

Photo 6

**View north of granite bulkhead under Pier 64 at 24th Street,
with pier deck set into bulkhead face**

Type III.B

December 1996



Photo 7

**View east of shore section without bulkhead,
south of Pier 76 between 34th and 35th Streets**

Atypical not significant - Type 1

December 1996

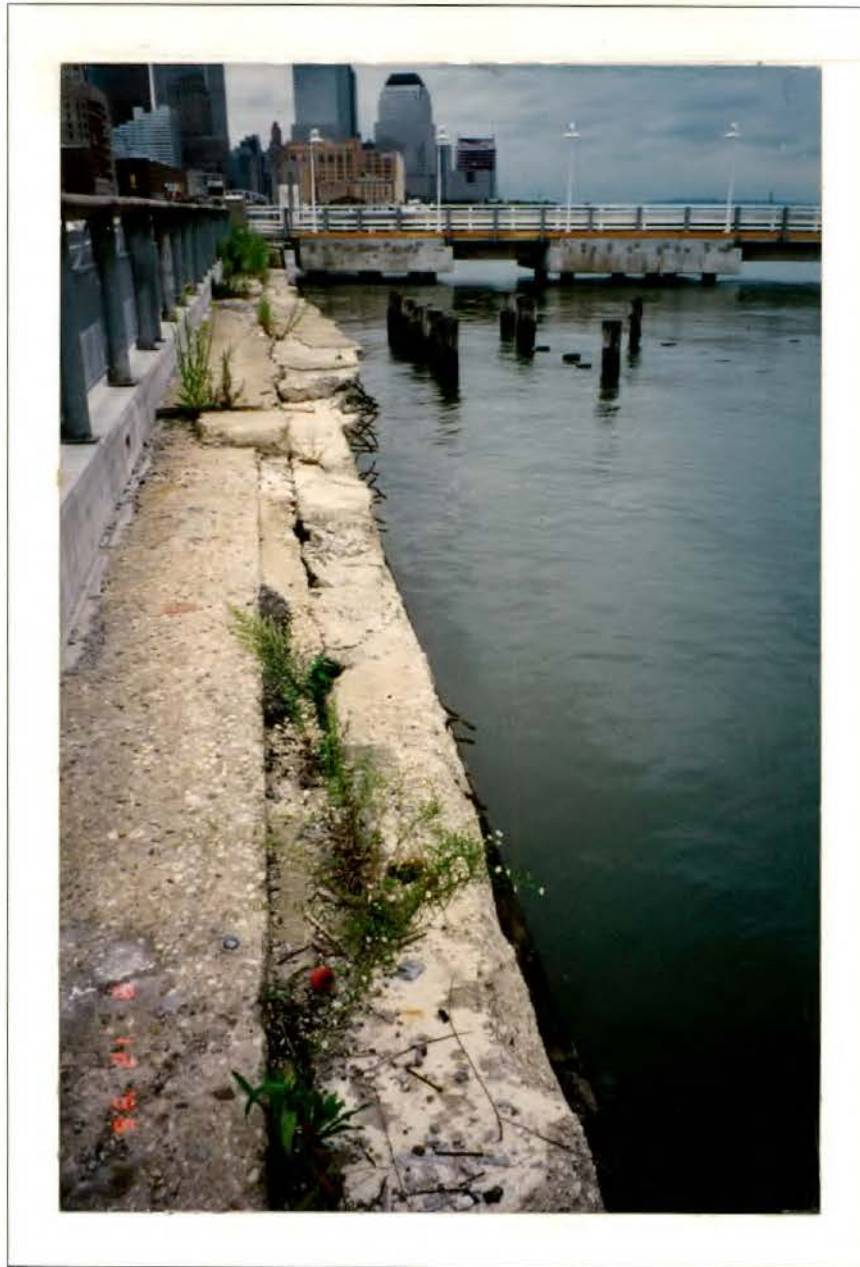


Photo 8

Top of bulkhead looking south from location of Pier 34 (above the Holland Tunnel). Granite capstone has been replaced by concrete edge; edge is irregular, cracked and reinforcing rods are exposed. Note introduction of new railing.

Type II.A

September 1996

Source: Mueser Rutledge Consulting Engineers



Photo 9

**View south at granite bulkhead at approximately
Van Dam Street. Note portion of capstone is missing and has been
partially replaced by concrete block.**

Type II.A

September 1996

Source: Mueser Rutledge Consulting Engineers



Photo 10

View of concrete bulkhead looking north from approximately West 40th Street. Bulkhead is in fair to poor condition at this location; erosion and spalling is evident, as are remains of timber fender system.

Type IV

September 1996

Source: Mueser Rutledge Consulting Engineers

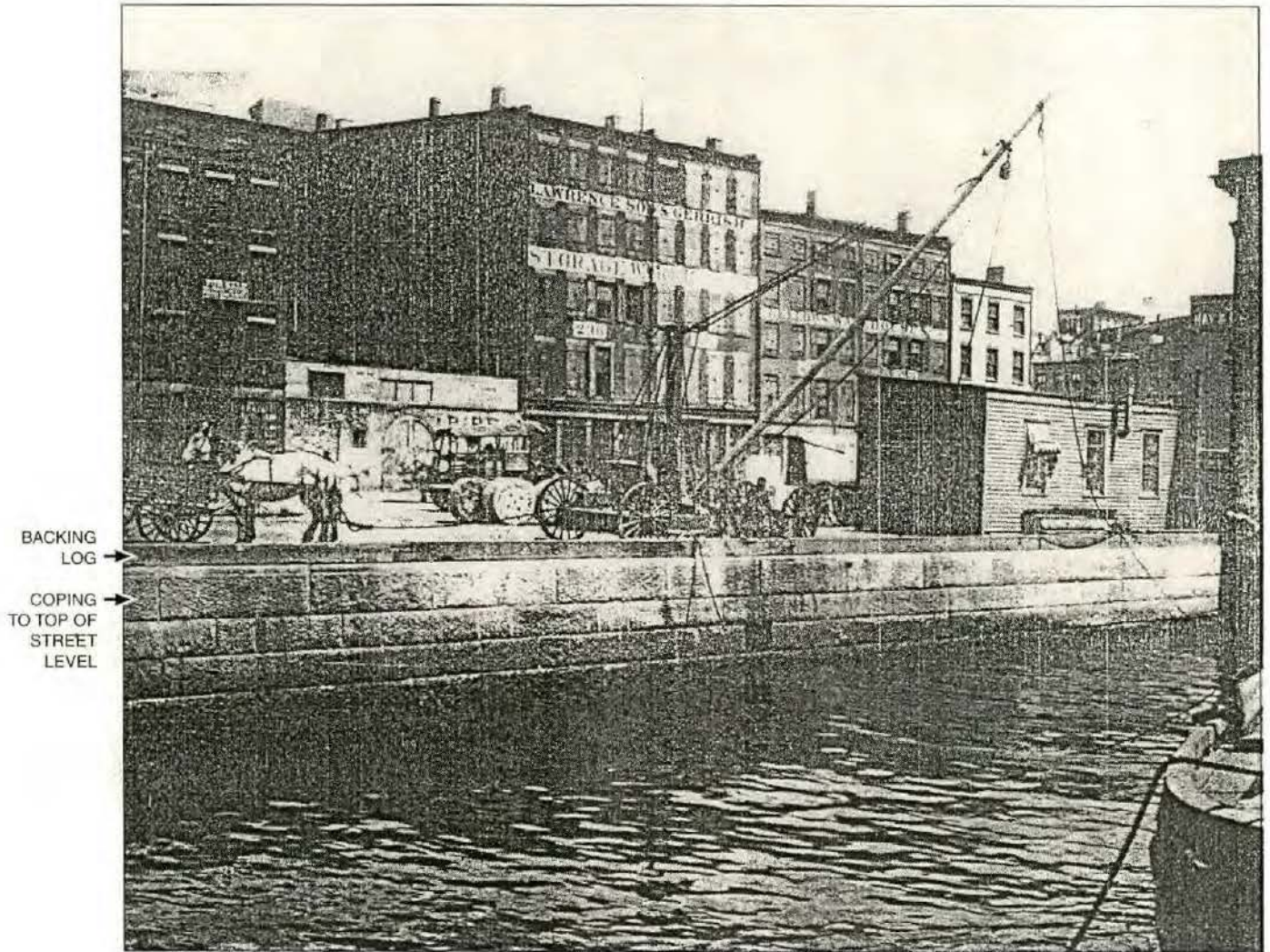
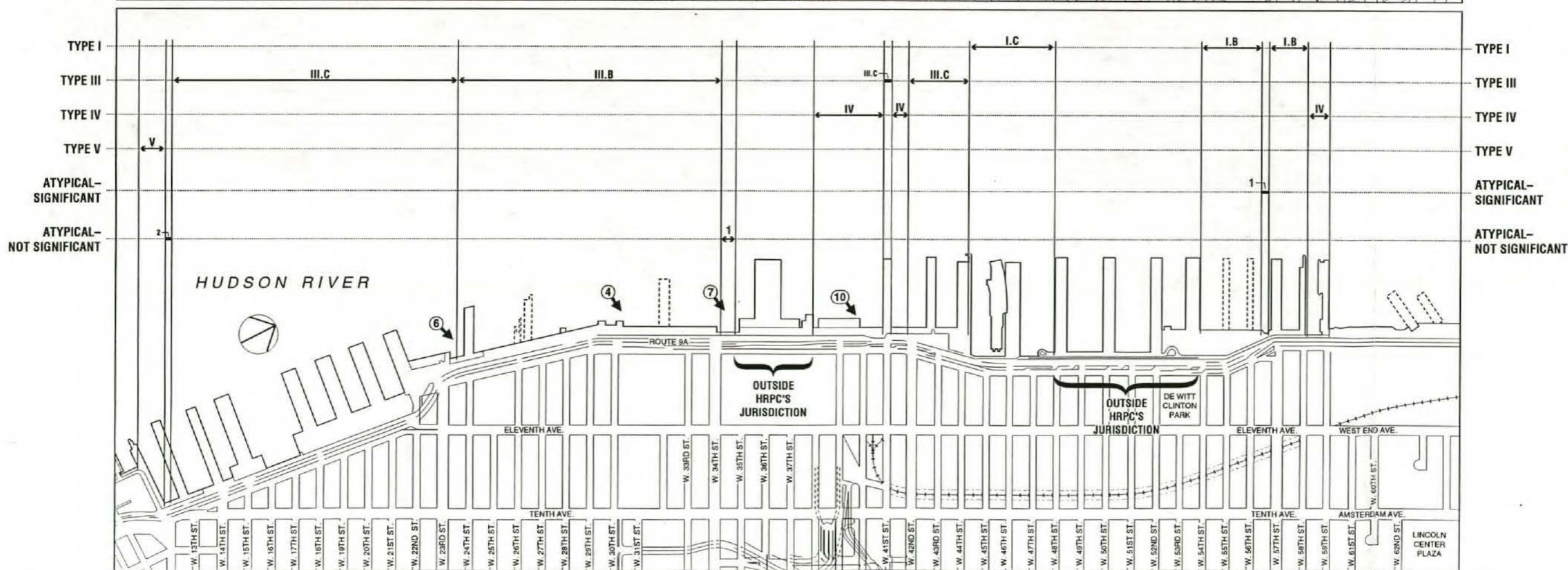
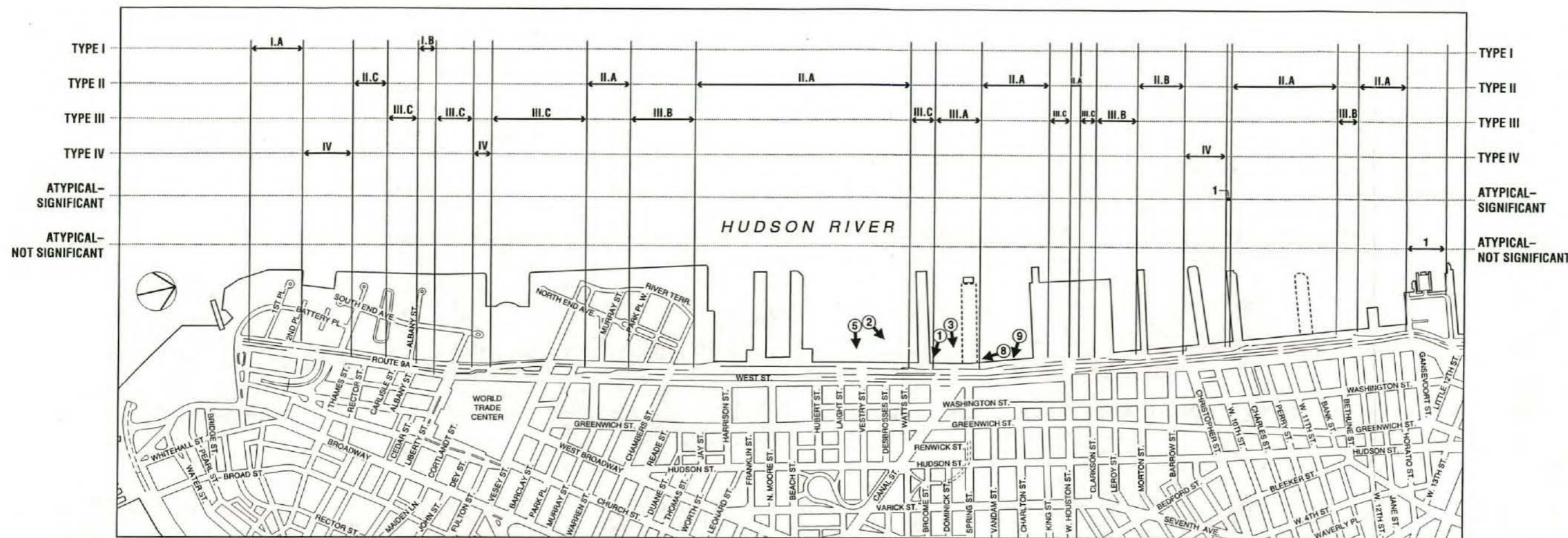


Photo 11

View of granite bulkhead.
Undated historic photograph, location unknown.
Collection of South Street Seaport Museum

Bulkhead Types and Key to Photographs

Figure 1



LEGEND

Significant Types

- I Granite or concrete walls without piles, on rock or firm bottoms (see Figure 2)
 - II Granite walls with piles, no timber relieving platforms, usually on soft or deep mud bottoms (see Figure 3)
 - III Granite walls with piles and buried timber relieving platforms, on soft or deep mud bottoms (see Figure 4)
 - IV Concrete walls on piles with exposed timber or concrete relieving platforms (see Figure 5)
 - V Timber cribwork (see Figure 6)
- Atypical 1** Curved-plan indentations for ships' bows

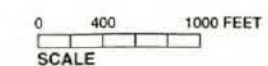
Atypical Non-significant Types

- 1 Collapsed pile-supported platforms and/or rip-rap
- 2 Narrow pile-supported building foundation
- 3 Riprap shoreline
- 4 Pile-supported platform in rip-rap, fronting cribwork

Key to Photographs

- ① Photo Number and Location from which Photograph was Taken

Source: Mueser Rutledge Consulting Engineers



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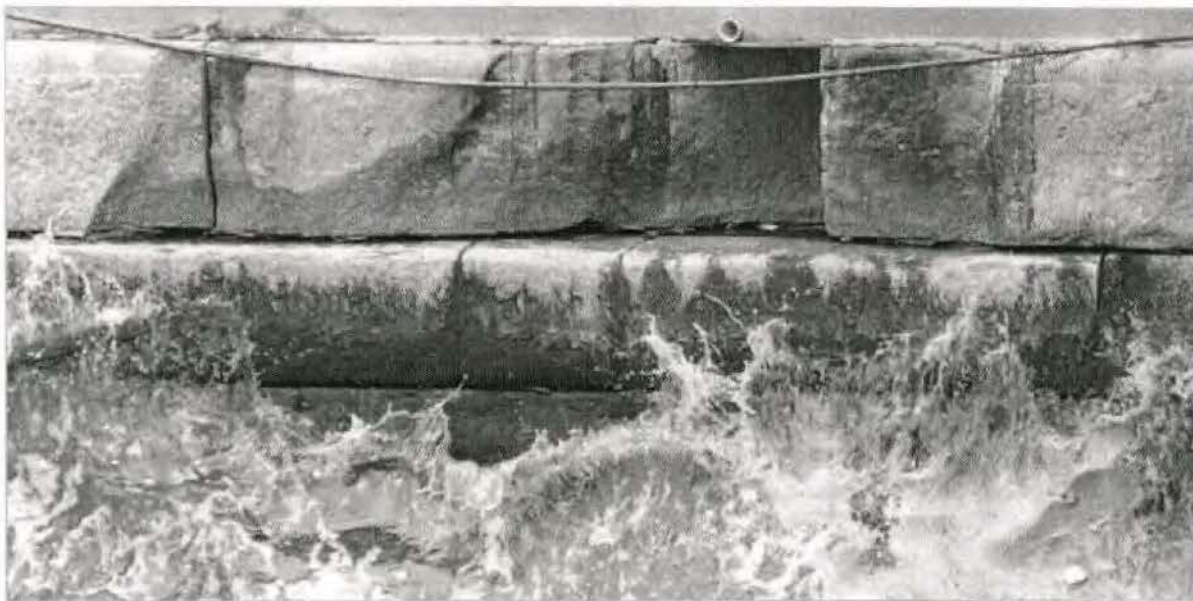
AUTOS

THE CITY IN THE REGION



Exposing the Wall Between the River and New York City

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David W. Dunlap/The New York Times

Parts of the river wall are visible north of Chambers Street, but the excavation at the trade center will show it at greater depth.

By DAVID W. DUNLAP
Published: May 25, 2008

To the builders of the 21st-century World Trade Center it is both an obstacle and an engineering marvel of 19th-century New York: the massive granite river wall that opened Manhattan's edges to a world of seagoing commerce.

Multimedia

The river wall near the trade center was long ago cut off from the Hudson River by the landfill on which Battery

Park City stands. But the wall's granite and concrete blocks are very much in place under the western edge of West Street and have posed an engineering and archaeological

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Graphic

A 19th Century River Wall Unearthed



Port Authority of New York and New Jersey
Newly exposed granite blocks from the historic river wall that lies just west of the World Trade Center site.

challenge to the Port Authority of New York and New Jersey.

That is because part of the river wall must be removed to allow construction of an underground passageway between the new World Trade Center and the World Financial Center in Battery Park City. But at the same time, by agreement with state preservation officials, the river wall must also be treated as the historical resource it is. The New York State Office of Historic Preservation has deemed it eligible for the National Register of Historic Places.

As a result, archaeologists will be given the chance to monitor, inspect and document the river wall as it is being dismantled. And for a week or two early next year, before it is removed, the section of wall will be visible from the Winter Garden, its rough-hewn but handsomely coursed granite blocks exposed to a depth of perhaps 15 feet below street level.

The top of the wall, which runs from the Battery to 59th Street, can currently be seen from many places along the shoreline. Just walk out on a pier and look back. But the chance to see a whole section of the wall — dry — will be

exceptional.

“The beauty of it is that they’re going to be able to view an entire length,” said Clarelle DeGraffe, the project manager for the Port Authority. “About 80 feet of granite wall section will be exposed. It’s awesome.”

Awesome, but little known.

By restraining the land mass behind it, a bulkhead allows large vessels to dock at the island’s edge, rather than at the end of piers or wharves hundreds of feet off shore.

The depth and sturdiness of the shoreline is taken for granted now, but in 1873, the waterfront was so dilapidated and unnavigable as to “awake the amazement and indeed scorn of the foreigner,” The New York Times said. “What is wanted is a broad thoroughfare clear round the City, stone-faced, with all necessary piers, solid and imperishable.”

The river wall, formally known as the Hudson River bulkhead, was built under an improvement plan proposed in 1870 by Gen. George B. McClellan, the chief engineer of

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the city's Department of Docks, who was far better known as a Union leader during the Civil War and [Abraham Lincoln's](#) Democratic challenger for the presidency in 1864.

McClellan's plan was "as ambitious, in its way, as the Brooklyn Bridge" and "the greatest public-works project of its period," [Phillip Lopate](#) wrote in "Waterfront: A Journey Around Manhattan."

It took six decades to complete.

According to an archaeological report prepared in 2006 by the Louis Berger Group, the bulkhead nearest the trade center was built with granite blocks atop concrete blocks atop vertical piles and lateral braces. The method suggests it was installed between 1899 and 1915.

But only physical inspection can determine the dimensions of the wall for certain, and only exploration can uncover artifacts behind the bulkhead or evidence of an earlier river wall or piers. Among materials that might be found, the Berger report said, are "historic ceramics, curved glass (bottle, table and furniture glass), pipes, small finds/architectural, bone, floral, shell and aboriginal (prehistoric)."

Ultimately, demolition of part of the river wall is needed to permit a clear path under West Street between the trade center and Battery Park City. One day, a commuter getting off the subway along William Street will be able to walk underground as far as the World Financial Center.

To prevent flooding during construction — the water table is only about 10 feet below street level — the passageway under West Street will be built in three phases, with barrier walls between each segment. It is the second barrier wall that will displace the bulkhead.

"No matter what, we've got a dam between us and the river," said Raymond E. Sandiford, chief geotechnical engineer at the Port Authority.

While Mr. Sandiford's enthusiasm is obvious for the passageway project, so is his admiration for the engineering feats of an earlier age. He noted that a preliminary excavation had disclosed the possibility of coming across timber structures from the early 19th century that were used in cribworks that functioned like a bulkhead.

"We may be uncovering even more of the historic waterfront," Mr. Sandiford said, sounding hopeful that he would.

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Date: 02/03/2017

Staff: Kathy Howe

USN Number: 06101.013266

Name: former W & J Sloane Warehouse and Garage

Location: 541-561 West 29th St, MANHATTAN NY

Resource Status:

1. **Determination:** Eligible
2. **Contributing:**

Criteria for Inclusion in the National Register:

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

Summary Statement:



The three buildings at 541-561 West 29th Street and 306-310 Eleventh Avenue constitute the former W & J Sloane Warehouse and Garage (NRHP-eligible). Founded in 1843, the W & J Sloane company was a retail and wholesale carpet, rugs, and furnishings company. W & J Sloane supplied stores across the country, controlled mills, imported European goods, established branch retail establishments in other cities, and was the first American company to sell oriental rugs retail. Originally located on Broadway near City Hall, the firm relocated several times uptown as the retail business periodically moved northward along Broadway and Fifth Avenue. W & J Sloane's second store was located at 649-655 Broadway near Bleecker Street; this building is located within the NYCL NoHo Historic District. In 1882, the company moved its retail and warehouse operations to 880-886 Broadway; this building is located within the NYCL Ladies Mile Historic District. In 1912, a new retail building was completed for W & J Sloane at Fifth Avenue and 47th Street. The construction of the company's warehouse on West 29th Street coincides with the construction of the midtown retail store. The first component of the warehouse—the 10-story brick structure at 306-310 Eleventh Avenue and 557-561 West 29th Street—was built in 1909 and designed by James Barnes Baker. Designed with Renaissance Revival elements, the building is sited around the southwest corner of the block, which is occupied by a parking lot. Arched loading docks with stone keystones are located on the ground floor. The second floor is designed with cambered-arched windows. Stone courses run along the tops of the first and second floors with wide brick piers dividing the upper floors into recessed and arched window bays. A projecting cornice caps the avenue and street façades. The two secondary façades facing the parking lot are largely blank brick. (When the building was constructed, two four-story store and dwelling structures occupied the corner at 302 and 304 Eleventh Avenue. By 1930, the corner was occupied by a gas station.) Constructed in 1913, the building at 549-555 West 29th Street is identical and indistinguishable from the 1909 structure. James Barnes Baker also designed the garage, built in 1910, located at 541-547 West 29th Street. The garage is a four-story structure with Romanesque Revival details. Clad in brick with stone trim, the façade features three round-arched, recessed window bays. This historic property is significant under Criterion A for its association with New York's industrial history and Criterion C for its industrial design.



Date: 02/03/2017

Staff: Kathy Howe

USN Number: 06101.018917

Name: West Chelsea Historic District

Location:

Resource Status:

1. **Determination:** Eligible
2. **Contributing:** True

Criteria for Inclusion in the National Register:

- A. Associated with events that have made a significant contribution to the broad patterns in our history.
- B. Associated with the lives of persons significant in our past.
- C. Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or poses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- D. Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:



The West Chelsea Historic District (NYCL, NRHP-eligible) is roughly bounded by West 28th Street to the north, Tenth Avenue to the east, West 25th and 26th Streets to the south, and Twelfth Avenue to the west. The district is eligible for listing on the NRHP under Criterion A for its association with New York City history and Criterion C for its impressive collection of industrial architecture from the late 19th to early 20th centuries. The West Chelsea Historic District stands as a surviving example of Manhattan's industrial past and still contains many of the historic buildings of this era including factories, warehouses, and industrial firms that have long been demolished elsewhere in the City. West Chelsea was first developed in the late 1840s with a mixture of tenements and industrial complexes. Few buildings from this earlier period survive, except for the small two-story brick stable building on the south side of West 28th Street east of Eleventh Avenue (at 554 West 28th Street), which was built in 1885 for Latimer E. Jones' New York Lumber Auction Company. The neighborhood experienced a second wave of development around the turn of the 20th century, as the older, smaller industrial buildings were replaced by larger industrial structures and factories. It is during this time that the area was home to some of the City's, and even the country's, most prestigious industrial firms including the Otis Elevator Company. Designed by Clinton & Russell, the building at 246-260 Eleventh Avenue was constructed for the Otis Elevator Company in 1911–1912. The seven-story, brick and stone Classical Revival building originally housed offices and machine shops, a garage, and such employee amenities as a law library, a dining room, and a barber shop. The building's design and massing emphasizes solidity and weight, with façades articulated by wide brick piers and spandrel panels, and by a pre-zoning massing that fills the lot without setbacks.

In addition to its manufacturing operations, the area also became well known for its shipping, warehousing, and freight handling capabilities due to its close proximity to the river and accessibility by train. The New York Terminal Warehouse Company, Central Stores complex, which occupies the block bounded by West 28th and West 27th Streets between Eleventh and Twelfth Avenues, was accessed by the New York Central and Hudson River Railroad through tracks that led directly into the building through the large round-arch entrance which fronts on Eleventh Avenue. Built in phases between 1890 and 1912, the New York Terminal Warehouse Company's Central Stores complex was designed separately by George B. Mallory and Otto M. Peck. It comprises 25 storage buildings of the same design, forming a single, monolithic architectural composition. The seven- and nine-story brick complex is simply articulated with arched window openings and corbelled cornices.

Just south of the warehouses, the entire block bounded by West 27th and West 26th Streets between Eleventh and Twelfth Avenues is occupied by the Starrett-Lehigh Building (also individually eligible for NR). It stands as an early Modernist design approach to an industrial building with its cantilevered floor slabs and continuous strips of windows.

Historic Architectural Resources Background Study/Effects Assessment Report Hudson Tunnel Project New York, NY. Prepared for: NJ TRANSIT One Penn Plaza East Newark, NJ 07105-2246. Prepared by AKRF, January 24, 2017.

13SD00733



United States Department of the Interior

NATIONAL PARK SERVICE
1849 C Street, N.W.
Washington, DC 20240

September 5, 2013

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

WEST CHELSEA HISTORIC
DISTRICT
(Certified local h.d.)

Dear Mr. Tierney:

The National Park Service is pleased to inform you as duly authorized representative that the West Chelsea Historic District has been certified by the Secretary of the Interior for purposes of the Tax Reform Act of 1986, as substantially meeting all the requirements for listing in the National Register of Historic Places.

Individual property owners of depreciable buildings within this district can qualify for the Federal tax incentives for historic preservation by completing the Historic Preservation Certification Application -- Parts 1 and 2 and submitting them to the State Historic Preservation Office (SHPO). Application forms are available directly from the SHPO. Applications should be submitted as early as possible in the planning of a rehabilitation project.

Review boards and commissions should become familiar with the Secretary of the Interior's Standards for Rehabilitation, used by the Secretary in certifying rehabilitation work for the historic preservation tax incentives. The SHPO and the NPS are available to advise individuals and organizations about the Standards.

Please be aware that changes to the historic district as presently certified will render this certification null and void and will require recertification of the revised district for continued benefits under the above laws.

If you have any questions, please call me at (202) 354-2025.

Sincerely,

Guy M. Lapsley
Technical Preservation Services

cc: National Register
NY SHPO



Landmarks Preservation
Commission

Robert B. Tierney
Chair

1 Centre Street
9th Floor North
New York, NY 10007

212-669-7888 tel
212 669 7955 fax

July 2, 2013

Commissioner Rose Harvey
NYS Office of Parks, Recreation and Historic Preservation
625 Broadway
Albany, NY 12238

Dear Commissioner Harvey:

I write to request that the West Chelsea Historic District be certified as substantially meeting all the requirements for listing of districts on the National Register. As the Chairman of the New York City Landmarks Preservation Commission, I am duly authorized to make this request. The New York City Landmarks Law was certified by the Secretary of the Interior in 1978.

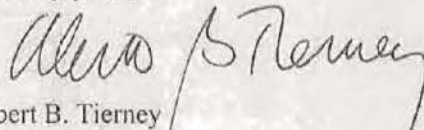
The responsibility of compiling documentation for certification of this district was undertaken by:

Scott Hanson
Sutherland Conservation & Consulting
295 Water Street, Suite 209
Augusta, ME 04330
207-620-6291

This consultant has submitted to our staff the information required by National Register Bulletin #17 for certification of historic districts. While the New York City Landmarks Preservation Commission's designation report serves as the basis for the required documentation, it is supplemented by additional photographs, maps and text.

We are hopeful that if the district is certified, owners will take full advantage of the federal tax credit for rehabilitation of certified historic properties. This will be a benefit to the neighborhood and the City as well as the individual owners.

Sincerely yours,



Robert B. Tierney

cc: Kate Daly

CERTIFICATION OF WEST CHELSEA HISTORIC DISTRICT, NEW YORK CITY

Description of Physical and Historical Qualities

The West Chelsea Historic District, located along the Hudson River waterfront in Manhattan, NY, encompasses all or part of seven blocks and contains 27 contributing and 4 non-contributing resources. The district is roughly bounded by Tenth Avenue, W. 28th Street, Twelfth Avenue, and W. 24th Street.

The West Chelsea Historic District is a rare surviving example of New York City's rapidly disappearing industrial neighborhoods. During much of the nineteenth and twentieth centuries, the area was home to some of the city's and the country's most prestigious industrial firms. The Otis Elevator Company, the Cornell Iron Works, the John Williams Ornamental Bronze and Iron Works, and the Reynolds Metal Company all had a presence in West Chelsea. The buildings and other improvements within the district possess an identifiable character and particular historic and aesthetic value related to warehousing, transportation, and industry during a significant period in the history of New York City.

The eastern portion of the district first developed with a mixture of working-class residences and industrial complexes beginning in the late 1840s. The creation of Eleventh and Twelfth Avenues and subsequent filling of the former waterfront expanded the district westward in the second half of the nineteenth century. Rising real estate values led to a second major wave of development beginning around the turn of the twentieth century. As the pace of redevelopment in West Chelsea quickened during the second decade of the twentieth century, new industries moved to the area including notable printing and publishing businesses. In addition to its manufacturing businesses, West Chelsea was also a significant center of warehousing and freight handling activity beginning in the late nineteenth century. The High Line elevated freight rail line that passes through the district and the nearby rail yards and the rail transfer bridges across Twelfth Avenue, which allowed freight cars to move from ferries to the warehouse buildings, were built to serve the warehousing and manufacturing interests in the district.

The buildings erected at the beginning of the twentieth century are representative of industrial architecture as practiced at the turn of the century, with simple brick facades, rhythmically placed window openings recessed between vertical brick piers, horizontal banding, and corbelled brick cornices. New technologies and construction techniques that revolutionized the design of industrial buildings in the early twentieth century, including the steel building frame, terra-cotta tile floors, and reinforced concrete, were adopted in West Chelsea and had a significant impact on the neighborhood's architecture. The three massive terminal warehouse complexes in the western section of the district represent an important record of the architectural and technological evolution of warehouse design. The Starrett-Lehigh Building (a Designated New York City Landmark), is a revolutionary example of early Modernist design and is greatly enhanced by the presence of two earlier terminal warehouse complexes (Terminal Stores and the B&O Railroad Warehouse) immediately adjacent.

The ensemble of buildings within the West Chelsea Historic District reflects important trends in the development of industrial architecture in the United States and in New York City. The High Line elevated freight railroad and rare surviving granite Belgian block paving on West 26th Street between Eleventh and Twelfth Avenues are significant historic transportation infrastructure resources. These buildings and improvements convey a well-defined sense of place and a distinct physical presence that sets the neighborhood apart from other areas of Midtown Manhattan. Consequently, the West Chelsea Historic District represents a unique and enduring part of New York City's architectural and cultural heritage.

Application of National Register Criteria for Evaluation of Significance

The West Chelsea Historic District in New York, NY is significant under National Register criteria A for its association with events that have made a significant contribution to the broad patterns of our history in Commerce; Community Planning and Development; Industry; and Transportation, and is significant under criteria C for Architecture, in that it embodies the distinctive characteristics of a type, period, or method of construction and represents a significant and distinguishable entity whose components may lack individual distinction; contributing to New York City's history.

The West Chelsea district represents a period in New York's history from 1885 to 1946 during which the extant historic resources within the district were constructed. The demolition of earlier residential and first-generation industrial buildings for the redevelopment of the area was triggered by the city's planned redevelopment of the waterfront south of 24th street with the construction of the Ganservoort and Chelsea Piers between 1894 and 1910. These piers were built to accommodate large transatlantic steamships and displaced the rail transportation and warehousing facilities that had been located there, pushing them northward into West Chelsea. The period of redevelopment was largely completed with the construction of the High Line elevated freight rail line through the area in 1930-34, with only one building built in the 1940s. The period of significance of the district is 1885 to 1946, which represents the dates of the district's earliest extant resource and the last building built more than 50 years before the present. Only a single modern building has been built since 1946, and two small buildings have been altered significantly in recent years.

Many architects are represented in the district. The best known is Cass Gilbert (1859-1934), who designed the R.C. Williams Co. building. Noted Japanese-American architect Yasuo Matsui (1877-1962) was associate architect for the early-Modernist Starett-Lehigh Building (with Cory and Cory). The numerous local and regional architects represented in the district include: Francisco & Jacobus (511 West 25th St.), Schickel & Ditmars (Conley Foil Co., 521-541 West 25th St.), George B. Cornell (555 West 25th St.), Abraham Ratner (513 West 26th St.), Rouse & Goldstone (515 West 26th Street), Paul C. Hunter (525 West 26th St.), Tobias Goldstone (533 West 26th St.), Charles H. Caldwell (537 West 26th St., 549 West 26th St., 536 West 27th St., 544 West 27th St.), Parker & Shaffer (500-508 West 26th St.), William Higginson (518 West 26th St., 548 West 28th St.), Russell G. and Walter M. Cory (601 West 26th St.), W.W. Pearse (510 West 27th St.), John Brandt (554 West 28th St.), Shire & Kaufman for Martin and Arthur Zinn (210 Eleventh Ave.), Alvin Long, Architect; Francis Lee Stuart, Engineer for B&O RR Co. (239 Eleventh Ave.), Clinton & Russell for the Otis Elevator Company (260 Eleventh Ave.), John H. Friend (262 Eleventh Ave.), Otto M. Beck for the New York Terminal Warehouse Company (261 Eleventh Ave. and 270 Eleventh Ave.). The attached designation report includes biographical sketches for most of these architects.

Boundary Description and Justification

The boundaries of the West Chelsea Historic District parallel those of the identically named district designated by the New York City Landmarks Preservation Commission on May 13, 2008. The historic district boundaries were drawn to include a cohesive group of buildings in the West Chelsea neighborhood. The district boundaries were drawn to exclude buildings or blocks that have been substantially altered, lack the cohesive qualities of blocks within the district, or primarily contain modern non-contributing buildings or buildings unrelated to the district's areas of significance.

The West Chelsea Historic District consists of the property bounded by a line beginning at the intersection of the northern curbline of West 28th Street and the eastern curbline of the West Side Highway (aka Joe DiMaggio Highway, Twelfth Avenue), extending easterly along the northern curbline of West 28th Street to a point formed by its intersection with a line extending northerly from the eastern property line of 548-552 West 28th Street (aka 547-553 West 27th Street), continuing southerly across the roadbed, along said property line, and across the roadbed to the southern curbline of West 27th Street, easterly along said curbline to a point formed by its intersection with a line extending northerly from the eastern property line of 536-542 West 27th Street, southerly along said property line to the southern property line of 534 West 27th Street, easterly along said property line and the southern property lines of 532 through 516 West 27th Street, to the western property line of 510-514 West 27th Street, northerly along said property line to the southern curbline of West 27th Street, easterly along said curbline to a point formed by its intersection with a line extending northerly from the eastern property line of 510-514 West 27th Street, southerly along said property line to the southern property line of 510-514 West 27th Street, westerly along a portion of said property line to the eastern property line of 513 West 26th Street, southerly along said property line and across the roadbed to the northern curbline of West 26th Street, easterly along said curbline to the western curbline of Tenth Avenue, southerly along said curbline and across the roadbed to the southern curbline of West 25th Street, westerly along said curbline to a point formed by its intersection with a line extending northerly from the eastern property line of 210-218 Eleventh Avenue (aka 564-568 West 25th Street), southerly along said property line to the southern property line of 210-218 Eleventh Avenue (aka 564-568 West 25th Street), westerly along said property line to the eastern curbline of Eleventh Avenue, northerly along said curbline and across the roadbed to the northern curbline of West 25th Street, easterly along said curbline to a point formed by its intersection with the western property line of 551-555 West 25th Street, northerly along said property line to the northern property line of 551-555 West 25th Street, easterly along said property line and the property lines of 549 through 543 West 25th Street to the western property line of 518-534 West 26th Street, northerly along said property line to the southern curbline of West 26th Street, westerly along said curbline and across the roadbed to the western curbline of Eleventh Avenue, southerly along said curbline to a point formed by its intersection with a line extending easterly from the southern property line of 239-243 Eleventh Avenue (aka 600-626 West 26th Street), westerly along said property line to the western property line of 239-243 Eleventh Avenue (aka 600-626 West 26th Street), northerly along said property line to the southern curbline of West 26th Street, westerly along said curbline to the eastern curbline of the West Side Highway (aka Joe DiMaggio Highway, Twelfth Avenue), northerly across the roadbed and along said curbline to the point of the beginning.

Definition of Contributing Resources and Building Types

The attached district designation report addresses the history, architecture, and changes to district resources in detail.

Warehouses: The most prominent buildings in the district are warehouses. The most noticeable are located between Eleventh and Twelfth avenues with other examples on Tenth Avenue and along the side streets. The Terminal Stores warehouse (1890-91) fills the block between 11th and 12th avenues and W. 27th and W. 28th streets. The early-Modernist Starrett-Lehigh Building (1930-31) warehouse fills the block just south of the Terminal Stores. Each of these buildings was recognized as ground-breaking

when constructed and remain notable as examples of their type from the 1890s and 1930s, respectively. Although smaller, the B&O Railroad Warehouse (1912-13) just south of the Starrett-Lehigh Building is a fine early example of reinforced concrete construction. The R.C. Williams Company warehouse (1927-28) 259 Tenth Avenue is a good example of the same construction technique from the 1920s. Other warehouses include the Terminal Stores Annex (1915-16) at 270 Eleventh Avenue and the John J. Radley & Co. warehouse (1909-10) on West 27th Street.

Factories: Factories are the most numerous type of building in the district. The most architecturally notable are the Otis Elevator Company factory and offices (1911-12) at 260 Eleventh Avenue, filling the block between W. 26th and W. 27th streets and the Zinn Building (1910-11) at 210 Eleventh Avenue. Other factory buildings fall into two basic types, brick buildings built between 1890 and 1910, primarily in the American Round Arch style, and reinforced concrete buildings in several styles from the period 1910 to 1931. These buildings line the side streets in the district between the warehouse buildings on the flanking avenues.

Stables and Garages: The brick stable building at 554 West 28th Street was built as part of the Colwell Iron Works complex in 1885 and is the oldest extant building in the district. There are three small 20th century garages within the district. The one-story brick garage at 537 West 26th Street was built between 1912 and 1914 and likely served New York's earliest taxi cab fleet. The one-story brick garage at 533 West 26th Street was built in 1946 by the Clinton Paper Company and is the newest contributing building in the district. The one-story garage at 547 West 25th Street likely dates to the early 20th century and was extensively remodeled in 2000-2001. It is not contributing due to loss of integrity.

Elevated Freight Railroad: A portion of the High Line elevated freight railroad is contained within the district and is functionally related to the industrial and warehousing uses of the buildings in the district during the period of significance. This section of the High Line was rehabilitated in 2010-11 as part of a 19-block long lineal public park built on the elevated structure.

Belgian Block Paving: The granite Belgian Block paving on West 27th Street between Eleventh and Twelfth avenues is a rare survivor of this type of historic paving in New York City.

List of Non-contributing Resources

543 West 25th Street. Modern commercial building by Kossar & Garry Architects, LLP, built 2006-07.

547 West 25th Street. One-story garage, extensively remodeled in 2000-2001.

550-556 West 27th Street. Vacant lot.

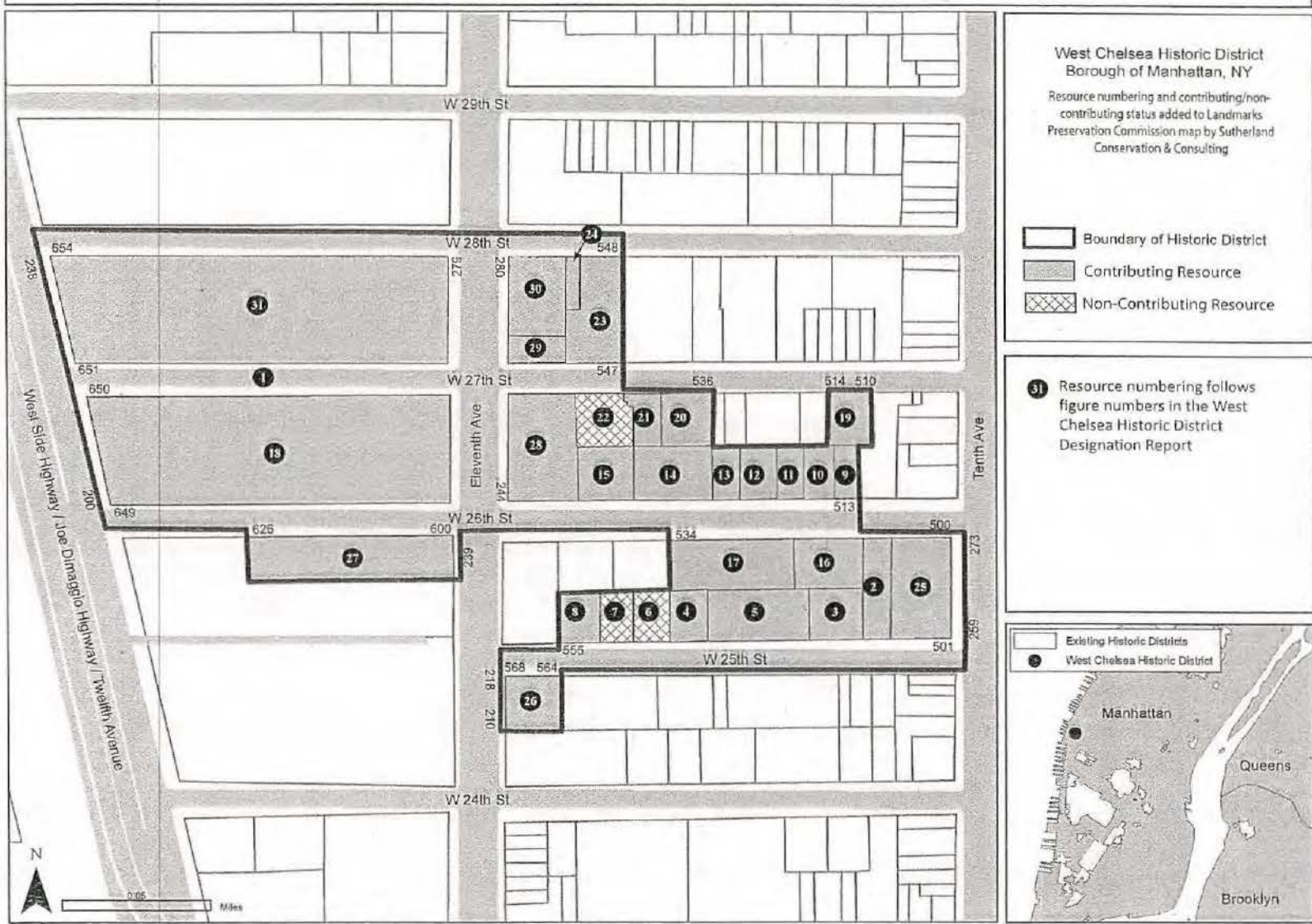
Sources:

West Chelsea Historic District Designation Report, New York City Landmarks Preservation Commission Staff. 2008.

"The Warehouse and the Factory in Architecture," *The Architectural Record*, Vol. XV, No. 1, New York, 1904.

Additional research materials in the files of the New York City Landmarks Preservation Commission.

West Chelsea Historic District



West Chelsea Historic District
 Borough of Manhattan, NY
 Resource numbering and contributing/non-contributing status added to Landmarks Preservation Commission map by Sutherland Conservation & Consulting

- Boundary of Historic District
- Contributing Resource
- Non-Contributing Resource

31 Resource numbering follows figure numbers in the West Chelsea Historic District Designation Report





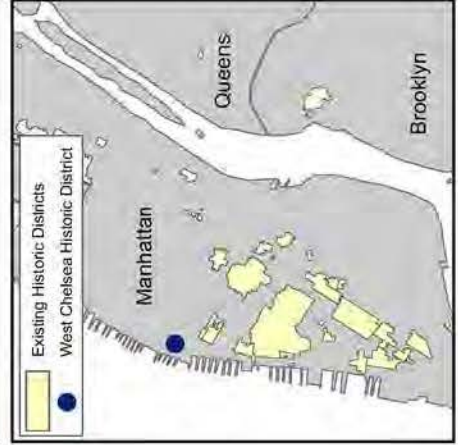
Graphic Source: New York City Department of City Planning, MapFLUTO, Edition 06C, December 2006. Author: JM. July 15, 2008.

West Chelsea Historic District

West Chelsea Historic District
 Borough of Manhattan, NY
 Landmarks Preservation Commission

Calendaring: March 18, 2008
 Public Hearing: May 13, 2008
 Continued Public Hearing: June 3, 2008
 Designated: July 15, 2008

 Boundary of Historic District
 Tax Map Lots in Historic District



0.05 Miles

