row along the center line of the operating room with the

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Terminal Building, Old, Hangar and Powerhouse at Key Field [Image]

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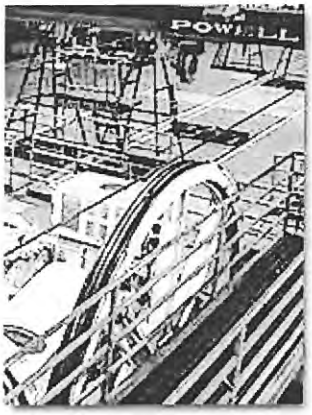

Cable Drive

INDEX OF PUBLIC BUILDINGS

The information in the index is listed, by borough, in the following order: (first line) building name, address, architect, date of construction; (second line) ownership, agency of jurisdiction, community planning district number, block number and lot number. The index is numbered in accordance with the index of the Public Buildings Inventory photographs on file at the Landmarks Conservancy. The name of the architect and the date of construction are not always available in the files of government agencies, as noted in the text of this report.

THE BRONX

1. OFFICE BUILDING, Third Ave. & Graham Square
   NYC, Board of Estimate — CPD 1; Block 2318; Lot 100
2. 40TH PRECINCT POLICE STATION, 257 Alexander Ave. — 1924
   NYC, Police Department — CPD 1; Block 2314; Lot 30
3. MOTT HAVEN PUBLIC LIBRARY, 321 Alexander Ave. — 1905
   NYC, New York Public Library — CPD 1; Block 2315; Lot 18
4. MOTT HAVEN HEALTH CENTER, 349 E. 140th St. — 1937
   NYC, Department of Health — CPD 1; Block 2303; Lot 58
5. ENGINE CO. #60, HOOK & LADDER #17, 341 E. 143rd St. — Michael J. Garvin, 1906
   NYC, Fire Department — CPD 1; Block 2306; Lot 52
6. P.S. 31 (THE WILLIAM LLOYD), 425 Grand Concourse — 1899
   NYC, Board of Education — CPD 1; Block 2346; Lot 1
7. ENGINE CO. #41, 330 E. 150th St. — Morgan & Trainor, 1903
   NYC, Fire Department — CPD 1; Block 2331; Lot 33
8. NARCOTICS ADDICTION CONTROL CENTER, 865-75 Washington Ave. — 1915
   NYS, Drug Abuse Control Center — CPD 1; Block 2382; Lot 1
9. P.S. 37 (THE MOTT HAVEN), 425 E. 145th St.
   NYC, Board of Education — CPD 1; Block 2290; Lot 12
10. P.S. 27 (THE ST. MARY'S PARK), 519 St. Ann's Ave. — 1897
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11. CHILD HEALTH STATION, 149th St. & St. Ann's Ave.
    NYC, Department of Health — CPD 1; Block 2557
12. BRONX GRIT CHAMBER, 158 Bruckner Blvd. — McKim, Mead, & White, 1896
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17. STAFF HOUSE, LINCOLN HOSPITAL, Southern Blvd. & 141st St. — 1915
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18. GARAGE, LINCOLN HOSPITAL, Southern Blvd. & 141st St. — 1933
    NYC, Health & Hospitals — CPD 1; Block 2574; Lot 1
19. BOILER & LAUNDRY, LINCOLN HOSPITAL, Southern Blvd. & 141st St. — 1902
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20. MAIN BUILDING, LINCOLN HOSPITAL, Southern Blvd. & 141st St. — 1896
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21. SAMUEL GOMPERS VOCATIONAL & TECHNICAL HIGH SCHOOL, 455 Southern Blvd. — 1935
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22. ENGINE CO. #73, HOOK & LADDER #42, 655 Prospect Ave. — Hoppin & Koen, 1900
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25. ENGINE CO. #94, HOOK & LADDER #48, 1226 Seneca Ave. — 1913
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26. HUNT'S POINT REGIONAL LIBRARY, 877 Southern Blvd. — 1929
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28. NYC TRANSIT AUTHORITY SUBSTATION, 1045 Simpson St.
    NYC, Transit Authority — CPD 2; Block 2726; Lot
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30. OLD BRONX COUNTY COURTHOUSE, 3175 3rd Ave. — M. J. Garvin, 1906
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    NYC, Courts — CPD 3; Block 2365; Lot 35
32. CRIMINAL COURT, 900 Washington Ave. — Max Hausle, 1922-25
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33. NEW YORK STATE NARCOTIC ADDICTION CONTROL CENTER, 865-75 Washington Ave. — 1915
    NYS, Drug Abuse Control Center — CPD 3; Block 2382; Lot 1
34. 42ND PRECINCT POLICE STATION, 850 Washington Ave. — 1938
    NYC, Police Department — CPD 3; Block 2365; Lot 100
35. P.S. 23, 1050 Tinton Ave. — 1905
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39. YANKEE STADIUM, 800 E. 161st St. — 1922
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41. FAMILY COURT, 1118 Grand Concourse — Max Hausle, 1929
    NYC, Public Works — CPD 4; Block 2462; Lot 59
42. CHILDREN'S COURT, 1109 Carrol Place — Thomas C. Dunn, 1939
    NYC, Public Works — CPD 4; Block 2462; Lot 100
43. POWER HOUSE & LAUNDRY, MORRISANIA HOSPITAL, Gerard Ave. & E. 168th St. — 1929
    NYC, Health & Hospitals — CPD 4; Block 2480; Lot 1
44. EMPLOYEES' DORMITORY, MORRISANIA HOSPITAL, Gerard Ave. & E. 168th St. — 1929
    NYC, Health & Hospitals — CPD 4; Block 2480; Lot 1
45. MAIN BUILDING, MORRISANIA HOSPITAL, Gerard Ave. & E. 168th St. — 1929
    NYC, Health & Hospitals — CPD 4; Block 2480; Lot 1
46. AMBULANCE AND INTERN'S QUARTERS, MORRISANIA HOSPITAL, Gerard Ave. & E. 168th St. — 1929
    NYC, Health & Hospitals — CPD 4; Block 2480; Lot 1
47. NURSE'S HOME, MORRISANIA HOSPITAL, Gerard Ave. & E. 168th St. — 1929
    NYC, Health & Hospitals — CPD 4; Block 2480; Lot 1
48. P.S. 42, 1541 Washington Ave. — 1905
    NYC, Board of Education — CPD 3; Block 2903; Lot 23
49. CROTONA PLAY CENTER AND POOL, Fulton Ave. & 173rd St. — 1936
    NYC, Parks & Recreation — CPD 3; Block 8941; Lot
50. TENNIS HOUSE, CROTONA PARK, Crotona Ave. North of Claremont Parkway — William Shary, 1932
    NYC, Parks & Recreation — CPD 3; Block 2442; Lot
51. CROTONA-TREMONT DAY CARE CENTER, Crotona Park East
    NYC, Board of Education — CPD 3; Block 2939; Lot
52. P.S. 98 (THE HERMAN RIDDER J.H.S.), 1619 Boston Road & 1619 Crotona Parkway East — 1931
    NYC, Board of Education — CPD 3; Block 2939; Lot 93
53. P.S. 50 (THE CLARA BARTON), 1550 Vyse Ave. — 1914
    NYC, Board of Education — CPD 3; Block 2996; Lot 10
54. P.S. 6 (THE WEST FARMS), 960 Vyse Ave. — 1904
    NYC, Board of Education — CPD 6; Block 3005; Lot 10
55. FIRE ALARM TELEGRAPH BUREAU, 1129 E. 180th St. — 1926
    NYC, Fire Department — CPD Block 4009; Lot
56. ANTELOPE, GIRAFFE, & ZEBRA HOUSE, BRONX ZOO, Bronx River Park
    NYC, Bronx Zoo — CPD Block 3120; Lot
57. APE HOUSE, BRONX ZOO, Bronx River Park — Heins & La Farge, 1901
    NYC, Bronx Zoo — CPD Block 3120; Lot
58. ELEPHANT HOUSE, BRONX ZOO, Bronx River Park — Heins & La Farge, 1908
    NYC, Bronx Zoo — CPD Block 3120; Lot

146. CENTRAL PARK PRECINCT POLICE STATION, Central Park--85th St. Traverse — Calvert Vaux, 1871
NYC, Police Department — CPD Block 1111; Lot
147. GATE HOUSE SOUTH--ON RESERVOIR, Central Park--85th St. Traverse — 1873
NYC, Parks & Recreation — CPD Block 1111; Lot
148. GATE HOUSE NORTH--ON RESERVOIR, Central Park — 1863
NYC, Parks & Recreation — CPD Block 1111; Lot
149. TENNIS HOUSE, Central Park--97th St. Traverse
NYC, Parks & Recreation — CPD Block 1111; Lot
150. BOAT HOUSE, Central Park--110th St.
NYC, Parks & Recreation — CPD Block 1111; Lot
151. BLOCK HOUSE, Central Park, Seventh Ave. & 110th St. — 1814
NYC, Parks & Recreation — CPD Block 1111; Lot
152. SEVENTH REGIMENT ARMORY, 641 Park Ave. — Charles W. Clinton, 1880
NYS, Military & Naval Affairs — CPD 8; Block 1401; Lot 1
153. HUNTER COLLEGE OF NEW YORK CITY, 695 Park Ave. — Shreve, Lamb and Harmon, 1939
NYC, Department of Higher Education — CPD 8; Block 1403; Lot 1
154. THOMAS HUNTER HALL, 68th St. & Lexington Ave. — C. B. J. Snyder, 1912-13
NYC, Board of Education — CPD 8; Block 1403; Lot 1
155. 19th PRECINCT POLICE STATION, 153-55 E. 67th St. — 1887
NYC, Police Department — CPD 8; Block 1402; Lot 25
156. ENGINE CO. #39, 157 E. 67th St. — 1886
NYC, Fire Department — CPD 8; Block 1402; Lot 29
157. LENOX HILL STATION, 221 E. 70th St. — 1936
FED, Post Office — CPD 8; Block 1425; Lot 13
158. 67TH ST. BRANCH LIBRARY, 328 E. 67th St. — Babb, Cook, & Willard, 1905
NYC, New York Public Library — CPD 8; Block 1441; Lot 38
159. CITY HOSPITAL, SCHOOL FOR NURSES, Roosevelt Island — 1886
NYC, Health & Hospitals — CPD 8; Block 1373; Lot
160. GOLDWATER MEMORIAL HOSPITAL, PAVILIONS A, B, C, D, F, Roosevelt Island — 1939
NYC, Health & Hospitals — CPD 8; Block 1375; Lot
161. GOLDWATER MEMORIAL HOSPITAL, POWER HOUSE, Roosevelt Island — 1937
NYC, Health & Hospitals — CPD 8; Block 1373; Lot
162. GOLDWATER MEMORIAL HOSPITAL, LAUNDRY BUILDING, Roosevelt Island — 1937
NYC, Health & Hospitals — CPD 8; Block 1373; Lot
163. ROMAN CATHOLIC CHURCH, Roosevelt Island — 1912
NYC, Board of Estimate — CPD 8; Block 1373; Lot
164. EPISCOPAL CHURCH, Roosevelt Island — 1923
NYC, Health & Hospitals — CPD 8; Block 1373; Lot
165. METROPOLITAN HOSPITAL, MAIN BUILDING, Roosevelt Island — 1839
NYC, Health & Hospitals — CPD 8; Block 1373; Lot
166. LIGHTHOUSE, Roosevelt Island — 1847
Unknown — CPD 8; Block 1373; Lot
167. P.S. 158, 1458 York Ave. — 1898
NYC, Board of Education — CPD 8; Block 1489; Lot 1
168. WEBSTER BRANCH LIBRARY, 1465 York Ave. — 1906
NYC, New York Public Library — CPD 8; Block 1472; Lot 28
169. YORKVILLE LIBRARY, 222-24 E. 79th St. — James Brown Lord, 1902
NYC, New York Public Library — CPD 8; Block 1433; Lot 37
170. P.S. 190, 311 E. 82nd St. — 1913
NYC, Board of Education — CPD 8; Block 1545; Lot 5
171. YORKVILLE VOCATIONAL HIGH SCHOOL, 413 E. 88th St. — 1908
NYC, Board of Education — CPD 8; Block 1568; Lot 8
172. MANHATTAN VOCATIONAL AND TECHNICAL HIGH SCHOOL, 320 E. 96th St. — 1905
NYC, Board of Education — CPD 8; Block 1558; Lot 34
173. 96TH ST. REGIONAL LIBRARY, 112-14 E. 96th St. — Babb, Cook, & Willard, 1905
NYC, New York Public Library — CPD 8; Block 1472; Lot 28
174. P.S. 109, 215 E. 99th St. — 1899
NYC, Board of Education — CPD 11; Block 1649; Lot 9
175. P.S. 168, 325 E. 104th St. — 1898
NYC, Board of Education — CPD 11; Block 1676; Lot 11
176. P.S. 171 (THE PATRICK HENRY), 19 E. 103rd St. — 1900
NYC, Board of Education — CPD 11; Block 1609; Lot 7
177. MUSEUM OF THE CITY OF NEW YORK, 5th Ave. & 104th St. — 1929-30
NYC, Bureau of Cultural Affairs — CPD 11; Block 1609; Lot 1

178. P.S. 101, 141 E. 111th St. — 1910
NYC, Board of Education — CPD 11; Block 1639; Lot 3
179. AGUILAR BRANCH LIBRARY, 172-74 E. 110th St. — Herts & Tallant, 1899
NYC, New York Public Library — CPD 11; Block 1637; Lot 141
180. ENGINE CO. #91, 242-46 E. 111th St. — Hoppin & Koen, 1912
NYC, Fire Department — CPD 11; Block 1660; Lot 30
181. THOMAS JEFFERSON PARK, POOL & RECREATION BUILDING, First Ave. & E. 111th St.
NYC, Parks & Recreation — CPD 11; Block 1705; Lot 1
182. MANHATTAN GRIT CHAMBER, 110th St. & F.D.R. Drive
NYC, Department of Water Resources — CPD 11; Block 1701; Lot 40
183. HOSPITAL BUILDING, Ward's Island
NYC, Health & Hospitals — CPD 11; Block 1593; Lot
184. MANHATTAN DEVELOPMENT CENTER, KEENER UNIT, Ward's Island
NYC, Health & Hospitals — CPD 11; Block 1593; Lot
185. MANHATTAN DEVELOPMENT CENTER, GYMNASIUM & AUDITORIUM, Ward's Island
NYC, Health & Hospitals — CPD 11; Block 1593; Lot
186. POLLUTION CONTROL PLANT, Randall's Island
NYC, Department of Water Resources — CPD 11; Block 1593; Lot
187. HEADQUARTERS BUILDING, TRIBOROUGH BRIDGE, Randall's Island — 1936
NYC, The Triborough Authority — CPD 11; Block 1593; Lot
188. BENJAMIN FRANKLIN HIGH SCHOOL, E. 116th St. & F.D.R. Drive
NYC, Board of Education — CPD 11; Block 1713; Lot 1
189. P.S. 85, 346 E. 117th St. — 1906
NYC, Board of Education — CPD 11; Block 1688; Lot 30
190. ENGINE CO. #35, 223 E. 119th St. — Napoleon Le Brun & Sons, 1890
NYC, Fire Department — CPD 11; Block 1784; Lot 11
191. HARLEM COURT HOUSE, 170 E. 121st St. — Thom & Wilson, 1891
NYC, Public Works — CPD 11; Block 1769; Lot 45
192. 125TH ST. BRANCH LIBRARY, 224 E. 125th St. — McKim, Mead, & White, 1904
NYC, New York Public Library — CPD 11; Block 1789; Lot 37
193. LOFT BUILDING, FURNITURE STORAGE AND AUCTION, 209 E. 125th St.
NYC, Board of Estimate — CPD 11; Block 1790; Lot 6
194. ENGINE CO. #36, 120 E. 125th St. — Napoleon Le Brun, 1888
NYC, Fire Department — CPD 11; Block 1773; Lot 62
195. OLD ENGINE CO. #36, 1849 Park Ave. — 1893
NYC, Fire Department — CPD 11; Block 1775; Lot 72
196. HARLEM BRANCH LIBRARY, 9-11 W. 129th St. — McKim, Mead, & White, 1909
NYC, New York Public Library — CPD 10; Block 1722; Lot 30
197. MIRACULOUS MEDAL ROMAN CATHOLIC CHURCH, 1881-83 Seventh Ave. & 114th St.
NYC, Unclassified — CPD 10; Block 1824; Lot 1
198. 115TH ST. BRANCH LIBRARY, 203 W. 115th St. — McKim, Mead, & White, 1907-08
NYC, New York Public Library — CPD 10; Block 1831; Lot 26
199. P.S. 88 (WADLEIGH), 215-25 W. 114th St. — 1901-8
NYC, Board of Education — CPD 10; Block 1830; Lot 19
200. P.S. 179, 140 W. 102nd St. — 1900
NYC, Board of Education — CPD 10; Block 1855; Lot 9
201. P.S. 165, 234 W. 109th St. — 1898-1905
NYC, Board of Education — CPD 7; Block 1880; Lot 13
202. ENGINE CO. #47, 500-03 W. 113th St. — Napoleon Le Brun & Sons, 1889
NYC, Fire Department — CPD 9; Block 1884; Lot 38
203. GATE HOUSE, 1070 Amsterdam Ave.
NYC, Board of Education — CPD 9; Block 1884; Lot 36
204. GATE HOUSE, 119th St. & Amsterdam Ave.
NYC, Department of Water Supply — CPD 9; Block 1962; Lot 35
205. P.S. 81, 212 W. 120th St. — 1907
NYC, Board of Education — CPD 10; Block 1925; Lot 19
206. SYDENHAM HOSPITAL, Manhattan Ave. & Hancock Place — 1925
NYC, Health & Hospitals — CPD 9; Block 1950; Lot 14
207. LADDER CO. #40, 6 Hancock Place — H. Constable, 1909
NYC, Fire Department — CPD 9; Block 1950; Lot 56
208. GEORGE BRUCE LIBRARY, 518 W. 125th St. — Carrère & Hastings, 1915
NYC, New York Public Library — CPD 9; Block 1981; Lot 22
209. P.S. 157, 327 St. Nicholas Ave. — 1898
NYC, Board of Education — CPD 9; Block 1953; Lot 12

18. NEW YORK SUN BUILDING, Chambers St. & Broadway — John B. Snook & Joseph Trench, 1846
NYC, Public Works — CPD 1; Block 153; Lot 1
19. OFFICE BUILDING, 51 Chambers St. — 1910-12
NYC, Public Works — CPD 1; Block 153; Lot
20. ENGINE CO. #7, 100 Duane St. — 1905
NYC, Fire Department — CPD 1; Block 150; Lot 25
21. LOFTS AND OFFICES, Reade St.
NYC, Public Works — CPD 1; Block 154; Lot 1-32
22. OFFICE BUILDING, 346 Broadway — Griffith Jones, 1870
NYC, Public Works — CPD 1; Block 170; Lot 6
23. STATE OFFICE BUILDING, 80 Centre St. — 1929
NYS, Office of General Services — CPD 1; Block 166; Lot 27
24. CRIMINAL COURTS AND PRISON, 100 Centre St. — Harvey Wiley Corbett, 1939
NYC, Department of Courts — CPD 1; Block 167; Lot 1
25. P.S. 23, 70 Mulberry St. — 1892
NYC, Board of Education — CPD 1; Block 200; Lot 1
26. 5TH PRECINCT STATION HOUSE, 19-21 Elizabeth St. — 1881
NYC, Police Department — CPD 1; Block 201; Lot 20
27. DEPARTMENT OF HEALTH, HOSPITALS, AND SANITATION, 125 Worth St. — Charles B. Meyers, 1934-35
NYC, Public Works — CPD 1; Block 168; Lot 32
28. U.S. COURT HOUSE, Foley Square — Cass Gilbert & Cass Gilbert, Jr., 1936
FED, Department of Justice — CPD 1; Block 158; Lot 1
29. NEW YORK COUNTY COURTHOUSE, Foley Square — Guy Lovell, 1912
NYS, Courts — CPD 1; Block 160; Lot 1
30. SURROGATES COURT, 31 Chambers St. — John R. Thomas and Horgan & Slattery, 1911
NYC, Public Works — CPD 1; Block 153; Lot 24
31. MUNICIPAL BUILDING, Chambers St. & Centre St. — McKim, Mead, & White, 1907-14
NYC, Public Works — CPD 1; Block 121; Lot 1
32. CHATHAM SQUARE LIBRARY, 33 E. Broadway — McKim, Mead, & White, 1903
NYC, New York Public Library — CPD 3; Block 280; Lot 44
33. KNICKERBOCKER STATION, 128 E. Broadway — 1937
FED, Post Office — CPD 3; Block 283; Lot 55
34. P.S. 65, 46 Forsyth St. — 1906
NYC, Board of Education — CPD 3; Block 301; Lot 6
35. P.S. 42, 71 Hester St. — 1899
NYC, Board of Education — CPD 3; Block 309; Lot 1
36. RECREATION BUILDING, SOPHIE IRENE LOEB PLAYGROUND, 57 Essex St.
NYC, Parks & Recreation — CPD 3; Block 284; Lot
37. SEWARD PARK LIBRARY, 192 E. Broadway — Babb, Cook, & Welch, 1909
NYC, New York Public Library — CPD 3; Block 285; Lot 31
38. EDUCATIONAL ALLIANCE, HEBREW INSTITUTE, 197 E. Broadway — 1891
NYC, Board of Estimate — CPD 3; Block 285; Lot 29
39. PUMP HOUSE, CATSKILL AQUEDUCT, 285 South St. — 1917
NYC, Department of Water Resources — CPD 3; Block 246; Lot 13
40. GOUVERNEUR HOSPITAL, 621 Water St. — Attributed to McKim, Mead, & White, 1901
NYC, Health & Hospitals — CPD 3; Block 244; Lot 40
41. NURSE'S HOME, GOUVERNEUR HOSPITAL, 322 E. Riverside Ave. — McKim, Mead, & White, 1914
NYC, Health & Hospitals — CPD 3; Block 243; Lot 50
42. EAST RIVER PARK, BAND SHELL & AUDITORIUM & STAGE, Montgomery St. & E. 12th St.
NYC, Parks & Recreation — CPD Block 316; Lot
43. ENGINE CO. #15, 269 Henry St. — 1883
NYC, Fire Department — CPD 3; Block 298; Lot 80
44. ST. MARY'S CHURCH, Grand St. & Attorney St.
NYC, Board of Estimate — CPD 3; Block 341; Lot 37
45. P.S. 4, 203 Rivington St. — 1906-8
NYC, Board of Education — CPD 2; Block 343; Lot 50
46. P.S. 160, 107 Suffolk St. — 1897
NYC, Board of Education — CPD 3; Block 353; Lot 1
47. ESSEX ST. RETAIL MARKETS, 140 Essex St. — 1939
NYC, Unclassified — CPD 3; Block 354; Lot 1
48. BATH HOUSE, 133 Allen St. — 1904
NYC, Parks & Recreation — CPD 3; Block 415; Lot 27
49. ENGINE CO. #55, 363 Broome St. — H. H. Robertson, 1898
NYC, Fire Department — CPD 2; Block 470; Lot

50. OLD POLICE HEADQUARTERS, 240 Centre St. — Hoppin & Koen, 1905-09
NYC, Police Department — CPD 2; Block 472; Lot 31
51. POLICE HEADQUARTERS ANNEX, 400 Broome St. — 1918
NYC, Police Department — CPD 2; Block 487; Lot 1
52. BUILDING MAINTENANCE SECTION, 201-205 Mulberry St. — 1871
NYC, Police Department — CPD 2; Block 481; Lot 23
53. STORE & FACTORY, 45-47 Crosby St.
NYC, Board of Estimate — CPD 2; Block 482; Lot 3
54. 1ST PRECINCT POLICE STATION, 14-20 Ericsson Place — 1912
NYC, Police Department — CPD 1; Block 190; Lot 33
55. HOOK & LADDER #8, 10-14 N. Moore St. — 1905
NYC, Fire Department — CPD 1; Block 189; Lot 35
56. RECREATION BUILDING, EAST RIVER PARK, Montgomery St. & E. 12th St.
NYC, Parks & Recreation — CPD 3; Block 316; Lot
57. OFFICE BUILDING, Ave. C & E. 7th St.
NYC, Board of Estimate — CPD 3; Block 377; Lot
58. OFFICE BUILDING, 143 Ave. B — 1927
NYC, Board of Estimate — CPD 3; Block 392; Lot 1
59. TOMPKINS SQUARE REGIONAL LIBRARY, 331 E. 10th St. — McKim, Mead, & White, 1904
NYC, New York Public Library — CPD 3; Block 404; Lot 39
60. P.S. 122, 150 First Ave.
NYC, Board of Education — CPD 2; Block 437; Lot 1
61. OTTENDORFER BRANCH LIBRARY, 135 Second Ave. — 1884
NYC, New York Public Library — CPD 3; Block 464; Lot 38
62. NEW YORK FESTIVAL PUBLIC THEATER, 423-27 Lafayette St. — Thomas, Thomas, & Stent, 1849
NYC, Parks & Recreation — CPD 2; Block 544; Lot 16
63. ENGINE CO. #33, 42 Great Jones St. — Ernest Flagg & W. B. Chambers, 1898
NYC, Fire Department — CPD 2; Block 531; Lot 49
64. COOPER SQUARE URBAN RENEWAL OFFICE, 32-34 Second Ave. — 1918
NYC, Board of Estimate — CPD 3; Block 445; Lot 3
65. LADDER CO. #20, 155 Mercer St. — Fuld & Correga, 1854
NYC, Fire Department — CPD 2; Block 513; Lot 28
66. QUARTERMASTER STOREHOUSE, 194 Sixth Ave. — 1893
NYC, Police Department — CPD 2; Block 504; Lot 14
67. VOCATIONAL SCHOOL #38, 131 Sixth Ave. — 1903
NYC, Board of Education — CPD 2; Block 491; Lot 16
68. ENGINE CO. #30, 284 Spring St. — 1904
NYC, Fire Department — CPD 2; Block 579; Lot 11
69. NEW YORK UNION MOTOR TRUCK TERMINAL, 325 Spring St.
NYC, Port Authority — CPD 2; Block 596; Lot 92
70. P.S. 8, 29 King St. — 1887
NYC, Board of Education — CPD 2; Block 520; Lot 47
71. LOFT BUILDING, 49 Downing St.
NYC, Highways — CPD 2; Block 528; Lot 82
72. PUBLIC BATH, 8 Seventh Ave., South
NYC, Parks & Recreation — CPD 2; Block 582; Lot 50
73. HUDSON PARK LIBRARY, 10 Seventh Ave., South — Carrère & Hastings, 1906
NYC, New York Public Library — CPD 2; Block 582; Lot 18
74. U.S. FEDERAL OFFICE BUILDING, 641 Washington St. — Willoughby J. Edbrooke, 1892-99
FED, General Services Administration — CPD 2; Block 604; Lot
75. P.S. 3, 490 Hudson St. — C. B. J. Snyder, 1906
NYC, Board of Education — CPD 2; Block 585; Lot 41
76. 5TH PRECINCT POLICE STATION, 133-37 Charles St.
NYC, Police Department — CPD 2; Block 632; Lot 31
77. LADDER CO. #5, 102 Charles St. — 1885
NYC, Fire Department — CPD 2; Block 620; Lot 18
78. ENGINE CO. #18, 132 W. 10th St. — Napoleon Le Brun & Sons, 1891
NYC, Fire Department — CPD 2; Block 610; Lot 51
79. JEFFERSON MARKET LIBRARY, 425 Sixth Ave. — Frederick Clarke Withers & Calvert Vaux, 1874-77
NYC, New York Public Library — CPD 2; Block 606; Lot 1
80. VOCATIONAL SCHOOL #16, 208 W. 13th St. — 1875
NYC, Board of Education — CPD 2; Block 617; Lot 47
81. POLICE COMMUNITY RELATIONS BUILDING, 34½ E. 12th St. — Thomas R. Jackson, 1855
NYC, Police Department — CPD 2; Block 563; Lot 20

19. ENGINE CO. #292, 64-18 Queens Blvd. — Dennison, Hiron, & Darbyshire, 1914
NYC, Fire Department — CPD 2; Block 2325; Lot
20. P.S. 152, 33-52 62nd St., Woodside — 1938
NYC, Board of Education — CPD 2; Block 1184; Lot
21. BUTLER AVIATION BUILDING, La Guardia Airport — 1939
NYC, Port Authority — CPD 3; Block 926; Lot
22. MARINE AIR TERMINAL, La Guardia Airport — 1939
NYC, Port Authority — CPD 3; Block 926; Lot
23. POLICE BUILDING, La Guardia Airport — 1939
NYC, Police Department — CPD 3; Block 926; Lot
24. AMERICAN AIRLINES HANGAR, La Guardia Airport — Delano & Aldrich, 1939
NYC, Port Authority — CPD 3; Block 926; Lot
25. UNITED, TWA, EASTERN AIRLINES HANGARS, La Guardia Airport — Delano & Aldrich, 1939
NYC, Port Authority — CPD 3; Block 926; Lot
26. DENNIS P. GORMAN RECREATION BUILDING, 25th to 30th Ave. & 85th St. — 1934
NYC, Port Authority — CPD 3; Block 1358; Lot
27. P.S. 92 (THE CHANLEY P. LEVERICH), 99-01 34th Ave. — 1913
NYC, Board of Education — CPD 3; Block 1714; Lot
28. CORONA HEALTH CENTER, 34-33 Junction Blvd. — 1940
NYC, Health Department — CPD 3; Block 1729; Lot 27
29. ENGINE CO. #307, 81-17 Northern Blvd. — 1924
NYC, Fire Department — CPD 3; Block 1177; Lot 36
30. P.S. 89 (THE ELMHURST), 25-28 Britton Ave. — 1908
NYC, Board of Education — CPD 4; Block 1514; Lot
31. 110TH PRECINCT POLICE STATION, 94-41 43rd Ave. — CPD 4; Block 1592; Lot
NYC, Police Department — Sattelle & Boyd, 1913
32. ENGINE CO. #289, 97-28 43rd Ave. — CPD 4; Block 1628; Lot 18
NYC, Fire Department — 1922
33. NEWTON HIGH SCHOOL, 48-01 90th St., Elmhurst — CPD 4; Block 1849; Lot 1
NYC, Board of Education — 1906
34. ELMHURST PUBLIC LIBRARY, 86-01 Broadway — CPD 4; Block 1837; Lot
NYC, Libraries — 1923
35. P.S. 102, 55-24 Van Horn St., Elmhurst — CPD 4; Block 2879; Lot 31
NYC, Board of Education
36. MASPETH TOWN HALL, 72nd St. — CPD 2; Block 2506; Lot 15
NYC, Police Department — 1907
37. J.H.S. 73 (THE WILLIAM COWPER), 70-02 54th Ave., Maspeth — CPD 2; Block 2503; Lot
NYC, Board of Education — 1913
38. ENGINE CO. #288, 56-29 68th St. — CPD 2; Block 2395; Lot 4
NYC, Fire Department — Morgan & Trainor
39. ENGINE CO. #291, 56-07 Metropolitan Ave. — CPD 2; Block 2646; Lot 18
NYC, Fire Department — 1931
40. GROVER CLEVELAND SCHOOL, 2127 Himrod St. — CPD 5; Block 3363; Lot 1
NYC, Board of Education — 1898
41. P.S. 75 (THE ROBERT E. PERRY), 511 Seneca Ave., Ridgewood — CPD 5; Block 3434; Lot 1
NYC, Board of Education — 1911
42. P.S. 77, 976 Seneca Ave., Ridgewood — CPD 5; Block 3563; Lot 23
NYC, Board of Education — 1917
43. P.S. 93 (THE RIDGEWOOD), 66-56 Forest Ave. — CPD 5; Block 3490; Lot
NYC, Board of Education — 1908
44. P.S. 68 (THE CAMBRIDGE), 59-09 St. Felix Ave. — CPD 5; Block 3580; Lot
NYC, Board of Education — 1926
45. 104TH PRECINCT POLICE STATION, 64-02 Catalpa Ave., Glendale — CPD 5; Block 3632; Lot 1
NYC, Police Department — Morgan & Trainor
46. ENGINE CO. #286 — CPD 5; Block 3700; Lot 21
NYC, Fire Department — 1915
47. P.S. 91, Central Ave. & 69th St., Glendale — CPD 5; Block 3683; Lot 1
NYC, Board of Education — George Young, 1937
48. GLENDALE PUBLIC LIBRARY, 76-60 73rd Place, Glendale — CPD 5; Block 3696; Lot
NYC, Libraries — 1929
49. P.S. 119 (THE GLENDALE), 78th Ave. & 74th St. — CPD 5; Block 3812; Lot
NYC, Board of Education — 1906
50. P.S. 87 (THE MIDDLE VILLAGE), 67-54 80th St., Middle Village — CPD 5; Block 3782; Lot
NYC, Board of Education

51. P.S. 113, 87-21 79th Ave., Glendale — CPD 5; Block 3846; Lot
NYC, Board of Education — 1927
52. P.S. 101 (THE SCHOOL IN THE GARDEN), 2 Russell Place, Forest Hills — CPD 5; Block 3846; Lot
NYC, Board of Education — 1938
53. FOREST HILLS STATION, U.S. POST OFFICE, 106-28 Queens Blvd. — CPD 6; Block 3237; Lot
FED, Post Office — 1939
54. COMMUNITY RECREATION CENTER, 9319 Queens Blvd. — CPD 6; Block 2077; Lot
NYC, Parks & Recreation — J. Treacy, 1939
55. ENGINE CO. #324, 108-01 Horace Harding Blvd. — CPD 4; Block 1964; Lot 65
NYC, Fire Department — 1939
56. FLUSHING MEADOW, CORONA PARK AMPHITHEATER, Grand Central Parkway--Flushing Bay — CPD 7; Block 2018; Lot
NYC, Parks & Recreation — 1939
57. FLUSHING MEADOW--CORONA PARK, N.Y. ADMINISTRATION BLDG., Grand Central Parkway — CPD 7; Block 2018; Lot
NYC, Parks & Recreation — 1934
58. U.S. POST OFFICE, 41-65 Main St., Flushing — CPD 7; Block 5134; Lot
FED, Post Office — 1905
59. STATE ARMORY, 137-58 Northern Blvd. — CPD 7; Block 4977; Lot
NYS, Military & Naval Affairs — 1862
60. FLUSHING MUNICIPAL COURTHOUSE, 137-35 Northern Blvd. — CPD 7; Block 4960; Lot 1
NYC, Public Works — 1915
61. FLUSHING HIGH SCHOOL, 35-01 Union St., Flushing — CPD 7; Block 5002; Lot
NYC, Board of Education — 1898
62. P.S. 23 (THE LINCOLN SCHOOL), 138-11 35th Ave. — CPD 7; Block 4956; Lot
NYC, Board of Education — 1897
63. COLLEGE POINT HIGH SCHOOL, 14th Ave. & 122nd St. — CPD 7; Block 4056; Lot
NYC, Board of Education — Heins & La Farge, 1904
64. POPPENHUSEN PUBLIC LIBRARY, 121-23 14th Ave., College Point — CPD 7; Block 4042; Lot 113
NYC, Libraries — 1901
65. P.S. 79 (THE FRANCIS LEWIS), 15-28 149th St., Whitestone — CPD 7; Block 4647; Lot
NYC, Board of Education — 1913
66. ENGINE CO. #295, 12-49 149th St. — CPD 7; Block 4505; Lot 7
NYC, Fire Department — 1936
67. BAYSIDE HIGH SCHOOL, 32nd Ave. & 208th St., Bayside — CPD 11; Block 6046; Lot
NYC, Board of Education — 1939
68. P.S. 31 (THE BAYSIDE), 211-45 46th Road, Bayside — CPD 11; Block 7316; Lot
NYC, Board of Education
69. QUEENSBORO COMMUNITY COLLEGE, OAKLAND HALL, 5000 56th Ave. — CPD 11; Block 7490; Lot 57
NYC, Higher Education — 1931
70. P.S. 98, 40-20 235th St., Douglaston — CPD 11; Block 8082; Lot
NYC, Board of Education — 1922-28
71. CREEDMOOR MENTAL HEALTH COMPLEX, BUILDING #76, 80-45 Winchester Blvd. — CPD 13; Block 7880; Lot
NYS, Department of Mental Hygiene — 1922-28
72. CREEDMOOR MENTAL HEALTH COMPLEX, BUILDINGS #73,74,75, 80-45 Winchester Blvd. — CPD 13; Block 7880; Lot
NYS, Department of Mental Hygiene — 1922-28
73. CREEDMOOR MENTAL HEALTH COMPLEX, BUILDING #60, 80-45 Winchester Blvd. — CPD 13; Block 7880; Lot
NYS, Department of Mental Hygiene — 1922-28
74. CREEDMOOR MENTAL HEALTH COMPLEX, BUILDINGS #70,71,72, 80-45 Winchester Blvd. — CPD 13; Block 7880; Lot
NYS, Department of Mental Hygiene — 1922-28
75. CREEDMOOR MENTAL HEALTH COMPLEX, BUILDINGS #1,2,3, 80-45 Winchester Blvd. — CPD 13; Block 7880; Lot
NYS, Department of Mental Hygiene — 1922
76. CREEDMOOR MENTAL HEALTH COMPLEX, BUILDING #25, 80-45 Winchester Blvd. — CPD 13; Block 7880; Lot
NYS, Department of Mental Hygiene
77. MOTORCYCLE UNIT #3, 198-15 Grand Central Parkway — CPD 12; Block 7290; Lot
NYC, Police Department — 1937
78. QUEENS COLLEGE, Reeves Ave. & 153rd St. — CPD 8; Block 6507; Lot
NYC, Higher Education — 1937
79. QUEENS COLLEGE, Reeves Ave. & 153rd St. — CPD 8; Block 6507; Lot
NYC, Higher Education — 1937
80. QUEENS COLLEGE, Reeves Ave. & 153rd St. — CPD 8; Block 6507; Lot
NYC, Higher Education — 1931
81. QUEENS HOSPITAL CENTER, NURSES RESIDENCE, Goethals Ave. & 164th St. — CPD 8; Block 6858; Lot
NYC, Health & Hospitals — 1931
82. QUEENS HOSPITAL CENTER, MAIN HOSPITAL BLDG., Goethals Ave. & 164th St. — CPD 8; Block 6858; Lot 1
NYC, Health & Hospitals

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210. WAREHOUSE, 226 W. 124th St.
NYC, Board of Estimate — CPD 10; Block 1929; Lot 160
211. 28TH PRECINCT POLICE HOUSE, 229 W. 123rd St.
NYC, Police Department — 1913
212. N.Y.C. RAPID TRANSIT SYSTEM SUBSTATION, 73-77 W. 132nd St.
NYC, Transit Authority — CPD 10; Block 1929; Lot 16
213. PUBLIC BATH, Lenox Terrace, Lenox Terrace & 135th St.
NYC, Parks & Recreation — CPD 10; Block 1730; Lot 7
214. HARLEM HOSPITAL, 9 W. 136th St.
NYC, Health & Hospitals — 1939
215. HARLEM HOSPITAL, NURSES HOME, 25 W. 136th St.
NYC, Health & Hospitals — CPD 11; Block 1730; Lot 55
216. HARLEM HOSPITAL, POWER HOUSE, 46 W. 137th St.
NYC, Health & Hospitals — CPD 10; Block 1734; Lot 1
217. HARLEM HOSPITAL, WOMEN'S PAVILION, 30 W. 137th St.
NYC, Health & Hospitals — 1934
218. HARLEM HOSPITAL, OPD & WARDS, 12 W. 137th St.
NYC, Health & Hospitals — CPD 10; Block 1734; Lot 1
219. CENTRAL HARLEM HEALTH CENTER, 2238 Fifth Ave.
NYC, Health & Hospitals — 1917
220. N.Y. VOCATIONAL HIGH SCHOOL, 20 W. 138th St.
NYC, Board of Education — CPD 10; Block 1734; Lot 1
221. STATE ARMORY, 2366 Fifth Ave.
NYS, Military & Naval Affairs — 1934
222. SCHOMBURG COLLECTION, 103 W. 135th St.
NYC, New York Public Library — CPD 10; Block 1734; Lot 1
223. 32ND PRECINCT POLICE STATION, 250 W. 135th St.
NYC, Police Department — 1939
224. MOTT HALL, THE CITY COLLEGE, 138th St. & Convent Ave.
NYC, Higher Education — CPD 10; Block 1734; Lot 1
225. PARK HALL, THE CITY COLLEGE, 138th St. & Convent Ave.
NYC, Higher Education — Hobart Upjohn, 1937
226. FINLEY HALL, THE CITY COLLEGE, 138th St. & Convent Ave.
NYC, Higher Education — CPD 10; Block 1734; Lot 34
227. WAGNER HALL, THE CITY COLLEGE, 138th St. & Convent Ave.
NYC, Higher Education — CPD 10; Block 1736; Lot 27
228. P.S. 193, 117 Convent Ave.
NYC, Board of Education — 1923-27
229. WINGATE HALL, THE CITY COLLEGE, 138th St. & Convent Ave.
NYC, Higher Education — CPD 10; Block 1740; Lot 15
230. HARRIS HALL, THE CITY COLLEGE, 138th St. & Amsterdam Ave.
NYC, Higher Education — McKim, Mead, & White, 1905
231. GOETHAL'S HALL, THE CITY COLLEGE, 137th St. & Convent Ave.
NYC, Higher Education — CPD 10; Block 1920; Lot 1
232. BASKERVILLE HALL, THE CITY COLLEGE, 140th St. & Convent Ave.
NYC, Higher Education — Thomas E. O'Brian, 1931
233. SHEPARD HALL, THE CITY COLLEGE, 140th St. & Convent Ave.
NYC, Higher Education — CPD 10; Block 1940; Lot 48
234. ENGINE CO. #80, 505 W. 139th St.
NYC, Fire Department — 1939
235. SUBSTATION #15, 606-08 W. 143rd St.
NYC, Transit Authority — CPD 9; Block 1957; Lot 1
236. HAMILTON GRANGE LIBRARY, 505 W. 145th St.
NYC, New York Public Library — 1930-31
237. P.S. 186, 521 W. 145th St.
NYC, Board of Education — CPD 9; Block 1957; Lot 1
238. COLONIAL PARK, POOL, Bradhurst Ave. & W. 145th St.
NYC, Parks & Recreation — CPD 9; Block 1957; Lot
239. ENGINE CO. #67, 248-50 W. 143rd St.
NYC, Fire Department — 1937
240. WASHINGTON HEIGHTS LIBRARY, 1000-02 St. Nicholas Ave.
NYC, New York Public Library — CPD 9; Block 1957; Lot
241. ENGINE CO. #84, 511 W. 161st St.
NYC, Fire Department — 1926
CPD 9; Block 1957; Lot 78
CPD 9; Block 1957; Lot
CPD 9; Block 1957; Lot
1930
CPD 9; Block 1951; Lot 1
CPD 9; Block 1957; Lot
CPD 9; Block 1957; Lot
1904
CPD 9; Block 2071; Lot 27
CPD 9; Block 2089; Lot 26
McKim, Mead, & White, 1905-07
CPD 9; Block 077; Lot 26
1902
CPD 9; Block 2077; Lot 14
1937
CPD 9; Block 2052; Lot 1
CPD 10; Block 2028; Lot 51
Carrère & Hastings, 1914
CPD 12; Block 2109; Lot 55
Francis H. Kimball, 1906
CPD 12; Block 2120; Lot 46

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242. WASHINGTON HEIGHTS DISTRICT HEALTH CENTER, 600 W. 168th St.
NYC, Health Department — Henry Prince
243. N.Y. STATE PSYCHIATRIC INSTITUTE, 168th St. & Fort Washington Ave.
NYS, Department of Mental Hygiene — CPD 12; Block 2136; Lot 24
244. STATE ARMORY, 216 Fort Washington Ave.
NYS, Military & Naval Affairs — 1927
245. ENGINE CO. #67, 514-18 W. 170th St.
NYC, Fire Department — CPD 12; Block 2139; Lot
246. FIELD HOUSE--POLO GROUNDS, HIGHBRIDGE PARK, 173rd St. & Amsterdam Ave.
NYC, Parks & Recreation — 1909-14
247. FORT WASHINGTON REGIONAL LIBRARY, 535-37 W. 179th St.
NYC, New York Public Library — CPD 12; Block 2138; Lot 79
248. 34TH PRECINCT POLICE STATION, 180 Wadsworth Ave.
NYC, Police Department — Ernest Flagg, 1898
249. P.S. 189, 2580 Amsterdam Ave.
NYC, Board of Education — CPD 12; Block 2126; Lot 35
250. GEORGE WASHINGTON HIGH SCHOOL, 536-49 Audubon Ave.
NYC, Board of Education — 1936
251. P.S. 98, 512 W. 212th St.
NYC, Board of Education — CPD 12; Block Lot
252. N.Y.C. RAPID TRANSIT SYSTEM YARDS, 10th Ave. & 207th St.
NYC, Transit Authority — Cook & Welch, 1914
253. M.T.A. BUS DEPOT, 218th St. & Broadway
NYC, Transit Authority — CPD 12; Block 2153; Lot 53
1924
CPD 12; Block 2164; Lot 32
1923
CPD 12; Block 2159; Lot 51
1925
CPD 12; Block 2160; Lot 26
1924
CPD 12; Block 2229; Lot 12
1928
CPD 12; Block 2189; Lot
CPD 12; Block 2213; Lot 1

QUEENS

1. 108TH PRECINCT POLICE STATION, 1057 50th Ave., Long Island City
NYC, Police Department — CPD 1; Block 32; Lot
1904
2. ENGINE CO. #258, 10-40 47th Ave.
NYC, Fire Department — CPD 1; Block 46; Lot 34
1904
3. UNITED STATES POST OFFICE, 46-02 21st St.
FED, Post Office — CPD 1; Block 55; Lot
1929
4. P.S. 1, 46th Road & Jackson Ave.
NYC, Board of Education — CPD 1; Block 75; Lot
1892
5. LONG ISLAND CITY COURT, Thomson Ave. & Courthouse Square
NYC, Public Works — CPD 1; Block 83; Lot
1874
6. ENGINE CO. #259, 33-51 Greenpoint Ave.
NYC, Fire Department — CPD 2; Block 307; Lot 33
1907
7. QUEENSBORO REHABILITATION CENTER, 4704 Van Dam St.
NYS, Drug Abuse Control Commission — CPD 2; Block 280; Lot
1922-23
8. HUMAN RESOURCES ADMINISTRATION, QUEENSBORO CENTER, 3228 Northern Blvd.
NYC, Human Resources — CPD 1; Block 214; Lot
9. ENGINE CO. #261, 37-20 29th St.
NYC, Fire Department — CPD 1; Block 370; Lot 23
1932
10. ASTORIA HEALTH CENTER
NYC, Health Department — Clay & Corrgill, 1937
CPD 1; Block 518; Lot 30
11. ASTORIA PARK BUILDING, 19th St.
NYC, Parks & Recreation — 1935
CPD 1; Block 898; Lot
12. P.S. 84 (THE STEINWAY), 22-45 41st St., Long Island City
NYC, Board of Education — 1904
CPD 1; Block 794; Lot
13. ENGINE CO. #263, 42-08 Astoria Blvd.
NYC, Fire Department — James T. Treacy, 1906
CPD 1; Block 688; Lot 17
14. WILLIAM C. BRYANT SCHOOL ANNEX, 48-10 31st Ave.
NYC, Board of Education — 1939
CPD 1; Block 738; Lot
15. QUEENS RADIO REPAIR SHOP, 38-18 Northern Blvd.
NYC, Police Department — Parish & Schroeder, 1902
CPD 1; Block 665; Lot 4
16. P.S. 150, 43rd Ave. & 40th St.
NYC, Board of Education — 1932
CPD 2; Block 185; Lot
17. P.S. 125 (THE WOODSIDE), 46-02 47th Ave.
NYC, Board of Education — 1925
CPD 2; Block 2284; Lot
18. WOODSIDE PUBLIC LIBRARY, 54-22 Skillman Ave.
NYC, Libraries — John Taylor Egan, 1933
CPD 2; Block 1317; Lot 85

82. LOFTS, ACADEMY OF MUSIC, 112-28 E. 14th St. 1925
NYC, Traffic CPD 3; Block 559; Lot 16
83. SIROVICH SENIOR CENTER, 331-37 E. 12th St. 1927
NYC, Department of Welfare CPD 3; Block 454; Lot 52
84. ENGINE CO. #5, 340 E. 14th St. 1880
NYC, Fire Department CPD 3; Block 455; Lot 28
85. STUYVESANT HIGH SCHOOL, 345 E. 15th St. 1906
NYC, Board of Education CPD 6; Block 922; Lot 8
86. N.Y. COUNTY HOSTEL, 208 E. 16th St.
NYS, Department of Mental Hygiene CPD 6; Block 897; Lot 30
87. WASHINGTON IRVING HIGH SCHOOL, 40 Irving Place 1913
NYC, Board of Education CPD 2; Block 872; Lot 57
88. ENGINE CO. #14, 14 E. 18th St. Napoleon Le Brun & Sons, 1894
NYC, Fire Department CPD 5; Block 746; Lot 66
89. BACON VOCATIONAL H.S. ANNEX, 10-16 Lexington Ave. 1904
NYC, Board of Education CPD 5; Block 878; Lot 16
90. FAMILY COURT, 135 E. 22nd St. Crow, Lewis, & Wichenhoefer, 1915
NYC, Public Works CPD 6; Block 878; Lot 24
91. BERNARD BARUCH COLLEGE, 17 Lexington Ave. 1929
NYC, Higher Education CPD 6; Block 878; Lot
92. CHILDREN'S COURT, 135 E. 22nd St. Crow, Lewis, & Wichenhoefer, 1915
NYC, Public Works CPD 6; Block 878; Lot
93. MADISON SQUARE STATION, 149 E. 23rd St. 1937
FED, Post Office CPD 6; Block 897; Lot 30
94. EPIPHANY LIBRARY, 228-30 E. 23rd St. Carrère & Hastings, 1907
NYC, New York Public Library CPD 6; Block 903; Lot 43
95. UNSPECIFIED, 223 E. 25th St.
NYC, Board of Estimate CPD 6; Block 906; Lot 13
96. 165TH INFANTRY REGIMENT, ARMORY, 68 Lexington Ave. 1904
NYS, Military & Naval Affairs CPD 5; Block 881; Lot 6
97. N.Y. STATE SUPREME COURT, 27-29 Madison Ave. James Brown Lord, 1896-1900
NYS, Supreme Court CPD 5; Block 855; Lot 1
98. POOL AND BATH HOUSE, 501 E. 23rd St. Arnold W. Brunner & William Martin Aiken, 1906-09
NYC, Parks & Recreation CPD 6; Block 781; Lot 2
99. BELLEVUE HOSPITAL, PAVILION A, 256-38 First Ave. 1908
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
100. BELLEVUE HOSPITAL, OUTPATIENT BUILDING, 256-38 First Ave. 1928
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
101. BELLEVUE HOSPITAL, PAVILION E, 256-38 First Ave. 1940
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
102. BELLEVUE HOSPITAL, PATHOLOGICAL BUILDING, 256-38 First Ave. 1916
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
103. BELLEVUE HOSPITAL, PSYCHIATRIC BUILDING, First Ave. & 30th St. 1932
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
104. BELLEVUE HOSPITAL, PAVILION L, 256-83 First Ave. 1915
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
105. BELLEVUE HOSPITAL, PAVILION C, 256-83 First Ave. 1938
NYC, Health & Hospitals CPD 6; Block 958; Lot 1
106. EAST SIDE AIRLINES TERMINAL, First Ave. & 38th St.
NYC, Triborough Authority CPD 6; Block 943; Lot 12
107. OLD CHELSEA STATION, 217 W. 18th St. 1937
FED, Post Office CPD 4; Block 768; Lot 20
108. MUHLENBURG LIBRARY, 209-11 W. 23rd St. Carrère & Hastings, 1906
NYC, New York Public Library CPD 4; Block 773; Lot 38
109. POLICE STATION, UNIT B, 134-38 W. 30th St. 1907
NYC, Police Department CPD 4; Block 805; Lot 82
110. HEALTH CENTER, 303 Ninth Ave. Clay & Corgill, 1937
NYC, Health Services Administration CPD 4; Block 724; Lot 82
111. MORGAN STATION, 341 Ninth Ave. 1934
FED, Post Office CPD 4; Block 727; Lot 1
112. GENERAL POST OFFICE, Eighth Ave. & 33rd St. McKim, Mead, & White, 1910-15
FED, Post Office CPD 4; Block 755; Lot 1
113. WEST SIDE JEWISH CENTER, 347-49 W. 34th St. 1924
NYC, Board of Estimate CPD 4; Block 758; Lot 14

114. SHERIFF'S QUARTERS OF N.Y. COUNTY, 434-46 W. 37th St. 1870
NYC, Police Department CPD 4; Block 734; Lot 55
115. ENGINE CO. #34, 440-42 W. 38th St. James T. Treacy, 1937
NYC, Fire Department CPD 4; Block 735; Lot 61
116. RESCUE CO. #1, 530 W. 42nd St. Napoleon Le Brun & Sons, 1894
NYC, Fire Department CPD 4; Block 1071; Lot 49
117. ENGINE CO. #54, 304 W. 47th St. 1888
NYC, Fire Department CPD 4; Block 1037; Lot 37
118. MUSIC & ART ANNEX, 120 W. 46th St. 1893
NYC, Board of Estimate CPD 5; Block 998; Lot 48
119. ENGINE CO. #65, 33 W. 43rd St. Hoppin & Koen, 1898
NYC, Fire Department CPD 5; Block 1259; Lot 18
120. RECREATION CENTER, 348 E. 54th St. 1906
NYC, Parks & Recreation CPD 6; Block 1346; Lot 32
121. POWER SUBSTATION, 126 W. 53rd St.
NYC, Transit Authority CPD 5; Block 1024; Lot 52
122. 18TH PRECINCT POLICE STATION, 306 W. 54th St. 1940
NYC, Police Department CPD 4; Block 1044; Lot 38
123. CLINTON YOUTH & FAMILY CENTER, 314-16 W. 54th St.
NYC, Board of Estimate CPD 4; Block 1044; Lot 22
124. ENGINE CO. #23, 215 W. 58th St. A. V. Hartmann, 1906
NYC, Fire Department CPD 5; Block 1030; Lot 23
125. INDOOR POOL, W. 59th St. & Amsterdam Ave.
NYC, Parks & Recreation CPD 4; Block 1151; Lot
126. HAAREN HIGH SCHOOL, 899 Tenth Ave. 1903
NYC, Board of Education CPD 4; Block 1087; Lot 25
127. STATE ARMORY, 56 W. 66th St. 1901
NYS, Military & Naval Affairs CPD 4; Block 1118; Lot 52
128. LADDER CO. #25, 205-07 W. 77th St. Horgen & Slattery, 1901
NYC, Fire Department CPD 7; Block 1169; Lot 26
129. ENGINE CO. #74, 120 W. 83rd St. 1888
NYC, Fire Department CPD 7; Block 1213; Lot 41
130. AMERICAN MUSEUM OF NATURAL HISTORY, 77th to 81st St., Central Park West 1874-77
NYC, American Museum of Natural History CPD 7; Block 1130; Lot 1
131. NEW YORK HISTORICAL SOCIETY, MUSEUM, 170 Central Park West York & Sawyer, 1903-08
NYC, Bureau of Cultural Affairs CPD 7; Block 1129; Lot 29
132. TAVERN ON THE GREEN, Central Park
NYC, Parks & Recreation CPD Block 1111; Lot
133. BALL PLAYER'S HOUSE, Central Park 1869
NYC, Parks & Recreation CPD Block 1111; Lot
134. CAROUSEL, Central Park
NYC, Parks & Recreation CPD Block 1111; Lot
135. CHESS AND CHECKERS PAVILION, Central Park
NYC, Parks & Recreation CPD Block 1111; Lot
136. THE DAIRY, Central Park 1871
NYC, Parks & Recreation CPD Block 1111; Lot
137. THE ZOO, Central Park
NYC, Parks & Recreation CPD Block 1111; Lot
138. THE ARSENAL, 830 Fifth Ave. Martin Thompson, 1841
NYC, Parks & Recreation CPD Block 1111; Lot
139. CHILDREN'S ZOO, Central Park
NYC, Parks & Recreation CPD Block 1111; Lot
140. KREBS MEMORIAL, Central Park
NYC, Parks & Recreation CPD Block 1111; Lot
141. BOAT HOUSE, Central Park--72nd St.
NYC, Parks & Recreation CPD Block 1111; Lot
142. FIRE ALARM STATION, Central Park 1922
NYC, Fire Department CPD Block 1111; Lot
143. BELVEDERE CASTLE, Central Park Calvert Vaux, 1871
NYC, Parks & Recreation CPD Block 1111; Lot
144. SWEDISH SCHOOL HOUSE, Central Park 1876
NYC, Parks & Recreation CPD Block 1111; Lot
145. SHOPS, Central Park--85th St. Traverse 1871
NYC, Parks & Recreation CPD Block 1111; Lot

83. QUEENS HOSPITAL CENTER, POWER PLANT & LAUNDRY, Goethals Ave. & 164th St.
NYC, Health & Hospitals CPD 8; Block 6858; Lot
84. QUEENS HOSPITAL CENTER, NURSES RESIDENCE, Goethals Ave. & 164th St. 1924
NYC, Health & Hospitals CPD 8; Block 6858; Lot
85. QUEENS HOSPITAL CENTER, NURSES RESIDENCE, Goethals Ave. & 164th St. 1924
NYC, Health & Hospitals CPD 8; Block 6858; Lot
86. TRIBORO HOSPITAL FOR TUBERCULOSIS, Goethals Ave. & 164th St. Voorhees, Walker, et. al.
NYC, Health & Hospitals CPD 8; Block 6858; Lot
87. JAMAICA HIGH SCHOOL, 167-01 Gothic Drive, Jamaica 1927
NYC, Board of Education CPD 8; Block 9858; Lot
88. OLD JAMAICA JEWISH CENTER, 87th Road & Parsons Blvd. 1923
NYC, Higher Education CPD 8; Block 9707; Lot
89. HILLCREST HIGH SCHOOL ANNEX, Hillside Ave. & 163rd St. 1896
NYC, Board of Education CPD 12; Block 9768; Lot
90. 103RD PRECINCT POLICE STATION, 168-02 91st Ave., Jamaica 1927
NYC, Police Department CPD 12; Block 9799; Lot
91. STATE ARMORY, 93-05 168th St., Jamaica 1933
NYS, Military & Naval Affairs CPD 12; Block 10217; Lot
92. REGISTRY OFFICE, 161-04 Jamaica Ave. 1929
NYC, Public Works CPD 12; Block 10101; Lot
93. U.S. POST OFFICE, MAIN OFFICE, 88-40 164th St., Jamaica 1934
FED, Post Office CPD 12; Block 9813; Lot
94. QUEENS COUNTY FAMILY COURT, 89-90 Parsons Blvd.
NYC, Public Works CPD 12; Block 9755; Lot
95. ST. MONICANS HALL, 94-20 160th St. 1856
NYC, Board of Estimate CPD 12; Block 10103; Lot 16
96. SUPREME COURT, 88-11 Sutphin Blvd., Jamaica Alfred M. Ellies & Wm. W. Knowles, 1938
NYC, Public Works CPD 12; Block 9691; Lot
97. P.S. 82 (THE HAMMOND), 88-02 144th St. 1906
NYC, Board of Education CPD 12; Block 9684; Lot
98. ENGINE CO. #270, 91-45 121st St. Hoppin & Koen, 1917
NYC, Fire Department CPD 9; Block 9375; Lot 7
99. RICHMOND HILL PUBLIC LIBRARY, 118-14 Hillside Ave., Richmond Hill Tuthill & Higgens, 1905
NYC, Libraries CPD 9; Block 9264; Lot 56
100. 102ND PRECINCT POLICE STATION, 87-34 118th St., Richmond Hill 1913
NYC, Police Department CPD 9; Block 9327; Lot 21
101. P.S. 56 (THE RICHMOND HILL ANNEX), 86th Ave. & 114th St. 1896
NYC, Board of Education CPD 9; Block 9227; Lot
102. P.S. 66 (THE OXFORD), 85-11 102nd St., Richmond Hill 1898
NYC, Board of Education CPD 9; Block 9183; Lot 1
103. ENGINE CO. #294, HOOK & LADDER #143, 101-02 Jamaica Ave. Morgan & Trainor, 1913
NYC, Fire Department CPD 9; Block 9286; Lot 6
104. FIRE ALARM TELEGRAPH STATION, 83-98 Woodhaven Blvd. H. J. Treacy, 1926
NYC, Fire Department CPD 9; Block 3866; Lot
105. WOODHAVEN PUBLIC LIBRARY, 85-41 Forest Parkway, Woodhaven Robert E. Shirmer, 1923
NYC, Libraries CPD 9; Block 1916; Lot
106. P.S. 97 (THE FOREST PARK), 85-52 85th St. 1916
NYC, Board of Education CPD 9; Block 8855; Lot 20
107. U.S. POST OFFICE, WOODHAVEN STATION, 86-42 Forest Parkway 1940
FED, Post Office CPD 9; Block 8847; Lot
108. ENGINE CO. #293, 89-40 87th St. F. H. Quinby, 1915
NYC, Fire Department CPD 9; Block 8968; Lot 25
109. P.S. 63 (THE OLD SOUTH), 90 Sutter Ave. 1927
NYC, Board of Education CPD 10; Block 9155; Lot
110. ENGINE CO. #285, 103-17 98th St. F. J. Hemle, 1913
NYC, Fire Department CPD 9; Block 9121; Lot 72
111. 106TH PRECINCT POLICE STATION, 103-51 101st St. 1932
NYC, Police Department CPD 9; Block 9505; Lot 61
112. JOHN ADAMS HIGH SCHOOL, 103-51 101st St., Ozone Park 1932
NYC, Board of Education CPD 10; Block 9540; Lot
113. P.S. 96, 130-31 Rockaway Blvd., South Ozone Park 1915
NYC, Board of Education CPD 10; Block 11694; Lot 27
114. P.S. 48 (THE WILLIAM WORDSWORTH), 155-02 108th Ave., Jamaica 1936
NYC, Board of Education CPD 12; Block 10144; Lot

115. P.S. 140, 116th Ave. & 166th St. 1929
NYC, Board of Education CPD 12; Block 12341; Lot
116. P.S. 36 (THE ST. ALBANS), 187-01 Foch Blvd. 1924
NYC, Board of Education CPD 12; Block 12439; Lot 32
117. P.S. 118, 190-20 109th Road, Hollis Hills 1923
NYC, Board of Education CPD 12; Block 10926; Lot
118. ENGINE CO. #301, 91-02 197th St. H. J. Treacy, 1933
NYC, Fire Department CPD 12; Block 10464; Lot 25
119. P.S. 34 (THE JOHN HARVARD), 104-12 Springfield Blvd., Queens Village 1898
NYC, Board of Education CPD 13; Block 11152; Lot
120. ANDREW JACKSON HIGH SCHOOL, 207 116th Ave. 1936
NYC, Board of Education CPD 13; Block 11049; Lot
121. P.S. 38 (THE ROSEDALE), 135-21 241st St. 1926
NYC, Board of Education CPD 13; Block 13222; Lot
122. ENGINE CO. #264, 16-15 Central Ave. 1913
NYC, Fire Department CPD 14; Block 15559; Lot
123. U.S. POST OFFICE, MAIN OFFICE, 1836 Mott Ave. 1936
FED, Post Office CPD 14; Block 15557; Lot
124. 101ST PRECINCT POLICE STATION, 16-12 Mott Ave. 1929
NYC, Police Department CPD 14; Block 15557; Lot 4
125. FAR ROCKAWAY HIGH SCHOOL, 821 Beach 25th St. 1929
NYC, Board of Education CPD 14; Block 15693; Lot
126. P.S. 104, 26 Mott Ave., Far Rockaway 1938
NYC, Board of Education CPD 14; Block 15693; Lot
127. PRYME HEALTH STATION, 65-10 Rockaway Beach Blvd.
NYC, Higher Education CPD 14; Block 15918; Lot
128. INTERNATIONAL ARTS CENTER, 9001 Beach Channel Drive 1931
NYC, Public Works CPD 14; Block 16124; Lot 33
129. 100TH PRECINCT POLICE STATION, 92-94 Rockaway Beach Blvd. 1930
NYC, Police Department CPD 14; Block 16127; Lot
130. ENGINE CO. #266, 92-20 Rockaway Beach Blvd. 1922
NYC, Fire Department CPD 14; Block 16127; Lot
131. ROCKAWAY SUBWAY STATION, Beach 116th St.
NYC, New York City Transit Authority CPD 14; Block 16166; Lot
132. ENGINE CO. #268, HOOK & LADDER #168, 257 Beach 116th St. F. J. Hemle, 1913
NYC, Fire Department CPD 14; Block 16212; Lot
133. NEPONSET HOUSE FOR THE AGED, 149th St. & Rockaway Beach Blvd. 1936-39
NYC, Department of Social Services CPD 14; Block 16325; Lot 227
134. RIIS PARK BATH HOUSE, Rockaway Beach Blvd. & Jacob Riis Park 1932-37
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1. FABER PARK, POOL AND RECREATION CENTER, Richmond Terrace & Faber Ave. 1906
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77. P.S. 1 (THE TOTTENVILLE), Yetman Ave. & Summit Ave.
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79. 123RD PRECINCT POLICE STATION, 1161 Main St.
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80. CONFERENCE HOUSE, Foot of Hyland Ave.
NYC, Parks & Recreation

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Carrère & Hastings, 1904
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CPD 3; Block Lot
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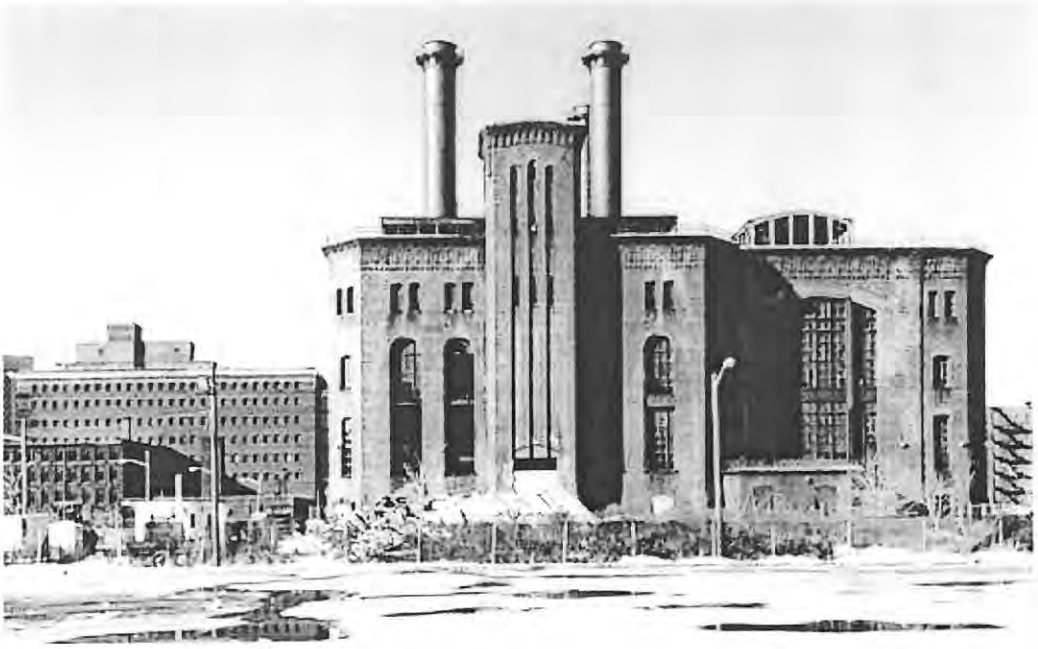

The Powerhouse

The inspiration for the Conservancy and its flagship campaign, the Hudson and Manhattan Powerhouse is an industrial age masterpiece. Built between 1906 and 1908, the nine story Romanesque Revival structure powered the Hudson and Manhattan Railroad, now known as the PATH train.

The Powerhouse's Architect was John Oakman of Carrere and Hastings, who graduated from the Ecole des Beaux Arts in Paris. James J. Ferris, for whom one of Jersey City's high schools is named, laid the foundation. One of the engineers in the project was L.B. Stillwell, whose firm designed the first Niagara Falls power plant. John Van Vleck designed the structure's steel frame, Hugh Hazleton of Englewood, New Jersey, the electrical machinery, and the boilers by Babcock & Wilcox in Bayonne.

With the construction of the Powerhouse, for the first time people could travel between New York and New Jersey directly by rail on the Hudson and Manhattan Railroad. President Theodore Roosevelt himself gave the order for the engineers to flip the switch to activate the building.

Despite the monumental achievements in architecture and engineering, the Powerhouse only remained in use until 1929. After that it was largely used for storage space for the Hudson and Manhattan Railroad and, later, the Port Authority of New York and New Jersey.

Even after decades of neglect, the Powerhouse remained remarkably intact due to its sturdy construction. In the late 1990s, the Port Authority and Jersey City considered either demolishing the Powerhouse or constructing an office tower in the middle of a hollowed out Powerhouse, with the landmark structure relegated to use as a parking deck. The potential loss of the Powerhouse galvanized the preservation community and led to the creation of the Conservancy.

In 2001, the Conservancy achieved perhaps its most significant victory to date, when the Powerhouse was, over the vigorous objections of the Port Authority, placed on the National Register of Historic Places. The landmarking of the property, based on a nomination prepared by Conservancy founder John Gomez, immediately brought attention to the endangered landmark. The City has since agreed that the Powerhouse should be preserved as the centerpiece of the redevelopment of the "Powerhouse Arts District." The Powerhouse has since been designated a developer who has renovated a similar power plant in Baltimore.

The Conservancy will continue to advocate on behalf of the Powerhouse and demand that the redevelopment process be transparent and allow community input.

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The Powerhouse

- **Architect:** John Oakman
- **Year Built:** 1906-1908
- **Engineer:** L. B. Stillwell, John Van Vleck, Hugh Hazelton, James J. Ferris
- **Location:**
  Bounded by Bay, Washington, First and Greene Streets; anchor of the Powerhouse Arts District (PAD), Downtown Jersey City
-

Status

The City has designated the Powerhouse a developer with experience in restoring similar properties. Action is still necessary to ensure that the Powerhouse is in fact preserved and used in a way that benefits the community.

Gallery Links

- Photo Gallery: The Hudson & Manhattan Railroad Powerhouse
- Photo Gallery: Historic Views of the Powerhouse
- Photo Gallery: The Powerhouse Art Exhibit

Related Info

- Powerhouse History: The Hudson & Manhattan Railroad
- Powerhouse History: John Oakman, Powerhouse Architect
- Powerhouse History: L.B. Stillwell, John Van Vleck, Hugh Hazelton–Powerhouse Engineers
- Link to Preservation New Jersey's 10 Most Endangered Entry

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Subject:	BUILDING
Subject:	1900-1924
Keywords:	Kelsey,Frank C.;Stuart,R.I.;1908;1909
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Place:	OREGON -- Grant County -- Granite vicinity

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Journal of the SOCIETY OF ARCHITECTURAL HISTORIANS

DECEMBER 1979 Volume XXXVIII Number 4

Three Industrial Towns by McKim, Mead & White

LELAND M. ROTH Department of Art History, University of Oregon

Of the more than 940 commissions given to McKim, Mead & White, their industrial buildings (except for Pennsylvania Station) have been least studied. This is especially true of their industrial towns and the housing they designed for workers. In fact, few of the company towns started or expanded in the 19th century have received extensive study. McKim, Mead & White were engaged to design the first electrical generating station and then the housing for workers at Niagara Falls, New York, in 1891–1895; and at the same time they were asked to provide designs for mills and housing at Roanoke Rapids, North Carolina. While both of these were new undertakings on open sites, the town of Naugatauk, Connecticut, where the firm had eleven commissions given them by John Howard Whittemore, was two centuries old when they started work in 1885. Their work here consisted largely of public buildings, and represents nearly the full range of tasks given turn-of-the-century architects. An examination of these industrial towns, of the context out of which they came, the expenditures they entailed, and the clients' motives modifies prevalent attitudes about the Robber Baron,[1] and more fully defines the achievement of McKim, Mead & White.

THE TERM "company town" evokes images of tar paper shacks perched on steep hillsides, recalls the industrial slum shown in the film, *The City*, by Pare Lorenz, or brings to mind the Pullman Strike of 1894.[2] American historiography during the first third of this century was strongly colored by an anti-capitalist bias, beginning with the writing of Charles A. Beard and continued by Gustavus Myers and Matthew Josephson.[3] Because of this bias many of the significant benefactions of industrialists—colleges, universities, museums, and orchestras—were once dismissed as sops to placate the masses, and scant consideration was given to the donors' genuine interest in scholarship or the arts. Much of this generosity certainly arose out of vanity, but altruism and a sense of *richesse oblige* were also motivations. More recently, many of these gifts and even the rapacious exploitative capitalist enterprise which made them possible have been viewed as essential to the growth and well-being of the American city during the most critical period of its expansion, from the end of the Civil War through the 1920s.[4] If the urban benefactions of the more prominent industrialists became commonplace in later years, the construction of small company towns has been forgotten altogether. Because they

1. This investigation is part of a longer examination of industrial housing, especially model company towns, now underway. Tentatively entitled "Robber Barons as Landlords," it will attempt to assess the positive contributions to urban planning made in model company towns during the second half of the 19th century up to 1920.

2. *The City* was made under the auspices of the American Institute of Planners, based on a scenario by Lewis Mumford, and directed by Willard Van Dyke and Ralph Steiner. Shown at the World's Fair in New York in 1939, it was meant to contrast a mythical New England village with the horrors of the industrial slum, and then to show the success of recent garden-city suburban building; much of the footage of the third section was, in fact, shot in Greenbelt, Maryland. Pullman still remains for many the archetypal company town, although it is more of an anomaly; it is ironic, therefore, that it is the only company town of the period 1865–1920 discussed in Daniel Boorstin, *The Americans: The Democratic Experience*, New York, 1973. The best analysis of the development, difficulties, and end of Pullman as a model community is Stanley Buder, *Pullman: An Experiment in Industrial Order and Community Planning, 1880–1930*, New York, 1967, which probes the reasons behind the bloody strike and the national effect it had.

3. See L. M. Hacker, "The Anti-Capitalist Bias of American Historians," in *Capitalism and the Historians*, ed. F. A. Hayek, Chicago, 1954; Hacker suggests that this bias arose not out of a specific Marxist predisposition, but from a pervasive Jefferson–Populist philosophy which viewed large industry and capitalism as inevitably and totally lacking in any moral character.

4. See specifically John A. Garraty, *The New Commonwealth: 1877–1890*, New York, 1968, 200: "Considering the speed of urbanization in the post–Civil War decades, the failings of cities seem less important than their achievements. . . . Even the corruption so commonly associated with the granting of municipal gas, electric, and street-car franchises has to be viewed in the context of the voracious appetite of city residents for these utilities." Though not so explicit, much the same sentiments can be found in Boorstin's *The Americans: The Democratic Experience*, and Edward C. Kirkland, *A History of American Economic Life*, 4th ed., New York, 1969. See also Sigmund Diamond, *The Reputation of the American Businessman*, Cambridge, MA, 1955, 56, 178–180; John Tipple, "The Robber Barons in the Gilded Age," in *The Gilded Age: A Reappraisal*, H. W. Morgan, ed., Syracuse, 1963, 18.

were in out-of-the-way places, important examples of industrial town planning and housing passed from view.

Many bleak company towns existed, especially in areas dominated by extractive industries—in the coal fields of Appalachia and later in Colorado.[5] For eastern textile manufacturers, however, important late 19th-century model workers' communities were built. The work of McKim, Mead & White in the three towns in which they worked must be seen within the context of company-built housing and industrial philanthropies.

Francis Cabot Lowell, confronting a serious shortage of male operators caused by the War of 1812, began to provide housing for workers at the mill he established at Waltham, Massachusetts, in 1813. His solution was the system of boarding houses for young single women, so rigorously and piously administered by resident matrons that local farmers willingly sent their daughters to the factory as a way of adding to the girls' dowries.[6] When a new factory complex was built at the falls of the Merrimac River (and given Lowell's name by his successors), the boarding house system was expanded to continue the employment of women and also to provide for those who could not build their own homes. This arrangement became the model for scores of other New England textile mills, so that the influence of the Waltham or Lowell System was extensive.[7] The town of Lowell prospered and before mid-century it was necessary to build further housing, but now long row houses and tenements were constructed, and these also became models for other factory towns. Too often, however, as at Holyoke, Massachusetts, these larger tenement blocks, put up by private speculators, were particularly mean and inhospitable.[8] Without density or maintenance standards enforced by the parent company, the tenements rapidly became overcrowded and dilapidated.[9]

A significant number of less well known but much better administered towns existed—Whitinsville and Hopedale in Massachusetts; Peace Dale, Rhode Island; St. Johnsbury, Vermont; and Willimantic and South Manchester in Connecticut.[10] Converted to manufacturing early in the 19th century, each of these towns grew slowly. More significantly, in each town the factory owners and workers lived side by side; Holyoke's investor-owners, in contrast, were well isolated in Boston. Perhaps this continued and engaged presence of the owners, the resulting social equanimity and ease of communication between management and labor prevented the kind of strife that disrupted Holyoke or ripped Pullman apart. Freed of the problems arising from absentee-ownership, these smaller towns prospered well into the 20th century before labor unrest occurred and even then it was usually minor, brief, and conducted with a measure of civility.

Lowell and other new mill sites founded in thinly settled areas had a particular need for housing. In an age when the worker walked to the factory, the solution for industries removed from existing centers of population and pools of labor was to provide attractive accommodations as an inducement. Later, when the Northeast became peppered with textile and weaving machinery factories, it became doubly necessary to provide good housing

5. Abject conditions in mining company towns continued well into the 20th century. See the statistics and illustrations in Leifer Magnusson, *Housing by Employers in the United States*, Bulletin of the United States Bureau of Labor Statistics, No. 263, Washington, DC, 1920. Though no communities are precisely identified, this is a most thorough compilation of data; 423 communities built by 213 companies are recorded. Early in the 20th century some companies made more provisions for their employees; see the discussion of the innovative social programs undertaken by the Colorado Fuel and Iron Company in Lawrence Lewis, "Uplifting 17,000 Employees," *World's Work*, XI, 1905, 5939–5950. For a broader study of mining towns in the West, see James B. Allen, *The Company Town in the American West*, Norman, OK, 1966.

6. For Lowell see John Coolidge, *Mill and Mansion*, New York, 1942. See also John Reps, *The Making of Urban America*, Princeton, 1965, 415–420. In contrast to the "Waltham System," a more decentralized system was used in Rhode Island: see A. N. Fowler, "Rhode Island Mill Towns," *Pencil Points*, XVII, 1936, 271–286.

7. See Theodore A. Sande, "The Architecture of the Rhode Island Textile Industry, 1790–1860," and Richard M. Candee, "Nineteenth-Century New Towns: Alternative Models for Development within the Early New England Textile Industry," *JSAH*, XXV, 1976, 265–268.

8. See the Brick Block, 1825, and the New Block, c. 1845, Lowell, MA, in Constance Greif, *Lost America, From the Atlantic to the Mississippi*, Princeton, 1971, 156.

9. For the checkered history of Holyoke, see Constance McLaughlin Green, *Holyoke, Massachusetts: A Case History of the Industrial Revolution in America*, New Haven, 1939; and the condensation of this in Constance McLaughlin Green, *American Cities in the Growth of the Nation*, London, 1957, 79–91.

10. The housing villages mentioned here are discussed in many of the studies cited below, but for special coverage see the studies listed under the headings for each town. For Whitinsville: Thomas Navis, *The Whitin Machine Works Since 1831*, Cambridge, MA, 1950; Grosvenor Atterbury, "Model Towns in America," *Scribner's*, LII, 1912, 20–35; N.P. Gilman, *A Dividend to Labor*, Boston, 1899, 223–226; Budgett Meakin, *Model Factories and Villages*, London, 1905, 398–400. For Hopedale: *American Architecture and Building News*, XLIX, 3 August 1895, 54, pl. 1023 (house of George A. Draper; J. P. Putnam, architect); F. C. Brown, "Workingmen's housing at Hopedale, Mass.," *Architectural Review* [Boston], IV, 1916, 64–67; G. W. W. Hanger, "Housing of the Working People in the United States by Employers," in *The Exhibit of the United States Bureau of Labor at the Louisiana Purchase Exposition*, Bulletin of the Bureau of Labor, No. 54, Washington, DC, 1904, 1207–1209; Gilman, *Dividend*, 226–228; and Meakin, *Model Factories*, 404–409. For Peace Dale: Hanger, "Housing of the Working People," 1221–1224; and Gilman, *Dividend*, 251–252. For Willimantic: E. R. L. Gould, *The Housing of the Working People*, Bureau of Labor, Eighth Special Report of the Commissioner of Labor, Washington, DC, 1895, 327–328; Gilman, *Dividend*, 258–262; Meakin, *Model Factories*, 400–401. For South Manchester: E. Howland, "An Industrial Experiment at South Manchester," *Harper's Monthly*, XLV, November 1872, 836–844; Gilman, *Dividend*, 254–258; Meakin, *Model Factories*, 397–398. For information concerning South Manchester, I am indebted to Keith Morgan.

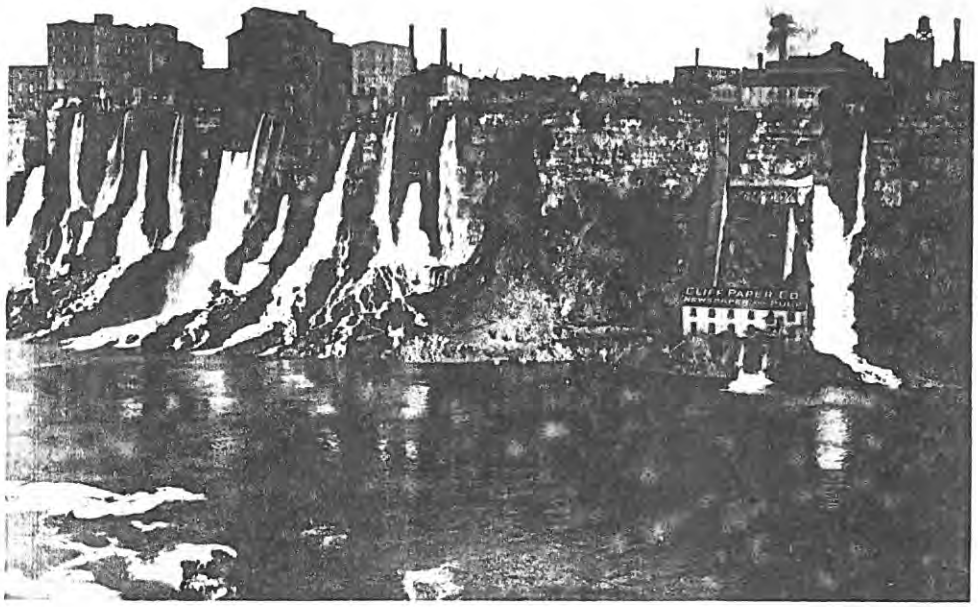

Fig. 1. Niagara Falls, New York, mills and factories on the gorge cliff below the falls, photograph ca. 1895 (Niagara Mohawk Power Corporation).

as a way of maintaining a stable skilled labor force. If one factory provided better housing at lower cost than another factory, a skilled worker simply moved to where the conditions were better. The extensive housing program among northeast industries from 1865 to 1920 arose less from the desire to generate rents than to bolster profits by keeping expensive training time to a minimum.[11] Experience quickly demonstrated that single family or side-by-side duplexes were highly favored by workers over the row units built only shortly before. Furthermore, housing units sold to inhabitants tended to deteriorate quickly while those rented and maintained by the company had a much longer life. Thus, by about 1885, in the smaller northeastern manufacturing towns, single family or duplex rental housing units had become the general rule. The rents were kept within a narrow low range, averaging about 12% to 15% of a worker's monthly wages. At this rate most companies expected to realize a profit of about 2% to 3% maximum on their investment; even in the late 19th century this was not sufficient return to interest speculative builders. In Pullman, however, it was hoped to realize at least 6% return, so that rents were kept at high levels, from 15% to 30% of monthly wages. Ironically, the desired high rate of return was never achieved, and the high rents precipitated the strike. Although other companies realized minimal or no return on their investment, this was considered a small price to pay for slower turnover of skilled labor, elimination of strikes, and higher productivity and net profits.[12]

11. The reasons given by various unidentified industrialists are cited in Magnusson, *Housing by Employers*, 17–21; the most prevalent reason was to reduce transience among skilled workers. See also, concerning South Manchester, "Houses that make workmen want to stay," *Factory*, XVIII, 1917, 40–41.

12. Figures on return of investment in housing are confusingly contradictory. Magnusson, *Housing by Employers*, 14, indicates that the average return in 1916–1920 was 8.3%, with highest return realized by a few steel and mining companies—up to 20%. Gould, *Housing of the Working People*, 328, says that in Willimantic the return in 1894–1895 was 7½% even though rents were about 10% of wages. Rents and wages were adjusted in Pullman to assure a return of 6% gross, but maintenance and taxes usually reduced this to about 4½% with a low of 3.82% in 1892–1893: see Buder, *Pullman*, 89–91. The Cornell Company of Coldspring, NY, realized 5% on their investment, but this was high compared to the 2—3½% realized by most of the housing developments discussed here, such as Hopedale. The Pelzer Company, Pelzer, SC, received no return on their investment. Magnusson, *Housing by Employers*, 20, cites an unidentified southern textile mill (Pelzer?) which rented apartments from private developers at $8–15 per month and sub-let them to employees at $6–9 per month, absorbing the difference. Figures for returns cited here are based on those given in the sources noted in fn. 10 and from Magnusson, *Housing by Employers*, passim. On one point there was agreement; it was much more costly for workers in the urban areas. Marcus T. Reynolds, *The Housing of the Poor in American Cities*, Baltimore, 1893, 24–25, indicates that at that time urban workers paid an average of 18.58% of their monthly income for housing, while company town workers paid an average of 12½%.

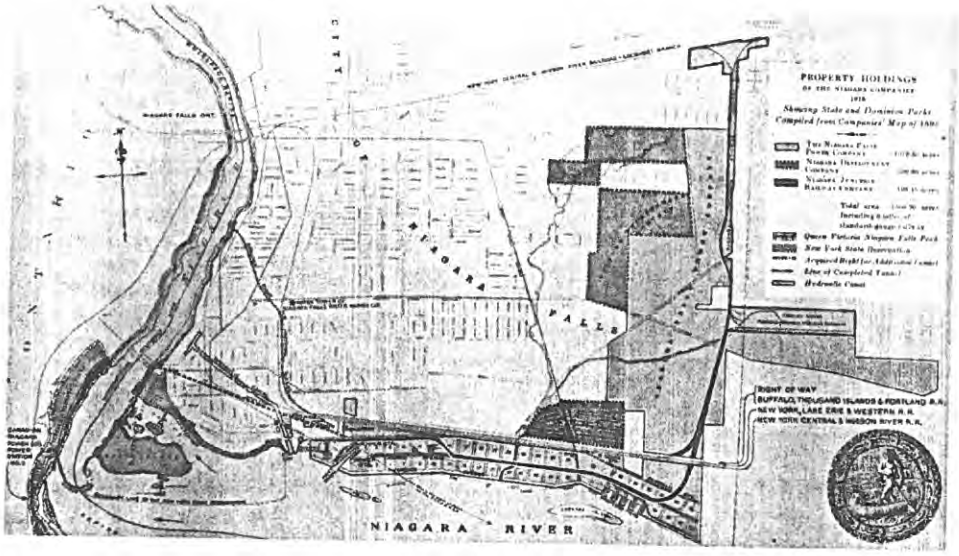

Fig. 2. Plan of Niagara Falls and the industrial areas in 1918. Gray area, lower left at falls, is New York State Reservation; light gray and dark gray areas along river east of falls and northward from river show properties controlled by the Niagara Falls Power Company; dark gray area just right of center is Echota. On left is surface hydraulic canal which carried water to factories on gorge cliff. Just east of canal inlet is forebay of Niagara Falls Power Company; dashed line shows location of the subterranean Evershed tunnel (Adams, *Niagara Power*, 1927, I, 319–321).

By 1895 four general types of company town had evolved. The first and simplest type was the least costly and consisted of a grid street plan devised by the company engineer or local surveyor with housing designed by the company engineer and built by the company, or, more commonly, designed and built by local contractors and speculative builders. Lowell was planned by Kirt Boott who also designed many of the early buildings, while later company towns such as Homestead and Dusquesne, Pennsylvania, 1872 and 1885 respectively, both steel towns outside Pittsburgh, had company engineer plans and speculative housing. Similar too was Granite City, Illinois, near St. Louis, begun in 1893.[13]

Buildings in such company towns were usually not prepossessing, and in an effort to improve the character of such communities, many companies began to engage recognized designers and architects. This combination of prosaic plan with more distinguished buildings marks the second type of company town. In some instances, as in Peace Dale, Rhode Island, or Hopedale, Massachusetts, the designers were local; but in Hopedale, for a group of duplexes started in 1895, Peabody & Stearns of Boston and other prominent architects provided designs.[14] In the same way McKim, Mead & White were engaged to design factories and housing at Niagara Falls, New York, and Roanoke Rapids, North Carolina. In none of these instances were the architects involved in laying out the towns, and the factories were positioned strictly according to available water power, the street grids determined by company engineers. Another example of this type is Cumberland Mills (now Westbrook), Maine, 1883–1889, with single-family shingled houses by John Calvin Stevens for the S. D. Warren Company.[15] These units were originally rented, but in 1891 the company started a program to aid employees in building their own homes. A similar procedure was adopted by the N. O. Nelson Company in building Leclaire, Illinois, starting in 1890, but there the assistance in financing and obtaining materials was extended to all new residents, whether or not they were Nelson employees.[16]

To a degree Leclaire also belongs to the third category of company town, for its curvilinear street system, laid out by Reid Cameron, was distinctive. Unlike the second town type, in which the houses were given special attention, in the third group it was the plan that was drawn up by professional planners or landscape architects, with housing and other construction left to speculative builders. Besides Leclaire, the classic example in the United States is Vandergrift, Pennsylvania, planned for the Apollo Steel Company in 1895 by Frederick Law Olmstead, Sr. Barberton, Ohio, planned by W. A. Johnston in 1891, may also be included in this group.[17]

13. See Reps, *Urban America*, 421, 424.

14. The basic source for Hopedale, which provides essential information for other towns as well, is John S. Garner, "The Model Company Town in New England: A Study of Hopedale and the New Town Tradition," Ph.D. dissertation, Boston University, 1975; for the Bancroft Park development in Hopedale, see 215–229.

15. The Cumberland Mills development is discussed in Gould, *Housing of Working People*, 321–324; and Hanger, "Housing of Working People," 1239–1241. Line drawings and a description were published by J. C. Stevens in his *Examples of American Domestic Architecture*, New York, 1889, where there is a view of Stevens's own home in Portland, quite similar to the worker's housing.

16. The most complete source on Leclaire, Illinois, is John S. Garner, "Leclaire, Illinois: A Model Company Town (1890–1934)," *JSAH*, XXX, 1971, 219–227, which refers to Meakin, *Model Factories*, 382–415; Hanger, "Housing of Working People," 1215–1218; and Magnusson, *Housing by Employers*, 47, 266–267.

17. See Reps, *Urban America*, 424, 427, Figs. 251, 252; and Meakin,

The fourth category of company towns combined both professionally planned buildings and professionally designed street plans. In some cases, as in "Eclipse Park," Beloit, Wisconsin, 1917, separate architects and planners were engaged (in this instance George B. Post and Sons, with William Pitkin, Jr., landscape architect), but in others one individual might be responsible for the entire enterprise (such as Grosvenor Atterbury who planned and designed "Indian Hill" outside Worcester, Massachusetts, 1915, and Erwin, Tennessee, 1916).[18] The first town type had predominated from 1813 to about 1890, the second and third types came into prominence after 1890, and by 1900 the fourth type was gradually becoming the rule.

Beyond these, what might be classified as a fifth company town type contrasted sharply to the company towns newly built on open land. This was the small established community which added or converted to industry over time, without a marked or dramatic impact on the social or physical fabric of the town. In this type of town, as in Naugatuck, Connecticut, where McKim, Mead & White built so much, no need arose for company housing; as industry expanded gradually workers were accommodated by existing facilities or by speculative builders. Instead, in these older communities architects were called upon to design a range of public buildings necessitated by expanding populations and rising aspirations.

Echota, Niagara Falls

Niagara Falls had long attracted the awe-struck or contemplative visitor, but until the mid-18th century there was no effort to exploit the potential water power. A small mill was set up in 1757 and during the following century nearly a dozen mills lined the banks of the rapids above the falls. A larger surface canal water system was started in the 1850s but could not be enlarged until after 1875; by 1893, however, this feeder canal supplied water to nine substantial factories spaced along the rim of the gorge just below the falls (Figs. 1 and 2).[19] By this time painters had largely ceased to depict panoramas of the falls, confining themselves to cropped views of the Canadian horse-

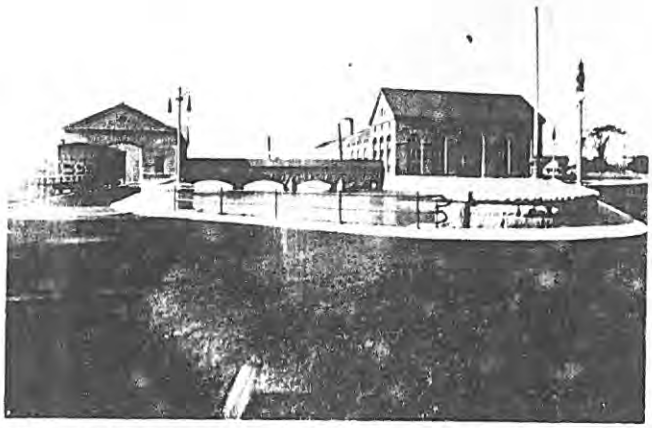

Fig. 3. McKim, Mead & White, with J. Coleman Sellers, Niagara Falls Power Company, Adams Station No. 1 powerhouse, conduit bridge, and transformer building, 1891–1895. Powerhouse and bridge (right and center) destroyed, 1958. Photograph ca. 1895 (Niagara Mohawk Power Corporation).

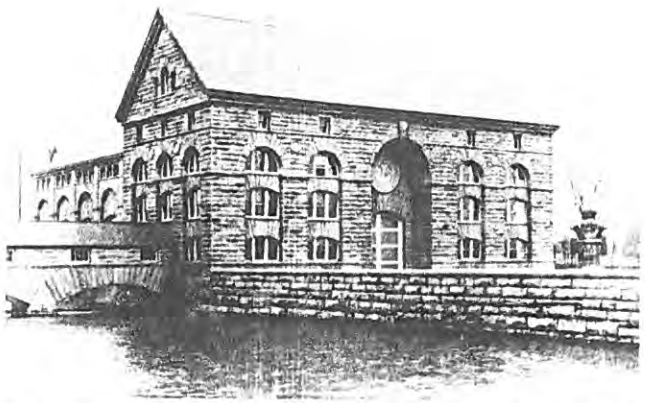

Fig. 4. Adams Station No. 1, powerhouse, first phase of building. The front section contained administrative offices; the relief above the door was designed by Stanford White and carved by Frederick MacMonnies, 1895–1896. Photograph ca. 1897 (Niagara Mohawk Power Corporation).

Model Factories, 393–395. See also Ida M. Tarbell, *The Nationalizing of Business*, New York, 1936, 177–178; and her earlier *New Ideals in Business*, New York, 1917, 146–155.

18. For "Eclipse Park," Beloit, see *Architectural Record*, XLIII, 1918, 231–256; and *American Architect*, CXIII, 22 May 1918, 657–666. For Atterbury's "Indian Hill," see *Architectural Record*, XLI, 1917, 21–35; for Erwin, Tennessee, see *Architectural Record*, XLIII, 1918, 547–559.

19. Niagara Falls as image and icon in American painting and literature cannot be explored here. The history of the power projects at the falls is discussed at length in Edward Dean Adams, *Niagara Power: History of the Niagara Falls Power Company, 1886–1918*, 2 vols., Niagara Falls, 1927, especially I, 39–50, 67–86 for the earliest period. Another account is given in *Cassier's Magazine*, VIII, 1895, the entire July issue of which is devoted to the electrification of the falls; see in this: Clemens Herschel, "Niagara Mill Sites, Water Connections and Turbines," 226–250; Lewis B. Stillwell, "Electric Power Generation at Niagara," 252–304; Albert H. Porter, "Some Details of the Niagara Tunnel," 202–210; and the article by John Bogart cited below, fn. 30. This issue was also published separately as *The Harnessing of Niagara*, New York, 1895. See also George Stanley Anderson, *The Niagara Falls Power Company, Niagara Falls, New York*, Buffalo[?], 1923; and Merrill Denison, *Niagara's Pioneers*, rev. ed., Buffalo, 1953. The best general introduction to the mythology, depiction, and exploitation of the falls is Ralph Greenhill and Thomas D. Mahoney, *Niagara*, Toronto, 1969, which has a useful bibliography. See also Charles Mason Dow, *Anthology and Bibliography of Niagara Falls*, 2 vols., Albany, 1921.

shoe, as Frederick Church had done as early as 1857 in his *Niagara*. The surface canal barely tapped the potential power of the drop of more than 200 feet. In 1886 a project advanced by engineer Thomas Evershed called for an intake pit nearly 140 feet deep above the falls with a subterranean discharge tunnel running underneath the town of Niagara Falls. This would release what was for that time an enormous potential, but the only way to attract the necessary investment was to convert the water power to some form transmittable to Buffalo 20 miles to the south. Cutting of the intake pit and discharge tunnel through the limestone underneath the town started in 1890 while the method of conversion was still being debated. A mechanical transmission system of belts and pulleys was almost immediately ruled out, though serious thought was given to compressing air and piping it to Buffalo. A way of transmitting electricity seemed promising, but it had never been done before, and Thomas Edison's electrical system in New York City demonstrated that direct current could be carried two miles at the very best. If all the water power available were converted to direct current electricity, it could never all be used in tiny Niagara Falls. A solution to this dilemma was only discovered years after construction began.

The tunnel and projected powerhouse buildings were the responsibility of the Cataract Construction Company, a subsidiary of the Niagara Falls Power Company. Of all the problems confronting the company, perhaps the least troublesome was the appointment of a director of construction. Few businessmen skilled in the management of large organizations knew anything about electricity; of them Edward Dean Adams was perhaps the most knowledgeable.[20] He was a partner in the banking firm of Winslow, Lanier & Company, New York, and was well known in business circles for his successful reorganization of several railroads and corporations during the recession of 1884. Even more important, Adams was a close associate of Henry Villard, both of whom had been responsible for developing the on-board electrical systems for the Oregon Steamship Company packet boats that ran between Portland and San Francisco.[21] Because of his organizational experience and his knowledge of electricity, Adams was first made consultant in 1889 and soon after was named president of the construction company.

Adams selected McKim, Mead & White as the architects for the necessary buildings. He had already engaged them with great success, first in finishing the interiors of his house at 455 Madison Avenue (one of the Villard houses) in 1883–1886, and then for the expansive shingled "Rohallion," at Rumson Neck, Seabright, New Jersey, 1886–1888, to which the firm was adding in 1890.[22] Moreover, the architects were well-known to many members of the board, most of whom like Adams resided in New York City (among the directors were John Jacob Astor, George S. Bowdoin, Darius Ogden Mills, William B. Rankine, and Francis L. Stetson). McKim, Mead & White had the reputation of being exacting, hard-working, inventive (especially White), energetic, and well-served by a large young office staff. Furthermore, White's electrically illuminated and operated Madison Square Garden, 1887–1890, showed that the firm, like Adams, could handle large complex problems and were familiar with electricity.[23]

By June or July 1891, White was at work on the first sketches for buildings at Niagara Falls (his preliminary plans for the housing complex were shown to the board of directors by Adams in August 1891).[24] Work proceeded simultaneously on plans for the powerhouse as well as the workers' cottages. Exactly what was to go inside the powerhouse was undetermined until March 1892, when it was decided that ten turbines built by I. P. Morris Company of Philadelphia from designs by Faesch & Piccard of Geneva, Switzerland, would run electrical generators of some kind. What kind of generator was being hotly contested, meanwhile, by Edison and George Westinghouse, one advocating direct current, the other the newly developed polyphase alternating current. Westinghouse soon demonstrated convincingly that alternating current could be transmitted over long distances by means of step-up and step-down transformers with very little power loss.[25] In August 1893 the first contracts were

20. For biographical information on Adams see the *National Cyclopedia of American Biography*, X, 419.

21. See Henry Villard, *Memoirs of Henry Villard, Journalist and Financier, 1835–1900*, 2 vols., Boston, 1904, II, 290–325, where he notes his formation of the Edison General Electric Company in 1889 of which he was president until 1892.

22. Data from the McKim, Mead & White Archive, New-York Historical Society, New York City. For this and data on other commissions see Leland M. Roth, *The Architecture of McKim, Mead & White, 1870–1920, A Building List*, New York, 1978. Adams would also have been well acquainted with the firm through their work for the Northern Pacific Railroad, particularly their proposals for terminal stations at Portland, OR, and Tacoma, WA. In 1882 Adams was elected president of the subsidiary Northern Pacific Terminal Company, formed to build this facility.

23. Madison Square Garden and its electrical lighting system were exactly contemporary with Adler & Sullivan's electrically illuminated Auditorium, Chicago, 1887–1889.

24. From the Minutes of the Cataract Construction Company, Vol. A, 246, meeting of 27 August 1891 (records of Niagara Mohawk Corporation now kept in Buffalo, NY, graciously made available to me by E. Alfred Osborne, Director of Public Relations). Besides the original powerhouse (Adams Station No. 1), the transformer across the forebay, and the conduit bridge which connected them, the firm also designed the company seal and a memorial flagstaff which originally stood in front of the powerhouse; the base of the flagstaff was published in *American Architect and Building News*, XLIX, 28 September 1895, 138, pl. 1031; see also Roth, *Building List*, No. 183.

25. Though the transmission distances were not great, Westinghouse proved the feasibility of alternating current in the World's Columbian Exposition, Chicago, 1893, which was fully electrically illuminated by

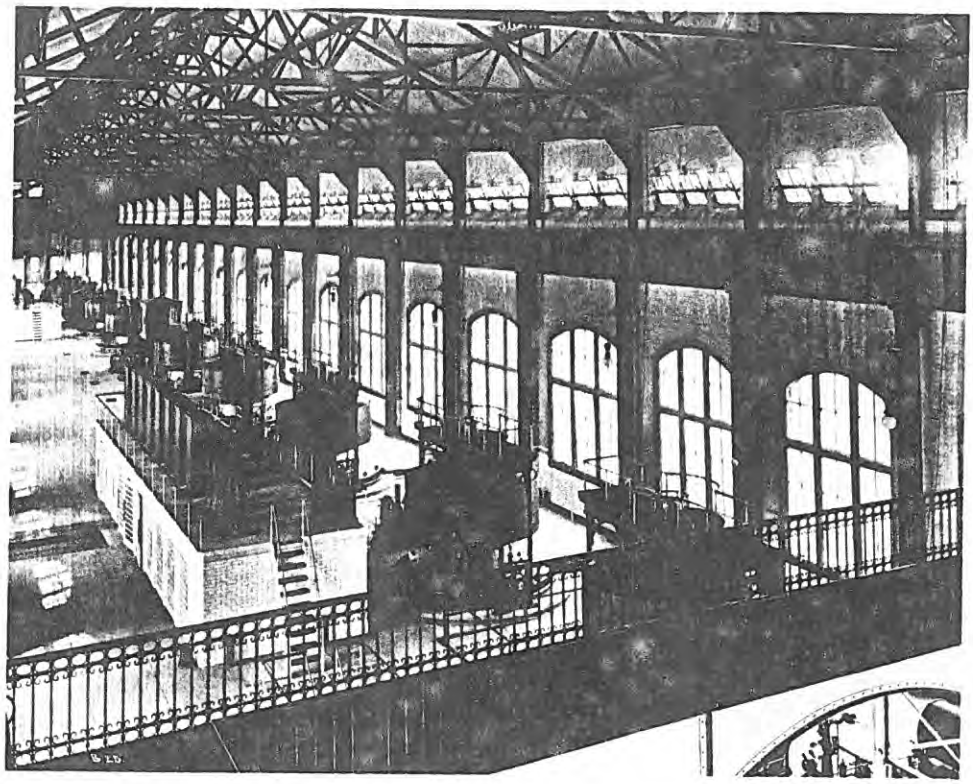

Fig. 5. Adams Station No. 1, completed interior with observation bridge in the foreground. Photograph ca. 1900–1910 (Niagara Mohawk Power Corporation).

signed with the Westinghouse company for ten alternating current generators. A large element of risk existed, for such a large-scale electrical generating and transmission system had never been tested.

The headhouse and five bays of the powerhouse were first erected, built of the limestone cut to form the deep turbine pit. The heavy stone walls went up around a light steel frame designed to carry the roof and traveling crane. Once the building was roofed over, two generators were assembled inside and tested during 1895. In August electricity was supplied to a nearby factory, and on the evening of 15 November 1895 Buffalo street lamps were lit by electricity transmitted from Niagara Falls. The age of commercial electricity had begun.

Because the installation at Niagara Falls was the first of its kind, it attracted the attention of scientists and the public alike. It represented the challenge of the unknown and the triumph of science. To modern eyes it may seem curious that White should have used aggressive and by then old-fashioned Richardsonian masonry in a manner that had not been employed by the firm for nearly seven years (Figs. 3, 4, and 5). Several factors influenced White's choice, especially the suggestions of J. Coleman Sellers of Philadelphia, chief engineer of the Power Company, who designed the interior steel frame and appears to have proposed the T-shaped plan of the powerhouse with corporate offices in the headhouse. Judging from letters between Sellers and Adams, December 1893 through November 1894, Sellers may have even suggested the character of the massive masonry.[26] White, however, seems to have consciously employed the heavy rustic masonry through the entire group of buildings (powerhouse, transformer building, and the bridge connecting them) because of the proximity of the New York State Reservation, a public park devised by Olmsted extending along the rapids below the powerhouse and including all the islands in the rapids. The intent, when the lands were purchased by the state in 1883–1885, was to restore the natural scenery at the falls, giving it

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a system he perfected. He also held special demonstrations using a model system for power company directors at his plant in Pittsburgh. For the contribution of Westinghouse to the Niagara Falls enterprise see: F. E. Leupp, *George Westinghouse: His Life and Achievements*, Boston, 1918, 136–180; H. G. Prout, *A Life of George Westinghouse*, New York, 1921; Tarbel, *Nationalizing*, 266 and passim; American Institute of Electrical Engineers, *The Niagara Falls Electrical Handbook*, Niagara Falls, 1904.

26. Local History Files (re: Cataract Construction Company), Local History Department, Earl W. Brydges Library, Niagara Falls, NY. My grateful thanks to Donald B. Loker, Local History Librarian, who made this and other helpful material available to me. For data on the Niagara powerhouse complex see Roth, *Building List*, Nos. 184 and 185. A preliminary discussion of the powerhouse complex and Echota is included in "McKim, Mead & White Reappraised," introductory essay for the new edition of *A Monograph of the Work of McKim, Mead & White, 1879–1915*, New York, 1973, 25–28.

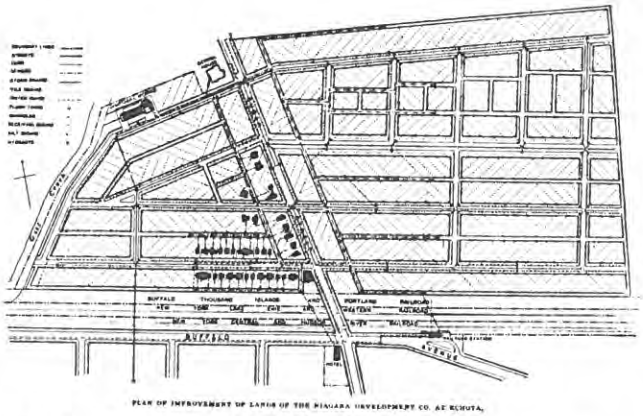

Fig. 6. John Bogart et al., plan of Echota, Niagara Falls, 1890–1891 (Bogart, "Industrial Village," *Cassier's Magazine*, VIII, 1895, 317).

again something of the rustic quality portrayed by Church.[27] Rather than make the buildings appear factory-like, in opposition to the park preserve, White kept them simple, bold, yet restrained, with all wires and conduits underground (the bridge in fact carried the heavy cables from the generators to the transformers).

White may also have turned to the heavy Richardsonian masonry to resist the incessant vibration, and to express symbolically the brute power of nature being harnessed, all the more so because nothing of this would be immediately visible—there would be no great turning wheels or sliding pistons, only the whirl of the generators and the hum of transformers. The water was drawn from the river into a sheltered inlet or forebay, passed through screens, streamed into penstock tubes, and plunged 135 feet down into the wheel pit, passed into the turbines at the bottom, and from there was diverted into the Evershed tail-race tunnel beneath the town. Each of the ten turbines was connected by a solid shaft to an individual generator on the powerhouse floor (Fig. 5). After 1895 the remaining 16 bays of the building were completed and eight additional turbine-generator stations put into operation by the end of 1899.

Adams Station No. 1, as it was later named in honor of the man who had supervised its construction, was the first of its type. It was at the same time part industrial building, part corporate offices, part public museum and educational exhibit.

27. It had been Church, in fact, who first involved Olmsted in the long campaign to preserve the area around the falls; see James T. Gardiner and Frederick Law Olmsted, "Notes by Mr. Olmsted," *Special Report of the New York State Survey on the Preservation of the Scenery of Niagara Falls . . .*, Albany, 1880, 27–31. See also Charles Mason Dow, *The State Reservation at Niagara Falls*, Albany, 1914; Albert Fein, *Frederick Law Olmsted and the American Environmental Tradition*, New York, 1972, 42–45; Laura Wood Roper, *FLO: A Biography of Frederick Law Olmsted*, Baltimore, 1973, 378–382, 395–397.

The challenge before the architect was compounded by the score of questions which all had to be answered before design could begin. Adams later summed up the task White faced: the transformer building and powerhouse had to be attractive as they were certain to invite scientific and public curiosity. They also had to protect the delicate equipment during the severe winters of the area. They had to be symbolically expressive and so arranged that visitors could observe opeations without causing disruption.[28] Adams believed that White and his colleagues had met all these conditions successfully, and a measure of this approbation can be seen in the additional powerhouses built soon after which are of a similar plan and in the same kind of Richardsonian Romanesque. By the time Adams Station No. 1 was in full operation, Station No. 2 (directly across the forebay) had been planned and construction on it started during 1900; by April 1904 its 11 generators were running. Meanwhile, a third station on the Canadian side was underway, and it was in full operation in 1906.[29]

Confident of success and of the imminent arrival of large new industries in Niagara Falls once the power plant was in operation, the Niagara Falls Power Company set about developing an industrial park and a workers' housing village as the excavation of the Evershed tunnel began. In February 1890 the company engaged John Bogart and J. J. Fanning, civil engineers, to supervise the laying of streets and utilities through the various company properties.[30] An area of 368 acres had been acquired by the company, extending along the river and rapids above the forebay and northward from the river along the eastern boundary of the town of Niagara Falls (Fig. 2). All of this was to be held for industrial sites, but in the middle, at the corner of the "L," 84 acres were set aside for housing. During the year, Bogart

28. Adams, *Niagara Power*, II, 65–73.

29. Adams Station No. 1, No. 2, and the Canadian powerhouse are all discussed and illustrated in Adams, *Niagara Power*, II, 63–82. Only the Canadian powerhouse remains in operation, nearly intact, and with the original generators; it is expected to remain operational for another 50 years. The author was given a complete tour of its intricacies in December 1977. The original stations, No. 1 and No. 2, were dismantled in 1958, though the large central arch from Adams Station No. 1 was saved and re-erected on Goat Island in 1966–1967 as a memorial. The conduit bridge was removed, the forebay and Evershed tunnel filled, and the transformer building converted to another use.

30. Minutes of the Cataract Construction Company, Vol. A, 52, meeting of 13 February 1890. The literature concerning Echota is relatively extensive. The fullest accounts are in John Bogart, "The Industrial Village of Ecota at Niagara," *Cassier's Magazine*, VIII, 1895, 307–321; and Adams, *Niagara Power*, I, 328–330. Other references are found in: R. L. Davison, "A Check List of the Principal Housing Developments in the United States," *Architectural Review* [Boston], V, 1917, 83–91; William H. Tolman, "Workmen's Cities," *Proceedings of the Ninth International Housing Congress*, Vienna, 1910, Report, Part I, 1084–1085; Hanger, "Housing of the Working People," 1218–1220; Magnusson, *Housing by Employers*, 267; Meakin, *Model Factories*, 411.

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Locations of Con-Ed's New York Holdings:

- Con-Ed 69th & 3rd Avenue
- Con-Ed Powerhouse 14th Street
- Con-Ed Powerhouse 74th Street
- Con-Ed Powerhouse A Street
- Con-Ed Powerhouse East 72nd Street
- Con-Ed Powerhouse East River Generating Station
- Con-Ed Powerhouse Hellgate Station
- Con-Ed East 14th Street
- Con-Ed West 65th Street

Use of Asbestos at Con-Ed's New York Locations

Con-Ed's many holdings throughout New York create and provided heat, electricity, and steam. Since they generated an intense amount of heat, they needed cheap and efficient insulation throughout the years. Until the mid 1970s, the product that was mainly used was asbestos. Exposure to asbestos, especially airborne asbestos dust and particles, put employees at risk for t serious health problems discussed below. There were miles of pipes necessary for energy produc that were insulated with asbestos, as well as boilers, pumps, heaters, condensers, turbine generators and other equipment that also used asbestos products and insulation. Asbestos tile ar paper were also used to create 'fire-proof' environments in the boiler-rooms. Fire-proofing asbest

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342. Tesla "World System" Transmission Tower, Wardenclyffe, Shoreham, Long Island, N. Y., 1902.

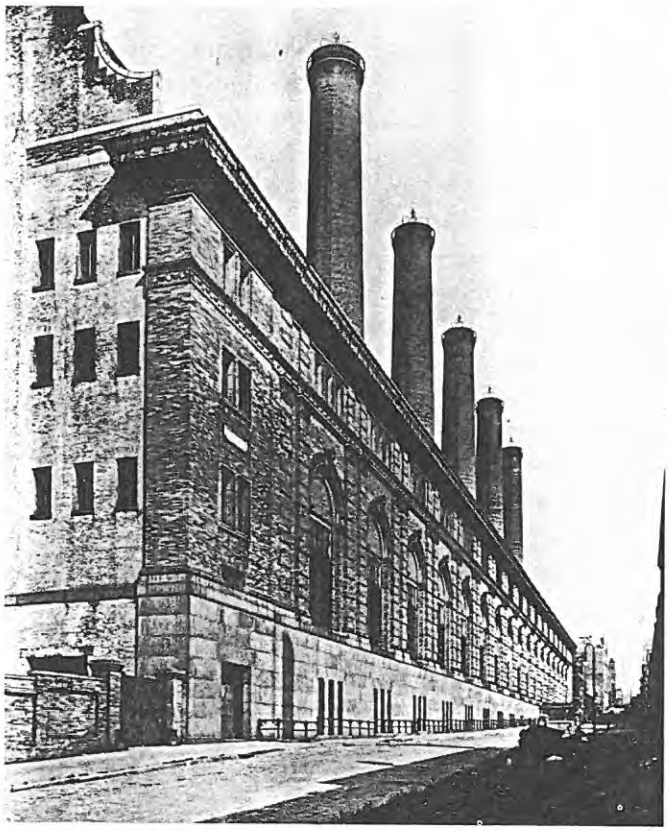
telegraphy; appropriating several of Tesla's patents, Guglielmo Marconi had transmitted the letter *S* across the Atlantic on December 12, 1901. Having spent Morgan's advance to build the basic equipment, Tesla could find no more financial support; his assistants at Wardenclyffe were laid off and work there came to a halt. For a few nights Tesla conducted some tests, astounding the local residents who saw great bolts of blue lightning, hundreds of feet in length, flung from the top of the mushroom tower, and felt the air bristle with static electricity and ozone. Then there was silence. In 1905 Wardenclyffe, the tower and the laboratory filled with strange apparatus, was abandoned. The tower stood moldering until dynamited for scrap in 1917, but Tesla never ceased to believe in his "World System."[156]

While White was at work on the fantastical Wardenclyffe project, he also assisted in the design of a more prosaic powerhouse for New York's first subway, the Interborough Rapid Transit (IRT). Although a subway had been proposed in 1868, pressure from established transit companies blocked progress until 1897, when the IRT company was formed; even so, legal and financial problems delayed the start of construction until 1900.[157] A single large central generating station was to provide electricity for the entire network, with scattered transformer substations. The central powerhouse was to fill the entire block at the west end of 59th Street on the Hudson River, where coal could be delivered by barge. The internal arrangements and machinery were designed by contractor John B. MacDonald and engineers for the IRT, while White designed the external envelope. Built in 1900–04, the powerhouse measured 964 by 200 feet and housed six independent generating stations consisting of coal hopper, boiler, engine, alternator, and auxiliary equipment. To conserve room, coal was stored in hoppers above the boilers and fed down partly by gravity; the weight of the coal necessitated immense steel girders and trusses over the boilers. The chimneys, one for each station, went through the center of each hopper, and were likewise

supported by the massive steel substructure. These details were all decided by company engineers, who also worked with White to develop an appropriate exterior, "architecturally attractive and in harmony with the recent tendencies of municipal and city improvements."[158] The base was of pink Milford granite with upper walls of buff Roman brick and matching terra cotta [343]. To subdivide visually the long side walls, White devised a bay system whose paired rusticated pilasters carry a heavy entablature below the roof line, exactly at the point corresponding to the massive internal girders carrying the hoppers and chimneys. The six chimneys, supported 76 feet above the floor, rise 162 feet above that platform and have an entasis varying from a 21-foot diameter at the roof line to a 15-foot diameter at the top. Through such visual devices and the ornamental embellishment, White attempted to mitigate the impact of this behemoth on its surroundings, for since the powerhouse could not practicably be made small, at least it could be made pleasing to look at.

Besides this, White worked on one other rail facility, his Grand Central Terminal project of 1903. This and McKim's Pennsylvania Station both grew out of the continuing contest between the New York Central and the Pennsylvania Railroads for the traffic of New York, and although White's project followed McKim's by nearly nine months, it is instructive to view the development of Pennsylvania Station in the context of the rebuilding of Grand Central Terminal.

In 1832 the New York and Harlem Railroad began operation on tracks laid on the Bowery from Prince to 14th Street, and over the years extensions were made northward and



343. Interborough Rapid Transit Company (IRT) Powerhouse, New York, N. Y., 1901–04.

. . . *by Fuller,* 1910, 6–19. See also the company's booklet, *National City Bank of New York, 1812–1912: A Short Sketch of the Bank with a Description of the Building,* New York, 1914.

142. The Knickerbocker Trust was billed for expenses beginning in October 1906, but Kendall attributes the design to Stanford White. Moore, *McKim,* 343, says White started the design as early as 1904, but both Baldwin and L. G. White give the date as 1906. For the completed building see: the *Monograph* 4:333–35; *AABN* 99 (May 3, 1911), 167, no. 1845; *Architects' and Builders' Magazine* 41 (June 1909), 347–55; *New York Architect* 2 (November 1908), 303; and *Prominent Buildings . . . by Fuller,* 1910, 15. Clearly influenced by the downtown Knickerbocker Trust was Clinton & Russell's East River Savings Bank, New York, 1910.

143. For the American (Havana) Tobacco Company store see: A. C. David, "The Finest Store in the World," *ARec* 17 (January 1905), 42–49; J. M. Bowles, "Business Buildings Made Beautiful," *World's Work* 9 (November 1904), 5499–5508.

144. For background on the Gorham Company, see *National Cyclopedia of American Biography* 23:303. For the Gorham building see: the *Monograph* 3:234–40; *ARec* 22 (July 1907), 8; *Architecture* 10 (July 1904), pls. 56–58, and 12 (August 1905), pl. 52; *InArch* 47 (July 1906); J. S. Holbrook, "The Gorham Building," *New York Architect* 2 (November 1908), 245–46, 249, 253–71, 299.

145. For Charles L. Tiffany and the Tiffany Company see *National Cyclopedia of American Biography* 2:57; and Robert Koch, *Louis C. Tiffany, Rebel in Glass,* 2nd ed., New York, 1966, passim. Although the work produced by Tiffany's (distinct from that of Louis Comfort Tiffany's Tiffany Glass and Decorating Company or Tiffany Studios) was similar to that of the Gorham Company, Tiffany's moved in the direction of fine jewelry and gem stones; Gorham tended toward silver flatware, and one branch of the business did bronze sculpture casting.

146. For the Tiffany building see: the *Monograph* 3:261–64; *AABN* 87 (April 1, 1905), 101, no. 1527; *Architecture* 12 (August 1905), pl. 61; *Architects' and Builders' Magazine* 7 (February 1906), 177–86.

147. Henry James, *The American Scene,* New York, 1907, 179.

148. For the Tiffany stables (garage) see: *Architects' and Builders' Magazine* 7 (February 1906), 186; *Brickbuilder* 15 (February 1906), pl. 23.

149. For the Munsey (*Times,*) building see: *AABN* 89 (May 12, 1906), 164, no. 1585; *Prominent Buildings . . . by Fuller,* 1910, 38.

150. For the Eastman Kodak building see *AABN* 91 (May 4, 1907), 174–75, 187, no. 1636. A few years earlier the firm made additions and alterations to the George Eastman house, Rochester, N.Y.

151. For The Buckingham see: the *Monograph* 3:232; "Two Notable Buildings," *ARec* 19 (February 1906), 163–64; *Brickbuilder* 15 (November 1906), 237. The sgraffito work is illustrated in Maximilian F. Friederang, "An Ancient Art Revived: An Account of Sgraffito," *ARec* 33 (January 1913), 27.

152. White to Nikola Tesla, March 2, 1895, Letterbook 12, Stanford White Correspondence, Avery Library, Columbia University.

153. Nikola Tesla, "The Problem of Increasing Human Energy," *Century* 60 (June 1900), 175–211. The far from scientific account was supplanted by the publication of Tesla's *Colorado Springs Notes, 1899–1900,* Belgrade, Yugoslavia, 1978.

154. Excerpts from Tesla's brochure, "The World System," are reprinted in Arthur J. Berkhard, *Electrical Genius, Nikola Tesla,* New York, 1959, 175–77. The best general account of Tesla and his work is Margaret Cheney, *Tesla: Man Out of Time,* Englewood Cliffs, N.J., 1981.

155. For Wardenclyffe see: Berkhard, *Genius,* 172–79; John J. O'Neill, *Prodigal Genius: The Life of Nikola Tesla,* New York, 1944, passim, but especially 203–17; Leland I. Anderson, "Wardenclyffe—A Forfeited Dream," *Long Island Forum,* August and September 1968, 146–49, 169–72 (I am grateful for the assistance given by Mr. Anderson, the leading technical expert on Tesla's work, particularly at Wardenclyffe). Tesla published some aspects of his work at Wardenclyffe: "Transmission of Electric Energy without Wires," *The Electrical World and Engineer* 43 (March 5, 1904), 429–31, reprinted in *Scientific American,* Supplement, June 4, 1904, 23760–61. See the extensive bibliography by Leland I. Anderson, *Bibliography: Dr. Nikola Tesla (1856–1943),* 2nd ed., Minneapolis, 1956. White charged Tesla only for draftsmen's time in preparing drawings.

156. In 1943 the U.S. Supreme Court ruled that Tesla was in fact the inventor of the radio, not Marconi. Tesla's many investigations, including his "World System," are still not well understood. His personal papers were seized by the U.S. Government upon his death in 1943, and a large file on his research is still "classified" as top secret, as noted by Cheney, *Tesla,* 309–10. Tesla insisted that the "World System" was practical, "a simple fact of scientific electrical engineering, only expensive—blind, fainthearted, doubting world" (Tesla to J. P. Morgan, July 13, 1913, Library of Congress, quoted in Cheney, *Tesla,* 175).

157. See *Interborough Rapid Transit: The New York Subway, Its Construction and Equipment,* New York, 1904. For their services in contributing to the design, the firm received a flat fee, 1902–03. See also: the *Monograph* 3:207; and *Architecture* 14 (July 1906), pl. 51, where the architect is erroneously identified as Paul C. Hunter.

158. *Interborough Rapid Transit,* 74.

159. For Grand Central Station/Terminal see: Carl W. Condit, *The Port of New York* [II] . . . *from the Grand Central Electrification to the Present,* Chicago, 1981, 54–100; David Marshall, *Grand Central,* New York, 1946, 22–24, 68, 95; and William D. Middleton, *Grand Central: The World's Greatest Railway Terminal,* San Marino, Calif., 1977. See also: Edward Hungerford, *Men of Iron, The History of the New York Central,* New York, 1938, 121–24, 229–40, 400–409; Alvin F. Harlow, *The Road of the Century,* New York, 1947.

160. For the Pennsylvania Railroad see: George H. Burgess and Miles C. Kennedy, *Centennial History of the Pennsylvania Railroad Company,* Philadelphia, 1949; H. W. Schotter, *The Growth and Development of the Pennsylvania Railroad Company,* Philadelphia, 1927.

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Preserving the Former IRT Powerhouse

A Preservation Plan

2009

Department of Historic Preservation of the Graduate School of Architecture, Planning & Historic Preservation at Columbia University.

Studio Advisor: Kate WOOD

Studio Group:
Gillian CONNELL
Emilie EVANS
Justin GREENAWALT
Kate HUSBAND
Tom RINALDI
Barbara ZAY

http://www.arch.columbia.edu/hp/

Preserving the Former IRT Powerhouse

Preserving the Former IRT Powerhouse is a project of the
Department of Historic Preservation of the Graduate School of Architecture, Planning & Historic Preservation at Columbia University.

Director: Andrew Scott Dolkart

Studio Advisor: Kate Wood

Studio Group: Gillian Connell
Emilie Evans
Justin Greenawalt
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Barbara Zay

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Opposite: The former IRT powerhouse viewed from the corner of Eleventh Avenue and West 58th Street, May 2009.

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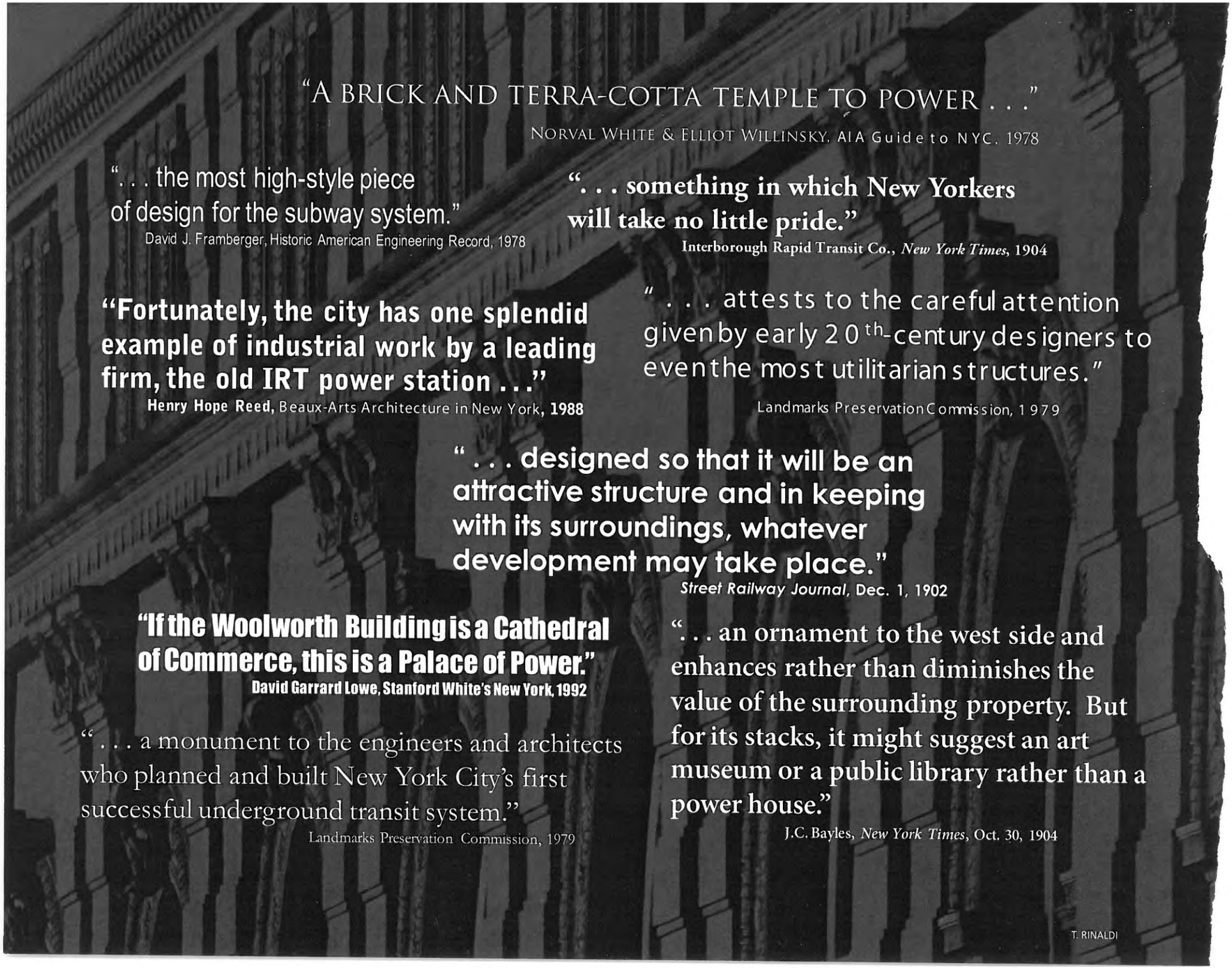
"A BRICK AND TERRA-COTTA TEMPLE TO POWER . . ."
NORVAL WHITE & ELLIOT WILLINSKY, AIA Guide to NYC, 1978
". . . the most high-style piece of design for the subway system."
David J. Framberger, Historic American Engineering Record, 1978
". . . something in which New Yorkers will take no little pride."
Interborough Rapid Transit Co., New York Times, 1904
"Fortunately, the city has one splendid example of industrial work by a leading firm, the old IRT power station . . ."
Henry Hope Reed, Beaux-Arts Architecture in New York, 1988
". . . attests to the careful attention given by early 20th-century designers to even the most utilitarian structures."
Landmarks Preservation Commission, 1979
". . . designed so that it will be an attractive structure and in keeping with its surroundings, whatever development may take place."
Street Railway Journal, Dec. 1, 1902
"If the Woolworth Building is a Cathedral of Commerce, this is a Palace of Power."
David Garrard Lowe, Stanford White's New York, 1992
". . . a monument to the engineers and architects who planned and built New York City's first successful underground transit system."
Landmarks Preservation Commission, 1979
". . . an ornament to the west side and enhances rather than diminishes the value of the surrounding property. But for its stacks, it might suggest an art museum or a public library rather than a power house."
J.C. Bayles, New York Times, Oct. 30, 1904
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Acknowledgements

'e would like to thank several people and groups who ave taken the time to meet with us and contribute ieir unique expertise and experience to our study.

ıul Elston, Paul Willen and Sean O'Brien of the verside South Planning Corporation offered us their pert advice and guidance on issues relating to the verside South development and neighborhood anning initiatives, as well as information concerning ɔnEd's steam system and cogeneration. Brenda vine (Extell Development Company) and Helena ɔurst (the Durst Organization) outlined development prospects in the neighborhood of the Powerhouse and engaged in discussion with us about the role of historic preservation.

Susan Tunick of Friends of Terra Cotta helped us assess the condition of the terra cotta ornament that adorns the Powerhouse façades and explained the unique history and characteristics of these elements and their contribution to the building's significance. Robert Hammond of Friends of the High Line contributed his firsthand experience in successful preservation advocacy. Jimmy Finn, Paul Kelterborn and William Candelaria of the Hudson River Powerhouse Group have already been hard at work advocating for the Powerhouse and have encouraged us in our work.

Professors Andrew Dolkart, Ward Dennis, Jorge Otero-Pailos, and Norman Weiss offered their thoughtful critiques and exchange of ideas throughout the course of the semester.

We offer additional thanks to Ed Kirkland & Manhattan Community Board 4; Charles Simon, Klari Neuwelt & Manhattan Community Board 7; Robert Vogel of the Smithsonian Institution; Kathy Howe at the New York State Historic Preservation Office; Hope Cohen of the Manhattan Institute; Mary Habstritt of the Society for Industrial Archaeology; Carey Stumm of the New York City Transit Museum Archives; Michael Lorenzini at the New York City Municipal Archives; Keith Garner, advocate for the Battersea Power Station, London; and the library and archives staff at the New York Historical Society.

We would especially like to thank Kate Wood for her leadership of our studio over the course of the semester. Her devotion to all facets of this project has been invaluable to our understanding and analysis of the building, its neighborhood and its preservation framework. She has enlivened our study by arranging meetings with the above groups, being available for editing and revising, and sitting with us for long hours as we thought through each component of this preservation plan. She has been a great mentor to us and we appreciate all her hard work!

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Statement of Purpose

he goal of this preservation plan is to explain the npetus and urgency for preserving the historic chitectural features of the former IRT Powerhouse nd to present practical strategies for its preservation. his plan will:

- **Review** the historical, architectural, and social significance of the building.
- **Identify** the building's most significant architectural features.
- **Propose** a series of preservation guidelines for the building's future stewardship and care.
- **Recommend** the most effective strategies for preserving the Powerhouse and other historic resources in the area.

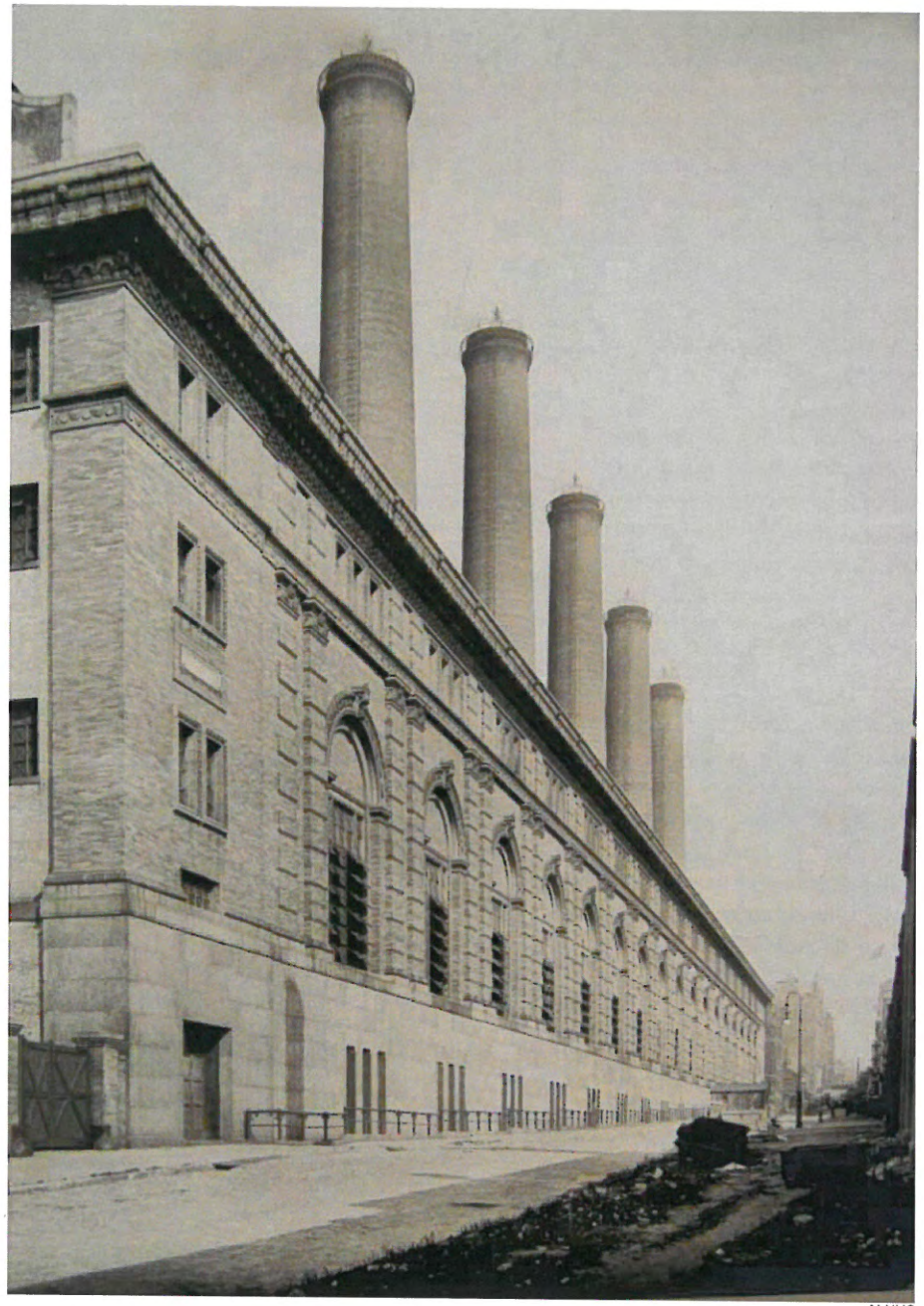
The former Interborough Rapid Transit (IRT) Powerhouse holds a place marked by dramatic contrasts in both its physical environment and in the minds of those who have a stake in its use and history. Located between Eleventh and Twelfth Avenues and 58th and 59th Streets, it stands within an area that is comprised of both significant historic fabric and emerging contemporary development, making it difficult to chart a course for its future role in the community. There is also a multi-faceted and largely ideological debate over its use and historicity. These contrasting elements present opportunities and challenges to the process of preserving the Powerhouse. In order to assess the highest and best treatment of the structure, external factors must be considered.

This preservation plan is a call for action to preserve the architectural and historic significance of the former IRT Powerhouse. The need to implement preservation guidelines and a plan to preserve the former IRT Powerhouse is becoming increasingly urgent: this plan was created in response to several threats which, if not mitigated, will compromise the magnificent McKim, Mead & White structure.

The current trend in powerhouse demolitions throughout the tri-state area and around the country places the building in a precarious situation, especially because of the amount of land it occupies along Manhattan's waterfront, one of the world's most valuable real estate locales. The building currently uses half of its allowable floor-area-ratio, making it a potential target for hungry developers. The Powerhouse cannot become a part of this trend in demolition at the expense of an ill-considered opportunity for development.

The rapid development of the neighborhood surrounding the former IRT Powerhouse also presents a threat to the structure and to the neighborhood's surrounding historic resources by casting shadows and increasing vehicular traffic, as well as being subjected to the possibility of falling debris of proximate construction. Increased land values resulting from increased residential development

Opposite: The former IRT powerhouse viewed from the corner of Eleventh Avenue and West 59th Street, May 2009.



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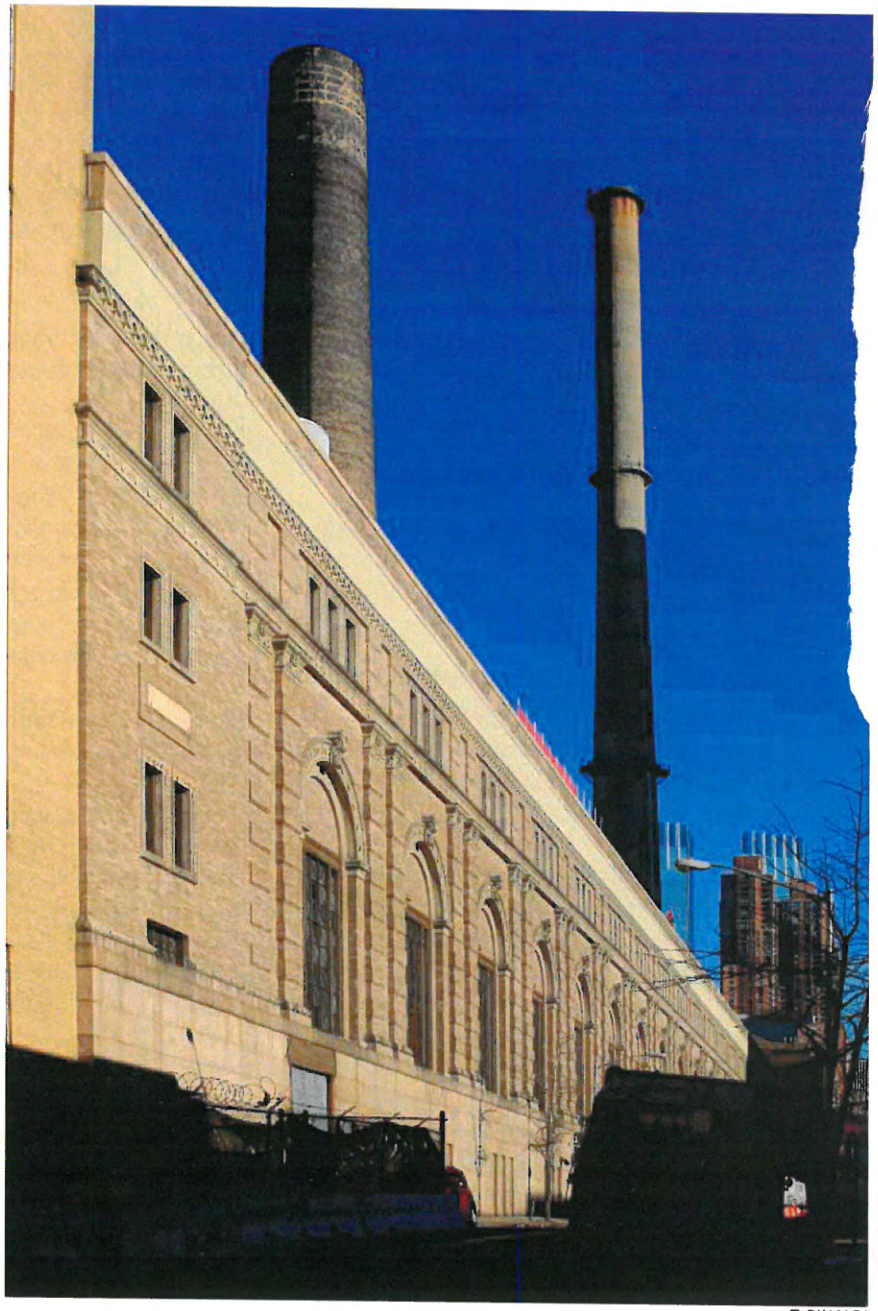


T. RINALDI

in the area may also put pressure on the former IRT Powerhouse owner to sell the property for maximum profit, which could lead to its demolition to make way for more development space.

Over the past 40 years, several of the building's characteristic features have been stripped. These lost features include the smokestacks and its cornice; the building maintains many other original characteristic features that, with the proper stewardship, will not be lost in the future.

The proper checks and balances will ensure that this building will continue to be a celebrated icon of the area and that its historic fabric will be preserved. This plan attempts to establish those checks and balances by putting foward the following guidelines and recommendations, which are explained herein:

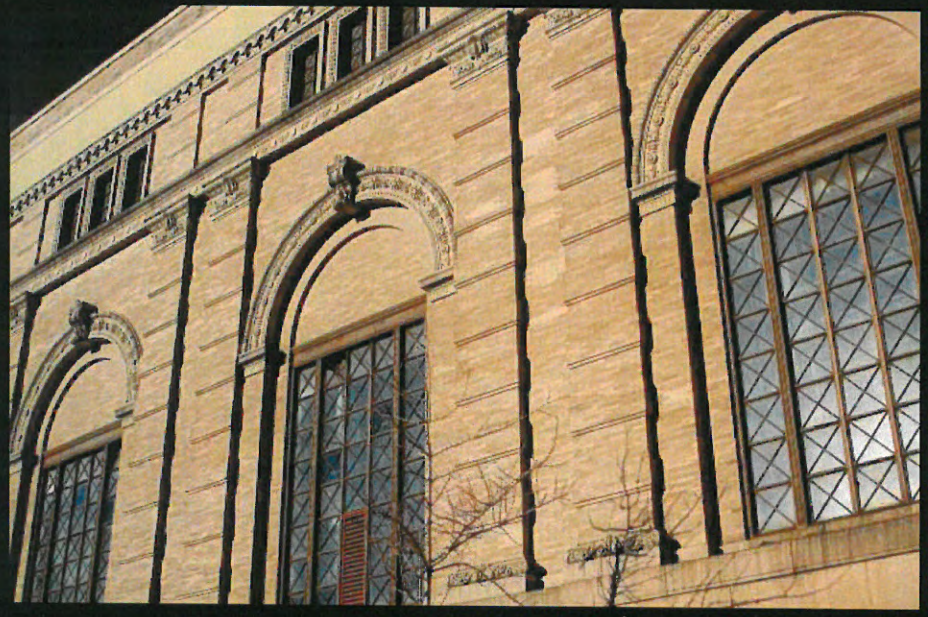
Guidelines:

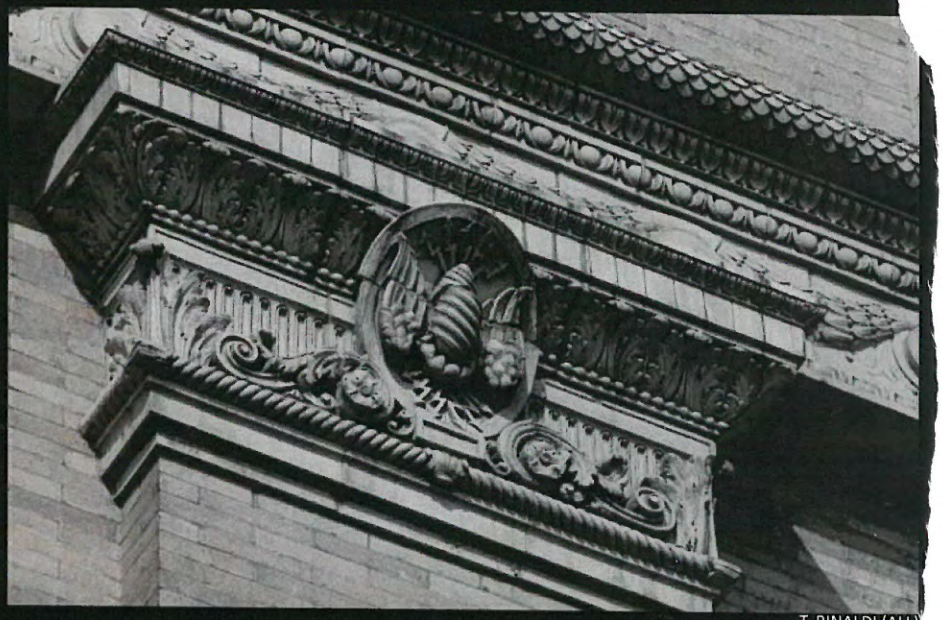
1. **Preserve Character Defining Architectural Features**
2. **Preserve and Utilize Vast Interior Space**
3. **Incorporate Public Access into any Future Plans**
4. **Restore Lost Features at the First Opportunity**
5. **Consideration of 58th/59th Street Corridors**
6. **Establish Maintenance Program to Avoid Future Loss of Historic Fabric**
7. **Later Additions should be Included in LPC's Discussion of Landmark Designation**
8. **Preserve Neighborhood Context**

Based upon these principles, the studio considered the most useful preservation tools in relation to the Powerhouse and puts forward the following recommendations for the building's preservation:

Recommendations:

1. **Advocate for the Preservation of the Building**
2. **Landmark Designation**
3. **National Register Listing**
4. **Modify Special Clinton District**
5. **Donate an Easement**
6. **Hold an "Ideas Competition" for Potential Adaptive Reuse Project**





T. RINALDI (ALL)

Statement of Significance

he former Interborough Rapid Transit Powerhouse holds a unique position
the history, life and physical fabric of New York City. It was constructed
house the operations and generate power for the city's first subway line,
hich opened in 1904. As such, the building's architectural magnificence
erved as a symbol for both the company's presence in the city and its
traordinary feat of construction. The installation of the subway marked
e beginning of an era in which the city's five boroughs were consolidated
d its neighborhoods became physically integrated and more easily
cessible.

e Powerhouse was called the largest in the world at the time it opened
nd its size and monumentality represent a footprint that is still rare in New York City. This was no small achievement in 1901 – the year that the New York Times reported on IRT's plan for a new powerhouse. The newspaper stated that "...the power house of the city's great rapid transit system will be something in which New Yorkers will take no little pride and that such a structure should have as commanding a site as possible." The site chosen commanded an entire city block and its graceful smokestacks rose high above the surrounding low-rise neighborhood.

Its design also attests to its historical and aesthetic significance. The exterior was designed by architect Stanford White, of the revered New York office of McKim, Mead & White, and was one of the firm's only industrial structures to be realized. The building's grand façades are magnificent examples of the Beaux-Arts style, whose employment was popular for civic projects as part of the City Beautiful movement at that time. Its decorative features, such as a repeated pattern of arched windows and rich use of terra cotta, Roman brick and granite, present a striking overall contribution to the cityscape. After 105 years and several alterations, these features and the building itself remain largely intact and in good condition.

Despite recent changes and development pressures in its immediate vicinity, the structure's exterior still commands attention and speaks to its rich legacy. However, the loss of many other New York City powerhouses renders the battle for the former IRT Powerhouse all the more timely and pertinent. As one of the city's remaining vestiges of a once thriving network of industrial waterfronts, this structure simultaneously reminds us of the ingenuity of those who modernized New York and of the many other powerhouse structures that have been lost over time. In addition, the Powerhouse is part of an exclusive network of contiguously constructed monumental civic projects, including the New York Public Library, The Metropolitan Museum of Art, Grand Central Terminal and the now demolished Pennsylvania Station. This series of heroic architectural statements directly contributed to the city's transformation into a cultural world capital in the 20th century.

Given its rich architectural, historical and contextual significance, it is clear that it deserves to be protected as a permanent part of New York City's architectural landscape. In making the case for preservation, we are reminded of the Powerhouse's cultural contribution and impact on its neighborhood and the city as a whole. Historic resources such as this foster a dynamic environment that, in turn, can lead to opportunities for tourist revenue, job creation by way of greater commercial opportunities, and enhancement of community environment. In effect, this building facilitates the well being of the area's residents and visitors by providing a higher quality of life. By stripping a neighborhood of the resources that define its character, we mitigate its desirability as a place to live and work. The Powerhouse provides this anchor for the neighborhood, and it is in the interest of all to allow it to continue to thrive and serve its community.

Opposite: Character-defining architectural details of the former IRT powerhouse, including its rich terra-cotta ornament, monumental arched windows and metal window units remain intact.
Below: Detail of typical terra-cotta keystone.

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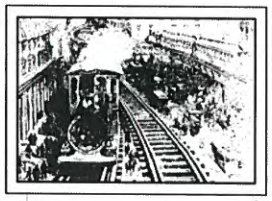
TIMELINE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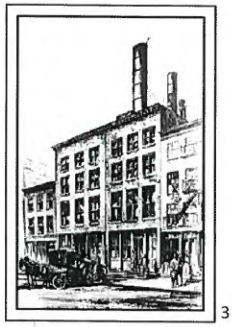
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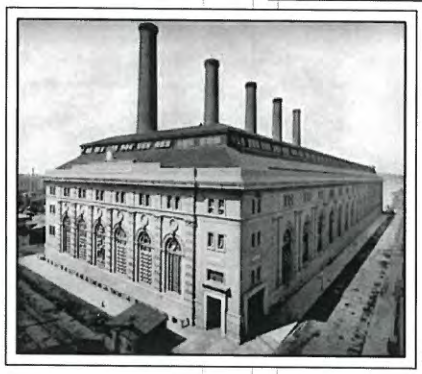
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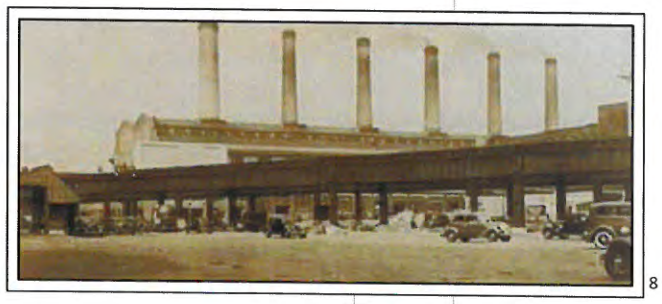
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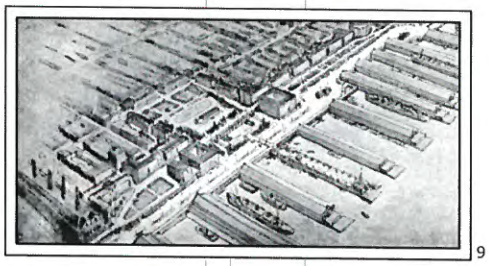
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First NYC elevated train

Edison's incandescent lamp

Edison Electric Illuminating Co.

NYC & HRRR 60th St. yard built

Edison's Pearl St. Plant

First successful electric streetcar system, Richmond, VA

Board of Rapid Transit Commissioners formed

Commission recommends building subway

Manhattan Ry. E74th St. plant

NY Edison Co. formed

IRT forms; Excavation begins for 59th St. powerhouse

DeWitt Clinton Park opens

IRT subway begins service, plant opens

IRT dual contracts signed

Miller Highway opens

NY Regional Plan recommends comprehensive plan for west side

High Line opens

ConEdison forms with merger of Consolidated Gas & NY Edison

NYC Board of Transportation take IRT Subway and power plants

1870 1880 1890 1900 1910 1920 1930 1940

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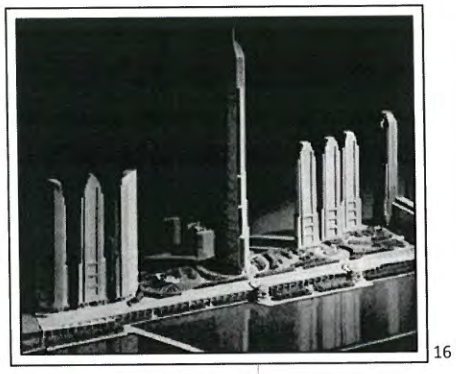
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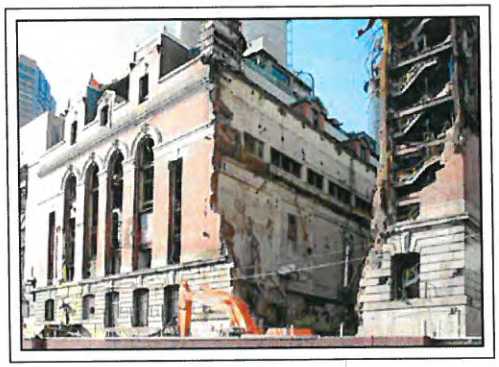
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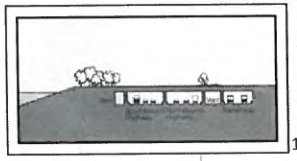
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Western addition completed
NYC Transportation Authority takes control of Subway and power plants
ConEdison purchases former IRT powerhouse
ConEdison alterations to plant exterior; stacks removed; cornice removed; new stack
No. 2 stack removed
First Landmarks hearing; no action
Plant declared Nat. Reg. eligible
Second Landmarks hearing
No. 5 stack removed;
Third Landmarks hearing scheduled . . .

Moses announces San Juan Hill urban renewal
Litho-City proposal for 60th St. yards
NYC Landmarks Preservation Commission forms
Westway proposed
Lincoln West proposal for 60th St. yards
Trump's Television City proposal for 60th St. yards
Westway dropped
Javits Center opens
Tate Modern opens, London
H&M RR Jersey City powerhouse listed on National Register
Destruction of Waterside, Kent Ave., Long Island City plants
High Line opens as public park

1950 1960 1970 1980 1990 2000 2010

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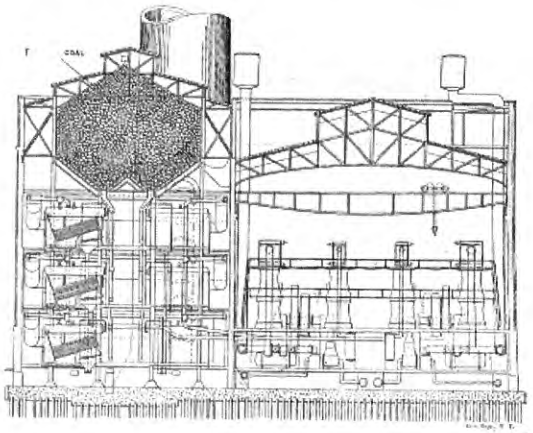
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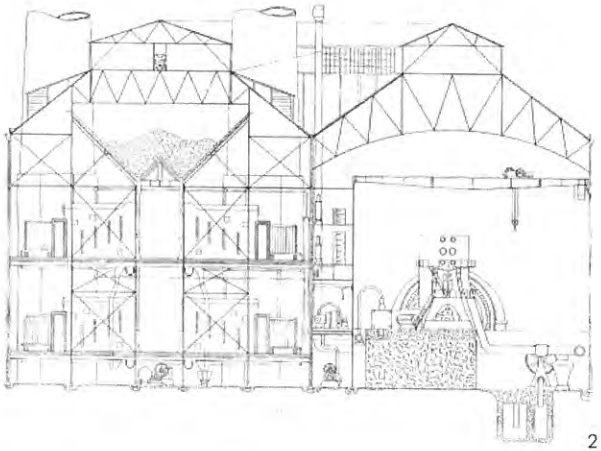
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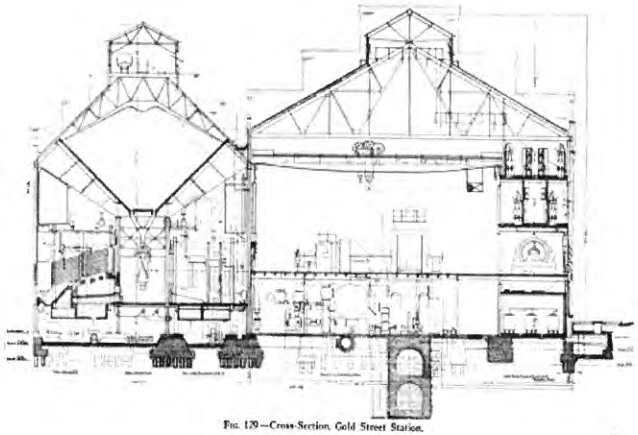
Fig. 129—Cross-Section, Gold Street Station.
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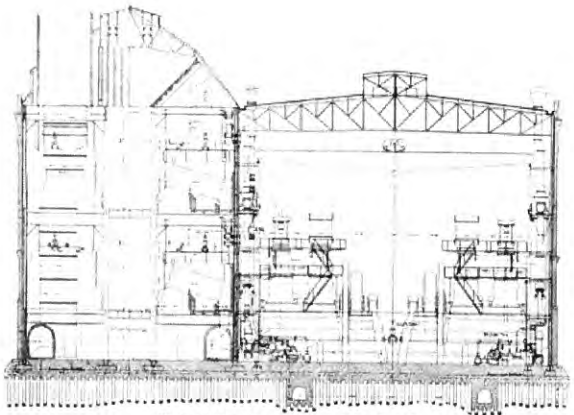
Fig. 47—Cross Section, Central Power Station, B. R. T.
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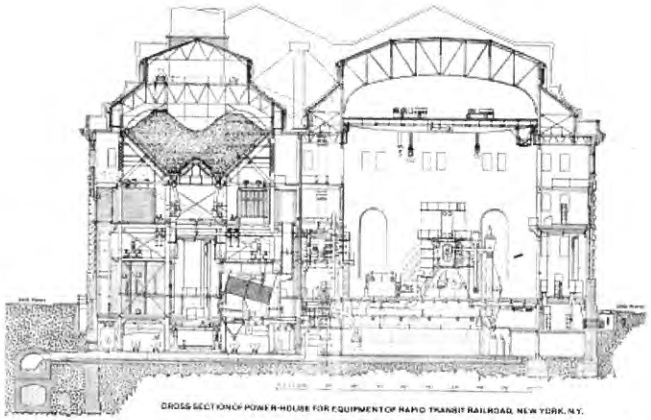
CROSS SECTION OF POWER-HOUSE FOR EQUIPMENT OF RAPID TRANSIT RAILROAD, NEW YORK, N.Y.
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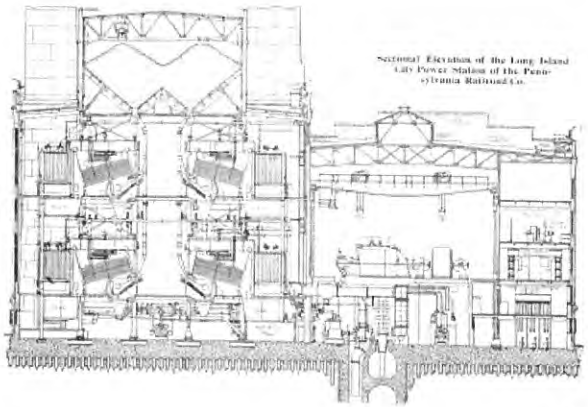
Sectional Elevation of the Long Island City Power Station of the Pennsylvania Railroad Co.
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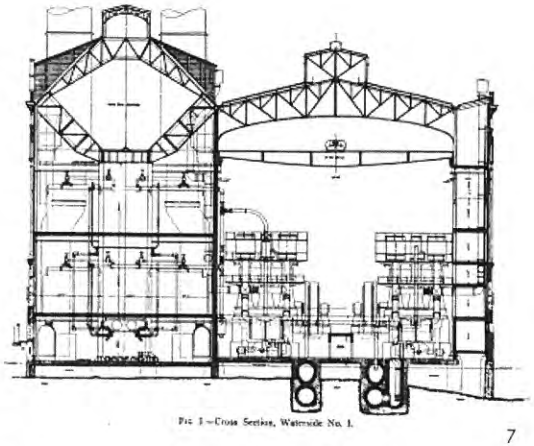
Fig. 1—Cross Section, Waterside No. 1.
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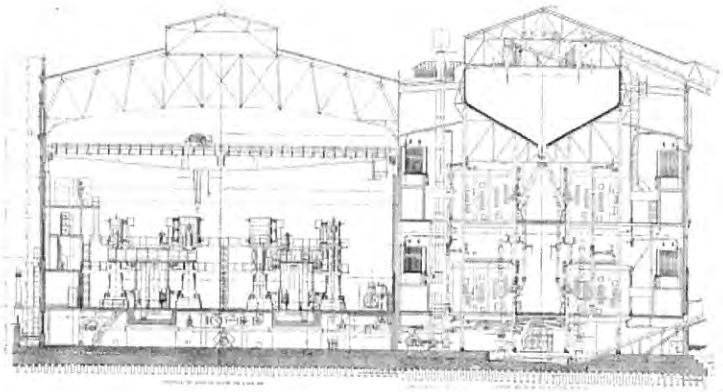
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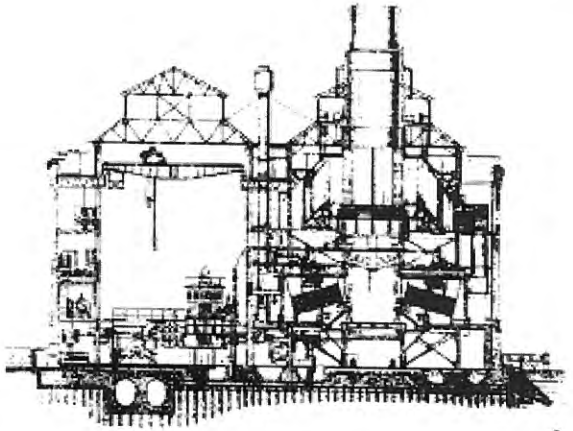
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History

Completed in 1904, the former IRT powerhouse at West 59th Street in Manhattan is of unique significance as a work of architecture and engineering. Designed by Stanford White of McKim, Mead & White, it is among a small handful of industrial buildings produced by what was then the most prominent architectural firm in New York. One of the first large-scale electric generating facilities in the city, it is also among the most architecturally sophisticated examples of this building type ever created. Built to supply power for the city's first subway system, it is further significant for its critical relevance to an infrastructure that has become symbolic of the city itself. Despite various interior and exterior alterations, the essential character of this building survives intact to make it perhaps the most important historic structure on the industrial waterfront of Manhattan's west side.

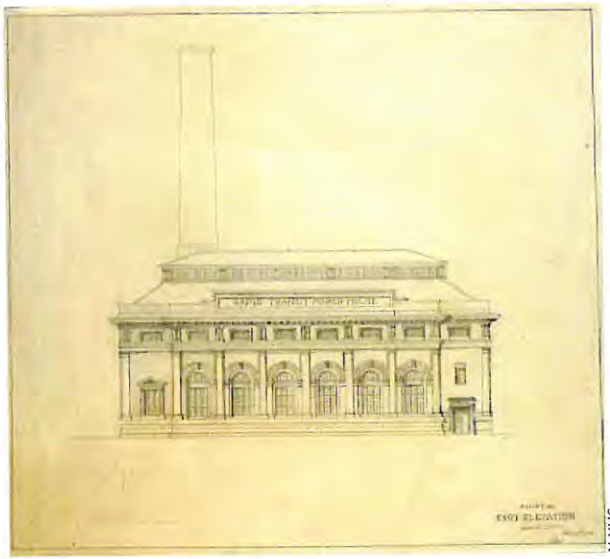
ARCHITECTURAL DESCRIPTION

The former IRT powerhouse occupies the entire city block between Eleventh and Twelfth Avenues and 58th and 59th Streets in Manhattan. Its principal elevation faces east onto Eleventh Avenue. The building's Beaux-Arts facades are composed of buff-colored Roman brick and rich terra-cotta ornament set over a plinth of pink granite, and are characterized by rows of monumental arched windows framed by projecting pilasters and terra-cotta stringcourses, topped by twin gable roofs with clerestory monitors. The building's four corners are anchored by slightly offset rectangular masses characterized by more restrained fenestration and ornamentation. A large, unornamented addition completed in 1952 adjoins the original building at the westernmost end of the site.

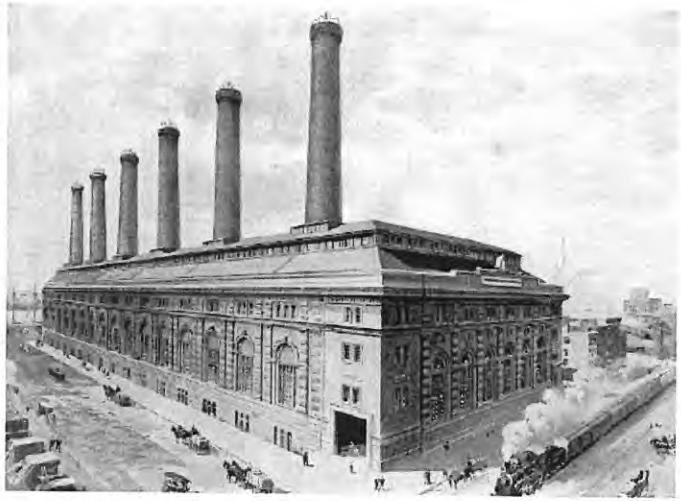
The east-facing elevation on Eleventh Avenue stretches eight bays across. It is arranged around a central composition of six monumental arched windows set above the granite base. The windows are punctuated by rusticated pilasters built of stacked, alternating masses of roman brick and projecting terra-cotta units. Elaborate terra-cotta surrounds emphasize the monumentality of the arched windows above the springline. The composition is framed by slightly recessed corner masses at the outermost bays. The main entrance to the building faces onto Eleventh Avenue at the northeastern corner of the site. A terra-cotta stringcourse demarks an attic storey above the arched windows, with paired rectangular windows centered over the arched openings below. The elevation was crowned by a projecting terra-cotta cornice (since removed). Above the cornice, a stepped parapet wall provides space for an elongated terra-cotta tablet bearing the words INTERBOROUGH RAPID TRANSIT COMPANY.

Long rows of seventeen monumental arched windows characterize the north and south elevations, continuing the horizontal arrangement of the east façade without

Opposite: Section drawings showing distinct typology of early power plant design.
Below: McKim, Mead and White, study elevation for the Eleventh Avenue facade, dated February 17, 1902.



SHA-N-YHS

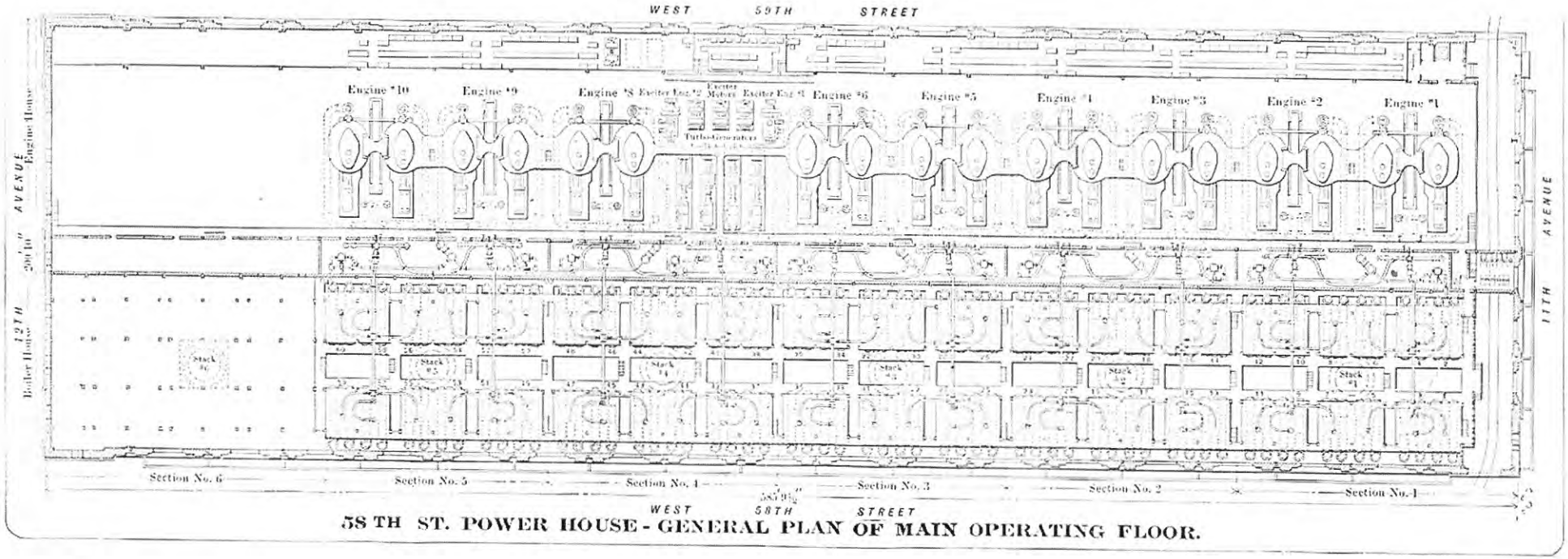


interruption across the length of the building albeit with somewhat more restrained terra-cotta ornament. The windows of the side elevations are broader and taller than those of the east facade, and are punctuated by paired rusticated pilasters. The long run of arched windows is flanked at each end by slightly projecting corner masses corresponding to those of the east elevation, for a total of nineteen bays. Triplet sets of small rectangular windows are centered above the arched windows in the attic storey, over which the alignment of the terra-cotta cornice and brick parapet wall carries across from the east elevation. Large street-level openings at the east end of the building allowed a service siding of the New York Central & Hudson River Railroad's West Side freight line to pass through the structure.

Effuse terra-cotta ornament accents the three street facing elevations of the original building. The terra-cotta bears various ornamental motifs including holly leaf details, medallions and swags, elaborate keystones with perched eagles over each of the arched windows, and curious winged lightening bolt details centered in escutcheons ornamenting the capitols atop each of the pilasters.

The original west elevation was built as a temporary bulkhead with the expectation that it would be demolished to facilitate the extension of the building toward the western boundary of the site at Twelfth Avenue. Accordingly, photographs show that this elevation carried the general fenestration pattern but not the rich terra-cotta ornament of the other facades.

Parallel gable roof structures run the length of the building from east to west, divided horizontally by long clerestory monitors. The gables are linked at their easternmost ends by a north-south oriented roof structure to create the effect of a hip roof over the Eleventh Avenue elevation when seen from below

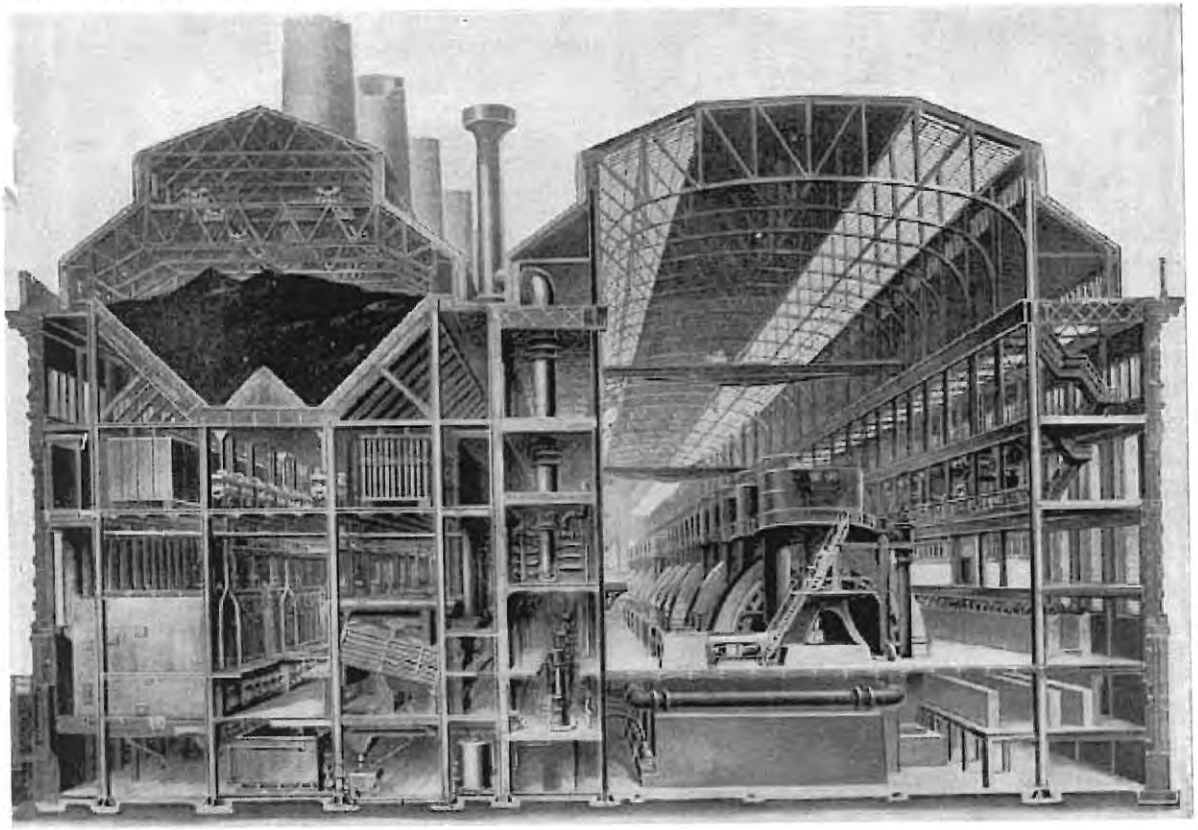


58 TH ST. POWER HOUSE - GENERAL PLAN OF MAIN OPERATING FLOOR.

Period documentation indicates that the roofs were originally sheathed in green tiles that have since been removed.[1] Six tapered brick smokestacks aligned over the boilers stood over the ridge of the southern gable above the boiler room. The westernmost stack post-dated the other five and was somewhat distinct in appearance from its counterparts. Ornamental cast iron cages supplied by the Millikin Brothers iron works crowned each of the original five smokestacks.[2]

The building's interior is divided into two long spaces running the length of the structure beneath each of the gable roofs, effectively dividing the powerhouse into two buildings sharing a single masonry party wall. The boiler room occupied the space beneath the southern gable, and was densely filled with high pressure boilers, coal bunkers, and a robust system of steel girders supporting the coal bunkers and masonry smokestacks above. The broader north gable sheltered the generating hall, a vast open space as bright and airy as the boiler room was dark and packed with machinery.

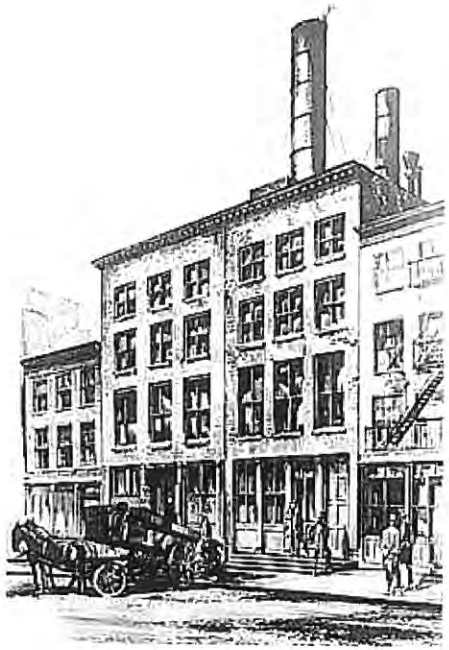
In the late 1940s, increased demand finally led to the construction of the planned westernmost addition to the original building. Discarding Stanford White's provisional scheme for the planned addition, the new building is readily distinct in massing and materials from the older building to the east. The addition is comprised of tiered rectangular masses built of buff brick with limestone copings approximately matching the color of the roman brick and terra-cotta of the original building. Typical fenestration includes tall rectangular openings for metal-framed windows separated by spandrel panels. The design is typical for the architecture of power plants of its period but contrasts markedly with that of the older building to which it is attached.



STREET RAILWAY JOURNAL (ALL)

Opposite Top: Rendering, view to the northwest.
Opposite Bottom: Plan, showing positioning of machinery.
Left: Perspective section, view to the west.

Below: Edison's Pearl Street power station opened in 1882.



Technical Characteristics

As originally conceived, the IRT power station was to house five interdependent generating sections, arranged in a linear fashion along the length of the building. The IRT extended the building to house a sixth section as work neared completion in 1904, but documentation suggests that machinery for this section was not installed for several years after the building entered service.

Coal reached the plant by barges handled at Pier 98, at the foot of West 58th Street. (This facility was purpose-built for the IRT by the city's Department of Docks.) From the pier, coal entered the building by means of an underground tunnel beneath Twelfth Avenue. Once inside the plant, a series of conveyors distributed the coal to seven storage hoppers with a maximum total capacity of 16,000 tons, housed in the attic above the boiler room.[3]

Coal fed from the hoppers into the boilers below. Each generating section included twin banks of six Babcock and Wilcox boilers, which vented into the stacks above. Ash filtered down into hopper cars in the basement, which were delivered back to the pier to be loaded onto barges for removal. Steam produced in the boilers was forced into reciprocating engines supplied by the Allis-Chalmers company of Milwaukee, which were housed in the neighboring generating hall. Each engine produced 12,000 horsepower at 75 revolutions per minute. The engines were paired in groups of two per generating section, and were each rigged to Westinghouse electric generators rated at a maximum capacity of 5,000 kilowatts per unit.

The only deviation from this general scheme was the specification of turbo generators and exciter machinery in the place of the number seven reciprocating engine, specifically intended to power electric lights throughout the system. The five (and later six) smokestacks clearly demarked each generating section within, thus translating the plant's internal arrangement to the architectural form of the exterior.

Alternating current from the Westinghouse electric generators was fed into a switching station housed in galleries lining the north side of the generating hall, from whence it was distributed to eight substations strategically positioned throughout the system. (Additional substations were added later in phases as demand increased and the system expanded.) Rotary converters housed in the substations stepped-down the 11,000 volt alternating current generated in the plant to 625 volt direct current which powered the trains by way of a newly-developed device known as the "third rail."

Subsequent Alterations

Apart from the western addition, the 59th Street powerhouse underwent no significant exterior alterations up until the building's acquisition by Consolidated Edison (ConEdison) in 1959. Immediately upon taking control of the plant, ConEdison embarked on a series of mechanical improvements executed over the course of the next decade. In addition to the removal of superannuated machinery, this resulted in the creation of a number of new street level openings in the building's north and south elevations, the removal of four of the plant's six original smokestacks, and the addition of a modern, 500-foot reinforced concrete stack in place of the number 1 smokestack in 1968. ConEdison removed the building's cornice that same year. The number 2 stack was removed in the late 1970s and the number 5 stack in 2009. The green roofing tiles, window units of the clerestory, and some original window units on the 59th Street and Eleventh Avenue elevations have also been replaced, but otherwise the building appears today much as it did upon its completion.

HISTORY

The Development of Large-Scale Electric Generating Plants

The IRT powerhouse belongs to a building type that emerged with the beginnings of large scale electric power generation at the end of the nineteenth century. Thomas Edison (1847 – 1931) built what is considered

the prototype for the modern electric power station on Pearl Street in lower Manhattan in 1882. Similar in appearance to a small industrial loft building or even a large row house, the plant had a production capacity of some 600 kw.[4]

Electric generating technology evolved rapidly over the remainder of the century, as ever larger power plants began to appear in New York and throughout the country. In the 1890s, Edison's production model calling for numerous direct current generating stations to power localized distribution districts gave way to a system of large, centralized stations that produced alternating current for distribution throughout a network of vast, interconnected power grids. In the meantime, streetcar lines and many industrial and institutional facilities such as schools and hospitals found it more efficient to build their own small power plants than to rely on the developing electric utilities. (Important examples of such facilities survive in Brooklyn at the campus of the Pratt Institute, and at the former Brooklyn Heights Railroad Co. power station on 52nd Street in Sunset Park.) Not until 1901 did the New York Edison Company open its first truly large-scale power station on the East River at 38th Street, known as the Waterside generating station. A second plant, Waterside No. 2, opened four years later one block to the north.[5]

Railways played a critical role in the development of large-scale electric power generation during this period. The total mileage of electrified track in the United States grew from just 35 in 1887 to 21,920 in 1902.[6] Early electric utilities simply could not meet the requirements of even small electric streetcar systems, and these companies opted to generate their own electricity rather than wait for the utilities to catch up. Between 1899 and 1910, no fewer than eleven large new power stations were erected for various railways serving New York, including those of the Metropolitan Street Railway Company at East 96th Street (c.1899); the Manhattan Railway Company at East 74th Street (1901); the Brooklyn Rapid Transit Company on the Gowanus Canal (1903) and at Williamsburg, Brooklyn (1905); the Third Avenue Railway Company at Kingsbridge, Manhattan (1904); the Interborough Rapid Transit Company at West 59th Street (1904); the Pennsylvania Railroad at Long Island City, Queens (1905); the New York Central and Hudson River Railroad at Yonkers and in the Port Morris section of the Bronx (1906); the New York, New

T. RINALDI

Left: Former Brooklyn Heights Railroad powerhouse on 52nd Street in Sunset Park (1892). A rare surviving prototype for larger power plants built later.

RAILROAD POWER PLANTS

NYPL

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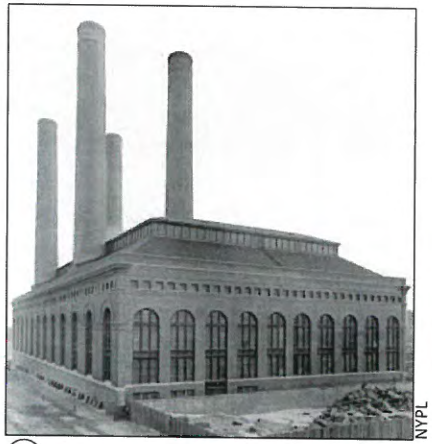

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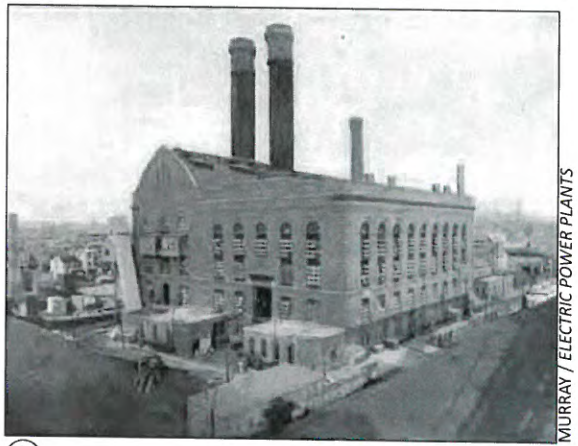

MURRAY / ELECTRIC POWER PLANTS

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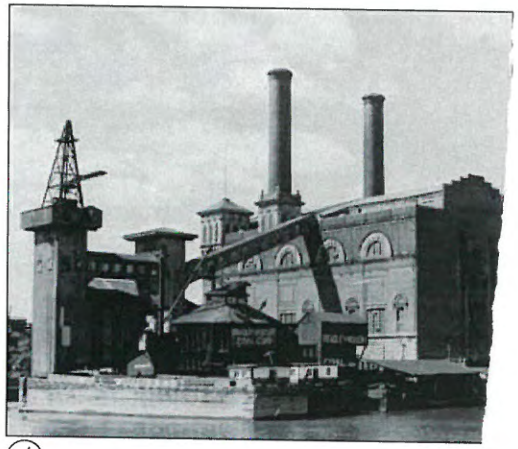
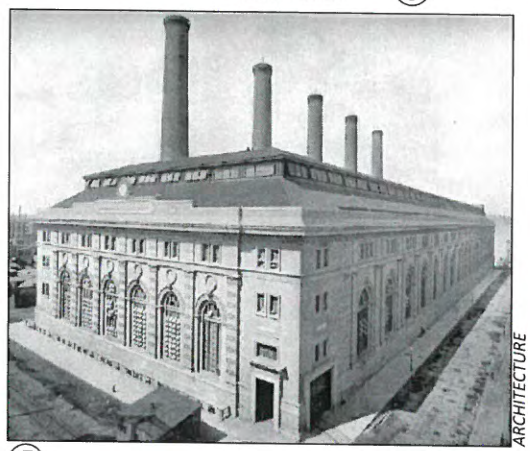


④ DEMOLISH

Large scale electric power plants emerged as a distinct building type at the turn of the century. Typical architectural features, such as rows of monumental arched windows and clerestory roofs, characterized their external appearance and made them recognizable to passersby. All were located by navigable water bodies for access to fuel and water to cool machinery. Only a handful of these buildings survive in New York today.



ARCHITECTURE

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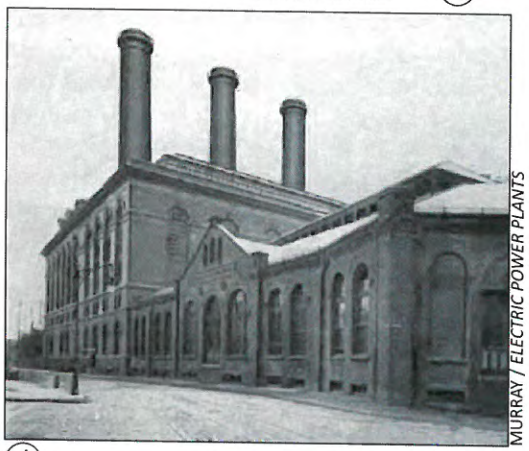

MURRAY / ELECTRIC POWER PLANTS

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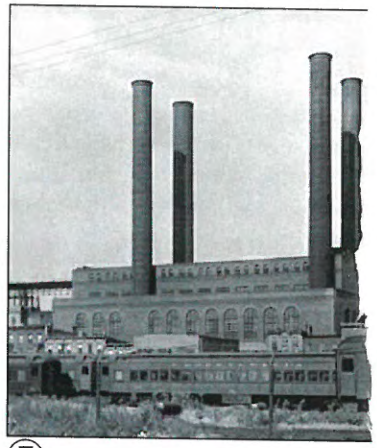

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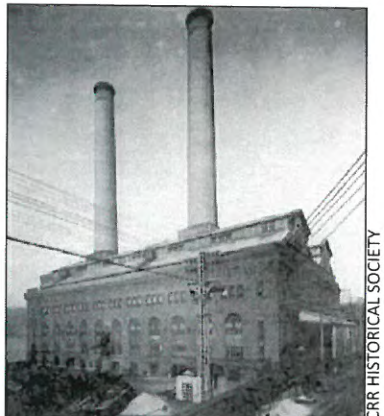

NYCRR HISTORICAL SOCIETY

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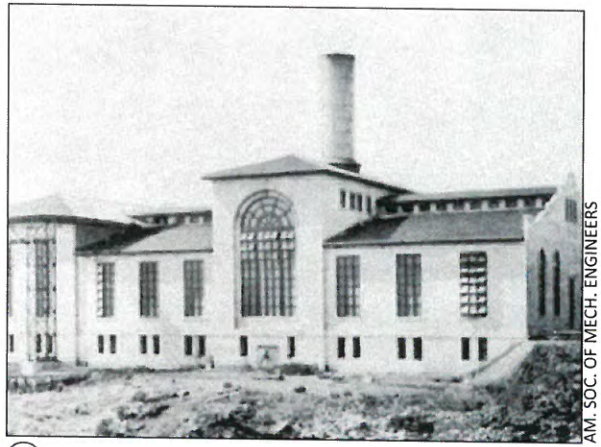

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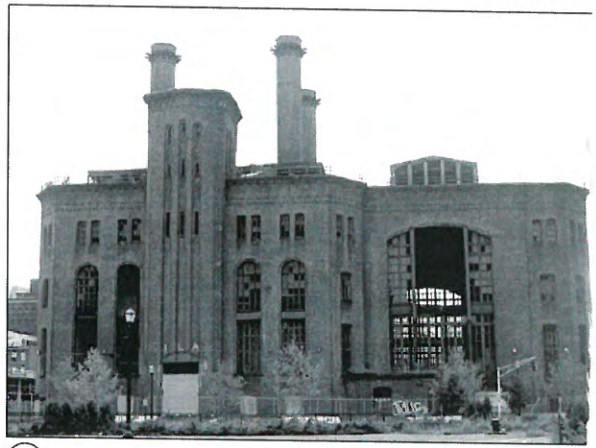

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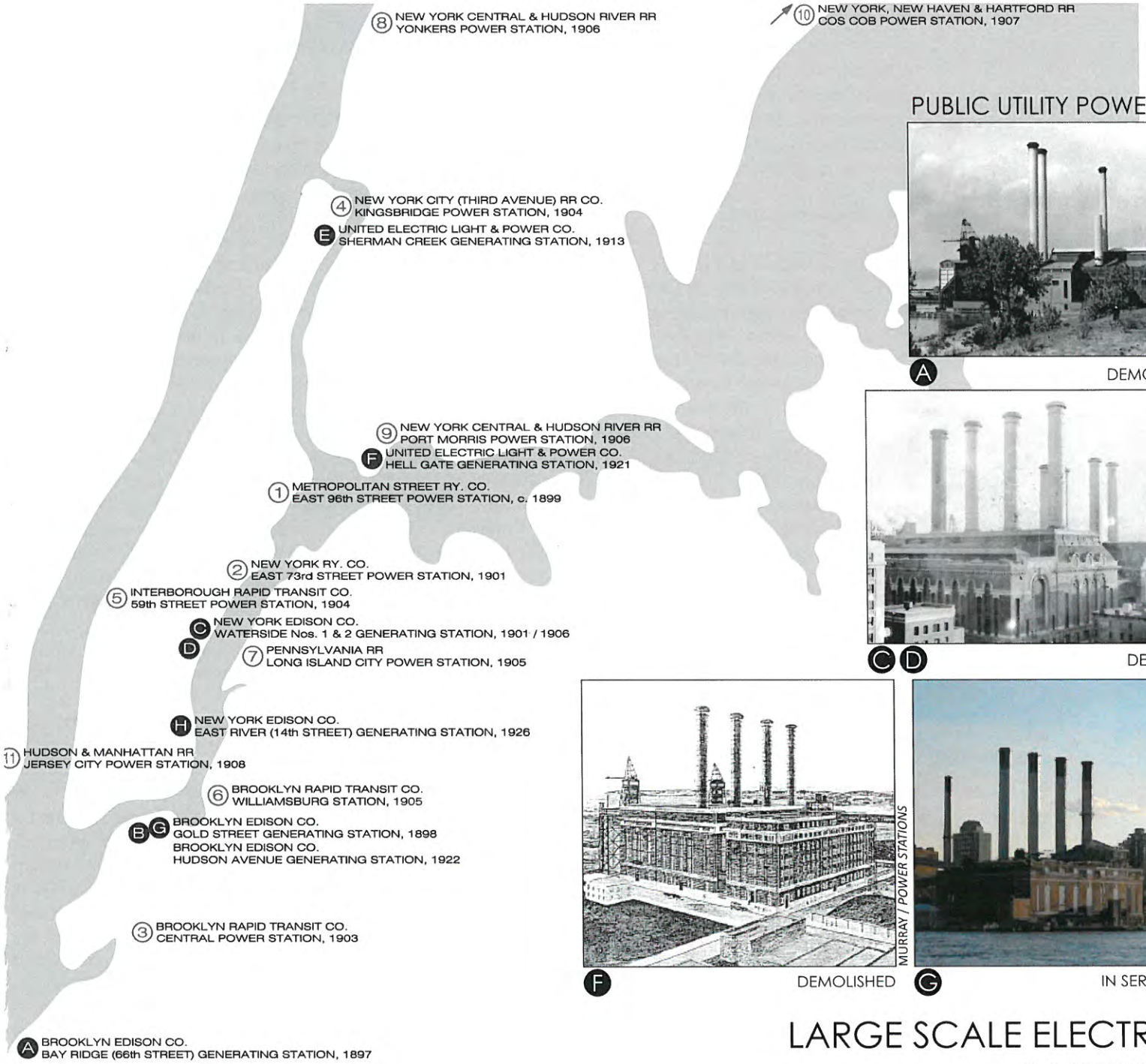

PUBLIC UTILITY POWER PLANTS

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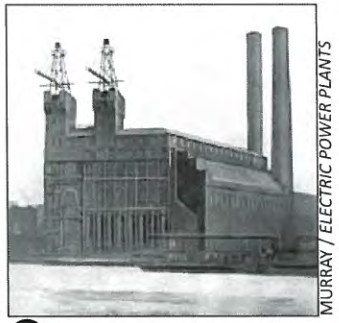

MURRAY / *ELECTRIC POWER PLANTS*

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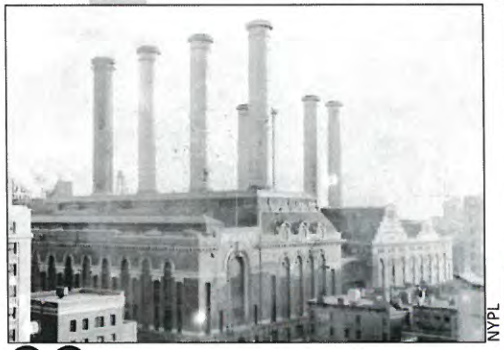

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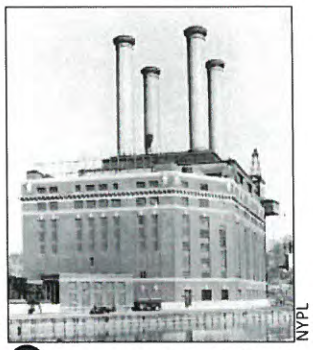


NYPL

E DEMOLISHED

MURRAY / *POWER STATIONS*

F DEMOLISHED

T. RINALDI

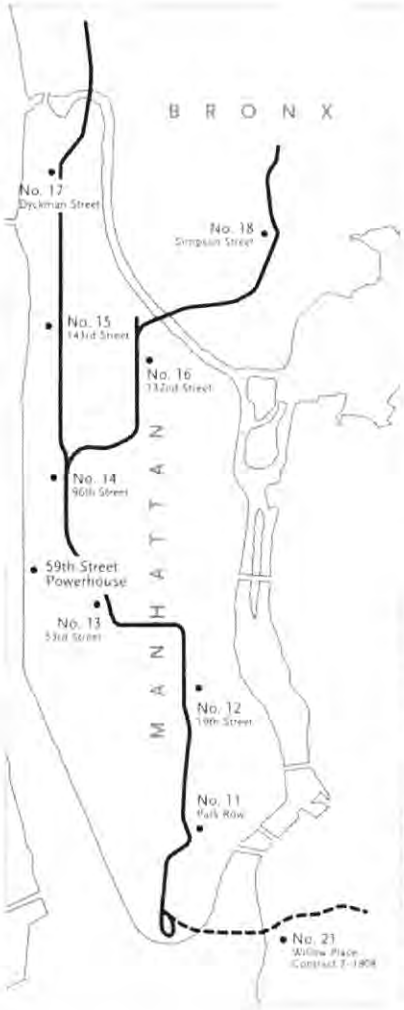
G IN SERVICE

NYPL

H IN SERVICE

LARGE SCALE ELECTRIC POWER PLANTS IN NEW YORK, 1895 - 1930

Right: The IRT's winged subway logo, 1904.
Below: Map showing original route of IRT subway relative to substations and powerhouse.



PAYNE / NEW YORK'S FORGOTTEN SUBSTATIONS

Haven and Hartford Railroad at Cos Cob, Connecticut (1907), and the Hudson and Manhattan Railroad in Jersey City (1908). In the case of the New York Central and the Pennsylvania railroads, electrification facilitated the construction of new station facilities (Grand Central Terminal and Pennsylvania Station) served by underground tracks.[7]

Formation of the IRT

The Interborough Rapid Transit Company formed in 1902 to administer the completion and operation of New York's first underground rapid transit system, an infrastructure whose very existence was predicated upon the development of large-scale electric power generation.[8] Planning for the subway began in 1894, with the creation of the Board of Rapid Transit Railroad Commissioners. Under the leadership of August Belmont Jr. (1853 – 1924) and Chief Engineer William Barclay Parsons (1859 – 1932), the commissioners first set about charting a route for the proposed subway, ultimately laying out an underground right of way starting at City Hall and heading uptown under Park Avenue as far as Grand Central depot (the Terminal did not open until 1913), then turning west under 42nd Street to Times Square, where the line turned north to head uptown under Broadway to West 96th Street. From there the line split, with one branch continuing north under Broadway and crossing into the Bronx at Marble Hill, the other branching east to enter the Bronx at Mott Haven.

In 1900 the commissioners hired the newly formed Rapid Transit Construction Company to begin building the system, under the direction of John B. McDonald (1844 – 1911) who had previously helped supervise the construction of a portion of the New York Central and Hudson River Railroad's Park Avenue tunnel. Having concluded that the railroad would need to generate its own electric power, the company set about selecting a site for a new power station. Already, it had become standard practice for builders of large electric generating facilities to situate these buildings adjacent to navigable water bodies in order to facilitate coal delivery (and ash removal) by boat, and to use river water to cool machinery inside the plant. The powerhouse would ideally be sited near the load center of the system.

Additionally, the commissioners articulated a desire that the building be given a prominent location where it would stand out as an important civic landmark. "The power house of the city's great rapid transit system will be something in which New Yorkers will take no little pride," said Douglas Robinson of the Rapid Transit Construction Company in 1901: "such a structure should have as commanding a site as possible."[9] Four large power plants had already taken sites on Manhattan's eastern shoreline.[10] After considering sites in Long Island City and at East Ninth Street in Manhattan, in September of 1901 the commissioners announced that they would build their plant on the North River at West 59th Street, where they acquired the entire 200-by-800-foot city block bounded by Eleventh and Twelfth Avenues and 58th and 59th Streets, then occupied by the stockyards and slaughterhouse of T.C. Eastman's Dressed Beef Company. The block sat near the northernmost reach of the industrial waterfront of the west side of Manhattan at the northwestern fringe of a rough-and-tumble, blue-collar, industrial neighborhood that had become known as Hell's Kitchen not long before.

Planning the 59th Street Powerhouse

In planning various technical aspects of the new plant, the Rapid Transit Construction Company studied power stations throughout North America and Europe and considered a range of production models for the building to follow. Its design would represent a collaborative effort by a group of prominent electrical, mechanical and structural engineers, including William Barclay Parsons; Lewis B. Stillwell, who had served as electrical director for the Niagara Falls Power Company and as consulting engineer for the Manhattan Railway Company; John B. McDonald, director of the Rapid Transit Construction Company; and Solomon L.F. Deyo, John Van Vleck, William C. Phelps, and Paul C. Hunter, members of the company's in-house engineering and architectural staff. Van Vleck had previously served as chief electrician and consulting engineer to the Edison

Electric Illuminating Company, helping to design the utility's Duane Street plant, opened in 1891, and the first Waterside plant, which opened ten years later.

Ultimately, the company modeled its new plant closely after the power station of the Manhattan Railway Company, which opened on East 74th Street in Manhattan in 1901, hiring some of the same engineers (including Stillwell) who had overseen the design and construction of that plant. Both plants adhered to the prevailing scheme in power plant design which called for the facility to be divided into two main interior spaces, one housing the boiler room, the other given over to the plant's generating equipment.

Both plants likewise followed the prevailing trend toward the production of alternating rather than direct current. In the 1890s, alternating current triumphed over direct current as the accepted standard for most commercial and household applications because it could be distributed across greater distances, thus facilitating a system of large, central power stations to serve broad distribution areas. But direct current remained favored for electric railways, primarily because it allowed trains to accelerate more quickly than alternating current. To address this problem, it became the accepted practice for railroads to produce alternating current in a central generating facility, from which power could be efficiently distributed to a series of strategically-positioned substations where it was converted to direct current for transmission throughout the system by means of overhead wires or (in the case of the IRT) the third rail.

The Rapid Transit Company engineers had to choose between more conventional reciprocating steam engines and ascendant steam turbine machinery to drive the generators. In 1901, steam turbines represented a developing technology that was yet essentially untested on the scale required for the IRT plant. Here again, the engineers followed the precedent of the Manhattan Railway plant in specifying reciprocating engines. Almost immediately afterwards, steam turbine technology developed to a point where it superceded reciprocating engines for electric power generation by the time the plant opened in 1904.

One important departure from the design of the Manhattan Railway plant was in the arrangement of the boiler room. Partly to save space, many early power plants were built with boilers stacked on two or more levels. Early on, the planners of the IRT plant decided to position all equipment in a linear arrangement on a single level to maximize operating efficiency, even if this mandated the acquisition of a larger site. This innovation was adopted by designers of successive power stations, notably the twin plants of the New York Central and Hudson River Railroad, opened at Yonkers and in the Port Morris section of the Bronx in 1906.

Architectural Treatment of the 59th Street Plant

With the site selected and basic parameters set for the technical arrangement of the new plant, it remained to develop an architectural scheme for the building's exterior. The commissioners of the IRT articulated a sense that the subway would count among the greatest and most influential civic improvements in the history of New York. In the spirit of the City Beautiful movement that shaped American cities after the Columbian Exposition of 1893, the builders of important civic institutions sought to create works of architecture whose monumentality would attest to the good taste and prosperity of their patrons. In New York, this spirit produced such landmarks as the New York Public Library (Carrere & Hastings, 1911), Grand Central Terminal (Reed & Stem and Warren & Wetmore, 1913) and the Fifth Avenue elevations of the Metropolitan Museum of Art (Richard Morris Hunt, 1890-1902; McKim, Mead & White, 1906-1926).

But the subway, with its infrastructure largely underground, offered little opportunity for the creation of a monumental civic building. Except, the commissioners surely noted, for the power plant. To design its passenger stations, the commission contracted the architects George Lewis Heins (1860 - 1907) & John LaFarge (1862 - 1938), whose respected practice had already received commissions for prominent buildings including the Cathedral of St. John the Divine (begun 1891, not completed) and the

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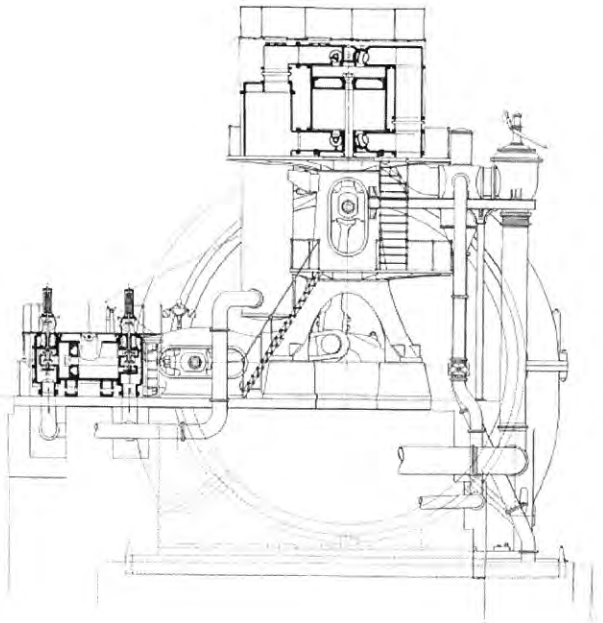
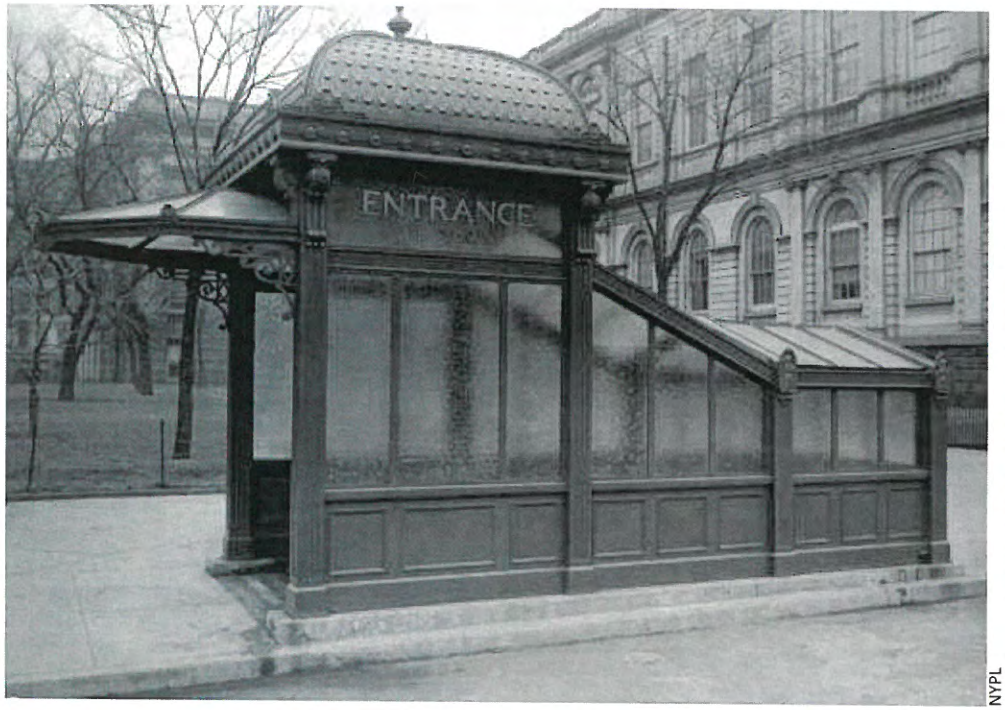
Left: The IRT based its design for the 59th Street plant on that of the Manhattan Railway Company's power station at East 74th Street.
Below: Allis-Chalmers reciprocating steam engine for IRT powerhouse, elevation drawing.



STREET RAILWAY JOURNAL



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Bronx Zoo (1899 – 1910). The substations were left in the hands of John Van Vleck and Paul C. Hunter, members of the IRT's in-house staff. Like nearly all important buildings of the period, these structures bore the influence of the Beaux-Arts in their materials and architectural details.

The architectural design of the powerhouse meanwhile was charged to Stanford White (1853 – 1906) of McKim, Mead & White, then the most prominent architects practicing in New York and arguably in the country. Their commissions included mansions and country homes for the city's most prominent residents, such as the Villard Houses on Madison Avenue (1882); public buildings, such as Madison Square Garden (1891), Pennsylvania Station (1910), and the Pierpont Morgan Library (1906); and civic buildings and monuments, including the Municipal Building (1915) and the Washington Square Arch (1895).[11] As architectural historian David Framberger wrote later in an overview of the architecture of the IRT for the Historic American Engineering Record, the 59th Street powerhouse would stand as "the most high-style piece of design for the subway system."[12]

From the outset, the builders of the Rapid Transit Subway stated their desire that the new plant express the very best architecture and engineering of its day: it would be "representative of the best known practices in power plants for the attainment, not only of the highest degree of reliability and efficiency from an electrical and mechanical standpoint, but also of the most pleasing and satisfactory effect when viewed as an architectural achievement."[13] The commissioners may also have taken into account the construction of DeWitt Clinton Park just a few blocks to the south, begun in 1898 and completed in 1905 as an attempt to civilize Hell's Kitchen, which by then had come to be seen as one of the most notorious slums in New York City.[14] Perhaps forecasting a time when such civic initiatives might bring to the far west side the same intense development then rapidly changing the character of midtown Manhattan, the IRT also asserted that "the exterior of the building has been designed so that it will be an attractive structure and in keeping with its surroundings, whatever development may take place."[15]

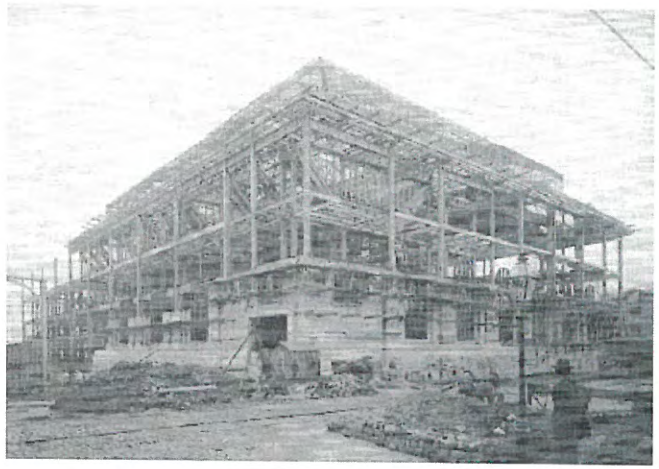
The company issued a thorough account of its planning for the 59th Street powerhouse in the souvenir dedication book it published upon the opening of the system in 1904:

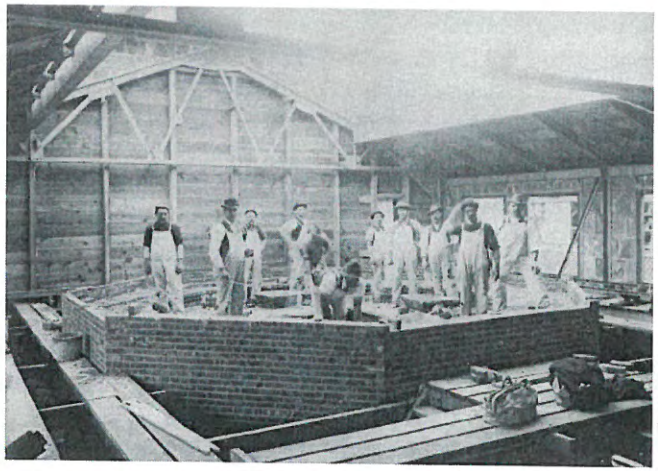
> The design of the facework of the power house received the personal attention of the directors of the company, and its character and the class of materials to be employed were carefully considered. The influence of the design on the future value of the property and the condition of the environment in general were studied, together with the factors relating to the future ownership of the plant by the city. Several plans were taken up looking to the construction of a power house of massive and simple design, but it was finally decided to adopt an ornate style of treatment by which the structure would be rendered architecturally attractive and in harmony with the recent tendencies of municipal and city improvements from an architectural standpoint. At the initial stage of the power house design Mr. Stanford White, of the firm of McKim, Mead & White, of New York, volunteered his services to the company as an adviser on the matter of the design of the facework, and, as his offer was accepted, his connection with the work has resulted in the development of the present exterior design and the selection of the materials used.[16]

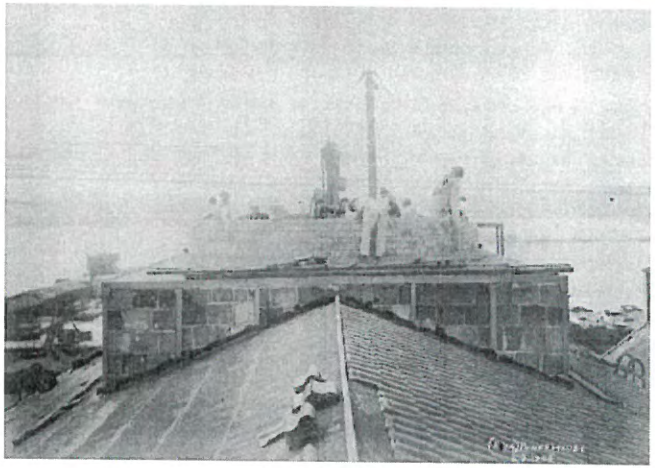
Records at the New-York Historical society indicate that White received a flat fee of $3,500 for the commission, so it remains unclear in what sense he involved himself as a "volunteer." By all accounts, White's role was limited to the building's exterior elevations, while the steel structure of the building's interior was designed by the in-house staff of the IRT, likely under the direction of John Van Vleck and Paul C. Hunter (a photograph published in the July, 1906 edition of *Architecture* names Hunter as the architect). Although this was not the only powerhouse designed in such a collaborative manner, it underscores the emphasis placed on this building by the commissioners of the IRT both for its literal importance as the source of power for the system, and for its monumental civic presence in the urban landscape. As a marriage of architecture and engineering, the IRT powerhouse was analogous to other structures from the same period, such as Pennsylvania Station and Grand Central Terminal, and to the great bridges then rising over the East River. The Manhattan Bridge (opened

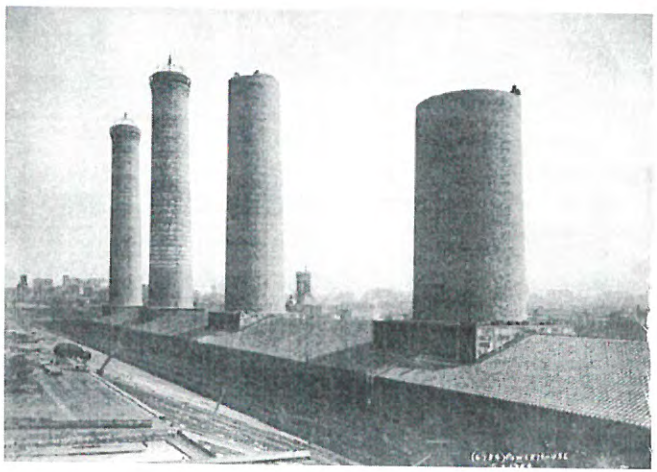
Opposite (Clockwise from top left): Architecture of the IRT Subway. Iron kiosk, City Hall; 72nd Street headhouse; Electrical substation; Detail, 59th Street Station; City Hall Station
Below: Edward D. Adams power station at Niagara Falls, NY (partially demolished). McKim, Mead & White, 1895.

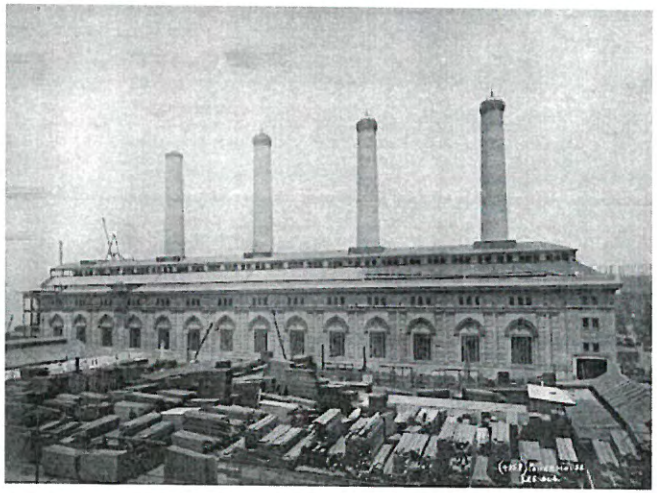
HAER

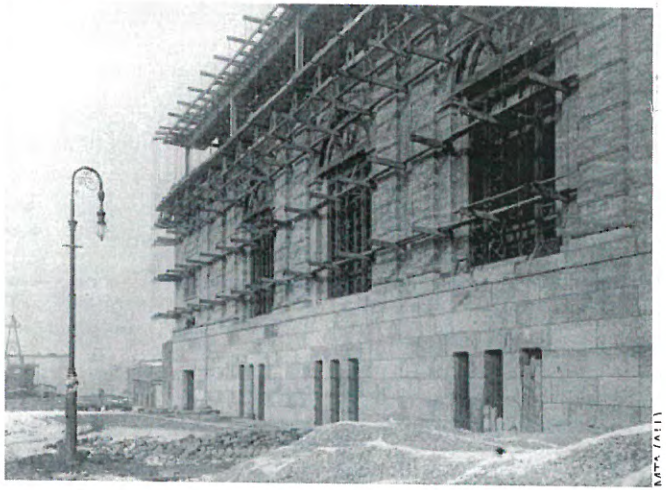










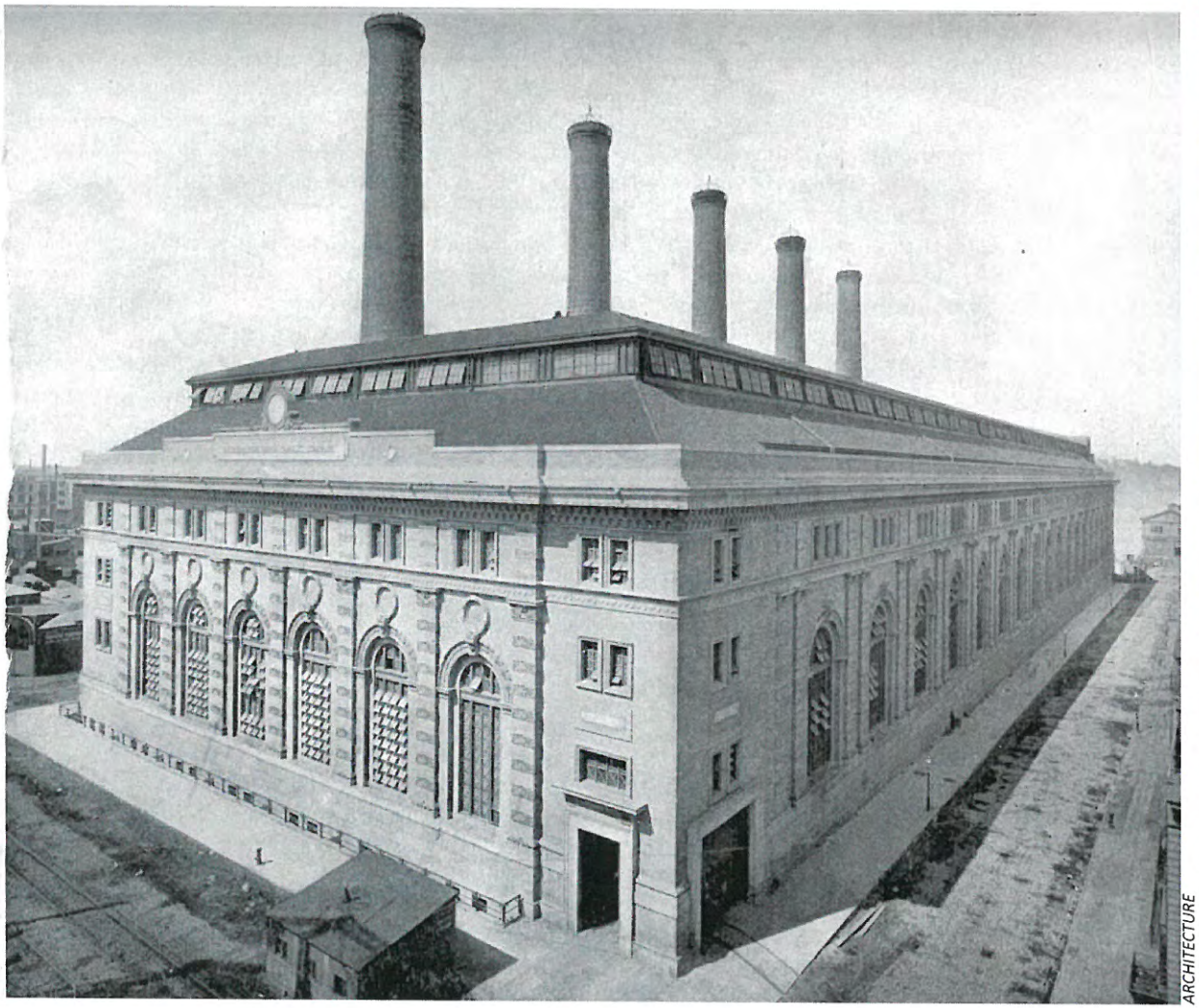


Right: The construction of the IRT powerhouse is thoroughly documented in historic photographs. From top: Erecting the steel frame, June 17, 1903; Building base for stack, May 18, 1904; Roof and stack construction, June 3, 1904; Nos. 1 - 4 stacks, May 4, 1904; South elevation, May 25, 1904; Building new western bays, December 6, 1904.

in 1909), with an ornamented steel superstructure by Gustav Lindenthal and monumental masonry approach structures designed by Carrere and Hastings, was similarly a product of the same conscious movement to make the City Beautiful, a movement which had prompted the creation of the city's Art Commission in 1898.

Upon its completion, the design of the powerhouse won the enthusiastic praise of the *New York Times*:

> The Interborough management is entitled to a compliment for the civic spirit shown in adopting a design for the power house which makes it an ornament to the neighborhood in which it is placed. By reason of the attention given to the chaste and admirable scheme of decoration and the building of its stacks of the same kind of bricks employed in its facades, the necessarily large cost of the plant was increased some $55,000. It cannot be doubted, however, that this liberality was repaid. The building is an ornament to the west side and enhances rather than diminishes the value of the surrounding property. But for its stacks, it might suggest an art museum or a public library rather than a power house.[17]



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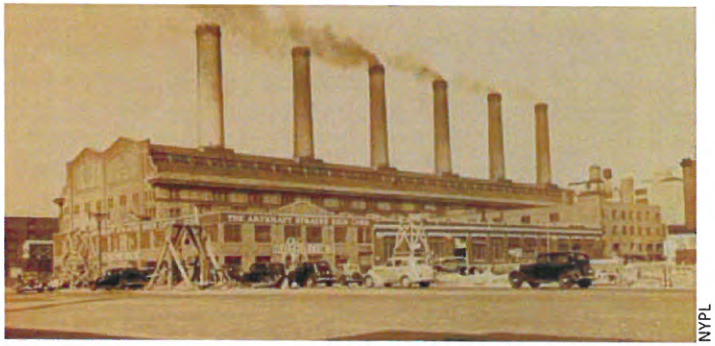

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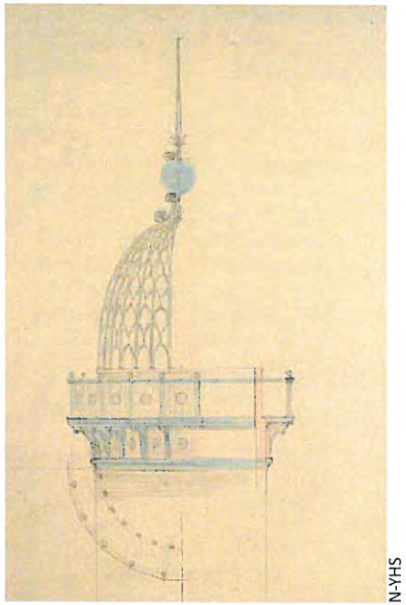

N-YHS

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Far Left: The plant upon completion, view to the southwest.
Top: View from Twelfth Avenue, showing west elevation, May 21, 1936
Center: Study for metal cage atop stack.
Bottom: Metal cage as executed, May 25, 1904.

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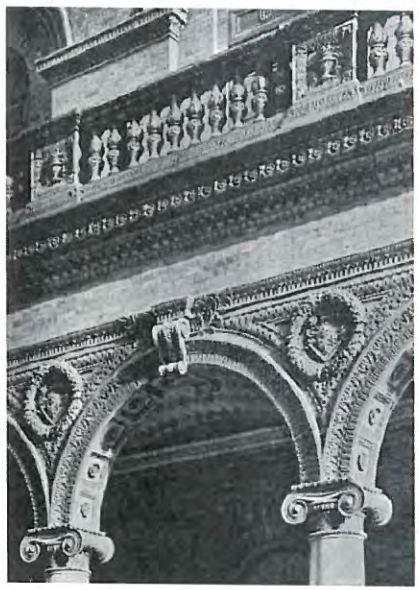
Stanford White's materials palate for the IRT powerhouse **(above)** relates the building to other prominent works by McKim, Mead and White **(below, left to right):** Judson Memorial Church, 1890; Madison Square Garden, 1891; Madison Square Presbyterian Church, 1906.

The IRT was not alone in planning a new power station of some architectural distinction. Partly because of their monumental scale and partly to honor the technological achievement of the machinery housed within, early electric power plants often benefited from more elaborate architectural treatment than typical industrial buildings of the same period. Stanford White had already been retained to design the hydro-electric power station of the Niagara Falls Power Company, opened in 1895.[18] The New York Central & Hudson River Railroad assigned the design of its New York power stations to the firm of Reed and Stem, who were also charged with the design of Grand Central Terminal.[19] In London, both the Battersea (1935) and Bankside (1952) power stations were the work of Sir Giles Gilbert Scott (1880-1960).

More typically, however, the architectural design of these buildings was left to staff architects working under the direction of the engineers responsible for plant's mechanical configuration. In New York, the most prolific of these figures was undoubtedly Thomas E. Murray (1860-1929), an engineer and inventor who is credited with the design of the Williamsburg and Gowanus power stations of the Brooklyn Rapid Trasit Co. (1903, 1905), and nearly every plant built for they city's public utilities in the early part of the century, including the New York Edison Company's Waterside plants (1901, 1906), and plants at Gold Street, Brooklyn (1898), Sherman Creek, Manhattan (1913), Hell Gate, the Bronx (1921), Hudson Avenue, Brooklyn (1922), and East 14th Street in Manhattan (1926).[20]

Nearly all of these buildings shared certain definitive architectural characteristics that by the turn of the century made electric power plants readily identifiable from the exterior. Rows of monumental arched windows, often set above massive, sometimes rusticated or battered plinths, reflected the vast spaces within. Clerestory monitors provided additional light and ventilation. Tall smokestacks over the boiler room meanwhile left no doubt as to their industrial purpose. Massing and ornament typically bore the influence of the same Beaux-Arts design ideals that characterized nearly all important civic buildings of the period.

Grand as these buildings were, no power station serving New York ever matched the level of architectural sophistication and refinement achieved by Stanford White's powerhouse for the IRT. As it did in its engineering, the IRT plant bore the influence of the Manhattan Railway power station in adopting the basi



architectural template that defined the appearance of nearly all large power plants of the period, with rows of tall arched windows set above a granite base, an attic story and clerestory roof above. But White took its design a step further, punctuating the windows with rusticated pilasters and richly decorating the building's facades with extraordinary amounts of terra-cotta ornament in the form of capitals, window surrounds, stringcourses and the cornice.

White's materials palate for the building, comprised of a grayish-buff Roman brick with matching architectural terra-cotta ornament, evoked a number of prominent commissions for which he specified the same exterior finishes. These included the Madison Square Presbyterian Church (1906), planned as the power plant was under construction; the Judson Memorial Church (1890), at Washington Square; and most notably the 1891 iteration of Madison Square Garden (1891), where White was assassinated in 1906. Of these only the Judson Memorial Church and the IRT power plant survive.

Operational History

After the selection of the site in the autumn of 1901, construction began in 1902 and the IRT powerhouse formally entered service with the opening of the IRT Subway on October 27, 1904 with a production capacity in the range of 50,000 kw. As originally planned, the powerhouse was to occupy only about two-thirds of the block upon which it was situated, stretching 546 feet from the building line at Eleventh Avenue, with the expectation that the building would be extended to the lot line at Twelfth Avenue as demand increased. While construction was still underway, the IRT decided to extend the building according to White's scheme with the addition of three more bays, bringing the plant to a completed overall length of 694 feet in 1905. The west elevation was erected as an unadorned, temporary

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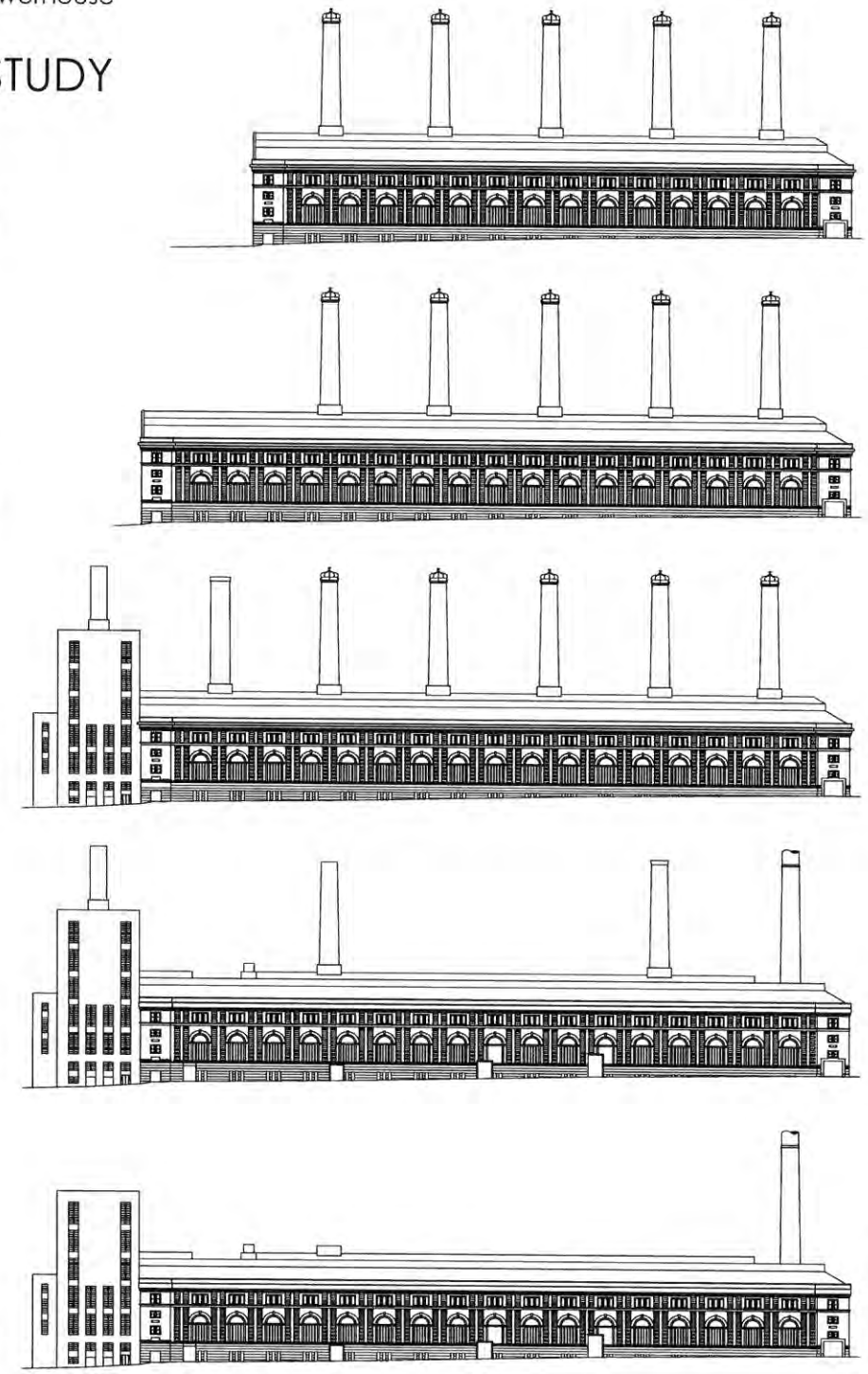
Left: IRT powerhouse viewed from West 59th Street, October 3, 1933.

EVOLUTIONARY STUDY



L. MICHELA / T. RINALDI

bulkhead intended to be demolished when the time came to further extend the building to occupy the full 800-foot length of the block.[21]

Power plant engineering continued to evolve at a breakneck pace in the years following the plant's commissioning: "the resulting economies are completing the work of retiring to the junk pile stations which, ten years ago, were considered the last possible word in power generation and models which were studied by engineers from all over the world," wrote Clifton Wilder in the *Engineering Magazine* in 1916.[22]

For some time, the IRT met increased demand for power simply by upgrading machinery within its existing powerhouses. By 1910 the rated capacity of the 59th Street plant had increased to 67,500 kw.[23] The company had absorbed the Manhattan Railway Company along its power station at East 74th Street in 1903. In 1917, with the IRT's dual contracts program underway to extend service in Manhattan, Brooklyn, Queens and the Bronx, the company carried out further improvements at the 59th Street plant which included the installation of three General Electric turbo-generators, whose combined capacity of 105,000-kilowatts was more than double that of the original plant.[24] Four years earlier the company had carried out an extensive retrofit of the East 74th Street plant, removing three of the station's 12-year-old reciprocating engines and selling them for "slightly more than their actual value as junk," to be replaced with turbo-generator units rated at six times the capacity of the originals to raise the plant's output from 60,000 to 240,000 kw, a four-fold increase.[25]

In 1940 the IRT was taken over by the New York City Board of Transportation, which had operated the city's Independent (IND) subway network since that system opened in 1932. Upon taking control of the IRT, the city began to investigate ways to upgrade its newly-acquired rapid transit power plants. After the Second World War it commissioned the construction of a new addition at the 59th Street plant that would finally bring the building to the lot line at Twelfth Avenue.

Completed in 1952, the addition did not adhere to Stanford White's intended architectural scheme for the building's eventual completion, and instead its unadorned brick walls and tiered massing contrasted sharply against the original building to the east.

In June 1953 the city placed the administration of the subway under the newly formed New York City Transportation Authority (the TA). Despite various upgrades undertaken since 1940, a study prepared by the J.G. White Engineering Company in 1954 characterized the former IRT powerhouse as "an engineering museum piece."[26] The TA continued to make piecemeal improvements to the plant, but by the late 1950s the agency realized that it was simply more efficient to purchase its energy from the public utility than to generate its own power. The various electric utilities serving New York had evolved so rapidly that most railroads serving the city had abandoned their own power stations by World War I. The *Engineering Magazine* noted that the railway power plants at Kingsbridge and East 96th Street had already been taken offline as early as 1916: "The Third Avenue Railway Co., which operated the former, now purchases power from the New York Edison Co., and the load formerly carried by the Ninety-sixth Street station is now supplied by the Seventy-fourth Street station."[27] The 96th Street plant passed to New York Edison by the 1920s, and was razed not long thereafter. The New York Central Railroad sold its Yonkers plant to a subsidiary of Consolidated Edison in the 1930s; the company's Port Morris plant was demolished around the same time. The Pennsylvania Railroad's Long Island City power station was sold and adapted for new use; the Hudson & Manhattan plant at Jersey City was simply abandoned.

ConEdison Acquires the Former IRT Powerhouse

In 1959, the TA sold the 59th Street plant along with the older power station at East 74th Street to Consolidated Edison. ConEdison had formed in 1936 with the merger of New York's principal gas and electric utilities, the Consolidated Gas Company

BUNKER / *HARBOR AND HAVEN*

Left: The Former IRT powerhouse and "luxery liner row," c. 1963.

Below: The western addition was completed in 1952.

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and the New York Edison Company. The company expressed an interest in the 59th Street plant as early as the 1940s. Immediately upon its acquisition of the site in 1959, ConEdison made plans for the plant's complete modernization. A series of systematic mechanical upgrades began the following year with the replacement of the plant's old low pressure boilers. Five original Allis-Chalmers reciprocating steam engines still operating in 1959 were quickly shut down and dismantled for scrap.[28] (The Smithsonian took parts of one engine and commissioned working scale models for display the National Museum of American History at the time of their decommissioning.)

ConEdison's modernization of the plant also made visible changes to the building's exterior. By 1968, the plant was completely converted from coal- to oil and gas-fired,[29] and a modern 500-foot stack built of reinforced concrete replaced the number 1 smokestack at the east end of the building. The installation of more efficient boilers obviated the need for most of the original six smokestacks, resulting in the removal of stacks 3, 4 and 6. The building's terra-cotta cornice was also removed in 1968, ostensibly to avoid costs associated with its upkeep.[30] A number of large openings were introduced to the north and south elevations at around the same time, probably to facilitate various mechanical upgrades within the structure. ConEdison removed the number 2 smokestack around the year 1976.

Despite these interventions, the 59th Street power station could not compete with modern generating facilities in efficiency. By the 1960s, the production capacity of modern power plants was no longer measured in kilowatts but in megawatts (one megawatt is equal to 1,000 kilowatts). Opened in 1965, ConEdison's "Big Allis" plant at Ravenswood, Queens had a production capacity of 1,000 megawatts, roughly 20 times the original capacity of the IRT plant when it opened 60 years earlier (the Ravenswood plant earned its nickname for an enormous turbo-genator manufactured by the same firm that had produced the IRT plant's reciprocating engines at the beginning of the century). Ultimately, ConEdison ceased producing electricity at 59th Street, opting instead to use the plant to produce steam for the company's district steam heating system.[31] (The East 74th Street plant likewise now produces steam only.) A 2007 study indicates that the 59th Street plant's current steam output is 1,331 mlbs/hr, roughly ten percent of the system requirements and the fourth-largest of the system's nine steam generating facilities.[32]

Recognition for Historic Merit

Interest in the historic significance of the former IRT powerhouse began to manifest itself as early as the late 1950s, when the Smithsonian acquired parts of the plant's original equipment for display at the American History museum in Washington. In anticipation of the 75th anniversary of the IRT in 1979, the powerhouse was documented along with the entire original IRT system in an extensive report for the federal government's Historic American Engineering Record. The following year the city's Landmarks Preservation Commission considered designating the 59th Street power plant and some of the original IRT passenger stations as protected landmarks.

The commission extended landmark status to portions of the original stations in October of that year. But ConEdison vociferously opposed the designation of the 59th Street plant, testifying that the building had lost significant architectural features and that Landmark designation could prolong service disruptions if emergency repairs were required to undergo the commission's approval process. The Landmarks Commission deferred on the matter, leaving the building "calendared" for designation with the understanding that any building permits for significant alterations to the property would be subject to its review.[33] The issue was raised again before the commission eleven years later, but ConEdison reiterated its objections to Landmark designation and the commission again left the matter unresolved.

In 1989 the New York State Historic Preservation Office declared the plant eligible for listing on the National Register of Historic Places, as part of a survey of historic properties along the Route 9A corridor.[34] Three years later a number of the original IRT passenger stations

were also added to the National Register. A sampling of the city's rapid transit electrical substations were added to the register in 2005, with letters of support from the Landmarks Preservation Commission.

In the meantime, generally neglected for their significance as a building type, most of New York's early power stations have vanished entirely. Of eleven large-scale power stations built to serve New York's railroads between 1899 and 1910, only five survive today, three of them in ruins. (Only three of these five stand within the city limits.) The city's early public utility power stations have fared even worse, with only two of eight plants built in New York between 1900 and 1935 still standing today. Some of these disappeared as they became outmoded and were decommissioned decades ago. But four of New York's oldest surviving plants were destroyed between the years 2005-2008 alone, including ConEdison's Waterside plants on the East River, the former BRT plant at Williamsburg, and the former Pennsylvania Railroad plant at Long Island City. In 2001, the U.S. Department of the Interior added the long-abandoned Jersey City power station of the Hudson and Manhattan Railroad to the National Register. In 2008 the Preservation League of New York State placed the long-abandoned Yonkers Power Station on its state-wide list of New York's "seven-to-save" most threatened historic sites.

In 2008, a citizens committee called the Hudson River Powerhouse Group formed to petition the Landmarks Commission to finally grant landmark status to the 59th Street powerhouse. A variety of community groups, civic organizations and local politicians quickly issued letters supporting the designation. They cited ConEdison's record of insensitive alterations to the plant and the recent loss of four of the city's most historic power stations as further justification to protect the building from demolition or further insensitive alterations. That same year, ConEdison obtained a permit to demolish the building's last remaining original smokestack. Work to remove the structure began the following spring. This most recent episode in the building's long history demonstrates that despite various gestures in recognition of its great historic significance, the future of the former IRT powerhouse remains in question and the structure is still vulnerable to the same fate that continues to destroy New York's last remaining examples of this important building type.

1. Van Vleck describes the roofing surface as "Spanish roll tiles which are enameled green on the exposed surface." *Street Railway Journal*. October 8, 1904, 605.
2. Ibid, 607.
3. *American Electrician*. October, 1904, 506.
4. The building may indeed have been converted from an existing structure. It was shut down and scrapped in 1895. For a history of Edison's Pearl Street station, see "The Historic Pearl Street Generating Station," *General Electric Review*. October, 1932, pp 500 - 502. A smaller plant, built in 1880 for the Brush Electric Illuminating Company at 133 West 24th Street, preceded Edison's Pearl Street station by two years.
5. For a brief overview of the evolution of electric power generation in New York, see "Light and Power" in Kenneth T. Jackson's *Encyclopedia of New York City*, and "The Power Behind New York: The Technical and Economic Aspects of the New York Edison System" in *Power Plant Engineering*, June 1, 1931, pp 586 - 596. More in-depth history on the subject is provided in *Thirty Years of New York*, and *Forty Years of Edison Service*, two histories of the New York Edison Company published in 1913 and 1922, respectively.
6. Hood, 80.
7. A concise overview of electric railway infrastructure in New York can be found in Wilder, Clifton W. "Power Developments for Urban Transportation." *The Engineering Magazine*. May, 1916, pp 260 - 271.
8. Published histories of the IRT Subway are numerous. See Cudahy, Brian J. *A Century of Subways: Celebrating 100 Years of New York's Underground Railways*. New York: Fordham University Press, 2003.
9. "Power House Site for Rapid Transit." *New York Times*. September 27, 1901.
10. New York Edison's Waterside plants at East 38th St; the Manhattan Railway Co. at East 74th St; the Metropolitan Ry. Co. at East 96th St; and the Third Avenue Ry. Co. at Kingsbridge, Manhattan.
11. For an overview of the works of McKim Mead & White, see Roth, Leland M. *McKim, Mead & White, Architects*. New York: Harper & Row, 1983.
12. HAER, 17.
13. Rice, *The Engineer*, December 1, 1902, 774.
14. See Warsh, 42-54. The early history of Hell's Kitchen is discussed in Otto Cartwright, "The Middle West Side: A Historical Sketch" and Ruth True, "Boyhood and Lawlessness," in *West Side Studies*, Vol's 1 & 2, Pauline Goldmark, ed., 1914.
15. Ibid.
16. Interborough Rapid Transit, 74.
17. Bayles, *New York Times*, October 30, 1904.
18. Much of this plant was demolished in the early 1960s. The Pennsylvania Railroad's power plant at Long Island City (1909) has also been attributed to McKim Mead and White, though this attribution has been disputed.
19. Reed & Stem ultimately shared the latter commission with the firm of Warren & Wetmore.
20. See Murray, Thomas Edward. *Electric Power Plants: A Description of a Number of Power Stations*. New York, 1910. and *Power Stations*. New York, 1922.
21. *Report of the Rapid Transit Railroad Commissioners for year ending December 31, 1904*, 257, and Van Vleck, 603.
22. Wilder, *The Engineering Magazine*, May 1916, 260.
23. Ibid.
24. HAER, 316.
25. Ibid, 262.
26. Quoted in HAER, 316.
27. Ibid.
28. HAER, 316.
29. HAER, 328.
30. DOB records.
31. The Consolidated Gas Co. acquired a controlling interest in the New York Steam Company in 1932. The New York Steam Company was fully absorbed into ConEdison in 1954.
32. Ascher, 118.
33. See Gray, Christopher. "Streetscapes: The IRT Generating Plant on 59th Street The Power of Design Vs. Con Ed Power." *New York Times*. November 17 1991.
34. The SHPO's evaluation form declared the building eligible for the National Register under the mistaken conclusion that all of its original smokestacks had been removed.

Area History

The former IRT powerhouse is situated at the north end of Manhattan's west side industrial waterfront, an area that has been dynamic and ever-changing. Development in recent decades have left the powerhouse among a scattered handful of buildings that stand as a testament for the early twentieth century development of the area. From the laying-out of the street grid with the Commissioner's Plan of 1811 and the opening of the Hudson River Railroad in 1849 to the establishment of the automobile industry in the early part of twentieth century and the current trend towards residential development, the area has a history of both industrial and residential development that has shaped the character of the region.

The area remained almost completely undeveloped through the first half of the nineteenth century. The shoreline of the Hudson River on the western edge of Manhattan naturally meandered along the alignment of Eleventh Avenue, and the land was sparsely developed with wooden structures south of 57th Street. Country estates occupied parts of the Hudson River shoreline.

The opening of the Hudson River Railroad in 1849 provided the impetus for greater development. The railroad stretched from Chambers Street up the west side of Manhattan along Eleventh Avenue and then followed the east bank of the Hudson River 75 miles north to Poughkeepsie, before being completed to Albany in 1851. The 1857 Land Map shows the middle-west side of Manhattan still relatively undeveloped above 52nd Street. "This tract of land is perhaps the most melancholy and mysterious spot in the whole city," wrote Fitz James O'Brien in the early 1850s: "The different streets that cross the island pull up here, as it were, suddenly on reaching this dreary place, seemingly afraid to trust themselves any further."[1]

The area filled in with various industrial concerns over the course of the next quarter century. Industrial buildings began to dot the landscape as industries that relied on the transportation of goods in and out of the city were drawn to the proximity of the rail yard, including breweries, beef exporters, coal and lumber yards, oil refineries, iron foundries and flax mills.[2] The establishment of industry in the area led to a chain reaction in construction activity at the end of the nineteenth century, as housing for workers in the businesses surrounding the rail yard was developed. Tenth Avenue became the dividing line in the area's character, as almost strictly residential and institutional buildings were constructed east of Tenth Avenue while a mix of residential and industrial buildings characterized the west side of the Avenue.

In 1869 the Hudson River Railroad merged with the New York Central, diverting nearly all of its passenger service to Grand Central Depot on the east side and leaving the west side line for freight. Land filling prior to 1885 created a more uniform shoreline and also

Below: View west on 58th Street, May 20, 1927.

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extended the street grid to Twelfth Avenue. The man-made shoreline allowed the construction of freight rail yards at 30th Street and 60th Street between 1877 and 1882. The freight yards became important marine-rail transfer zones and brought more industry to the area as they provided movement of freight both across the Hudson River and along the rail lines of the company.[3]

By the end of the nineteenth century, two neighborhoods began to define the area and converge around the future site of the powerhouse. The neighborhood stretching between the rail yards from 30th to 59th Streets between Eighth Avenue and the Hudson River became known as Hell's Kitchen by the early 1880s, a name thought to have been derived from a notorious rookery on West 54th Street. In the last decades of the nineteenth century, Hell's Kitchen became infamous as one of the worst slums in the city, notorious for its gang violence and high crime rate. The area was said to have seven times more saloons than schools and churches.[4] European immigrants, mostly German and Irish, lived here in crowded tenement buildings.

San Juan Hill, a predominantly African American community developed at the end of the century in the area bounded roughly by 59th to 64th Streets between Tenth Avenue and the Hudson River. [5] It later became a center for Puerto Rican immigrants. Racial tensions between the residents of Hell's Kitchen and San Juan Hill were high as the neighborhoods overflowed into one another. [6] In addition to tensions between the residents, these neighborhoods were plagued by

Below: The rookery known as "Hell's Kitchen," depicted by Jacob Riis in *How the Other Half Lives*, 1890.
Center: The 60th Street rail yard opened around 1880.
Above Right: "Death Avenue," May 20, 1927.
Below Right: West 67th Street between Amsterdam and West End Avenues, 1923. Typical tenement courtyards in San Juan Hill.

RIIS / HOW THE OTHER HALF LIVES

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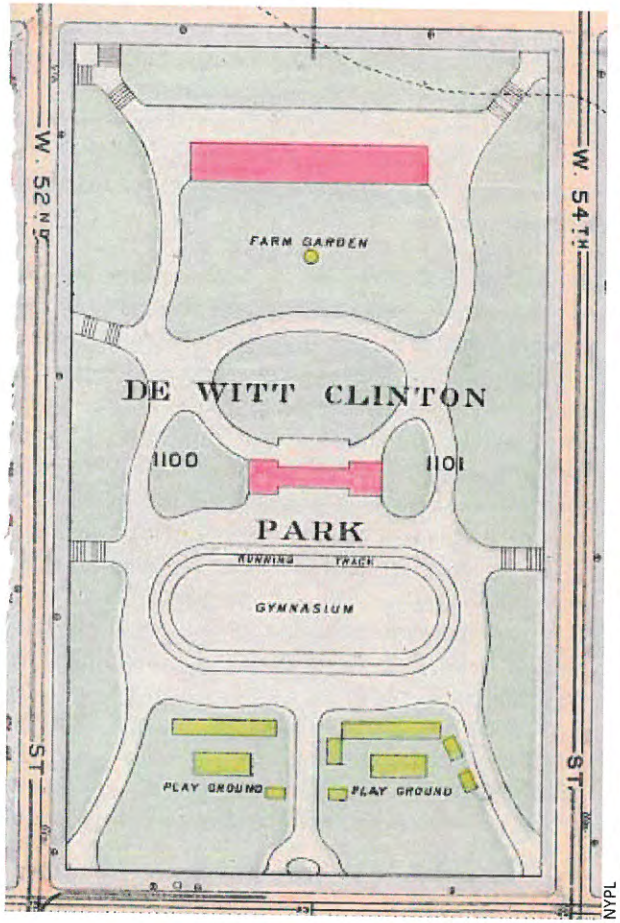
dangerous living conditions. Eleventh Avenue became known as "Death Avenue" as pedestrians were regularly killed by passing trains when crossing the dangerous street, further tarnishing the area's reputation. [7]

The crowded tenement buildings in this area were occupied by working class men and women with jobs closely tied to the industry and the piers located west of Tenth Avenue. In the early years of the twentieth century, residents of Hell's Kitchen and San Juan Hill held jobs at the docks, rail yards, piano factories, and textile mills. Boat builders, longshoreman, piano makers, lumber yard laborers, and coal yard laborers were a few of the occupations of the men and women living in the two neighborhoods in the 1900s to the 1910s.[8]

The unwholesome character of these neighborhoods caught the attention of the reform movement as early as the 1860s. Jacob Riis published a photograph of the rookery known as Hell's Kitchen in *How the Other Half Lives* in 1890. Later in the decade, Riis helped convince the city to purchase two blocks in the neighborhood for the construction of DeWitt Clinton Park. Located between Eleventh and Twelfth Avenue and 52nd and 54th Street, the park was planned beginning in 1898 and opened in 1905 as part of a movement to reform the city through public works. The site was chosen to provide open space for an area which by the end of the nineteenth century was considered one of the worst slums in the city. The park featured a Beaux-Arts pavilion by architects Barney and Chapman, a children's garden, and recreational space planned by



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Far Left: DeWitt Clinton Park opened in 1905.
Above Left: The Miller Highway opened in phases beginning in 1930.
Below Left: The New York Central Railroad's West Side Improvement program finally removed the tracks from Eleventh Avenue in the 1930s.
Below: Amsterdam Houses opened in 1948.

MSN LIVE MAPS

THE IRT POWERHOUSE IN CONTEXT:
The Industrial Waterfront of Manhattan's West Side Above Greenwich Village

1) West Side (Miller) Highway
2) Site of 60th Street Rail Yards
3) 59th Street Waste Transfer Station
4) Former IRT Powerhouse
5) Dept of Sanitation Destructor Site & Vehicle Storage
6) Passenger Ship Terminal
7) "Automobile Row"
8) West Side Improvement (Underground Right-of-Way)
9) Lincoln Tunnel
10) Hudson (30th Street) Rail Yards
11) Morgan Postal Processing & Distribution Center
12) Starrett-Lehigh Building
13) The High Line
14) Chelsea Piers
15) Gansevoort Peninsula Waste Transfer Station
16) Gansevoort Market

Below: Pier 98, North River, with IRT powerhouse at left. May 29, 1931.

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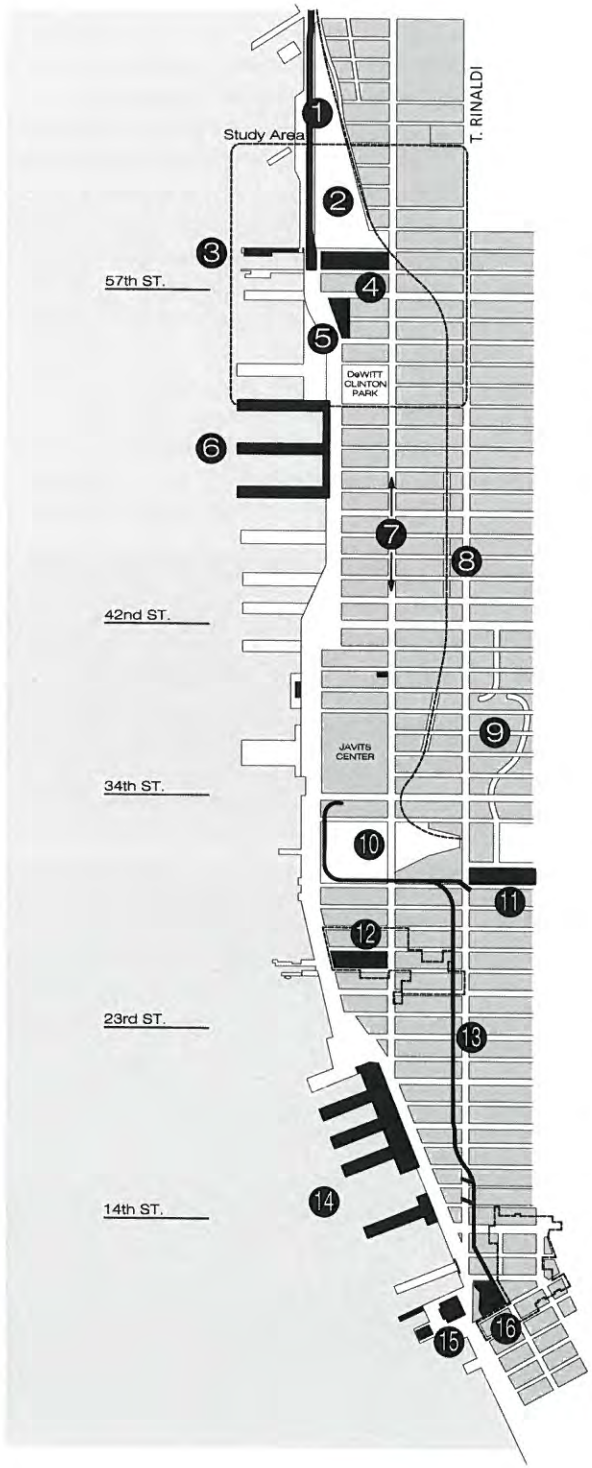


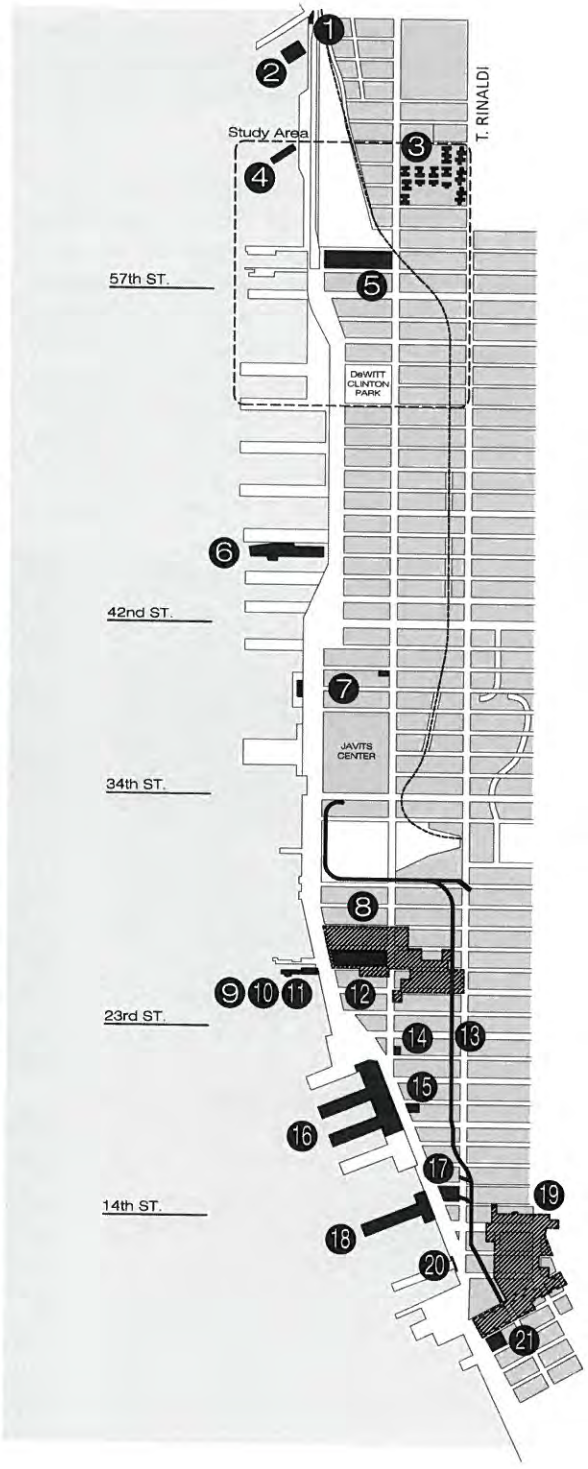
landscape architect Samuel Parsons.[9] It was the first in a long series of ambitious plans for grand civic improvements to improve the character of the area. Its planning was immediately preceded by the opening of Hartley House, the area's first settlement house, and immediately followed by the opening of the DeWitt Clinton High School at 59th Street and Tenth Avenue in 1903 (C.B.J. Snyder, architect) and a public bath house on West 60th Street between Tenth and Eleventh Avenues, designed by Werner and Windolph and opened in 1906.

The IRT powerhouse opened as the park neared completion. Its builders may have intended to acknowledge the city's efforts to improve the neighborhood in stating their intent that the powerhouse stand as a great civic structure, and in hiring McKim Mead and White – then the city's most prominent architectural firm – to ensure that the building would be an "ornament to the neighborhood in which it is placed." One of the city's most architecturally refined industrial structures, the powerhouse anchored the north end of the industrial waterfront of the west side of Manhattan.

By the 1910s and into the 1920s, the proliferation o the automobile transformed the architecture and the businesses around the IRT Powerhouse. Garages service stations, and taxi cab companies began tc characterize the makeup of the area by the 1920s. More than thirty garages appear in the vicinity of the powerhouse on the 1916 Land Map. The 1935 Land Map shows at least 70 garages and service stations along the Eleventh Avenue corridor at the west end of Hell's Kitchen. Many of these facilities servicec the showrooms of "Automobile Row," which lined Broadway between 50th and 72nd Streets. Census records show that the residents of the surrounding neighborhoods began to hold occupations such as taxi company chauffeurs, truck drivers, garage mechanics, and subway laborers, indicating a more transportation-oriented industrial area as well as the rise of the subway as an important part of the fabric of New York City.[10]

Plans for an elevated structure to remove the railroad tracks from Eleventh Avenue were put forward as early as early as 1907. "For many years the situation has been growing worse," wrote the state's Public Service Commission of the scene on "Death Avenue" in its report for that year: "children are killed; needed streets are rendered almost impassible, traffic is constantly impeded by freight trains, and a large portion of an important section of the City finds its progress retarded."[11] The proposal took decades to materialize. (A 1916 preliminary plan for this reconstruction suggested using the IRT powerhouse to screen a new livestock handling area as part of a reconstructed 60th Street rail yard.[12]) By the 1920s, the proposal had evolved to call for a two-deck structure carrying both an elevated railroad line and a vehicular highway. In 1926 the proposal was split, with plans advanced by Manhattan Borough President Julius Miller for an elevated highway to be built along the western edge of the island from the Battery northwards connecting with Riverside Drive above the 60th Street rail yard. Construction began in 1929 and the Miller Highway, as it became known, opened in phases from 1930 to 1951. Its alignment impinged on the western end of DeWitt Clinton Park, prompting the park's complete reconstruction in the late 1930s.[13]

The New York Central Railroad meanwhile moved forward with its own plan for a massive program to replace the grade-level "Death Avenue" tracks of the old west side freight line. Known as the West Side Improvement, the plan called for the tracks to be decked-over above 72nd Street, allowing for the extension of Riverside Park. Through Hell's Kitchen, the stretch between the rail yards at 60th and 30th Streets would be moved to an underground right of way aligned between Tenth and Eleventh Avenues. Below the 30th Street rail yard, the tracks would be moved to an elevated structure known as the High Line terminating at a reconstructed freight terminal at Spring Street. The railroad implemented the plan in phases beginning in 1934. The following year, a new complex of 1,000-foot piers to accommodate modern ocean liners opened in the area between West 45th



THE IRT POWERHOUSE IN CONTEXT:
Historic Resources of Manhattan's West Side Industrial Waterfront Above Greenwich Village

1) Miller Highway Structure
2) 69th Street Car Float Bridge (National Register, 2003)
3) Amsterdam Houses (Nat. Reg. Eligible)
4) Pier D
5) Former IRT Powerhouse (Nat. Reg. Eligible)
6) USS Intrepid (National Register, Nat. Hist. Landmark, 1986)
7) Lincoln Tunnel Ventilator Structures (Nat. Reg. Eligible)
8) West Chelsea Historic District (LPC)
9) Frying Pan (National Register, 1999)
10) John J. Harvey (National Register, 2000)
11) B&O Railroad Car Float Bridge (National Register)
12) Starrett-Lehigh Building (LPC)
13) The High Line (Nat. Reg. Eligible)
14) Terminal Hotel (Nat. Reg. Eligible)
15) Seaman's Home YMCA (Nat. Reg. Eligible)
16) Piersheds of Piers 60 & 61 (Nat. Reg. Eligible)
17) Merchants Refrigerating Co. Warehouse (National Register)
18) Pier 57 (National Register, 2004)
19) Gansevoort Historic District (LPC)
20) Pier 54 Structure
21) Gansevoort Pumping Station

Below: Pier 99, North River, view toward the west. January, 2009.

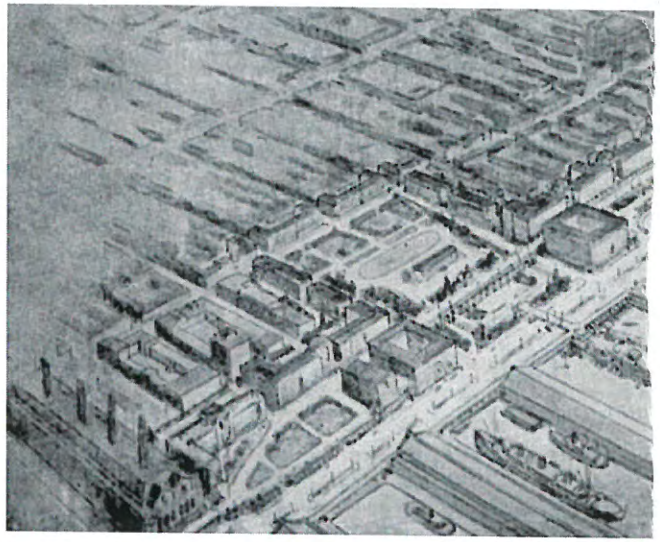
and 52nd Streets. At the same time, the city cleared several entire blocks in the vicinity of West 40th Street for the construction of the Lincoln Tunnel's Manhattan terminus, opened in 1937.

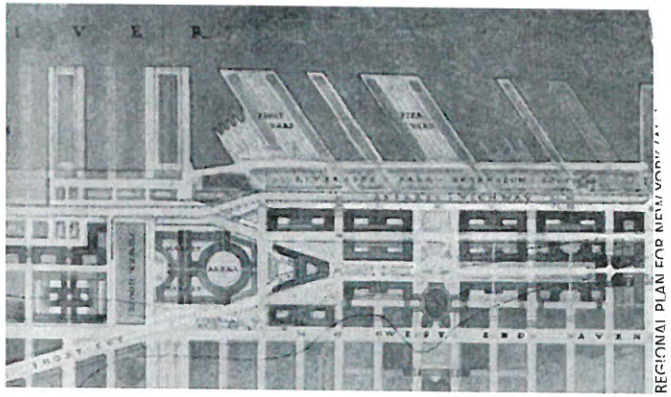
Still more ambitious civic improvement proposals were made from the 1920s onwards, though most were never realized. The 1931 Regional Plan of New York and its Environs proposed decking over the 60th Street rail yard to allow for the construction of a monumental new "Terminal District" that would include new residential buildings, park land, an art center, stadium, public market and transit hub comprising a passenger rail terminal served by a new tunnel under the Hudson River. (The plan also condemned the construction of the west side elevated highway.[14]) Though these plans did not materialize, they foreshadowed what was to come.[15]

In 1940, construction began on the Amsterdam Houses, a Moses-era slum clearance initiative for the complete redevelopment of the area bounded by Eleventh and Tenth Avenues between West 61st and West 64th Streets in San Juan Hill. Completed in 1948 and designed by architect Grosvenor Atterbury (who had once worked in the office of McKim Mead and White) with landscape architects Gilmore Clarke and Michael Rapuano, the Amsterdam Houses were a prelude to even larger redevelopment plans in the following decade.[16]

The Broadway debut of Leonard Bernstein and Stephen Sondheim's *West Side Story* in 1957 depicted San Juan

Francis S. Swales, Architect
RAILROAD TERMINAL PROPOSED FOR THE HUDSON RIVER WATERFRONT ABOVE 60TH STREET YARDS, MANHATTAN
(See Chapter XII)





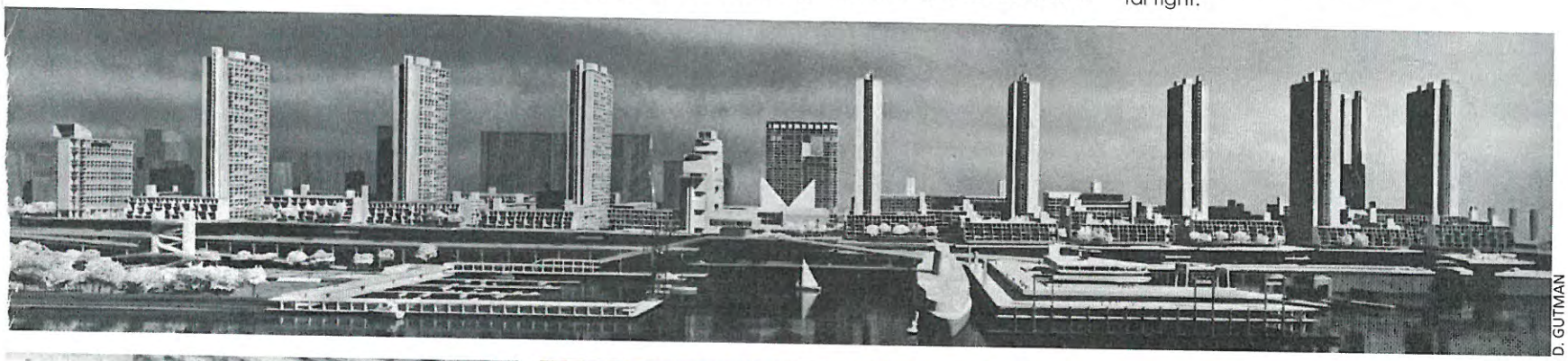
REGIONAL PLAN FOR NEW YORK

Right: The 1931 Regional Plan for New York and its Environs included plans and renderings for the complete reconstruction of the industrial waterfront of Manhattan's west side, including construction over the 60th Street rail yard. Note powerhouse in the proposed aerial perspective rendering and plan.

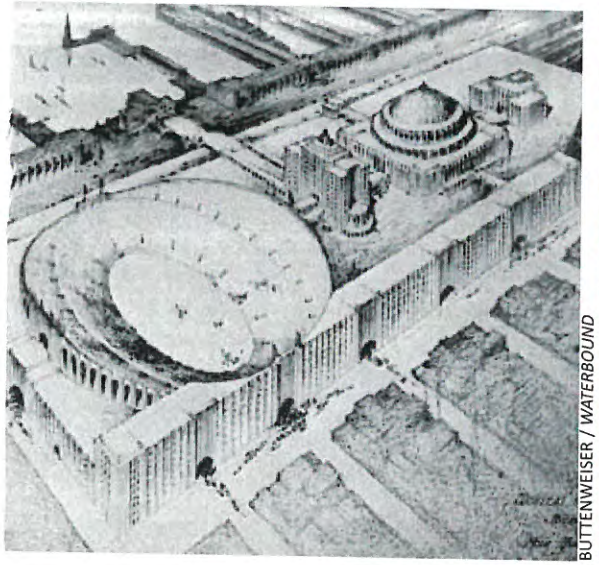
Hill in its final days as a predominantly Puerto Rican immigrant community weary of old racial tensions. In 1955, Robert Moses declared the area a slum and included the entire neighborhood in the 14-acre Lincoln Square Urban Renewal Area. Arguably the largest Moses-era urban renewal project executed in Manhattan, the project led to the relocation of nearly 17,000 area residents, erasing the tenements of San Juan Hill from the map and constructing in their place a vast suite of new buildings erected over the course of the 1960s for housing and public schools. Its centerpiece was Lincoln Center, a complex of cultural institutions that included a new home for the Metropolitan Opera.[17] In 1960 Hell's Kitchen was renamed Clinton, a reference to DeWitt Clinton Park, in an attempt to shake lingering stigmas of its troubled history.

In 1961, the Amalgamated Lithographers Union announced plans to build a 36-acre affordable housing complex including 5,300 dwelling units using the air rights over the 60th Street railroad yard. The plan never materialized.[18] The following year the city's Department of Marine and Aviation released a master plan for the complete redevelopment of the west side industrial waterfront, calling for the construction of a new passenger ship terminal and convention center on the Hudson River waterfront in west Clinton.[19] On December 15, 1973, a section of the aging Miller Highway gave way, sending a loaded dump truck carrying asphalt for ongoing repairs to the structure crashing into the street below.[20] The following year the New York State Department of Transportation released a proposal for Westway, an underground interstate

Top: Litho-City proposal (note powerhouse at far right).
Bottom (Left to Right): Proposal for construction over 60th Street rail yards, Warren & Wetmore, architects, July 1929; Proposal for west side convention center, 1962; Donald Trump's Television City proposal, 1985, with powerhouse at far right.

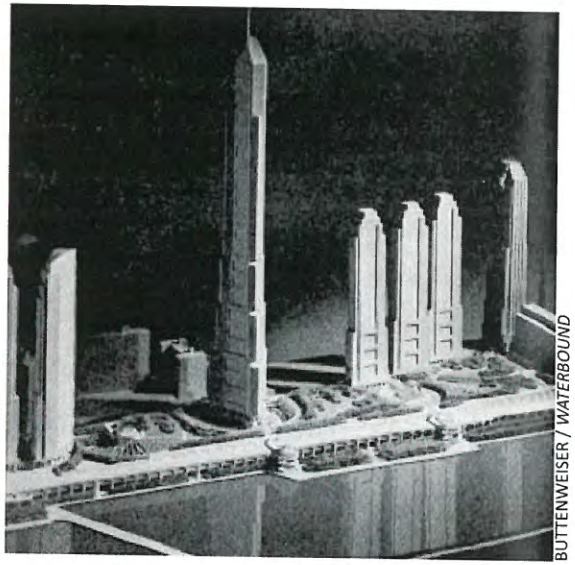


D. GUTMAN

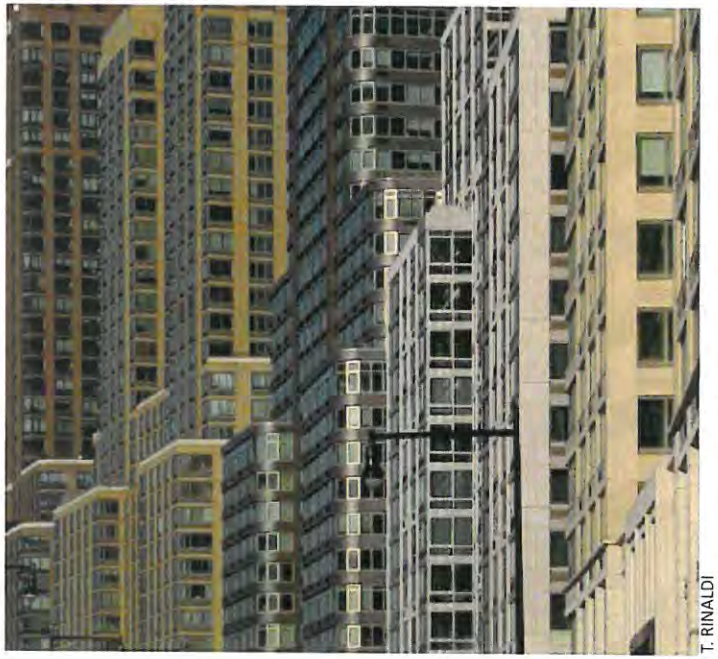


BUTTENWEISER / *WATERBOUND*

PORT OF NEW YORK



BUTTENWEISER / *WATERBOUND*



Above: Apartment towers of Trump Place and Riverside South, Costas Kondylis, architect.

highway that would replace the old Miller Highway and completely reshape the western shoreline of Manhattan Island.

Such large scale redevelopment plans prompted a backlash of public protest. Fearing displacement, area residents banded together and succeeded in creating the Clinton Special District, a zoning regulation enacted in 1974 with the intention of preserving affordable housing in the neighborhood formerly known as Hell's Kitchen. The district was tailored to allow the completion of urban renewal projects for affordable housing, including Harbor View Terrace on West 54th Street, finished in 1977. It left the industrially-zoned area west of Tenth Avenue largely unregulated. In the meantime, a scaled-back reconstruction of the passenger ship terminal opened in 1974. The proposed convention center eventually materialized in the form of the Jacob K. Javits Convention Center, designed by I.M. Pei and opened in 1986. During the same period, the automobile showrooms of Broadway's "Automobile Row" decamped to the Eleventh Avenue corridor, making use of the existing garage and suto service facilities in West Clinton. The Department of Transportation dropped plans for Westway one year earlier, ultimately demolishing the elevated highway to be replaced with a landscaped, limited-access boulevard and public park.[21]

In 1981 yet another proposal surfaced for residential development over the 60th Street rail yard. By this time the yard was almost inactive, and the ailing New York Central Railroad had merged to form the Penn Central, which was subsequently absorbed into a conglomerate of bankrupt railroads called Conrail. A consortium of real estate developers sought to purchase and remove the yard and build in its place Lincoln West, a 62-acre mixed-use development that would include more than 4,000 mostly high-end residential units. The project obtained necessary zoning variances but failed for lack of funding. In 1985 the defunct yard was purchased by real estate developer Donald Trump.[22] Trump, who had earlier obtained an option on the property in the 1970s, proposed an enormous redevelopment of the site to be known as Television City, which would feature the world's tallest building and vast facilities for television studios in a complex that would include a shopping mall and 7,600 residential units.[23]

Neighborhood opposition resulted in the formation of the Riverside South Planning Corporation to help mediate between the Trump Organization and the interests of the community. Ultimately, Trump scaled back the proposal by some 40 percent, abandoning plans for the world's tallest building and shopping center. A revised proposal, known first as Riverside South and later as Trump Place, called for the extension of Riverside Park and the construction of a row of 30-to-40-story residential buildings designed by architect Costas Kondylis. The last remaining section of the elevated highway, stretching from 59th to 72nd Streets, would be moved underground and Riverside Park would be extended south to 59th Street, with designs by landscape architect Thomas Balsley. The plan received approval from the city in 1992, entered construction in 1997 and began to open in phases the following year. The costly removal of the elevated highway was later shelved. The Trump Organization afterwards sold its interest in the property to the Extell Development Company, which continues to plan the completion of the project in 2009.

In the first decade of the 21st century, old warehouses and industrial buildings in the area surrounding the powerhouse have begun to make way for new high-rise construction for luxury residential units. Though development has been less intense in the area zoned for manufacturing below 59th Street, plans for large scale residential construction in the west end of the Clinton Special District are engaged in the city's Uniform Land Use Review process in 2009. It is noteworthy that throughout the area's history, ambitious plans for civic improvement have all incorporated or sought to capitalize on the presence of the former IRT powerhouse, fulfilling the vision of its builders that it be "an attractive structure and in keeping with its surroundings, whatever development may take place." Without landmark protection, it remains to be seen how this building will weather the ongoing development that continues to redefine the character of its urban context.

1. Quoted in Warsh, from Otto Cartwright, "The Middle West Side: A Historical Sketch," in *West Side Studies*, Vol. I (New York: Survey Associates, 1914), 34.
2. 1885 Robinson and Pidgeon Atlas of the City of New York.
3. Philip Lopate, *Waterfront* (New York: Crown Publishers, 2004), 142.
4. Warsh, 48.
5. Cary D. Wintz, Paul Finkelman, "Encyclopedia of the Harlem Renaissance," (New York, Taylor and Francis: 2004), 1083.
6. Kirkley Greenwell, "Hell's Kitchen History," www.nyc-architecture.com/MID/MID-HellsKitchen.htm.
7. Lopate, 142.
8. 1900 Federal Census.
9. See Warsh, " 'The Truest Reform Work': The Children's School Farm, New York City, 1902-1931" (Masters Diss., Bard College, 2007), 158.
10. 1920 Federal Census.
11. Smith, *West Side Improvement*, 17.
12. Smith, *West Side Improvement*, 42.
13. Lopate, 80.
14. See Adams, *Regional Plan of New York and its Environs*, 351.
15. Ibid, 389-392.
16. *Lincoln Square*, 4.
17. Ibid, 5-8.
18. *Lincoln West Draft Environmental Impact Statement*, III1-III5
19. *The Port of New York*, 30.
20. *West Side Highway Project Draft Environmental Impact Statement*, 119.
21. Lopate, 139 – 152.
22. Vitullo-Martin, *The West Side Rethinks Donald Trump's Riverside South*. January, 2004. http://www.manhattan-institute.org/email/crd_newsletter01-04.html
23. Ibid, 144.

Preservation Technology RI Powerhouse

Contextual Historic Resource Study

The area immediately adjacent to the former Interborough Rapid Transit Powerhouse exhibits a complex, multilayered character and is composed of a stylistically disparate, though functionally cohesive building stock that has resulted from the area's almost constant state of flux from its inception to the present.

THE STUDY

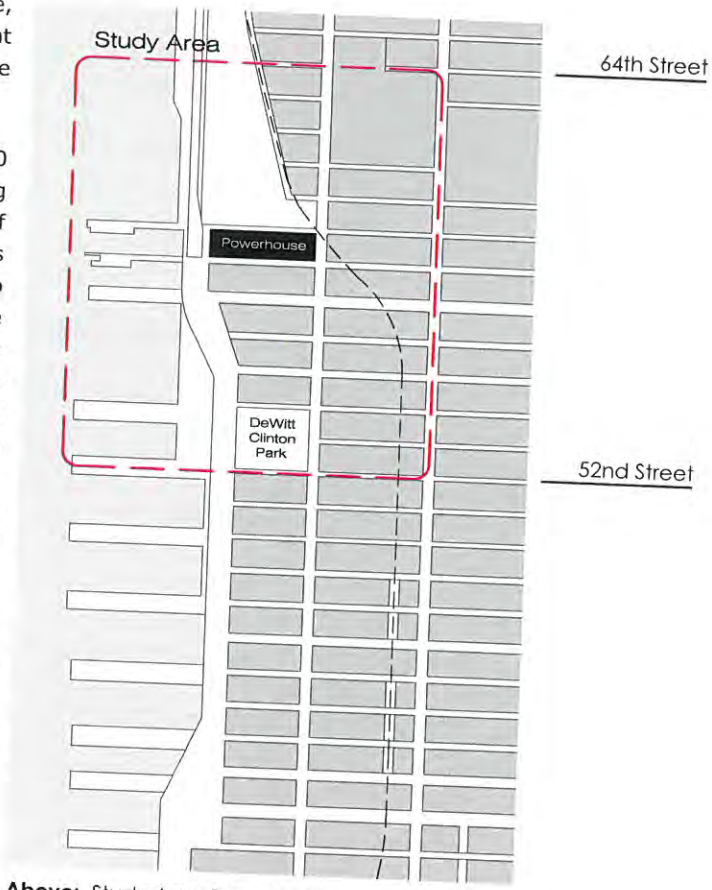
The former IRT Powerhouse must be studied in context to understand its impact on the surrounding area both historically and presently. Prior research of the area, historically known as San Juan Hill and Hell's Kitchen, may be considered sparse. New York City--in particular Manhattan--is so widely published that the overall lack of documentation of the area adjacent to the former IRT Powerhouse is noteworthy; this being especially true given the area's close proximity to such major urban loci as Columbus Circle and Times Square. The primary goal of the study was to identify historic resources that set the former IRT Powerhouse within a contiguous aesthetic and historical context. In addition to identifying the context of the former IRT Powerhouse, the buildings that comprise the context itself are vanishing resources deserving of documentation and preservation.

Upon the completion of the former IRT Powerhouse in 1904, the building was lauded as being of such architectural refinement that it would serve to accentuate any development that should grow around it, whether that development be industrial or otherwise.

In examining the context of the former IRT Powerhouse, the question of development and the nature of that development was among the primary motivators of the study.

The study focuses on a 100 year period spanning 1850 to 1950. The year 1850 was chosen as the commencing year due to the noticeable increase in development of the area at that time. Development in this case refers to the concerted effort of those operating in the area to increase the density and amount of built fabric. While buildings did exist in the study area prior to 1850, the most prevalent building stock was comprised of wooden out-buildings for agricultural activity. The year 1850 marks a distinct shift in the type of building being constructed from agricultural to urban, while 1950 was chosen as the ending year for the study due to its proximity to the end of the Powerhouse's period of significance as the IRT Powerhouse.

The study is by no means intended to be exhaustive, but rather as a means of highlighting the significant development typologies that characterized the area across various periods in its history. Information presented in this study has been cross-referenced with Historic Land Maps and City Business Directories.



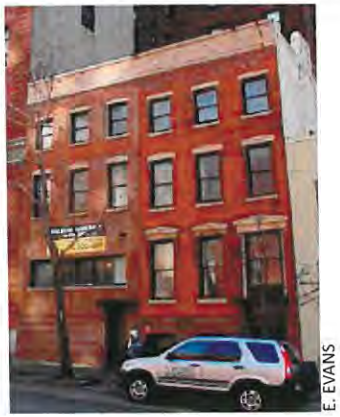
Above: Study Area Boundaries
Opposite: New York Land Map, 1935

STUDY AREA BOUNDARIES

To best examine the former IRT Powerhouse and its relationship to its surroundings, a set of study area boundaries were established. The northern boundary was set at West 64th Street, the southern boundary was set at West 52nd Street, the eastern boundary was set at 10th Avenue, and the Hudson River was set as the western boundary.

In addition to these boundaries being selected for their proximity to the former IRT Powerhouse, they were also selected for the unique functions that each plays in defining the area. The 10th Avenue boundary in the east was selected due to its function, both historically and currently, in serving as a land-use dividing line. The topography of the area changes at the point of 10th Avenue as well; sloping downward to meet the river. This area east of 10th Avenue is distinct from that to the west as it currently contains smaller lot sizes and lower building heights in contrast to the areas east of 10th Avenue where larger lots exist, thus facilitating high-rise development. The northern boundary was established to include all of the Amsterdam Houses, which are situated two blocks north of the Powerhouse and have been an established component of the area for the past 60 years. The southern boundary was established at 52nd Street to include De Witt Clinton Park which, having been built in 1905, is a contemporary of the Powerhouse and is a comparable example of another Beaux-Arts, City Beautiful project of the time.

Phase 1 Historic Resources (Red)



504 and 506 West 57th Street
c. 1855

HISTORICAL DEVELOPMENT PHASE 1: 1850-1870

A review of historic maps dating between 1850 and 1870 reveals the prevalent typology of the study area to have been residential, although pastoral would generally have been a more accurate description. Wood-frame buildings and remnants of the city's agricultural past are dispersed throughout the area, but the established city grid is apparent to the east. The sole forms of recognizable development in the area are a brewery and five adjacent rowhouses.

Selected Buildings:

504 and 506 West 57th Street
Date: c. 1855
Architect: Unknown
Block: 1086 Lot: 136

Dating from the mid 1850s, 504 and 506 west 57th street are the earliest examples of built fabric still extant in the study area. The rowhouses exist today as the only remnant of development from the 1850-1870 period. The buildings exhibit typical aesthetic attributes of New York City rowhouses dating from the period: three stories atop a raised garden level. The physical fabric of the buildings is of brick masonry construction and brownstone sills, lintels, and decorative elements.

Two structures of an original row of five, the buildings are representative of the earliest wave of speculative development in the vicinity. An early land map dating from 1857 shows the houses as being a moderate density development in an area characterized by small, detached houses, nascent waterfront/port activity, and a brewery adjacent to the rowhouse site.

By the 1930s, 504 was being utilized as a commercial storefront. A New York City Tax photograph from the period depicts the first floor (and what was presumably the garden floor) as having been replaced entirely with glazing; suggesting that interior floor levels have been significantly altered. The rowhouse at 506 maintains the remnants of a stoop. Slender wooden Greek Revival columns flank what is believed to have been the original entrance. The most obvious alterations have been the removal of both cornices, the insertion of an incongruous

ribbon window in 504, and the replacement of all orignal wooden windows in both buildings. The brownstone clad garden levels of each building are believed to be a later alteration; however, evidence from tax photos reveal that the brownstone on 504 is an alteration post-dating the 1930s.

HISTORICAL DEVELOPMENT PHASE 2: 1870-1890

Light industry begins to appear in the study area during the last quarter of the 19th century. Port activity continues its northward push along the shoreline while residential development expands into the area from east of 10th avenue. The industrial/residential development typical of this era would have been paramount to the success and functionality of the district, as the majority of urban dwelling people during this period lived in close proximity to their place of employment. The topography of the study area also changes dramatically during this period as the shoreline is regularized through the use of landfill. In comparison to the previous era, a more substantial cross-section of built fabric exists from this era.

Selected Buildings:

514 West 57th Street
Former Conrad Stein's Sons Malt House
Date: c. 1875
Architect: Unknown
Block: 1085 Lot: 39

The former Conrad Stein Malt House building is a six story structure situated on the south side of West 57th Street, between 10th and 11th avenues. The building is composed of brick. It is entered through an arched doorway centered in the north-facing street elevation. This façade is divided vertically into three bays, and is surfaced in stucco at the street level. Above this, the façade is characterized by triplet sets of small, equally sized arched windows, stacked one atop the other in each of the three bays, with projecting brick surrounds. The uppermost floor is delineated by a projecting string course. A brick and sheet metal cornice crowns the elevation, housing an arched panel in the center bay in which the words CONRAD STEIN'S SONS MALT HOUSE can be discerned beneath layers of paint.

The building's exact construction date is unclear. It is shown on an 1885 land map of Manhattan, suggesting that its construction coincided with the initial development of the surrounding area in the preceding decade. Earlier land maps show the site unoccupied in 1857. An 1867 map indicates that the first significant development on this site housed a brewery for C. Schaefer. By 1885 the brewery had passed to Conrad Stein, and expanded with the construction of a number of buildings occupying a significant part of the block between 57th and 56th streets, including the structure described herein.

The 1916 land map identifies the entire complex as belonging to the "Slawson-Decker Co. Dairy." The New York Times reported that the buildings were transferred that year to the Willys-Overland Co., a manifestation of the increasing presence in the area of various automotive concerns. In 1952 the Columbia Broadcasting System acquired the former brewery and several adjacent buildings and outfitted them to house a broadcast center. The building still serves this function today. On site observations indicate that the ground floor fenestration has been altered but that otherwise the building's visible elevations have changed little from the time of their construction.

Phase 2 Historic Resources (Red), Previous Periods (Gray)

E. EVANS
514 West 57th Street
c. 1875

E. EVANS
512 West 58th Street
c.1890

Phase 3 Historic Resources (Red), Previous Periods (Gray)

E. EVANS

534 West 58th Street
1893

E. EVANS

242, 244 West 61st Street
c. 1890-1895

512 West 58th Street
Date: c. 1890
Architect: Unknown
Block: 1086 Lot: 4

512 West 58th street is a late nineteenth century two story, seven bay building of a warehouse/stable typology. The building is designed in the Italianate mode complete with decorative brick patterning beneath the roofline and 5-part arched lintels above the original window openings; the voissoirs and keystones are presumably of stone. An adjacent, attached structure believed to date from a later period exhibits remnants of the Seal of the City of New York, suggesting this building may have once served a civic purpose.

The building is representative of both the automotive past of the area as well as the current neighborhood fabric. A map dating from 1921 lists the building under the classification of "Autos" and many of the surrounding building were used as garages, taxi cab inspections, or repair shops. The building is currently used as studio space.

Concerning addition and alterations, it is unclear if the eastern portion of the building was removed and later replaced or if an unsympathetic remodeling was undertaken. However, it is clear from historic photographs and land maps that the building was originally symmetric in design.

HISTORICAL DEVELOPMENT PHASE 3: 1890-1910

Residential and industrial uses are still co-mingling in the area during the period spanning 1890 to 1910; however, trends in development would appear to suggest that both residential and industrial uses are vying for a stake in the area. The juxtaposition of the two largest developments of the period function to illustrate this point: the former IRT Powerhouse and DeWitt Clinton Park— both illustrating the concepts of the Beaux Arts and City Beautiful Movements, but each in a decidedly different fashion. Development of the waterfront increased rapidly during this period. As a direct result of waterfront activity, the industrial warehouse typology emerges. Countering these industrial developments are the installations of numerous public amenities in addition to Dewitt Clinton Park such as the Dewitt Clinton high school (now the John Jay College of Criminal Justice) and a bath house and recreation center.

Selected Buildings:

534 West 58th Street
Date: 1893
Architect: Unknown
Block: 1086 Lot: 50

The building at 534 West 58th Street is a three bay, six story structure, presumably of steel framed construction with a brick façade. The steel framed windows of the building appear to be original or a sympathetic replacement. The building is exemplary of the industrial/ warehouse typology that is common throughout the area during the 1890-1910 period. The building has been utilized in the past as a factory used and owned by International Flavors and Fragrances, Inc.

242 and 244 West 61st Street
Date: c. 1890-1895
Architect: Unknown
Block: 1152 Lot: 56, 57

The structures at 242 and 244 West 61st Street in Manhattan are a pair of nearly identical five-story tenement apartment buildings. Both are composed of brick, with stone trim employed for architectural details such as sills, string courses, and lintels. The street façade of 242 is surfaced in buff brick, while that of 244 is surfaced in red brick. Otherwise the buildings are built to the same basic design. Each street facing façade is divided into three bays. The street level of each is composed of two large windows flanking a central main entrance. Above this, the bays are demarked by projecting brick piers. The wider center bay accommodates two large windows, flanked by single windows in the bays to each side. The outer windows on the third and fifth floors are accented by round arches; all others are topped by flat lintels. The buildings bear similar stamped sheet metal cornices with typical details. Unadorned metal fire escapes are mounted to the center bay of each building.

Records on these buildings are scant. The buildings appear on an 1897 map, apparently developed as a set of five buildings stretching from 236 to 244 West 61st Street. An 1885 Manhattan land map shows the site still vacant, but almost the entire block developed with masonry townhouses and apartment buildings (two adjacent developments on the same block are identified as the "Riverview" and the "Palisade").

Subsequent development projects throughout the twentieth century brought the demolition of the three neighboring buildings at 236, 238 and 240, along with all other row houses and apartment buildings on the block. The buildings at 242 and 244 West 61st Street are the only structures shown on the 1897 land map that survive on this block today. Apart from the installation of modern aluminum replacement windows, their facades appear unchanged from their initial construction.

235-247 West 63rd Street
Phipps Houses
Date: 1906
Architect: Whitfield & King
Block: 5320 Lot: 22

235-247 West 63rd Street is comprised of four six-storey brick and stone tenements that make up one continuous structure with 158 habitable rooms. Three distinct sections characterize the façade of the building. Each is divided by stone quoins running vertically, which form borders along each section. The building's original top floor is distinguished from those below it by a denticulate cornice. The original roof cornice presents a more ornately decorated version of the one below it. The 7th floor and penthouse were added in 1999 and were designed by Arcstone Architects, P.C. The addition continues the style and form of the building, yet the primary material has been chosen to match the stone quoins below, rather than copying the exact materials and color scheme of the original. In this way, the addition presents a sensitive and respectful differential between the original and the modern alteration that skirts the implications of dishonest continuity of design.

The building was owned and commissioned by the Phipps Houses Corporation and designed by Whitfield & King, who also designed a garage for Andrew Carnegie on East 90th Street and the Engineers' Club on West 40th Street, in 1904 and 1905, respectively. Thelonius Sphere Monk, renowned Jazz pianist, lived in the structure from 1926 to 1971. In 1983, the city council voted to dual name the cul-de-sac after Monk, who had died the year before.

622 West 57th Street
Date: 1908
Architect: F.M. Andrews & Co.
Block: 1104 Lot: 44

The building at 622 West 57th street is a four-story brick and stone garage built in 1908 by F.M. Andrews & Co. for New York Taxi Cab Co. The New Building number is 178-08 and the listed uses are factory and auto storage. The building was originally cited as having three stories; the existing four story height can be traced to 1924.

The building was constructed on what had been a stone yard. In 1897, Bromley's Atlas shows that the stone yard comprised the entire block of 1104. In the 1911 Bromley Atlas, 622 W 57th Street is present and labeled as a brick building owned by the New York Taxi Cab Co., but had been transferred to the Mason-Seamon Transportation by 1916.

A 1935 Certificate of Occupancy states the use of the building as being a factory, shipping entity, auto service station, and non-storage garage. In 1927, the first floor was appended to be "garage for more than 5 autos".

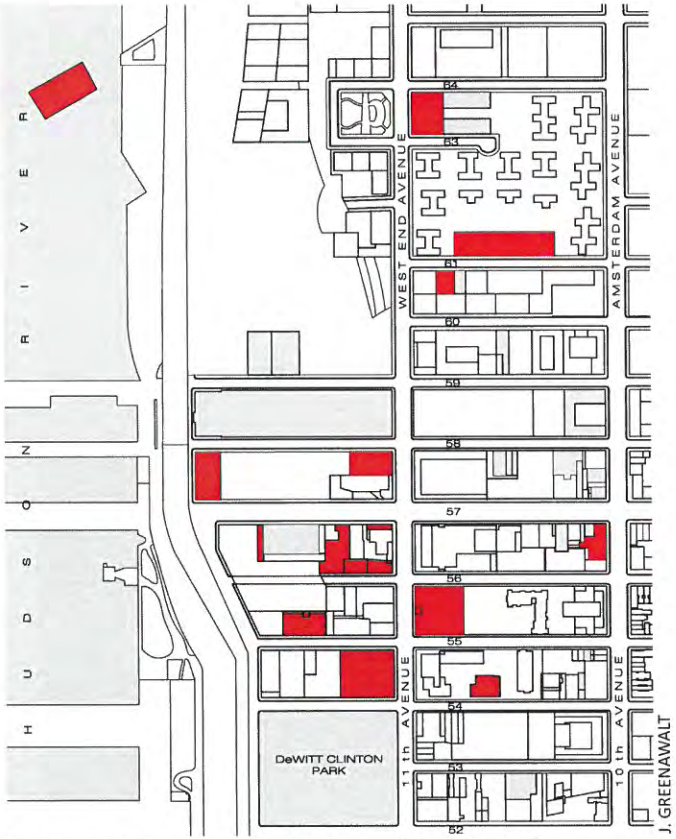
By 1956, the 622 W. 57th Street Garage was using the entire building, including the roof and basement, for automobile storage with an additional use of servicing motor vehicles.

HISTORICAL DEVELOPMENT PHASE 4: 1910-1930

Development between the years of 1910 to 1930 is characterized almost exclusively by an industrial and commercial flavor. Whereas some residential development does occur, it would appear that these individual examples are outliers and generally reflect a hold-over of earlier trends. The prevalent commercial use

E. EVANS
235-247 West 63rd Street
1906

E. EVANS
622 West 57th Street
1908



Phase 4 Historic Resources (Red), Previous Periods (Gray)

in the areas is for automobile showrooms and garages. As for industrial uses, waterfront and rail activity predominate. For this particular era, it is important to be mindful of new methods of transportation that prevail such as the automobile and most importantly in the study of the former IRT Powerhouse, the subway. No longer is it necessary for one to live where one works. Even though this study cannot definitively conclude that transportation has served as the direct cause of the end of residential development in the study area, the marked absence of new residential structures may be demonstrative of this new trend in increased mobility.

Selected Buildings:

500 West 57th Street
c. 1912
Architect: Unknown
Block: 5203 Lot: 5

The building at 500 West 57th Street is sited at the southwestern corner of 57th Street and 10th Avenue. The building is a seven story brick and limestone construction designed with Neo-Classical detailing. The building exhibits the tripartite division of base, shaft, and capital typical of tall buildings of its era. The earliest documentation for 500 West 57th Street is a plumbing permit filed with the Department of Buildings in 1912. For a significant period of time, 500 West 57th Street served as the Sanger Nursing Home.

The present exterior condition of the building is excellent. In consulting the New York City Tax Photographs, it would appear as if the windows are original, date from the 1930s, or are, at very least, a highly sympathetic replacement.

80 West End Avenue
Year: 1912
Architect: L.C. Holden
Block: 1154 Lot: 7501

80 West End Avenue is a seven story brick and stone building with terra cotta trim. The building fronts onto West End Avenue, but also provides access to West 63rd and West 64th.

Lansing C. Holden is listed as an architect for 7 buildings in the years ranging from 1911 to 1920. Russell, the owner of 80 West End Avenue, is the owner listed for three of Holden's projects.

In the 1916 Bromley Atlas, 80 West End Avenue is present and labeled as International motor Co. Garage. A terracotta emblem of a shield on the parapet of the building is emblazoned with the letters IMC.

500 West 57th Street
c. 1912

80 West End Avenue
1912

211 West 61st Street
1926/27

211 West 61st Street
Date: 1926 / 1927
Architects: Frank S. Parker / Edward P. Doyle
Block: 5315 Lot: 16

The garage structure at 211 west 61st street was built in two phases with two separate owners and architects. The building's two distinct wings with a middle partition could possibly reflect the disjointed process of its construction. Its primary materials are brick and concrete and was originally intended to function as a garage. One of its exceptional features is its retention of its original windows, which are of a steel frame construction with small interior panels of glass. The structure rises six stories and its interior contains seven units.

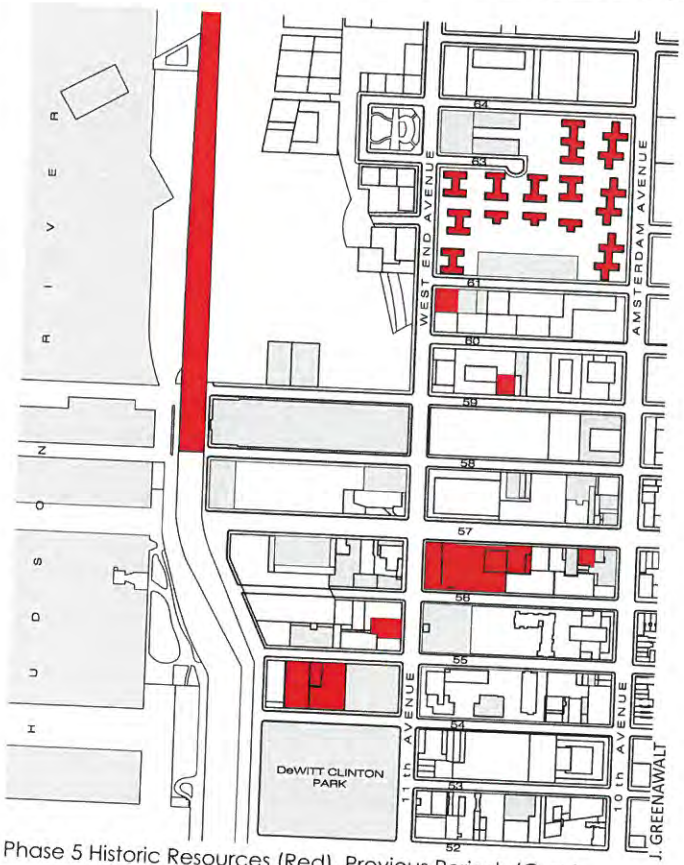
The Alvin Ailey Dance Company & School rented studios on two of the building's floors from 1989 until 2004, before it opened its own building at West 55th Street and 9th Avenue. The interior held a dance performance space, which was called Theater 61.

HISTORICAL DEVELOPMENT PHASE 5: 1930-1950

While the automotive industry first appears in the area from 1910 to 1930 with various small garages and showrooms, from 1930 to 1950, the automobile sales industry asserts itself as the predominant form of new construction. Whereas the garage and auto showroom existed in the area prior to 1930, a fair number of the most prominent examples extant today date from this period. In 1947, the study indicates a reemergence in the construction of residential structures in the neighborhood with the completion of the Amsterdam Houses—a 1947 public housing initiative which replaced buildings that the city had determined to be sub-standard. Although considered to be slum clearance and not technically representative of the natural evolution of the area, this incarnation of humane housing commences a return of the area to residential use--a trend that continues in the high-rise, glass towers of today.

40 Amsterdam Avenue
Date: 1947
Architects: Grosvenor Atterbury, Harvey C. Wiley Corbet, Arthur Holden
Landscape Architects: Gilmore Clarke, Michael Rapuano
Block: 5323 Lot: 25

The Amsterdam Houses were among New York City's earliest attempts at providing for a uniform standard in housing. The goal in constructing the 1947 complex was to remedy the quality-of-housing issues plaguing the City at the time and to create humane housing in light of the urban housing crisis that ensued following World War II. Completed in 1947, the Amsterdam Houses cleared vast areas of the San Juan Hill district of the city; an area that had been cited as exhibiting slum conditions. The complex consists of thirteen buildings in total. Each building exhibits either a cruciform plan, a "T" plan, or an "H" plan. The buildings are situated in a super-block scheme with open, landscaped space interspersed. The complex is National Register eligible.



Phase 5 Historic Resources (Red), Previous Periods (Gray)

40 Amsterdam Avenue
1947

T. RINALDI

Current Neighborhood Conditions

The former IRT Powerhouse sits on the border of New York City Community Boards Four and Seven, although it is actually situated in Community Board Four.

Current zoning within the study area is a mix of residential, manufacturing/industrial, and commercial. Community Board Seven (north of the Powerhouse) is primarily zoned for residential and commercial uses. Community Board Four is zoned primarily for manufacturing/industrial uses, with some residential. These land uses are not stagnant. The study area is becoming increasingly residential: between 1990 and 2000 the area's population increased by 40%. Although no current population statistics are available, in the past 10 years there has been significant high-rise residential development, implying that the area's population has continued to rise.

In both Community Boards, rezoning over the last few years has encouraged residential development by allowing for increased residential density and height in some zoning lots and by modifying some lots previously zoned exclusively for commercial uses to lots that permit a mix of commercial and residential uses.

Five major developments are currently occurring within the study area – all but one emphasizes residential use. Two Trees Management Co. has plans to erect a 27 story 900 apartment residential tower – the Clinton Park Development - on the lot immediately east of DeWitt Clinton Park. Ten Arquitectos are the project architects; in addition to the residential units, the building will also have an auto showroom, a horse stable, a neighborhood market, a health club and 200 parking spaces. The development is currently in the City's land use review process (ULURP) to rezone the site from a manufacturing zone to a zone that permits both commercial and residential uses.

The Durst Organization has recently completed a residential tower, the Helena, on the corner of Eleventh Avenue and 58th Street immediately south of the former IRT Powerhouse. The Helena is a 37-story residential tower, which opened in March 2005. The Durst Organization also possesses ownership of the entire block upon which the Helena sits. The block is currently zoned for one residential building (the Helena) and one commercial building (not yet built); the Durst Organization reports that it has not yet determined how they will use the remainder of the lot.

Immediately east of the former IRT Powerhouse, on Eleventhth Avenue between 58th and 59th Streets, the John Jay College for Criminal Justice is in the process of constructing a 620,000 square foot 14-story addition to house classrooms, lecture halls, laboratories, campus and academic support services. Skidmore, Owings & Merrill is the architect.

239 West 60th Street has, since 2006, been redeveloped by West End Enterprises into a 250-unit building including a nine-story condo.

Opposite: New construction is redefining the urban context of the powerhouse in the 21st century.
Below: Aerial photo of Riverside South Development; recent high-rise residential development has occured proximate to the Powerhouse (circled in yellow).

RSPC

EXTELL DEVELOPMENT COMPANY

Above: Extell plans to build high-rise buildings by architect Christian de Portzamparc that maintain the street grid due north of the Powerhouse.

Below: RSPC proposes that construction due north of the Powerhouse is buffered from the building with open space.

RSPC

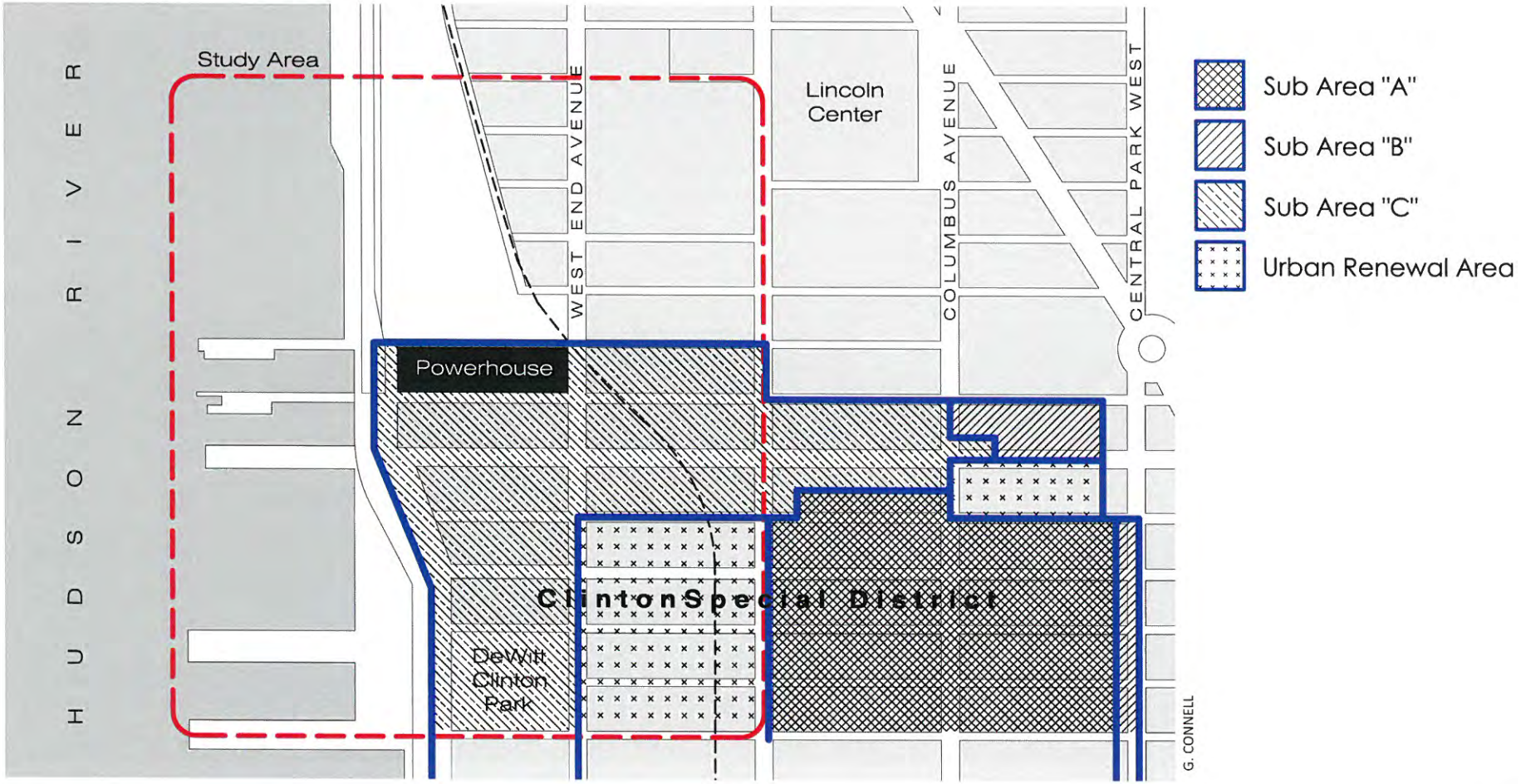
Immediately north of the Powerhouse are three land parcels that belong to the Extell Development Company; these parcels comprise the southern-most end of the Riverside South Development, a 56-acre residential development extending from 59th Street to 72nd Street. In total, the Riverside South Development will have 17 buildings, 5,700 apartments, and 1.8 million square feet of commercial space. Excluding the three parcels adjacent to the former IRT Powerhouse, the entire Riverside South Development has been either planned or developed. How this site will be developed is in contest and still faces ULURP. On these parcels, Extell intends to construct high-rise residential and commercial buildings that are punctuated with open spaces that maintain the structure of the New York City street grid. The Riverside South Planning Corporation (RSPC), a non-profit planning organization, has proposed an alternate development strategy for the site. They propose that Extell use the parcels so that the residential and commercial buildings on the lots are buffered from the Powerhouse with green space. Debate around what should happen on this site is highly contested right now and the NYC Department of City Planning has expressed a desire that whatever development occurs on the site does not "turn its back" on the Powerhouse.

Another factor impacting development proximate to the former IRT Powerhouse is the existence of two Special Purpose Districts. In New York City, a Special Purpose District is a type of zoning overlay intended to achieve specific urban planning and design goals in areas with unique characteristics. The provisions of these districts may be modified over time. Two Special Purpose Districts intersect with our group's study area: The Special Lincoln Square District and the Special Clinton District. The Special Lincoln Square District was adopted into the New York City zoning code in 1969; it lies on the border of our group's study area and is just beyond the scope of our project.

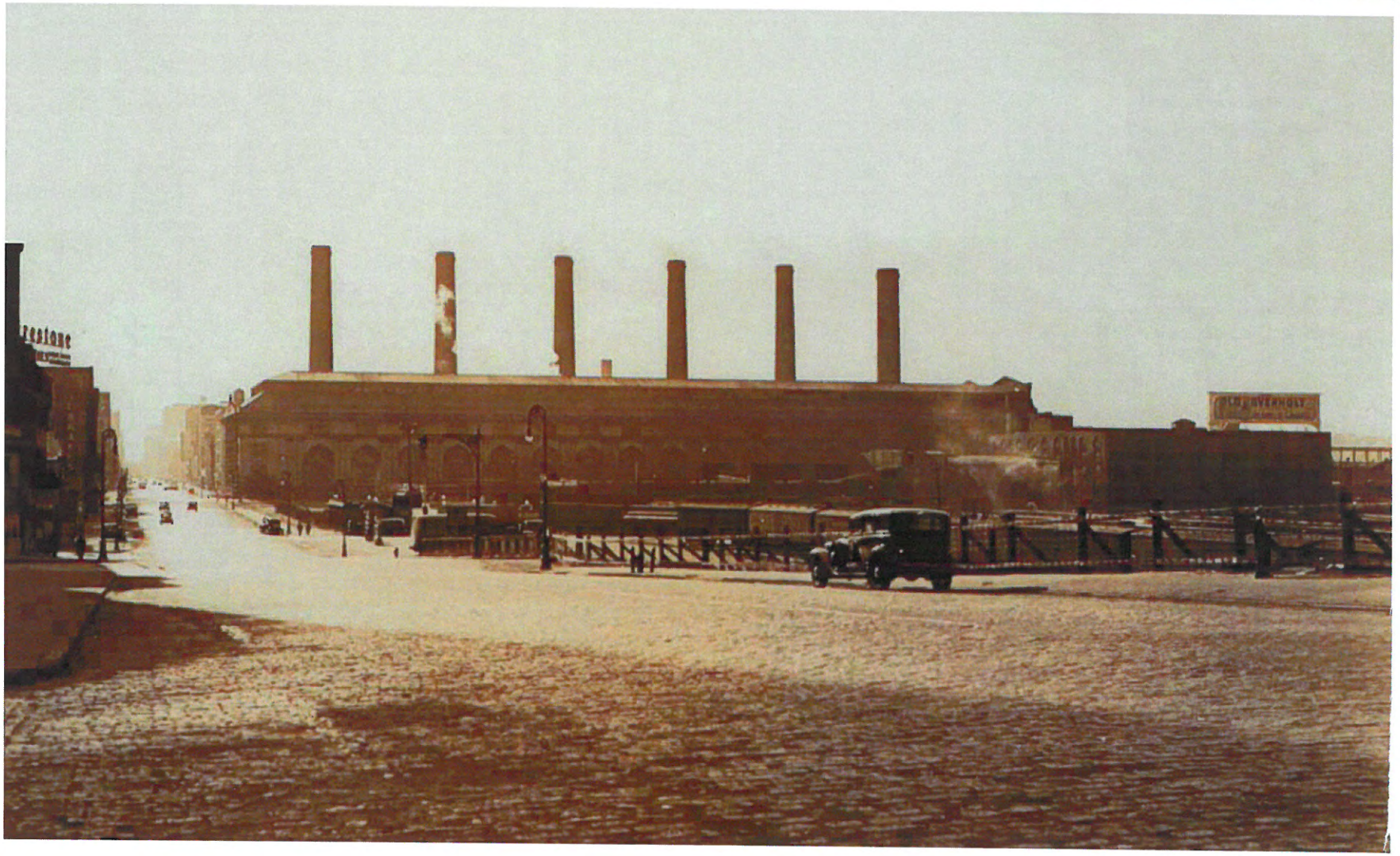
The northern portion of the Special Clinton District lies within our group's study area. The Special Clinton District was adopted into the NYC Zoning Code in 1974 and covers an area which extends from 41st Street in the south to 59th Street in the north and Twelfth and Eighth Avenues in the east and west, respectively. It was implemented in response to development pressures in the area; currently the area is again facing large development pressures. The general purpose of this District is to maintain and strengthen the residential character of the community and to preserve affordable housing.

The District is divided into three areas (a. Preservation, b. Perimeter, and c. Other) and has two Urban Renewal areas ("Clinton Community Urban Development Area") within its bounds which are excluded from its provisions. The Preservation area has the strongest regulations for preserving housing and specifically regulates floor area, lot coverage, yard size, dwelling units, building height, existing storefronts and street wall continuity, demolitions, and new construction. The Perimeter area regulates floor area, enacts special curb cuts and parking requirements, and regulates the relocation of housing and the demolition of buildings. The Other area (the area in which the former IRT Powerhouse lies) must only comply with the Districts underlying zoning regulations and with the general provisions which apply to the entire district: the entire district has mandatory tree planting provisions and provisions regarding bulk modifications to parking garages (garages may be updated by special permit from the Department of City Planning if modifications are needed for the propose design and operation of the garage and that modifications will not adversely affect the character of adjacent areas). The entire area may also, by special Department of City Planning permit, convert buildings to residential use in a manner that exceeds the residential floor area permitted by the applicable district regulations as long the building includes social or recreational space primarily for the use of residential tenants which also may be made available to the community.

Below: Map showing Special Clinton District and sub-areas.



T. RINALDI



Preservation Guidelines

Through careful analysis of the topics outlined in this document, the group has established eight guidelines for the stewardship of the former IRT Powerhouse. These guidelines can be carried out by ConEdison, its current owner, and certainly carried forward by whomever might succeed them. They will be carried forward into the plan's recommendations for how ConEdison or future owners can proactively preserve the former IRT powerhouse.

1. Preserve Character Defining Architectural Features

Despite various alterations since ConEdison's acquisition of the building in 1959, the important character defining architectural features of the powerhouse remain intact and should be protected. These features include the building's general massing, fenestration pattern, details such as the buff roman brick and terracotta facades, clerestory roof, granite plinth and original entryways.

2. Preserve and Utilize the Vast Interior Space

A characteristic feature of early electric generating plants, the colossal generating hall of the former IRT powerhouse survives as one of New York's great interior spaces. In the event that the plant is adaptively reused, any new program for the building's interior should preserve this unique space and capitalize on its potential as a monumental civic amenity.

3. Incorporate Public Access

The former IRT powerhouse was the aboveground, monumental face of New York City's first major subway system that served to unite the communities of differing neighborhoods through its underground tunnels. In the spirit of the IRTs civic service, any current or future tenant of the Powerhouse should incorporate public access into the buildings program.

4. Restore Lost Features

Architectural features that have been lost or altered should be restored at the earliest opportunity. While any future re-purposing of the facility would present a prime opportunity to undertake such restoration work, opportunities exist for ConEdison to pursue this objective should the company continue its use of the building. Some features that could be restored include the cornice, roofing tiles and metal window units. Appropriate architectural representations of the lost smokestacks could also be desirable.

5. Give Special Consideration to the 58th and 59th Street Corridors

There are several undeveloped parcels of land both immediately north and south of the building directly across 58th and 59th Streets whose development will have a major impact on the setting of this historic building. Future development along these corridors

N-YHS (ALL)

Opposite Top: View down West End Avenue, October 25, 2008.
Opposite Bottom: View down West End Avenue, December 13, 1937.
Left: Original section and detail drawings of the cornice, removed by ConEdison in 1968, that could be used to recreate it in the future.

The Powerhouse should incorporate public access and be welcoming to pedestrian traffic.

should consider the Powerhouse and welcome pedestrian traffic, rather than turn its back to the building and transform these streets into alley-like service corridors.

6. Establish a Maintenance Program

It is incumbent upon ConEdison or any future owner to ensure that the character defining features of the building are maintained and, particularly if the building becomes a landmark, kept in a state of good repair.

7. Later Additions: Chimney No. 1 and the Western Addition

In 1968, ConEdison added Chimney #1 on the eastern end of the building. Though drastically different from White's design for the original 6 smokestacks, all of which are now gone, the chimney is symbolic of the ongoing function within the building and should be kept so long as it serves this function.

The original 1904-05 building designed by Stanford White was always intended to have an addition built on its western end. Although stylistically disparate, the 1952 western addition is an aesthetic interpretation of an industrial building reflecting its time of construction. However, this addition is not necessarily representative of a noteworthy piece of architecture or a particularly significant event in New York City history.

While it is true that to remove the addition would be to selectively edit the chronological history of the building, it is the concensus of this studio that removal or alteration would not compromise the features we've identified as significant. The later addition has the potential to accommodate appropriate change without compromising the overal integrity of the Powerhouse and thus provides an opportunity to direct any future development away from the 1904-1905 portion of the building.

8. Preserve the Waterfront Neighborhood Context

The former IRT Powerhouse exists as part of larger industrial waterfront neighborhood that emerged in connection with the Hudson Rail yards, which in turn was directly connected to the Hudson River, and included factories, manufacturers and businesses. In addition, the neighborhood has a historic relationship with transportation that includes the Powerhouse as well as stables and an influx of garages beginning in the 1910s.

The result is a layered neighborhood of buildings that reflect both the changing industries and modes of transportation in New York City and gives context to the Powerhouse's history.

There should be comprehensive planning for this area that looks at preserving these significant buildings that contribute to the contextual understanding and the perpetuation of the linkages between the powerhouse and its surrounding environment.

Recommendations

Effective and useful guidelines for the care, maintenance, and protection of the former IRT Powerhouse can be carried out through specific recommendations that utilize various preservation tools. Among the recommendations for the Powerhouse are local and national mechanisms that can benefit the powerhouse through safeguarding measures and financial incentives for the property owner. Our recommendations are:

1. **Advocate** for the preservation of the building
2. **Designate** the former IRT Powerhouse as a New York City Landmark
3. **List** the former IRT Powerhouse on the National Register of Historic Places
4. **Modify** the Special Clinton District
5. **Donate** an easement on the former IRT Powerhouse
6. **Create** an "ideas competition"

Advocacy is the starting point of any preservation cause, and tools such as designating the building a landmark and listing on the National Register of Historic Places both recognize the importance of the building while safeguarding its future and opening the doors to other preservation incentives. Modifying the Special Clinton District will also safeguard the historic fabric of the building as well as the surrounding neighborhood. A preservation easement and tax mechanisms could benefit both the powerhouse and the property owner by ensuring the constant care and maintenance of the building. Lastly an ideas competition would foster new thinking about the building and its potential for the future.

Right: Many historic buildings in New York have been Landmarked despite insensitive alterations. Alwyn Court, on Broadway at 58th Street, was Landmarked after its cornice was removed. An approximation of the lost cornice was later restored with the approval of the Landmarks Commission.

COURTESY WALTER B. MELVIN ASSOCIATES

NYPL

Advocate for the preservation of the building

An important aspect of advocating for the preservation of the former IRT Powerhouse is to involve the community, preservation groups, and the general public to garner recognition of the important historical and architectural contributions of the building to ensure that it is protected in the future. There are several ways to advocate for the preservation of an important building in the fabric of New York City. Many of these recommendations have already been initiated by a volunteer advocacy organization called the Hudson River Powerhouse Group, who is working with more seasoned groups such as the Riverside South Planning Corporation, Landmark West! and the Municipal Art Society.

1. Organize a letter writing campaign for local citizens to voice their opinion about the preservation of the building.

2. Create a petition to collect signatures of those in the community and around the city who would like to see the building recognized as an important landmark and want to ensure its protection in the future.

3. Gain support from local community boards, elected officials, and council members to write letters in support of designating the building a landmark to submit to the Landmarks Preservation Commission.

4. Meet with the building's owner to discuss preservation of the building and preservation tools available.

5. Encourage preservation groups to lead the cause into the press to generate a buzz about the building, as well as organize community involvement.

6. Build a website and email network to keep people informed.

7. Display compelling images of the building.

8. Collect quotes from distinguished experts who comment on the building.

9. Create a pitch to talk about the building with various people.

10. Hold public presentations about the goals for landmark designation and protecting its future.

11. Have the building considered for listing on preservation organizations' watch lists of buildings to be saved or that may be endangered.

12. Hold an ideas competition to foster creative thinking about the building and its future.

Designate the former IRT Powerhouse as a New York City landmark

One of the most important preservation tools to employ is designation of the former IRT Powerhouse as a New York City landmark. Landmarking a building formally recognizes that it is an important part of New York City's fabric for its architectural, historical, social, and cultural contributions to the city, and offers some protection in terms of alterations that would be proposed for the building. The actual landmark designation should apply to the 1904 structure, as opposed to designating the entire mass which includes the 1950s addition on the western elevation. The landmark designation should be based on the historical and architectural fabric of the building related to the McKim, Mead & White Beaux-Arts design as well as the historical role of the powerhouse in the IRT Subway system.

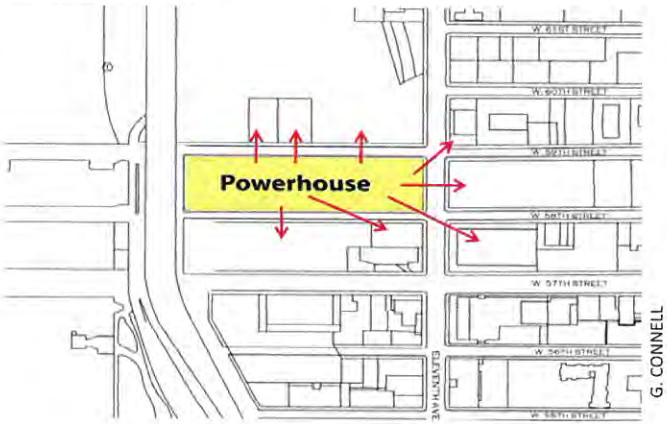
Deciding on what aspect of the former IRT Powerhouse structure to consider for designation as a New York City landmark was based on an analysis of the significance of the structure and why it is an important architectural and historical building. The importance of the 1950s addition to the historic fabric of the building was debated by the members of the studio group. Although the addition represents the industry of the 1950s, it does not reflect the original Beaux-Arts architecture of McKim, Mead & White or the history of the building as a powerhouse for the IRT Subway system in the early twentieth century. It is also not an exceptional work of 1950s architecture or a rare example of industrial architecture. Therefore when considering designating the building as a landmark, only the 1904 original Beaux-Arts portion of the building should be designated. Decisions to designate only certain aspects of a structure have occurred in the past, the most recent being the Domino Sugar Refinery in Brooklyn, in which the Pan, Filter, and Finishing House of the complex were designated landmarks that reflect the industry of the plant in the late 19th and early 20th centuries.[1] Although the Landmarks Preservation Commission is being sued for this move, the concept of designating only parts of a complex is still an option. The same is true for the IRT Powerhouse. Although there are additions and alterations to the building, the main 1904 core is the most important architecturally and historically. However, it is the responsibility of the 11-member Landmarks Preservation Commission to look at the entire site and decide what is appropriate for calendaring and designation.

The process to designate the former IRT Powerhouse is already under way. The Hudson River Powerhouse group filed a request with the Landmarks Preservation Commission for designation. The Powerhouse is scheduled for a July 14, 2009 public hearing. If landmarked, any alterations to the building would have to be approved by the LPC, which would ensure that the historic fabric of the building is preserved and that any alterations that do occur respect the historic fabric of the building. If the building becomes a landmark, the process of submitting alterations to the structure would be heard before the 11-member Commission, who then approve or deny the alterations, such as removing an architectural element or constructing an addition to the building.

The powerhouse has been considered for designation twice in the past: once in 1979 and once in 1990. ConEdison opposed the designation both times, stating that a landmark designation might prevent operation of the building as a steam generating facility, such as demolishing part of the façade in order to reach the equipment in the event of an emergency. The company also felt that the building was not worth preserving, and that only one façade was important. This is not true, and steps can be taken to work with ConEdison to designate the Powerhouse a landmark while allowing flexibiilty with the owner.

Possible under landmark designation is the creation of a master plan, which would establish certain rules by which ConEdison could continue to adapt the building to its needs while not compromising its architectural integrity. A master plan should also establish an ongoing maintenance and restoration plan, and can be realized through the standard Certificate of Appropriateness process or through 74-711 and 74-79 special permit processes, which allow for flexible modification of bulk

Below: 74-79: Shift of unused development rights



and transfer of development rights. Under 74-711, an owner has exemption from certain zoning provisions to allow for flexibility in shifting unused bulk from one part of a lot to another. For the Powerhouse, bulk could be shifted to the western addition, thus safeguarding the 1904 building from development occurring above the roofline. The studio strongly encourages potential construction, should there be a need, to be directed towards the western addition. 74-711 special permits must serve a preservation purpose, which in this case would be to preserve the 1904 building as well as establish a master plan for restoration and ongoing maintenance. Under 74-79, ConEdison may transfer their unused development rights across the street or intersection to another lot. Under current zoning ConEdison has an unused floor area ratio of 1, the equivalent of 160,000 square feet that it could transfer. However if the powerhouse lot were to be rezoned it could be more. 74-79 special permits must ensure a "harmonious relationship" between new development and the landmark.

Organizations that support the designation of the Powerhouse as a New York City landmark:

1. The Beaux Arts Alliance
2. City Council member Gail Brewer
3. Community Board 4
4. Community Board 7
5. Friends of the High Line
6. The Historic Districts Council
7. Hudson River Powerhouse Group
8. Landmark West!
9. The Municipal Art Society
10. The New York Landmarks Conservancy
11. The Riverside South Planning Corporation
12. New York State Senator Tom Duane
13. Society for the Industrial Archaeology (Roebling Chapter)

List the former IRT Powerhouse on the National Register of Historic Places

The National Register of Historic Places (National Register), is a very useful tool in the preservation of the Powerhouse. As laid out in the guidelines, the building's character-defining features are important in retaining the architectural essence of the structure. The listing triggers certain planning reviews that take into consideration the building, and the opportunities offered through the National Register's historic rehabilitation incentives could be employed by the building's current or future owner(s) in order to care for its physical needs without exorbitant costs.

Due to ConEdison's objection to a listing on the National Register, the Powerhouse is currently only National Register eligible. This means that it meets the criteria to be listed on the National Register and needs to go through the process of actual listing, which requires owner consent. A listing on the National Register provides clearly stated rights for the owners of historic properties. There are no restrictions on the use, treatment, transfer or disposition of the property, no public acquisition or public access, and no necessary compliance with local historic district zoning or landmark designation. While National Register eligibility or listing does not provide the same level of mandatory review and protection as local landmark designation, it does have benefits.

National Register eligibility or listing triggers environmental review of the impacts of new development involving government funding or special permits, as with Extell's Riverside South project just to the north of the Powerhouse. This "hook" presents the opportunity for the City Planning Commission to shape development on adjacent properties where special permits are sought in ways that benefit, or at least do not harm, the Powerhouse. City Planning should pay careful attention to the 58th and 59th Street corridors and the relationship between new development and the Powerhouse. The Riverside South Planning Corporation's park proposal is on example of how planning and urban design can consider the Powerhouse.

Financial incentives are also a benefit of National Register listing. A property must be "certified historic" by the National Park Service in order to be awarded tax credits for rehabilitation work. "Certified historic" means that the building must be either individually listed on the National Register or located within a historic district that is certified by the National Park Service. Therefore, the Powerhouse is not currently eligible for government funding. However, public, private and not-for-profit grants are commonly awarded to eligible structures.

Financial aid from public, private, and not-for-profit sources would enable the Powerhouse's owner(s) to perform necessary rehabilitation work and provide an incentive to complete the process of obtaining a listing on the National Register. Funding options provide feasibility to the argument in favor of replacing the building's lost physical features. A largely subsidized rehabilitation project would result in a much more valuable and commanding structure at relatively small cost. In addition, the impending utilization of this mechanism would deter the removal of any of the Powerhouse's architectural elements due to the cost of replacement down the road.

There are significant benefits associated with inclusion on the National Register. Recognition and documentation of historical and architectural significance encourage preservation by raising awareness and engendering respect for a listed property. The financial incentives for the preservation and care of historic structures provide more tangible benefits that can result in a positive outcome for owners, communities and the properties themselves. These incentives include:

- Federal investment tax credits
- State tax incentives and grants
- Government, public, and not-for-profit grants for planning and rehabilitation
- Preservation easements to nonprofit organizations

Tax Credit Programs:

Tax credits lower the amount of tax owed to the government and, hence, provide compensation for substantial rehabilitation work performed on a depreciable historic property.

Federal Investment Tax Credit Program for Income Producing Properties:

Commercial properties may be eligible for a 20% credit for performing substantial rehabilitation work. The amount granted is based on the cost of the rehabilitation. In addition, the government pays for 20% of the cost of the work. In order to qualify, the work must meet the Secretary of the Interior's Standards for Rehabilitation and be approved by the National Park Service. Non-historic, non-residential structures built before 1936 can also be eligible for a 10% credit for rehabilitation work.

New York State Historic Tax Credit Program for Income Producing Properties:

State tax credits are awarded in addition to Federal tax credits on projects that qualify for Federal aid. These credits represent an additional 30% of the value of the Federal credit up to $100,000. There is no separate application or paperwork process once the Federal credit is approved.

Grants and Funding Options:

In order for a property to qualify as a recipient of grant programs, it must be listed or eligible for listing on the National Register, or be designated a local landmark.

Government Grants:

Some municipal agencies distribute federal, state and local funding in the form of loans and grants to aid historic property rehabilitations of privately owned properties. Most often, projects that receive this kind of funding are those that intend to create facilities for the public good, such as affordable housing, or that provide employment opportunities. The focus is most often not on preserving historic resources, but creating opportunities for community enhancement. If the Powerhouse were to be repurposed so that it creates opportunities for the surrounding community in the form of jobs, education or housing, for example, its owner(s) could apply for municipal funding to help defray the costs of carrying out this conversion.

Public & Not-for-Profit Grants:

Public and Not-for-Profit grant programs provide sources of funding for preservation planning and development projects. These grants vary by state. Listed below are some of those sources of funding in New York State:

- New York Landmarks Conservancy – Historic Properties Fund: Provides low interest loans for property owners in historic districts

- New York State Office of Parks, Recreation & Historic Preservation (OPRHP) – Environmental Protection Fund: EPF provides assistance/funding to municipal agencies and non-profit organizations for acquisition, development and improvement of historic properties, grants of up to 50% of eligible project costs

- New York State Legislature – funding available by contacting the State Legislator

- New York State Council on the Arts (NYSCA) - non-profit organizations and municipalities can apply for funding

- The National Trust for Historic Preservation – several grants available

- Preservation League of New York State – Preserve New York grant program

- Save America's Treasures – grant programs available

Opposite (From Top): Typical early 20th century- industrial buildings in West Clinton, seen in historic photographs. Reinforced concrete automobile garage, 211-225 West 61st Street; Reo Motor Car Co. building, 623-625 West 55th Street; Gottfried Baking Co. building, 715-719 11th Avenue. All of these buildings survive in 2009 but face an uncertain future in the context of rising pressure for residential development.

Multiple Property Submission (Thematic Districts)

In addition to individual listing on the National Register, Multiple Property Submission (MPS) allows nomination of groups of related significant properties that share themes, trends, and patterns of history. The Multiple Property Documentation Form is not a nomination in its own right but serves as a basis for evaluating National Register criteria for related properties, each of which will have its own individual nomination form completed.

Inclusion of the former IRT Powerhouse and related properties in a MPS is a powerful preservation planning tool. It allows preservation priorities to be established based on historical significance within a greater context and evaluation on a comparative basis within a geographic area. Having multiple associated properties listed helps to protect the larger theme within that geographic area from being lost to the pressures of redevelopment that every city faces.

To prepare a MPS, the following four headings must be completed. This summary in addition to the individual property nomination forms are submitted to the New York State Historic Preservation Office (SHPO):

A. Multiple property listing name

B. Associated historic contexts – there can be multiple historic contexts listed that correspond to three key elements: a historical theme, geographical area, and chronological period.

C. Associated property type – analyzes the building within the general historic context such as architectural styles.

D. National Register Registration Forms – each individual property associated in the larger group would be listed here and their completed NR Forms would be sent along with the MPS.

We have identified two possible thematic groupings that would successfully include the nomination of the former IRT Powerhouse.

The first is within the historic industrial context of West Clinton and its relationship to both the evolution of transportation in the area and how that evolution was directly tied to the 60th Street rail yards and the waterfront. Through our neighborhood buildings survey, multiple properties were identified as potentially being National Register eligible as well as placed within the larger historic theme of industry and transportation. An example of a Multiple Property Designation Form for this nomination could look as follows:

A. Multiple property listing name

Historic Industrial Resources in West Clinton, Manhattan, New York

B. Associated historic contexts

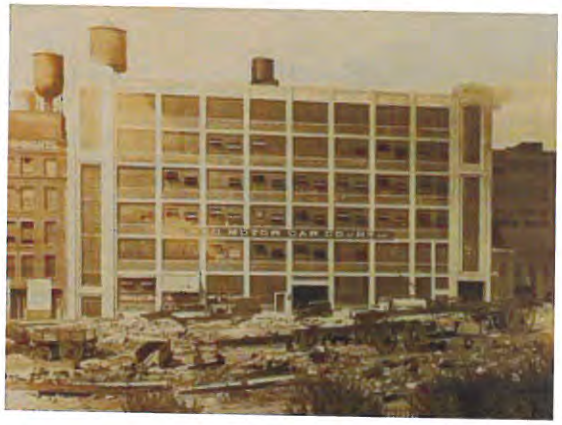
Manhattan West Side Industrial Waterfront
The IRT Transit System 1904 – 1940
Automobile Garages 1900 – 1940
Transportation Service Infrastructure
Manufacturing and Industry in West Clinton Manhattan 1900 – 1940

C. Associated property types

Beaux Arts Style
Art Deco Style Garages
Commercial Bakery
Garages
Vernacular Industrial Buildings
Malt House

D. National Register Registration Forms
This multiple property submission encompasses nomination forms on a malt house, powerhouse, baking company, garages and other industrial structures.

Former IRT/59th Street Powerhouse
Conrad Stein & Sons Brewery – 514 W. 57th Street



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Left (From Top): New York's historic powerhouses can be placed on the National Register of Historic Places as part of a thematic district. Former Central Powerhouse of the Brooklyn Transit Company on the Gowanis Canal; Former Hudson and Manhattan Railroad Jersey City powerhouse; Former Manhattan Railway East 74th Street powerhouse; Yonkers Power Station, Yonkers, NY.

Packard Motor Co. Building – 787 11th Ave.
International Motor Company Garage – 80 West End Avenue
Gottfried Baking Company – 711 11th Ave.
New York Taxi Cab Co. Garage – 622 W. 57th Street
Lincoln Tunnel Ventilator Structures

Secondly, the former IRT Powerhouse was one of a group of powerhouses that served both the railroads and public utilities of New York City. The threat to this building type—whether through purposeful razing or demolition by neglect—is visible in their dwindling numbers. At and around the time of its construction, no fewer than eleven large-scale railroad powerhouses and at least seven large-scale public utility powerhouses were built to serve New York City. Among those still standing that could be NR eligible are two public utility plants and four railroad plants, including the former IRT powerhouse. In 2001, the Jersey City Powerhouse was listed individually and through an MPS it could also be included in the larger thematic designation. It is important that these massive structures and the vital role they played in our industrial history be preserved, and a MPS is a way to accomplish that.

An example of a Multiple Property Designation Form for this nomination could look as follows:

A. Multiple property listing name
   Historic Powerhouses of New York

B. Associated historic contexts
   The IRT Transit System
   Railroad Electrification
   Electric Generation and Distribution
   McKim, Mead & White
   Thomas E. Murray

C. Associated property types
   Beaux Arts Style
   Large-scale Powerhouses

D. National Register Registration Forms
This multiple property submission encompasses nomination forms on seven powerhouses in the New York area.
   Former IRT/59th Street Powerhouse
   Yonkers Power Station (New York Central & Hudson River Railroad)
   East 73rd Street Power Station (New York RY. Co.)
   East River 14th Street Generating Station (ConEdison)
   Central Power Station (Brooklyn Rapid Transit Co.)
   Hudson Avenue Generating Station (ConEdison)
   Jersey City Power Station—Hudson & Manhattan Railroad (Designated Individually)

Modify the Special Clinton District

The revision of the current Special Clinton District aids the preservation of the Former IRT Powerhouse by legally establishing it as a character-defining feature of the area and as an essential architectural piece of NYC which reflects its history as an industrial building as well as its Beaux Arts architecture. The changes also recognize that certain structures in the area can provide general welfare and amenity to the area's many new residents and contributes to a sense of neighborhood history to foster an enhanced sense of community.

In New York City, a Special Purpose District is a type of zoning overlay implemented to achieve specific planning and urban design objectives in defined areas with unique characteristics.[2] Over time, Special Purpose Districts may be modified or eliminated. Two Special Purpose Districts intersect with our studio group's study area: The Lincoln Square District and the Special Clinton District.

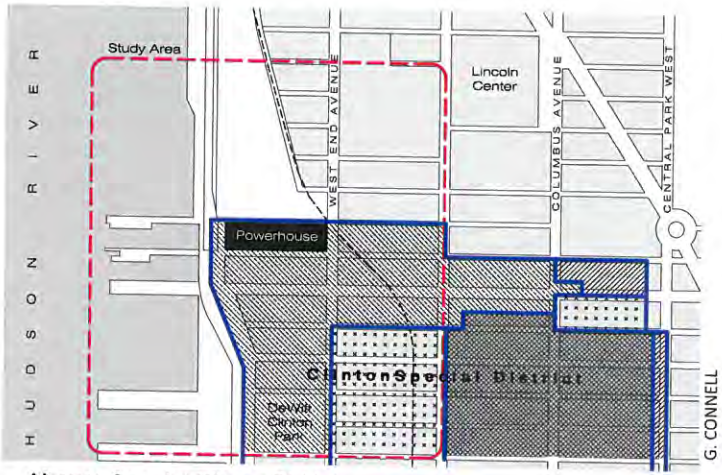
The Lincoln Square Special Purpose District was adopted into the NYC Zoning Code in 1969 and it was established to enhance the character of the area surrounding Lincoln Center as an international center for the performing arts. The District regulates building wall height along certain streets and the types of commercial uses permitted at street level. The Lincoln Square District lies on the border of our studio group's study area, just beyond the scope of our project.

The northern portion of the Special Clinton District lies within our study area. The Special Clinton District was adopted into the NYC Zoning Code in 1974 and the District roughly covers an area from 41st Street in the South to 59th Street in the north and 12th and Eighth Avenues in the East and West, respectively.

The objective of the Special District is to "...promote and protect public health, safety, general welfare and amenity." The District seeks to accomplish that objective using the following goals:

- to preserve and strengthen the residential character of the community
- to permit rehabilitation and new construction within the area in character with the existing scale of the community and at rental levels which will not substantially alter the mixture of income groups presently residing in the area
- to preserve the small-scale character and variety of existing stores and activities and to control new commercial uses in conformity with the existing character of the area
- to provide an appropriate transition between the character of the District to the adjacent lower-scale residential development and to adjacent Special Districts.

The District is divided into three areas: A. Preservation, B. Perimeter, and C. Other (See map). The Preservation area has the most stringent regulations of the three areas, regulating floor area, lot coverage, yards, dwelling units, height, existing storefronts, demolition and new construction. The Perimeter area regulates floor area, enacts special curb cuts and parking requirements, and the relocation of housing and the demolition of buildings. The Other area (the area in which the Former IRT Powerhouse lies) must only comply with the Districts underlying zoning regulations. The entire Special District must comply with mandatory tree planting provisions and provisions regarding bulk modifications to parking garages (they may be updated by special permit from Department of City Planning (DCP) if modifications are needed for the proper design and operation of the garage and that modifications will not adversely affect the character of adjacent areas). The entire area also may, by special DCP permit, convert buildings to residential use in a manner that exceed the residential floor area permitted by the applicable district regulations as long as the building includes social or recreational space primarily for the use of residential tenants which also may be made available to the community.



Above: Special Clinton District, highlighting area "C".

Sub Area "C"

We recommend that the current "Other" area of the Special Clinton District, under which area "C" falls, be modified so that, in addition to complying with underlying Special District Provisions includes provisions: "To preserve the architectural character of structures related to the area's history as an industrial, manufacturing, and transportation-related district, safeguarding the form that makes the Clinton area distinct." Provisions might include:

An owner of one of the historic resources must apply to DCP for a special permit to modify their building. As a condition of approval, the Commission shall find:

- that because the site and building limitations are such modifications are necessary for the proper design and functioning of the building
- that such modifications will not unduly compromise the building's historic character

Donate an easement on the former IRT powerhouse

Many governmental agencies use easements as a means of securing special rights from private property owners. Historic preservation easements are a legal, voluntary means for property owners to protect historic and archeological sites, as well as various other cultural resources. In the specific case of the former IRT Powerhouse, a façade easement would be one of the most relevant types of historic preservation easements to consider.

A façade easement is one of the many tools that a property owner might use to restore certain aspects of his or her historic property or to lessen the tax burden on a given property. Historic preservation easements can only be acquired by certified 501(c)(3) nonprofit organizations. In the relationship between the nonprofit organization and the property owner, the nonprofit organization accepts the façade easement from the property owner along with a prearranged amount of money with which to enforce the legal attributes of the easement. Typically, easements stipulate that a property owner must keep the façade in question in good repair and seek guidance in any proposed alteration. Should any unsympathetic alteration to the façade in question be undertaken that is outside the prearranged agreement between the property owner and nonprofit, the nonprofit organization holding the easement has not only the right, but the obligation to pursue legal action to correct the infraction—using the monies which accompanied the easement to pay court fees.

The benefits of easements are two-fold. The property owner, in giving an easement, receives tax benefits for the total worth of the easement. Easements are valued by an independent appraiser and fluctuate greatly from building to building. The value of a façade easement is not dependant on the value of the building. The appraised amount may then be deducted from future taxes. The nonprofit organization receiving the easement benefits in receiving the money necessary to enforce the legal attributes associated with the easement and although there are no stipulations regarding how the nonprofit organization uses the funds, the money must be available for use in the event of an infraction.

A façade easement for the Powerhouse would be relevant due to the importance and relative completeness of the McKim, Mead & White façade. A façade easement would also not require that the building be listed on the National Register of Historic Places. Money from the tax benefits for such an easement could be used to replace certain lost elements of the façade or, should the property owner choose, be simply absorbed into the updating and maintaining of the plant—the use of the tax money received from an easement may be utilized at the discretion of the property owner. Another applicable easement is an air rights easement, which stresses the importance of keeping the general massing of the 1904 building intact and unaltered by additions on the roof of the building.

Create an "ideas competition"

Despite ConEdison's plans to stay in the building for an indefinite amount of time, it is still an effective exercise in envisioning the building's potential. An ideas competition can benefit ConEdison, if for some reason they wanted to expand their building to the west and construct a new addition in place of the 1950s addition. Should ConEdison ever vacate the building, an "ideas competition" may also be effective to imagine a new use for the Powerhouse. An "ideas competition" request for proposal would prioritize a world class design that adheres to this plan's outlined preservation guidelines and complements the 1904 building, as well as preserves the interior space that is characteristic of this building type. The studio has identified that the western addition is the most ideal location around which to focus a potential ideas competition. There are many examples of other powerhouses in which an addition placed onto the top of a main structure compromises the integrity of the whole, as with the case study Station B Powerplant in San Diego or the Long Island City powerplant, where tall structures were placed directly onto the top of the building. By directing alterations to the western addition, the original 1904 structure will not be compromised. Any new addition

Below: Former IRT Powerhouse Facade Easement

that might come out of an ideas competition directed to the western elevation should be the same height as the 1904 building in an effort to maintain continuity of the building height and to protect the form of the 1904 structure from becoming overshadowed by a larger structure. Should ConEdison leave the building, a request for proposal would also prioritize finding a use most appropriate for the Powerhouse.

ENDNOTES

1. "Domino Sugar Refinery Named a New York City Landmark," The New York City Landmarks Preservation Commission, September 25, 2007.
2. NYC DCP http://www.nyc.gov/html/dcp/html/zone/zh_special_purp_dist.shtml

Appendix A: Case Studies

In considering our preservation guidelines how the former IRT Powerhouse as well as how it might someday be repurposed, it was important to look at how other similar structures were approached and how the outcomes of those projects could inform decisions for Powerhouse moving forward.

The goal of the case studies is to identify how other powerhouses and large-scale industrial buildings and their character defining features have been preserved, what methods assisted in that preservation, and to consider how this preservation is relevant to that of the Former IRT Powerhouse.

Criteria for Case Study Selection

Relevancy to the powerhouse was initially determined using a base set of criterion we considered to be key features of and specific circumstances around the former IRT Powerhouse. We refined our selection of case studies by identifying other powerhouses and other large, industrial buildings that have been preserved or reused and that intersect with these important elements of the Powerhouse. Our selection was largely limited to cases that have been published, publicized, or studied in the past. These criteria included but were not limited to:

- Comparable building footprint and interior square footage
- Set within an urban context and even more specifically, with major development taking place nearby; in a changing neighborhood; or with a relationship to a park
- Waterfront proximity
- Shared magnitude and architectural distinction
- Buildings that maintain a connection to their original use
- Community involvement and input in the project

Examples Chosen

In total, seventeen case studies were selected to review. Of those, seven were considered to be the most germane and represent a strong cross-section of ways the former IRT Powerhouse could be architecturally preserved or reused.

In comparing these seven most relevant case studies against our preservation guidelines for the Powerhouse, there were many connections that act as sort of "lessons learned". The treatments these case studies received yielded insights both into how the IRT Powerhouse could similarly benefit from such practices and how particular approaches would not be ideal treatments for our building.

The Power Plant

Inner Harbor, Baltimore, MD / 1900-1909

Original Use: Power plant for United Railways and Electric Company to power city's trolley system
Architects: Francis Baldwin and Josias Pennington (original)
Date Decommissioned: 1973
Context: Urban / Waterfront
Floor Area: 180,000 sq. ft.
Current Use: Commercial / Entertainment / Offices
Re-opened: 1997
Owner: Public
Listing: National Register (1987)
Awards / Recognition: Urban Land Institute Award of Excellence (2000)

Relevance:

United Railways and Electric Company commissioned the power plant to power the city's trolley system. It is located on the water in the center of a historically industrial area of Baltimore.

The power plant has a large boiler room topped by four smokestacks 250-feet tall and 28-feet wide, nearly identical in size to the six original smokestacks. Two smaller engine houses that were fueled by coal delivered on barges flank the central boiler room.

By the early 1920s, Consolidated Electric Co, a forerunner of Baltimore Gas & Electric, bought the power plant and converted to a steam generation plant to heat downtown buildings until 1973. The building sat vacant for a number of years. Baltimore's Inner Harbor was eyed as an area ripe for tourist development and in 1977 the city bought the power plant for $1.65 million. A number of failed attempts were made to rehabilitate and reuse the Power Plant until, in 1995, Cordish Company began a $30 million renovation and converted the Power Plant into a commercially viable entertainment hub.

Cordish Co. has an affinity for power plants because, they say, these structures are good candidates for redevelopment, often located at the heart of prime urban areas and that, when done right, power plants are unforgettable settings for retail, replete with character.

Cordish utilized and simultaneously maintained this character in their renovation choices. Parts of the brick walls were replaced with glass to open up the building and allow patrons a view of the interior as they approach the building. The expansive floor plates of the power plant were kept open rather than subdivided, creating large commercial space for the three most prominent tenants: Barnes & Noble, ESPN Zone and Hard Rock Café.

In the boiler room, the location of Barnes &Noble, structural support was re-engineered to expand usable floor and ceiling area by replacing the original X-bracing supports with moment frames.

The four original smokestacks were preserved atop the boiler room. On the front smokestack, Hard Rock hung a 65-foot neon guitar, their trademark signage. This move has been highly controversial primarily for aesthetic reasons. Many in the preservation community see this advertisement as cheapening the significance of this historic power plant. However, preference

Below: The power plant c. 1909 during reconstruction after a fire

MARYLAND HISTORICAL SOCIETY

aside, the developers used the smokestacks to their advantage and in doing so, preserved these original industrial features that speak to the structures original use as a power plant. Additionally, Barnes & Noble moved the coal chutes at the base of each stack and converted two of them into reading rooms on the first floor.

In the renovation, the original character defining industrial features such as smokestacks, coal chutes and large windows were preserved and utilized to the developers and tenant's advantage. The immense open floor plates and vast interior space was preserved and utilized by the larger commercial tenants and the public is able to interact with and experience these historic spaces. This Renovation has made the historic power plant a major draw to the now vibrant Inner Harbor. The renovation, completed in 1999, has created a gathering destination for the city, giving the Inner Harbor a sense of place.

In 2000, The Power Plant won an Urban Land Institute Award of Excellence for the rehabilitation project. The award states "The Power Plant is a prime example of the conversion of a functionally obsolete building into a successful, modern project. The developer saved the four towering smokestacks – visual reminders of Baltimore's industrial past..."

flickr.com

Above: The Power Plant, 2008.

Bankside Power Station /Tate Modern

London, England / 1947-1963

Original Use: Power Plant
Architects: Sir Giles Gilbert Scott (original); Herzog & de Mueron (renovation)
Date Decommissioned: 1981
Context: Urban / Waterfront
Floor Area: 225,000 sq. ft.
Current Use: Museum
Re-opened: 2000
Listing: Not Listed
Owner: Private

Top: Enormous former turbine room is now main entrance area.
Bottom: The Tate Modern today.

T. RINALDI

BUSINESS WEEK

Relevance:

The Bankside Power Station was originally designed by Sir Giles Gilbert Scott and constructed in two phases, the first completed in 1952 and the second in 1963. It was closed in 1981 due to rising oil prices rendering the station operation uneconomic.

The power station consisted of a huge turbine hall, 660 feet long with the boiler house parallel to it, a similar configuration to the former IRT Powerhouse. It is a steel framed structure with brick exterior. A central chimney stands at 320 feet tall.

Bankside Power Station was at the brink of being demolished, despite a great deal of the community campaigning for its reuse, until the Tate Gallery announced in 1994 that the Bankside Station would be their new location.

To select the design and architects for the conversion, an international architectural competition was held attracting entries from practices all over the world. The winning architectural firm was Herzog & de Meuron. Their design won them the Pritzker Prize in 2001.

The majority of the building's internal industrial structure was preserved and reused. The vast turbine hall, which retained the overhead traveling crane, became a dramatic entrance area, with ramped access, as well as a display space for very large sculptural projects. The boiler house became the galleries, which are on three levels running the full length of the building.

The Tate Modern has become an internationally recognized icon that integrates historic preservation, industrial architecture and arts and culture. It is one of the UK's top three tourist attractions and hosts roughly five million visitors a year. Additionally, the Tate Modern generates £100 million in economic benefits to London annually and generated 4,000 new jobs. Its conversion is a celebration of industrial architecture and the defining features powerhouses offer and brought attention to a primarily industrial area of London.

Kingsbridge Armory

Bronx, NY / 1912-1917

Original Use: Home of 258th Field Artillery (Eighth Regiment)
Architects: Pilcher & Tachau (original)
Context: Urban
Floor Area: 575,000 sq. ft.
Anticipated Use: Mixed-use; Restaurants, cinema, retail, community space, et al (Re-open date unknown)
Owner: Public
Listing: New York City Landmark (1974); National Register (1982)

Relevance:

The Kingsbridge Amory was built as the home of the 258th Field Artillery (Eighth Regiment) to provide more space than their previous location at Park Avenue and 66th Street in Manhattan. It is reportedly the largest armory in the world.

Kingsbridge is a Romanesque style building with massive towers and a tapestry of architectural features including crenellation, turrets, cupolas, angled walls and slit windows. The building is composed of lecture halls, an auditorium, fitness rooms, vehicle storage areas in the cellar and the massive 300 by 600 feet drill hall with a glass and metal roof.

The Armory has sat nearly vacant for decades and throughout that time the community around it has aspired to have it repurposed. The Kingsbridge Armory Redevelopment Alliance (KARA) formed in 2007 to ensure that whatever development occurs there it both involves the community and meets the community's multilayered needs. The group is composed of community leaders from neighborhood associations, businesses, community institutions, unions, congregations and elected officials who want to see the Armory developed into a mixed-use community-oriented facility.

In 2008, the New York City Economic Development Corp. announced that it selected Related Properties as the firm to redevelop the Armory. Related Properties plans to turn the building into a mixed-use commercial and entertainment site and they expect to invest about $310 million to acquire and redevelop the Armory. They will strive to achieve at least a LEED Silver rating for the core and shell using low-impact and green technology. They also must get a number of approvals from NYC Landmarks Preservation Commission as well as NYSHPO.

This case study is discussed because it is a unique example as one of the few buildings in addition to the former IRT Powerhouse that encompasses a full block in New York City. Though renovation has yet to begin, it is likely that by the time the former IRT Powerhouse is able to be repurposed, this project will be completed and its active role in the community can be assessed. Some decisions that will be made in the Armory renovation may be useful to study when considering approaches to the former IRT Powerhouse. The Armory offers an opportunity to see how vast open interior spaces are utilized in an urban area and how that use is received in the community it serves.

Below: The Kingsbridge Armory, Bronx, New York

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flickr.com/CITYSKIP

Above: The Armory's enourmous drill hall
Right: Close up of two massive tourits that straddle the main entryway.

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As it is repurposed, it is likely that this tremendous buildings unique character defining features will be preserved. Its enormous drill hall and other large spaces will be utilized. The mixed-use interior will be almost entirely geared towards the public including among other things a cinema, recreational facility, community space, restaurants and a seasonal farmers market. It is also, so far in theory only, an example of how community pressure behind a project can get its repurpose to meet their goals and how existing large-scale urban architecture can continue to move forward as a positive anchor to its community.

Grain Belt Brewery

Minneapolis, MN / 1891

Original Use: Beer Brewery
Architects: William L. Lehle and Frederick W. Wolff (original); RSP Architects (renovation)
Date Decommissioned: 1975
Context: Urban / Waterfront
Floor Area: 110,000 sq. ft.
Current Use: Offices
Re-opened: 2002
Listing: City Landmark (1977) National Register (1990)
Awards / Recognition:
National Preservation Award from National Trust for Historic Preservation (2005); AIA Minnesota Honor Award; NAIOP Award of Excellence; Preservation Alliance of Minnesota Honor Award; Adaptive Reuse Preservation Award, Minneapolis Heritage Preservation Commission; CUE Award, Minneapolis Committee on Urban Environment (2002)

Top: Grain Belt Brewery c. 1970 and c. 2001, post-restoration
Bottom: Detail of architectural details

Relevance:
In 1891 the merging of four brewers resulted in the "Grain Belt" beer label and construction of their new brewery began, a massive Romanesque structure along the Mississippi River in the heart of Minneapolis.

As the company grew, additional buildings were added to the bottling plant including warehouses, offices and other commercial and industrial buildings. The Brewery became vacant in 1975 when company moved to St. Louis. The brew house had four different sections, including a 1910 addition with eight grain silos, and extensive damage from 25 years of vacancy and neglect.

Similarly to Midtown West, the neighborhoods surrounding the complex were considered mixed-use, with some single-family homes, businesses, apartment buildings and industrial uses, but the area was becoming more gentrified and demand for new space was growing. The City bought the Grain Belt Brewery in 1989 as part of a proposed 29-acre redevelopment plan for the area that included the 14-acre brewery complex and sought investors in the properties. Included in the plan was a large public park with bike paths and waterfront access.

Community involvement in the project was high. An official Development Objectives Committee was formed to ensure the decisions made with the brewery and surrounding area met the community's needs and wishes. A representative from each of the neighborhoods affected by the redevelopment sat on the committee along with representatives from other local interest groups including the Planning Department, Heritage Preservation Commission, the Park Board, City Finance Department and local business associations.

In 2000, the city sold the main brew house to Ryan Companies to rehabilitate the space and RSP Architects redesigned it to become their new corporate headquarters. Financing for the project came from a variety of sources including private, city and federal funds. It is a good example of how rehabilitation can

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occur successfully when a municipal government realizes the benefits of supporting a reuse project and make funds available for the private owners.

The city paid for $3 million of environmental remediation costs including mold abatement, lead-based paint removal and containment of asbestos-contaminated debris before Ryan bought the property. Ryan Companies contributed $8.5 million to the project; $20.3 million came through grants, funds, private and city financing. Also acquired was $965,000 from Tax Increment Financing through Grain Belt's status as a National Landmark, an action within the recommendations for the former IRT Powerhouse.

Through this renovation, the buildings unique architectural features were preserved and four original windows and doorways were re-opened. The project was completed in February 2002 and its renovation was a motivator for the reuse of many of the other buildings. Its successful preservation of significant architectural features and adaptive reuse won it eight awards, including the National Preservation Award from the National Trust for Historic Preservation in 2005.

Seaholm Power Plant

Austin, Texas / 1950-1958

Original Use: Power Plant
Architects: Burns & McDonnell Engineering Co. (original)
Date Decommissioned: 1996
Context: Urban / Waterfront
Floor Area: 110,000 sq. ft.
Anticipated Use: Mixed-use, Restaurants and retail space
Re-opened: 2011 (anticipated)
Listing: Not Listed
Owner: Private

Relevance:

The Seaholm Power Plant sits on the bank of the Colorado River in downtown Austin, Texas. The building features a towering turbine room 110' by 235', with clerestory windows and five smokestacks. The power plant complex has been deemed eligible for the National Register.

It stopped functioning as a power plant in 1989 and in 1996 the citizens group, 'Friends of Seaholm', prevailed in a campaign to get the Austin City Council to direct the City owned Electric Utility to decommission the plant. This dedicated group of local citizens that saw promise in converting the obsolete power plant into a new public use was the driving force for its adaptive reuse.

In November 1999, City Council passed a resolution directing the City Manager "to make recommendations outlining next steps for decommissioning the Seaholm Power Plant and soliciting proposals for the reuse of the plant."

The Seaholm Redevelopment Team was chosen to handle the development in 2005 and is in the process of developing the 7.8-acre site to have a mixed use of office space, retail, condos, a boutique hotel, event space, a terrace and one acre of open public park space adjacent to it will be created. This park will heavily emphasize and encourage pedestrian and bicycle traffic, further attracting visitors to the area.

What is most relevant about this example is that the area of redevelopment is specifically planned around the power plant, highlighting it as an anchor for attracting residential and commercial tenants, visitors and overall attention to the space. The five original smokestacks and other key industrial features will be preserved and the large interior turbine hall will become mixed-use commercial and entertainment spaces.

The reuse project at the Seaholm Power Plant presents an informative case study because the driving force for adaptive reuse has been the general public, which resulted in the City Council's decommissioning of the plant, and the subsequent reuses were guided by community input.

Top: Shortly after construction c. 1952
Center: The large former turbine hall stands empty prior to renovation.
Bottom: Rendering of the future the mixed-use Seaholm site

SEAHOLM POWER, LLC

SEAHOLM POWER, LLC

SEAHOLM POWER, LLC

The Wharf at Rivertown

Chester, PA / 1918

Original Use: Power Station for Delaware County Electric Co.
Architects: John T. Windrim (original); Hiller Architects (renovation)
Date Decommissioned: 1981
Context: Suburban / Waterfront
Floor Area: 396,000 sq. ft.
Current Use: Offices
Re-opened: 2005
Owner: Private
Listing: National Register (2005); HABS documentation
Awards / Recognition: Commonwealth Award issued by a statewide nonprofit (2006)

Below: The Wharf, shown here post-restoration, sits on the Delaware River

flickr.com/PODOLUX

BP GROUP

Relevance:

The Chester Power Station generated electric power for a subsidiary of the Philadelphia Electric Company from its completion in 1918 to its retirement in 1981. It is located on the Delaware River.

Following decades of inactivity, it was sold to a private sector developer for adaptive reuse as a facility for corporate offices. The building re-opened in 2005 following a $60 million reconstruction carried out by Preferred Real Estate Investments of Conshohocken, PA.

The large former turbine hall was partially retained intact to house a coffee bar and café. Hillier Architects, the designers, incorporated elements such as switch panels, transformers and water condensers into the design. The project won a 2006 Commonwealth Award issued by a statewide nonprofit organization in recognition of its contribution to "land use policies and actions that will enable Pennsylvania to strengthen its diverse urban, suburban and rural communities reduce sprawl." The city government has recognized the project for having brought more than 1,500 jobs to the community.

This is an excellent example of a reuse project that has restored and maintained the existing built fabric. Extensive care was taken to preserve the important interior and exterior architectural features of the building during the conversion, and the building was subsequently listed on the National Register of Historic Places.

Station B / Electra Condominiums

San Diego, CA / 1911

Original Use: Powerhouse for San Diego Electric Railway Company
Architects: Eugene Hoffman (original); Chris Dikeakos (renovation)
Date Decommissioned: 1980s
Context: Urban / Waterfront
Floor Area: 55,800 sq. ft.
Current Use: Residential
Re-opened: 2008
Owner: Private
Listing: City Landmark (1998)

ELECTRA CONDOS/BOSA DEVELOPMENT

Above: Station B c.1940 and the 1911 turbine Hall
Below: Renderings of the rebuilt turbine hall and current apartment complex with the power plant

ELECTRA CONDOS/BOSA DEVELOPMENT

Relevance:
San Diego Electric Railway Company was a burgeoning streetcar company in 1911 when they commissioned the powerhouse. The powerhouse's site was selected for its proximity to existing railroad spurs that allowed for easy access to fuel. The powerhouse was also sited two blocks from the San Diego bay. The power plant was originally comprised of only two buildings designed in Classical Revival mode with grand arched windows to light the interior turbine gallery.

The building underwent subsequent additions in 1938, 1939, and 1941 after the San Diego Gas & Electric Company (SDG&E) bought the property. Upon the completion of the additions in 1941, the building occupied an entire city block measuring approximately 310' by 180'. The powerhouse would hereafter become known as "Station B."

By the 1980s technological innovations had rendered the powerhouse obsolete and SDG&E began weighing considerations for reuse of the building. In light of the desire to adaptively reuse the building, San Diego's preservation-minded citizens decided to landmark the building in 1998 with the hope of maintaining the character of the city's downtown. Maintaining an industrial air was considered important despite the fact that the powerhouse's ten smokestacks had been removed as early as 1994.

The Bosa Development Company of Vancouver, British Columbia acquired the property with the intention of developing on the site a 42-story, 248-unit condominium project. To accomplish this within a landmarked building, everything from within the four outer walls was demolished leaving only the façade. The large original turbine hall was demolished but that volume of space, a signature powerhouse feature, was rebuilt as an approximation of the original.

This case study represents an example of powerhouse adaptive reuse and of façade-only preservation. But the key features of the IRT Powerhouse our group recommends for preservation form part of a whole, and single elements of the composition cannot be singled out for preservation. This plan's recommendations include the preservation of features such as the clerestory, original expansive turbine hall, and overall building profile, thereby precluding the kind of treatment Station B received.

"Lessons Learned"

Analyzing these case studies indicates that there are many approaches that can be taken when preserving the historical and architectural fabric of Powerhouses and other industrial buildings.

While most of these case studies are "lessons learned" in reuse strategies, this plan does not suggest that reuse is necessary in order to preserve the former IRT Powerhouse. The "lessons learned" reflect the preservation guidelines which most intersected with the case studies. The plans additional preservation guidelines that are not heavily addressed in the case studies—restoration of lost features, establishing a maintenance program and guidelines for later additions—are aspects that represent best practices for the former IRT Powerhouse. The "lessons learned" are as follows:

- Key industrial and architectural features of the building can be reused and thereby preserved. Furthermore, seemingly disadvantageous elements such as the smokestack or internal elements like coal hoppers can be repurposed to the owner or tenants' advantage.
- The vast open space of the turbine halls is a vital and desirable feature to maintain as part of the powerhouse identity and allow for great versatility in repurposing.
- Public access can effectively be incorporated into these buildings and their size and floor plates lend themselves well to commercial and entertainment uses. Even private repurposing, such as offices or residences, can incorporate publicly accessible spaces in lobbies or cafés.
- Redevelopment projects that purposefully include the buildings make the structures integral parts of the neighborhoods as they move forward—often preserving the buildings context—and further creating a draw to that area. This process is directly related to this plans preservation guidelines regarding the preservation of the 58th/59th Street corridors and the Powerhouse's neighborhood context in that these inclusive redevelopment projects prevented the structures from becoming ancillary. Enacting this practice with the Powerhouse would encourage development north and south to include the powerhouse, keeping corridors open and inviting to pedestrians. Case studies that took this approach also had a high correlation with community involvement. A powerful tool in the future of the Powerhouse is to get the neighborhoods of Midtown West and the Upper West Side as well as others to better realize the uniqueness of this building.

A List of All Seventeen Selected Case Studies Considered

- Battersea Power Station (UK)
- Bellefield Boiler Plant (Pittsburgh, PA)
- Casula Powerhouse (Liverpool, AUS)
- Chelsea Piers (NY, NY)
- Georgetown Power Plant (Seattle, WA)
- Grain Belt Brewery (Minneapolis, MN)
- Kingsbridge Armory (Bronx, NY)
- Lots Road Power Station (UK)
- Museo Central Montemartini (Rome, Italy)
- Museu da Electricidade (Lisbon, Portugal)
- The Power Plant (Baltimore MD)
- San Diego Consolidated Gas (San Diego, CA)
- Seaholm Power Plant (Austin, TX)
- Sydney Powerhouse Museum (Sydney, AUS)
- The Tate Modern (UK)
- Toronto Power Plant (Toronto, CAN)
- The Wharf at Rivertown (Chester, PA)

Appendix B: Organization Profiles

The future of the former IRT Powerhouse and its surrounding neighborhood relies on a variety of companies and organizations who are interested in the powerhouse. Below are many of the groups that are directly and indirectly involved with the Powerhouse, as well as a list of those who support the designation of the building as a New York City landmark.

CONSOLIDATED EDISON

Consolidated Edison, a subsidiary of Consolidated Edison, Inc., provides electric services to New York City and Westchester County as well as natural gas to Manhattan, the Bronx, Queens, and West Chester. ConEdisons's steam system in Manhattan is the world's largest district steam system. Con Edison purchased the former IRT Powerhouse from the City of New York in 1959 to become a steam generating facility for the system. ConEdison was unresponsive to requests from students and faculty to participate in this studio.

Website: www.coned.com

DURST ORGANIZATION

The Durst Organization is a real estate developer involved in residential and commercial buildings. The Durst Organization recently constructed a 39 story residential high rise building known as the Helena at 601 West 57th Street, directly south of the Powerhouse. The residential structure is an environmentally friendly building that uses energy conservation and water recycling techniques to provide its residents with a green building. The Durst Organization is interested in the development of the residential and commercial neighborhood.

Website: www.durst.org

EXTELL DEVELOPMENT COMPANY

Extell Development is a large real estate development company in Manhattan. The company is involved in developing commercial and residential properties, including the Riverside South development occurring immediately north of former IRT Powerhouse. The company designed 10,000 new homes as well as retail and a 21 acre riverside park named Riverside Park South, most of which has been built. Parcels L, M, and N located immediately north of the former IRT Powerhouse are still undeveloped, which will become Extell's Riverside Center and will include residential, retail space, and restaurants.

Website: www.extelldev.com;
www.riverside-south.com

THE HUDSON RIVER POWERHOUSE GROUP

The Hudson River Powerhouse Group is an organization concerned with the future of the former IRT Powerhouse formed by James Finn, Paul Kelterborn, and John Egnatios-Beene. The organization is involved in generating publicity for the building as well as advocating for a New York City Landmarks Designation. In April 2009 the Powerhouse Group submitted a formal request to the Landmarks Preservation Commission to designate the former IRT Powerhouse a New York City Landmark. The group runs the website www.hudsonriverpowerhouse.com to garner community support for preserving the powerhouse.

Website: www.hudsonriverpowerhouse.com

LANDMARKS PRESERVATION COMMISSION

The Landmarks Preservation Commission is involved in designating the city's landmarks as well as historic districts. Once a building is designated a landmark, eleven Commissioners regulate the alterations to designated structures. Among the goals of the LPC are to safeguard historic, cultural, and aesthetic heritage, foster civic pride in the past, and promote the use of landmarks for educational purposes in the community. The Powerhouse is scheduled for a July 14, 2009 public hearing.

Website: http://www.nyc.gov/html/lpc/html/home/home.shtml

MANHATTAN COMMUNITY BOARD 4

Community Board 4 represents the Clinton/Hell's Kitchen neighborhood stretching from West 14th to West 59th Street and from Sixth Avenue to the Hudson River up to West 26th Street and Eighth Avenue to the Hudson River from West 26th to West 59th Street. Community Board 4 is responsible for involving community members in governmental decisions that affect the community, such as land use, zoning, and budgets. Community Board 4 supports the Landmark designation of the former IRT Powerhouse.

Website: www.manhattancb4.org

MANHATTAN COMMUNITY BOARD 7

Community Board 7 represents the Upper West Side stretching from West 60th to West 110th Street and Central Park West to the Hudson River. Community Board 7, like Community Board 4, is responsible for involving community members in governmental decisions that affect the community, such as land use, zoning, and budgets. Community Board 7 supports the Landmark designation of the former IRT Powerhouse.

Website: http://www.nyc.gov/html/mancb7/html/home/home.shtml

NEW YORK CITY DEPARTMENT OF CITY PLANNING

The Department of City Planning is involved in land use and environmental review. In the vicinity of the former IRT Powerhouse, the Department of City Planning has been involved in rezoning the area to allow for residential and commercial development as well as reviewing Environmental Impact Statements for developments such as Riverside South and the Helena. The development of the area has been closely monitored to ensure that the needs of the community and proper land use are met.

Website: http://www.nyc.gov/html/dcp/

RIVERSIDE SOUTH PLANNING CORPORATION

Riverside South Planning Corporation (RSPC) was created in 1991 as a result of concern from the community about the proposed developments on the West Side. The stretch of 75-acres of waterfront land ranging from 59th Street to 72nd Street and West End Avenue to the Hudson River was the former site of the Penn

Central rail yards that had been vacated in the 1980s. Development proposals for the area—"a city within a city"—outraged community and civic organizations that were in opposition of such a large-scale development. A coalition of civic organizations that included the Parks Council, Regional Plan Association, Riverside Park Fun, Natural Resources Defense Council and Westpride, led by the Municipal Arts Society, concluded that since development was unavoidable, an effort should be made to guide the project towards a more reasonable scale, density and neighborhood friendly result.

The coalition of civic organizations attended meetings with Mr. Trump, and he agreed to their alternative plan and joined the not-for-profit group, Riverside South Planning Corporation run by the president Paul Elston. Two major components of this plan were the reduction of square footage to 7.4 million and the construction of a 23 acre public waterfront park. Ultimately, the main objective of RSPC is to ensure that as development of Riverside South continues, developers abide by the set of guidelines outlined in the Restrictive Declaration, a document compiled by RSPC with input from other organizations and agreed to by Trump. All obligations of the Declaration are transferred to subsequent owners of the property—Hudson Waterfront and currently Extell Development.

Website: www.riverside-south.org

STATE HISTORIC PRESERVATION OFFICE

The priorities of the New York State Historic Preservation Office are to "help communities identify, evaluate, preserve, and revitalize their historic, archeological, and cultural resources." Dividing the state into districts on the basis of counties, the State Historic Preservation Office is better equipped to provide for the state's preservation needs. The State Historic Preservation Office acknowledges the former IRT Powerhouse and the Amsterdam Houses as eligible for the State and National Historic Registers. Having been determined eligible, the former IRT Powerhouse and the Amsterdam Houses benefit from protection under Section 106 of the National Historic Preservation Act of 1966 under Executive Order 11593; however, no federal funding has, to date, been used in the project.
Website: http://nysparks.state.ny.us/shpo/

Organizations that support the designation of the Powerhouse as a New York City landmark:

1. The Beaux Arts Alliance
2. City Council member Gail Brewer
3. Community Board 4
4. Community Board 7
5. Friends of the High Line
6. The Historic Districts Council
7. Hudson River Powerhouse Group
8. Landmark West!
9. The Municipal Art Society
10. The New York Landmarks Conservancy
11. The Riverside South Planning Corporation
12. New York State Senator Tom Duane
13. Society for the Industrial Archaeology (Roebling Chapter)

View north toward IRT powerhouse
from West 55th Street, May 8, 1935.

NYPL / P.L. SPERR

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IRT Powerhouse: Hoping Third Time's A Charm for Landmarking

By Melissa Baldock
March 19th, 2009, 12:02 pm

Image 1978, Library of Congress, Prints & Photographs Division, Historic American Engineering Record

Joined by preservationists throughout the city, MAS is calling for the individual landmark designation of the IRT Powerhouse, which occupies the entire block running from 58th to 59th Street, 11th to 12th Avenues. The monumental building was originally constructed in 1904 to provide electricity to the Interborough Rapid Transit Construction Company's (IRT) subway lines; power generated within the building was fed to eight substations to help run the subway's signal and lighting systems.

By the 1950s, the building was no longer needed for the subway system and was given over to Con Ed, who still uses the building to provide steam for nearby property owners. The recent demolition of two other Con Ed powerhouses, the Waterside No. 2 Power Station on Manhattan's east side and the Kent Avenue Power Plant in Williamsburg, have made the preservation of this structure all the more imperative.

In spite of the building's utilitarian function, the powerhouse is remarkably lavishly detailed in the Renaissance Revival style. The building's architect was Stanford White of the renowned McKim, Mead & White firm. The ornate details on the exterior of the building extol not only the progressive ideals of the contemporaneous City Beautiful movement, but they also pay tribute to the sophisticated technical uses of this great industrial building. Much of the building's details are still intact, including an original circa-1904 smokestack.

In both 1979 and 1990, the Landmarks Preservation Commission officially considered the building for landmark designation, but it was never officially protected with landmark status. The Municipal Art Society recently sent a letter to the LPC urging them to move forward in making this building a New York City Landmark.

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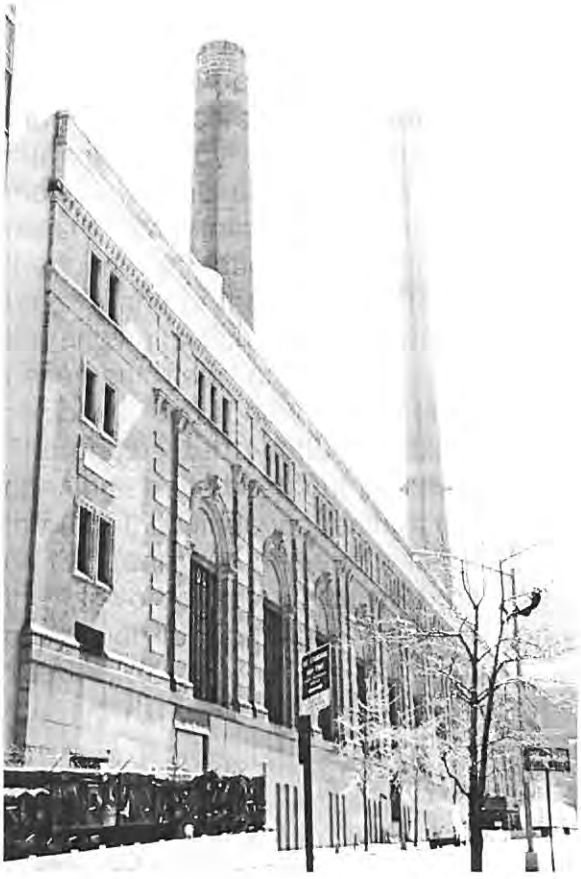
INTERBOROUGH RAPID TRANSIT POWERHOUSE

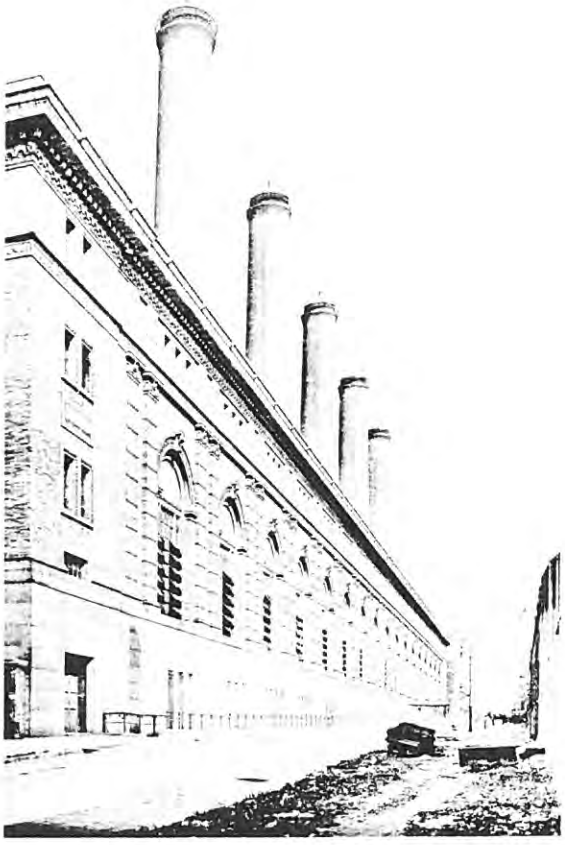
BOROUGH OF MANHATTAN

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned an built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mean & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style and drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. All but one of the original six chimneys—which were erected on a steel substructure 76 feet above the basement floor of the powerhouse in order to maximize floor space—have been removed, and a new, much taller chimney has been added near the southeast corner. The original terra-cotta roof tiles and the upper cornice have also been removed. Four openings have been cut into the base on the south side and one on the north side, and three of the window openings have been partially bricked in (two on the south side, one on the north). An addition was constructed in the 1940s at the Twelfth Avenue facade of the powerhouse, which IRT engineers had purposefully left vacant for such an expansion to the plant. This extension was not included in the proposed designation in 1990.





INTERBOROUGH RAPID TRANSIT POWERHOUSE (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Street, (aka 850 Twelfth Avenue, excluding the Twelfth Avenue extension), Manhattan

Occupying the entire block bounded by Eleventh and Twelfth Avenues, West 58th and 59th Streets, the original powerhouse of the Interborough Rapid Transit Subway is the most monumental building associated with the subway system in New York City. This mammoth structure was the largest powerhouse in the world upon its completion in 1904, and it represented the highest level of technical sophistication in the production of electrical power at that time. From the powerhouse, current was generated and fed to eight substations to power the signal and lighting systems. In its role as company symbol, the building heralded a new era of electrified urban transportation, illustrating the power of technology to improve urban life. The IRT Powerhouse still stands as a monument to the engineers and architects who planned and built New York City's first successful underground transit system.

The exterior of the powerhouse was designed by Stanford White of the prominent firm of McKim, Mead & White and is a rare example of utilitarian design by that firm. Executed in the Beaux-Arts style drawing upon Renaissance prototypes, it is the embodiment of the aesthetic ideals of the civic-minded City Beautiful movement, spawned by the World's Columbian Exposition of 1893 in Chicago, which held that public improvements could beautify American industrial cities. The structural design of the powerhouse was the responsibility of William C. Phelps, assistant engineer in charge of the Mechanical Department of the Subway Construction Company.

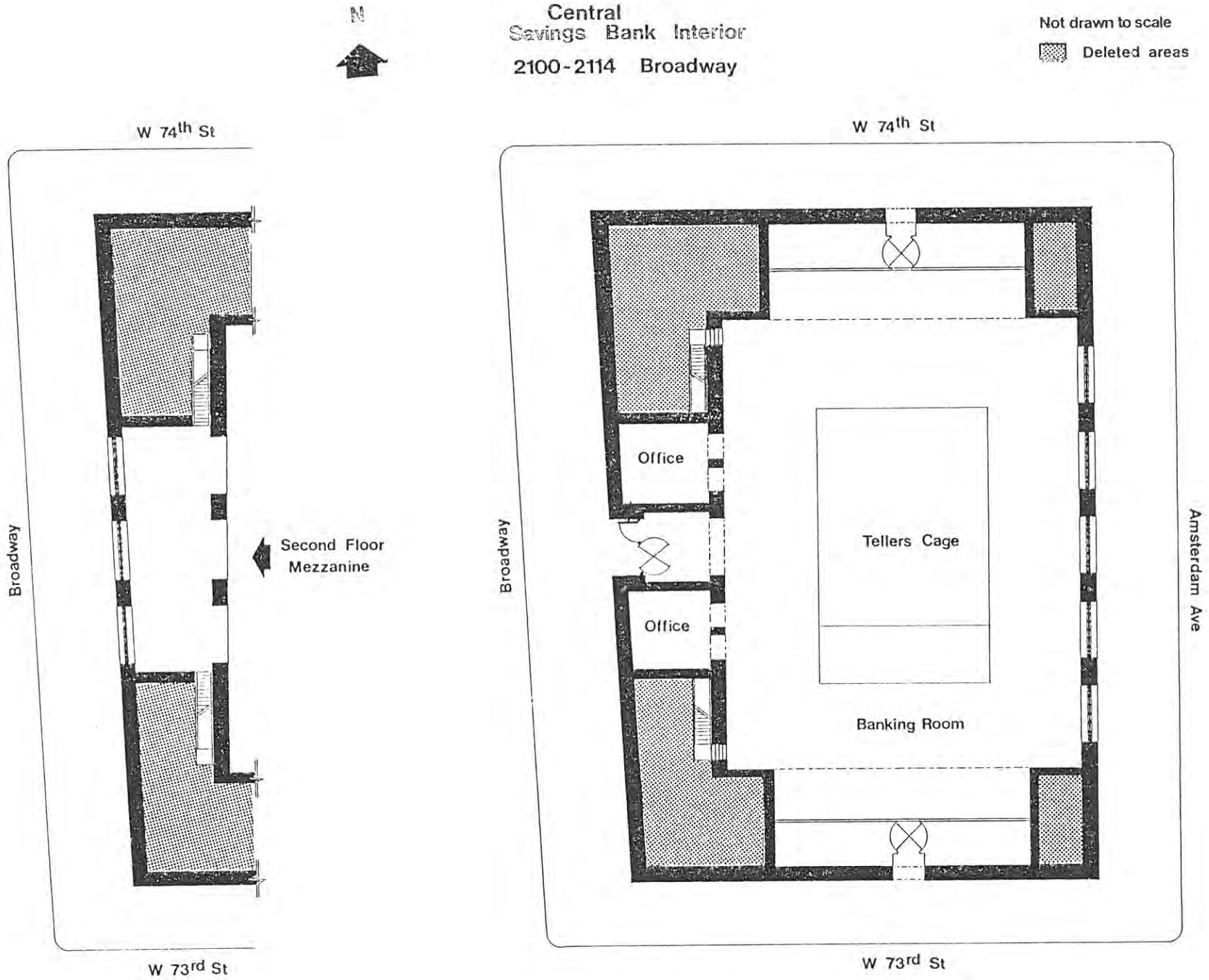
Standing on a base of smooth ashlar granite, the building has symmetrically designed facades of buff-colored brick arranged in bays with two-story arched window openings that are decorated with terra-cotta moldings and keystones. The arcades are surmounted by an attic story with paired window openings framed by terra-cotta moldings. The six windows of the Eleventh Avenue (east) facade are separated by brick pilasters with foliated terra-cotta rustication blocks and topped by terra-cotta wreaths. At the long north and south facades, pairs of rusticated brick pilasters separate the arched bays. Many of the windows retain their original multipane industrial sash. Four of the original six huge chimneys required when the plant burned coal remain, and one chimney near the southeast corner has been added. The original terra-cotta roof tiles and the upper cornice have been removed. Four openings have been cut into the base on the south side and one on the north side. An addition was constructed in the 1940s at the Twelfth Avenue facade (the western end) of the powerhouse. This extension is not included in the proposed designation.

Central Savings Bank Interior

2100-2114 Broadway

Not drawn to scale

Deleted areas



LANDMARKS PRESERVATION COMMISSION

NEW YORK LANDMARKS CONSERVANCY

July 10, 1990

STATEMENT ON THE FORMER IRT POWERHOUSE IN MANHATTAN

The New York Landmarks Conservancy is a private, not-for-profit organization dedicated to the preservation and continuing use of architecturally, culturally and historically significant buildings and sites. The Landmarks Conservancy supports the designation of the IRT Power House at 11th Avenue and 59th Street in Manhattan. This building has long functioned as a landmark on the Avenue, with its classic vocabulary of civic architecture clothing a thoroughly modern function.

The Conservancy notes, however, that the Power House was last heard for designation in 1979. Eleven years is a long time to wait for a decision. We urge the Commission to vote as soon as possible on the designation of the IRT Power House.

New York Landmarks Conservancy
141 Fifth Avenue
New York, New York 10010
Tel: 212-995-5260
FAX: 212-995-5268

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

October 25, 1990

Mr. Peter Obletz, Chair
Community Board No. 4
330 West 42nd Street
New York, NY 10036

Dear Mr. Obletz:

Thank you for your letter in support of the proposed designation of the IRT Powerhouse and the Actors Studio as New York City Landmarks. The staff will be preparing detailed reports to present to the Commissioners for their review. Your comments have been added to the file maintained on this building, and will be considered by the Commissioners when they discuss the proposed designation.

The Commission appreciates your interest in its work.

Sincerely yours,

Joan Olshansky

Joan R. Olshansky
Acting Executive Director

JRO:pj

cc: Marjorie Pearson

CITY OF NEW YORK

COMMUNITY BOARD NO. 4
330 WEST 42ND STREET • NEW YORK, N.Y. 10036
TEL. 736-4536

RECEIVED
by CHAIRMAN'S OFFICE
OCT 15 1990
LANDMARKS PRESERVATION
COMMISSION

PETER OBLETZ
CHAIR

EDWARD J. KLEIFGEN
DISTRICT MANAGER

October 10, 1990

Hon. Laurie Beckelman
Chairperson
Landmarks Preservation Commission
225 Broadway
New York, New York 10007

Dear Chairperson Beckelman:

At its regularly scheduled monthly meeting held on Wednesday, October 3, 1990, Manhattan Community Board No. 4 adopted the following resolution:

Whereas, The Actors Studio (originally the Seventh Associated Presbyterian Church) at 432 West 44th Street has been calendared for designation as a New York City landmark; and

Whereas, This nearly intact building is a rare and handsome survivor in New York of the style called by Ada Louise Huxtable "bricklayer Greek", a simplified vernacular version of Greek Revival reflecting the austere beliefs and relative lack of wealth of this denomination; and

Whereas, This building remains as a witness to the ethnic and economic mix continuing in Clinton and to its continued character as a middle and working-class neighborhood; and

Whereas, The recent adaptive reuse of this building as the Actors Studio makes it a cultural monument to the development of an American acting style and of prominent and influential theater artists; and

Whereas, Preservation of this building is in accordance with the policy of this Board and the City to preserve Clinton as a low-rise neighborhood of traditional character and might serve as a first step for a Historic District centered on this block and adjacent ones; now, therefore, be it

Resolved, That Manhattan Community Board No. 4 supports the designation of the Actors Studio building as a New York City Landmark, and urges prompt action on this apparently non-contested issue.

Sincerely,

Joe Restuccia 1ep

Joe Restuccia
Co-Chair
Clinton Preservation and
Planning Committee

Peter Obletz 1ep

Peter Obletz
Chair
Community Board No. 4

Alice Olsen 1ep

Alice Olson
Co-Chair
Clinton Preservation and
Planning Committee

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

June 20, 1990

Hon. Ronnie M. Eldrige
10 Columbus Circle, Suite 1492
New York, New York 10019

Re: see enclosed

Dear Councilmember Eldrige:

On Tuesday, July 10, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room (moving into the Board of Estimate Chambers in the afternoon), City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designations of the properties on the enclosed list as New York City Landmarks.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designations.

If you have any questions, please contact me at (212) 553-1128. Please call Mr. Alec Hemer at 553-1167 on or before July 5, 1990, to arrange for speaking time. Or if you prefer, you may wish to send us a statement which we would be happy to read into the record on July 10, 1990.

Sincerely yours,

Joan R. Olshansky
Acting Executive Director

JRO:AKH:hpc

Enc.

* Items concerning Councilmember Eldrige
on the agenda for the July 10, 1990 Public Hearing

Osborne Apartments, 205 West 57th Street, Manhattan.

Landmark Site: Manhattan Tax Map Block 1029, Lot 27.

Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the extension.

Central Savings Bank (now Apple Bank for Savings) first floor interior consisting of the north, south, and west entrance vestibules, the main banking hall, two office spaces flanking the west entrance vestibule, and the two staircases leading from the first floor to the mezzanine level; the mezzanine floor interior consisting of balconies above the north and south vestibules, the main balcony above the west entrance vestibule, the upper part of the banking hall, and the ceiling; and the fixtures and interior components of these spaces, including but not limited to wall, ceiling, and floor surfaces, doors, stair and balcony railings, lighting fixtures, fixed counters, decorative ironwork, and attached decorative elements; 2100-2114 Broadway, Manhattan.

Landmark Site: Manhattan Tax Map Block 1165, Lot 36.

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

June 20, 1990

Hon. Franz S. Leichter
656 West 181st Street
New York, New York 10033

Re: see enclosed

Dear Senator Leichter:

On Tuesday, July 10, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room (moving into the Board of Estimate Chambers in the afternoon), City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designations of the properties on the enclosed list as New York City Landmarks.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designations.

If you have any questions, please contact me at (212) 553-1128. Please call Mr. Alec Hemer at 553-1167 on or before July 5, 1990, to arrange for speaking time. Or if you prefer, you may wish to send us a statement which we would be happy to read into the record on July 10, 1990.

Sincerely yours,

Joan R. Olshansky
Acting Executive Director

JRO:AKH:hpc

Enc.

* Items concerning Senator Leichter
on the agenda for the July 10, 1990 Public Hearing

Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the extension.

THE MUNICIPAL ART SOCIETY OF NEW YORK

Testimony before the
Landmarks Preservation Commission
Designation Hearing
July 10, 1990

Former Central Savings Bank Interior
2100-2114 Broadway, Manhattan

My name is Ronna Eisenberg and I am speaking on behalf of The Municipal Art Society. The Society's Preservation Committee would like to restate its support (September 14, 1982) for the designation of this grand, classically inspired interior.

This designated landmark occupies the trapezoidal site created by the rapid convergence of Broadway and Amsterdam Avenue as it intersects 73rd and 74th Streets. The main banking space, oriented north-south is rectilinear in plan, leaving the balance of the building for office space. Prompted by growth of the Upper West Side, the bank moved uptown from its East 14th Street location. The board members selected the architects of the Federal Reserve Bank in Lower Manhattan to design their new building. The architects Edward Palmer York and Phillip Sawyer, who also designed the recently heard but not yet designated Greenwich Savings Bank and its interior, were trained in the office of McKim, Mead, and White, and established themselves as specialists in bank design. With this building the architects demonstrate their ability to reinterpret the classical language with a refreshing and inspired design.

The monumental main banking room of the former Central Savings Bank is one of the most extraordinary and treasured interior spaces on the Upper West Side and one of the finest banking halls in New York and it has remained virtually intact since it opened in 1928. Inscribed into the stone walls over the north and south entrances are the words "industry, thrift, and prosperity" which embody the principles of banking. The double-height, barrel-vaulted space is illuminated by the tall arched windows and ornate iron chandeliers. The elegant proportions, the use of rich materials; variegated marble for the floors and counters and buff-colored rusticated marble walls, well crafted iron work

THE MUNICIPAL ART SOCIETY 457 MADISON AVENUE NEW YORK NY 10022
TEL: (212) 935-3960 FAX: (212) 753-1816

MAS/FORMER CENTRAL SAVINGS BANK
July 10, 1990

grills, and gold detailing in the coffers, as well as dramatic manipulation of light through the frosted glass, create a splendid visual statement of true grandeur.

The Municipal Art Society recommends that the Commission designate this fine public space. Thank you

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, NEW YORK 10007 PHONE (212) 553-1100

OMNIFAX TRANSMITTAL COVER SHEET

TO: PETER OBLETZ

ADDRESS: CB 4

TELEPHONE NUMBER: 947 - 9512

DATE: 7/6

OF PAGES TO FOLLOW: 2

FROM: LANDMARKS PRESERVATION COMMISSION
225 BROADWAY
NEW YORK, N.Y. 10007
(212) 553-1100

ADDRESS:

TELEPHONE NUMBER:

SPECIAL INSTRUCTIONS:

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

July 6, 1990

Peter Obletz, Chairman
Manhattan Community Board 4
330 West 42nd Street, Gr. Fl.
New York, New York 10036

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the extension.
Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Dear Chairman Obletz:

On Tuesday, July 10th, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room, City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designation of the above cited property as a New York City Landmark.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designation. The record will be kept open for thirty days following the hearing; if you desire additional time for your resolution, please notify the Commission.

If you have any questions concerning the public hearing or if you wish to arrange for speaking time, please contact Marion Cleaver at (212) 553-1136. If you desire to FAX the Board's comments on the above cited item, the Commission's FAX number is (212) 964-2409.

Sincerely,

Laurie Beckelman

Laurie Beckelman,
Chair

LB:MC:hpc
Enc.

THE CITY OF NEW YORK LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, NEW YORK 10007 PHONE (212) 553-1100

OMNIFAX TRANSMITTAL COVER SHEET

TO: HOWARD BURCHMAN

ADDRESS: CB 7

TELEPHONE NUMBER: 595 - 9317

DATE: 7/6

OF PAGES TO FOLLOW: 6

FROM: LANDMARKS PRESERVATION COMMISSION
225 BROADWAY
NEW YORK, N.Y. 10007
(212) 553-1100

ADDRESS:

TELEPHONE NUMBER:

SPECIAL INSTRUCTIONS:

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

July 6, 1990

Howard Burchman, Chairman
Manhattan Community Board 7
5 West 63rd Street
New York, New York 10023

Re: see enclosed

Dear Chairman Burchman:

On Tuesday, July 10th, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room, City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designations of the above cited properties as New York City Landmarks.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designations. The record will be kept open for thirty days following the hearing; if you desire additional time for your resolutions, please notify the Commission.

If you have any questions concerning the public hearing or if you wish to arrange for speaking time, please contact Marion Cleaver at (212) 553-1136. If you desire to FAX the Board's comments on the above cited items, the Commission's FAX number is (212) 964-2409.

Sincerely,

Laurie Beckelman

Laurie Beckelman,
Chair

LB:MC:hpc
Enc.

LANDMARKS PRESERVATION COMMISSION

225 BROADWAY, NEW YORK, N. Y. 10007

(212) 553-1100

Manhattan Community Board 7

Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the extension.
Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Central Savings Bank (now Apple Bank for Savings) first floor interior consisting of the north, south, and west entrance vestibules, the main banking hall, two office spaces flanking the west entrance vestibule, and the two staircases leading from the first floor to the mezzanine level; the mezzanine floor interior consisting of balconies above the north and south vestibules, the main balcony above the west entrance vestibule, the upper part of the banking hall, and the ceiling; and the fixtures and interior components of these spaces, including but not limited to wall, ceiling, and floor surfaces, doors, stair and balcony railings, lighting fixtures, fixed counters, decorative ironwork, and attached decorative elements; 2100-2114 Broadway, Manhattan.
Landmark Site: Manhattan Tax Map Block 1165, Lot 36.

LANDMARKS PRESERVATION COMMISSION

225 BROADWAY, NEW YORK, NEW YORK 10007

553-1100

If you wish to speak, please complete and return to the person at the Speaker's Information Desk

Date 7/10/90 Item # 20

In favor of Designation [ ]

Against Designation [X]

Unsure of Position [ ]

PRINT Name EDWARD W. LIVINGSTON + ALVIN KARGAN

Address

Representing CON EDISON

##########

If you would rather leave a statement, complete and return to the person at the Speaker's Information Desk, or mail the form to the Commission

LANDMARKS PRESERVATION COMMISSION

225 BROADWAY, NEW YORK, NEW YORK 10007

553-1100

If you wish to speak, please complete and return to the person at the Speaker's Information Desk

Date 7/10/90

Item # 19 20

In favor of Designation [X]

Against Designation [ ]

Unsure of Position [ ]

PRINT Name Franny Eberhart

Address 141 Fifth

Representing SV Landmarks Conservancy

##########

If you would rather leave a statement, complete and return to the person at the Speaker's Information Desk, or mail the form to the Commission

LANDMARKS PRESERVATION COMMISSION

225 BROADWAY, NEW YORK, NEW YORK 10007

553-1100

If you wish to speak, please complete and return to the person at the Speaker's Information Desk

Date 07/10/90 Item # 20

In favor of Designation [X]

Against Designation [ ]

Unsure of Position [ ]

PRINT Name RONNA EISENBERG

Address 457 MADISON

Representing MAS

##########

If you would rather leave a statement, complete and return to the person at the Speaker's Information Desk, or mail the form to the Commission

LANDMARKS PRESERVATION COMMISSION

225 BROADWAY, NEW YORK, NEW YORK 10007

553-1100

If you wish to speak, please complete and return to the person at the Speaker's Information Desk

Date 7/11/10/90 Item # 20

In favor of Designation [✓]

Against Designation [ ]

Unsure of Position [ ]

PRINT Name George Canaris

Address 307 E 9st

Representing

##########

If you would rather leave a statement, complete and return to the person at the Speaker's Information Desk, or mail the form to the Commission

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

June 20, 1990

Hon. Ruth W. Messinger
Borough President of Manhattan
Municipal Building 19th Floor
New York, New York 10007

Re: see enclosed

Dear Borough President Messinger:

On Tuesday, July 10, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room (moving into the Board of Estimate Chambers in the afternoon), City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designations of the properties on the enclosed list as New York City Landmarks.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designations.

If you have any questions, please contact me at (212) 553-1128. Please call Mr. Alec Hemer at 553-1167 on or before July 5, 1990, to arrange for speaking time. Or if you prefer, you may wish to send us a statement which we would be happy to read into the record on July 10, 1990.

Sincerely yours,

Joan R. Olshansky
Acting Executive Director

JRO:AKH:hpc

Enc.

* Items concerning Borough President Messinger
on the agenda for the July 10, 1990 Public Hearing

23 Park Place a/k/a 20 Murray Street Building, Manhattan.

Landmark Site: Manhattan Tax Map Block 124, Lot 10.

25 Park Place a/k/a 22 Murray Street Building, Manhattan.

Landmark Site: Manhattan Tax Map Block 124, Lot 11.

Manufacturers Trust Co. Bank Building (now Manufacturers Hanover Trust Bank Building), 508-514 Fifth Avenue, Manhattan.

Landmark Site: Manhattan Tax Map Block 1258, Lot 40.

Proposed for Designation as an Interior Landmark

Manufacturers Trust Co. Bank Building (now Manufacturers Hanover Trust Bank Building), first floor interior consisting of the entrance vestible and lobby at the Fifth Avenue corner, the banking room, the 43rd Street entrance lobby, the corridor in front of the bank vault, and the escalators leading from the first floor to the second floor; second floor interior consisting of the banking room; and the fixtures and interior components of these spaces, including but not limited to, wall surfaces, ceiling surfaces, floor surfaces, columns, teller counters, planters, Mosler safe door, and sculptured metal screen; 508-514 Fifth Avenue, Manhattan.
Landmark Site: Manhattan Tax Map Block 1258, Lot 40.

Osborne Apartments, 205 West 57th Street, Manhattan.

Landmark Site: Manhattan Tax Map Block 1029, Lot 27.

Panhellenic Tower (now the Beekman Tower Hotel), 1-7 Mitchell Place, Manhattan.

Landmark Site: Manhattan Tax Map Block 1361, Lot 1.

Salvation Army Territorial Headquarters, 120 West 14th Street (a/k/a 123 West 13th Street), Manhattan.

Landmark Site: Manhattan Tax Map Block 609, Lot 23.

Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the extension.

Central Savings Bank (now Apple Bank for Savings) Interior, 2100-2114 Broadway, Manhattan. Block 1165, Lot 36

Landmark Site: Manhattan Tax Map Block 1165, Lot 36.

574 Sixth Avenue Building, 574 Sixth Avenue, Manhattan.

Landmark Site: Manhattan Tax Map Block 818, Lot 1

Antonin Dvorak House, 327 East 17 Street, Manhattan.

Landmark Site: Manhattan Tax Map Block 923, Lot 18

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

June 20, 1990

Hon. Theodore S. Weiss
252 Seventh Avenue-16th Fl
New York, NY 10001

Re: see enclosed

Dear Mr. Weiss:

On Tuesday, July 10, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room (moving into the Board of Estimate Chambers in the afternoon), City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designations of the properties on the enclosed list as New York City Landmarks.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designations.

If you have any questions, please contact me at (212) 553-1128. Please call Mr. Alec Hemer at 553-1167 on or before July 5, 1990, to arrange for speaking time. Or if you prefer, you may wish to send us a statement which we would be happy to read into the record on July 10, 1990.

Sincerely yours,

Joan R. Olshansky
Acting Executive Director

JRO:AKH:hpc

Enc.

* Items concerning Mr. Weiss
on the agenda for the July 10, 1990 Public Hearing

23 Park Place a/k/a 20 Murray Street Building, Manhattan.

Landmark Site: Manhattan Tax Map Block 124, Lot 10.

25 Park Place a/k/a 22 Murray Street Building, Manhattan.

Landmark Site: Manhattan Tax Map Block 124, Lot 11.

Salvation Army Territorial Headquarters, 120 West 14th Street (a/k/a 123 West 13th Street), Manhattan.

Landmark Site: Manhattan Tax Map Block 609, Lot 23.

Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the extension.

Central Savings Bank (now Apple Bank for Savings) first floor interior consisting of the north, south, and west entrance vestibules, the main banking hall, two office spaces flanking the west entrance vestibule, and the two staircases leading from the first floor to the mezzanine level; the mezzanine floor interior consisting of balconies above the north and south vestibules, the main balcony above the west entrance vestibule, the upper part of the banking hall, and the ceiling; and the fixtures and interior components of these spaces, including but not limited to wall, ceiling, and floor surfaces, doors, stair and balcony railings, lighting fixtures, fixed counters, decorative ironwork, and attached decorative elements; 2100-2114 Broadway, Manhattan.

Landmark Site: Manhattan Tax Map Block 1165, Lot 36.

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

June 20, 1990

Hon. Jerrold R. Nadler
200 West 72nd Street-Room 68
New York, New York 10023

Re: see enclosed

Dear Assemblyman Nadler:

On Tuesday, July 10, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room (moving into the Board of Estimate Chambers in the afternoon), City Hall, Manhattan, the Landmarks Preservation Commission will consider the proposed designations of the properties on the enclosed list as New York City Landmarks.

You or your representative are cordially invited to attend the proceedings and offer any testimony concerning the proposed designations.

If you have any questions, please contact me at (212) 553-1128. Please call Mr. Alec Hemer at 553-1167 on or before July 5, 1990, to arrange for speaking time. Or if you prefer, you may wish to send us a statement which we would be happy to read into the record on July 10, 1990.

Sincerely yours,

Joan R. Olshansky
Acting Executive Director

JRO:AKH:hpc

Enc.

* Items concerning Assemblyman Nadler
on the agenda for the July 10, 1990 Public Hearing

Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse), Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Landmark Site: Manhattan Tax Map Block 1106, Lot 1 in part excluding the extension.

Central Savings Bank (now Apple Bank for Savings) first floor interior consisting of the north, south, and west entrance vestibules, the main banking hall, two office spaces flanking the west entrance vestibule, and the two staircases leading from the first floor to the mezzanine level; the mezzanine floor interior consisting of balconies above the north and south vestibules, the main balcony above the west entrance vestibule, the upper part of the banking hall, and the ceiling; and the fixtures and interior components of these spaces, including but not limited to wall, ceiling, and floor surfaces, doors, stair and balcony railings, lighting fixtures, fixed counters, decorative ironwork, and attached decorative elements; 2100-2114 Broadway, Manhattan.

Landmark Site: Manhattan Tax Map Block 1165, Lot 36.

LANDMARKS PRESERVATION COMMISSION
225 BROADWAY, NEW YORK, N. Y. 10007
(212) 553-1100

June 6th, 1990

Con Edison of New York
P.O. Box 898
Cooper Station, New York, NY 10003

Re: Interborough Rapid Transit Powerhouse (now Consolidated Edison Powerhouse)
Eleventh Avenue between 58th and 59th Streets (a/k/a 850 Twelfth Avenue) Manhattan. Block 1106, Lot 1 in part excluding the land under the Twelfth Avenue extension.

Dear Building Owner:

The Landmarks Preservation Commission is the New York City agency mandated to designate and preserve individual buildings, historic districts, interiors, and scenic sites that have special historic, architectural, cultural or aesthetic significance.

In accordance with Section 25-313 (formerly Section 207-12.0 of Chapter 8-A) of the Administrative Code of the City of New York, you are hereby notified that a public hearing will be held on Tuesday July 10, 1990, beginning at 9:30 A.M. in the Committee of the Whole Room (moving into the Board of Estimate Chambers in the afternoon), City Hall, Manhattan, with respect to the proposed designation of the above listed property. You or your representative are invited to attend the hearing and present any information or testimony relating to the proposed designation. Public hearings are intended to provide a forum for interested parties such as owners of potential Landmarks, affected community boards, public officials, community groups and members of the general public, to voice their opinions regarding proposed designations. We hope you will participate in these proceedings.

Public notice of the hearing identifying the proposed Landmark and its site will appear in the City Record of June 26, 1990, and each day (other than Saturdays, Sundays and holidays) thereafter until and including July 10th, 1990.

Please contact me at (212) 553-1128 if you have any questions about the proposed hearing or if you are planning to carry out work on the above-listed property so that your plans may be reviewed by our staff to assess their impact on the proposed Landmark. To arrange for speaking time for yourself or for your representative at the public hearing, please call Mr. Alec Hemer [(212) 553-1167] by Tuesday, July 3rd, 1990.

Sincerely yours,

Joan Olshansky
Acting Executive Director
JO:AKH:hpc

Enc.