

United States Department of the Interior
Heritage Conservation and Recreation Service

National Register of Historic Places Inventory—Nomination Form

For HCRS use only

received **JUL 13 1983**

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Manhattan Bridge

and/or common

2. Location

East River, between Front Street, Brooklyn, and
street & number Canal Street, Manhattan not for publication

city, town Brooklyn/New York vicinity ofstate New York code 036 county Kings/New York code 47/61

3. Classification

Category	Ownership	Status	Present Use
<u> </u> district	<u>X</u> public	<u>X</u> occupied	<u> </u> agriculture <u> </u> museum
<u> </u> building(s)	<u> </u> private	<u> </u> unoccupied	<u> </u> commercial <u> </u> park
<u>X</u> structure	<u> </u> both	<u> </u> work in progress	<u> </u> educational <u> </u> private residence
<u> </u> site	Public Acquisition	Accessible	<u> </u> entertainment <u> </u> religious
<u> </u> object	<u>NA</u> in process	<u> </u> yes: restricted	<u> </u> government <u> </u> scientific
	<u>NA</u> being considered	<u>X</u> yes: unrestricted	<u> </u> industrial <u>X</u> transportation
		<u> </u> no	<u> </u> military <u> </u> other:

4. Owner of Property

name Robert Litke, Dept. of General Services; Henry Fulton, Department of Transportationstreet & number 1800 Municipal Building; 40 Worth Streetcity, town New York vicinity of state New York 10007

5. Location of Legal Description

King's County Register's Office;
courthouse, registry of deeds, etc. New York County Register's Office

street & number Municipal Building, Joralemon Street; 31 Chambers Streetcity, town Brooklyn; New York state New York 11201; 10007

6. Representation in Existing Surveys

Landmarks Preservation Commission
title (LP-0899)

has this property been determined eligible? yes X nodate November 25, 1975 federal state county X localdepository for survey records Landmarks Preservation Commission, 20 Vesey Streetcity, town New York state New York 10007

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date NA

Describe the present and original (if known) physical appearance

The Manhattan Bridge is a suspension bridge spanning the East River from the Lower East Side of Manhattan to the downtown section of Brooklyn. The nominated property includes the bridge itself, with the two towers which support it and the majestic stone colonnade at the Manhattan approach. This extends a total length of 6375 feet. The bridge is constructed of steel with two flexible steel towers from which the bridge deck is suspended by means of four spun steel cables. The total clear span of the bridge, between the towers is 1470 feet and it has a maximum clearance of 135 feet above mean high water. It is approximately 160 feet wide, has two levels for vehicular traffic, and also carries a subway line. It is not open to pedestrians. The steel towers rest upon cut-stone masonry footings, and the piers and abutments on land are massive, monumental stone constructions. The steel portions of the bridge have a minimum of decorative detail. The towers terminate in pointed arches and are surmounted by spherical finials. The design is functional and structurally expressive. The stone piers and abutments are massive structures composed of round and segmental arches with smooth rustication.

There is a sharp contrast between the purely functional design of the bridge itself and the monumental portal at the Manhattan end. The Manhattan portal is composed of an elliptical colonnade, modeled on St. Peter's Colonnade in Rome by Bernini, and a triumphal arch, inspired by the seventeenth-century Porte St. Denis in Paris by Blondel. The arch is of rusticated white granite with a central arched opening thirty-six feet by forty feet spanning the roadway. The archway is flanked by pylons ornamented with engaged obelisks embellished by sculpted reliefs of figures and ornament set above pedimented doorways. This sculpture, like the arch itself, was inspired by the Porte St. Denis and was designed by the sculptor C.A. Heber. The interior of the barrel-vaulted arch is coffered, and the enframing contains heraldic devices. A cartouche with a fantastic animal head forms the keystone. A frieze of Indians hunting buffalo is set above the arch and is the work of Carl Rumsey. The arch terminates in a modillioned cornice and a low classical attic.

The colonnade extends approximately half the length of the plaza, and the colonnade is composed of Tuscan columns resting on pedestals facing the ellipse. Behind the columns are lower rusticated piers, the outer faces of which are smooth pilasters along the outer edges of the colonnade. Slabs carved with heraldic ornament surmount the piers of the colonnade. The colonnade terminates in pilasters attached to rusticated piers at each end, and it is surmounted by an entablature and balustrades.

The Brooklyn approach (never a true portal) was originally adorned by two monumental decorative pylons that featured granite statues - female personifications of Brooklyn and Manhattan by Daniel Chester French. The pylons were dismantled in 1963 as part of a roadbuilding program and the statues were moved to the entrance of the Brooklyn Museum. In its present condition there is no formal entrance at the Brooklyn approach and Flatbush Avenue Extension leads directly onto the bridge approach.

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400–1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500–1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600–1699	☒ architecture	☐ education	☐ military	☐ social/
☐ 1700–1799	☐ art	☒ engineering	☐ music	☐ humanitarian
☐ 1800–1899	☐ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☒ 1900–	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates 1900;1906-09;1912-15 **Builder/Architect** Gustav Lindenthal, O.F. Nichols (Engineers)
Carrère & Hastings
Statement of Significance (in one paragraph) (Parker-Ryan Construction Co.)

The Manhattan Bridge is a significant monumental engineering work of the early twentieth century. Built between 1901 and 1909, the suspension bridge as designed by engineer O.F. Nichols incorporated innovative features in its shallow Warren stiffening trusses and its flexible steel towers. Beaux-Arts style entrance portals designed by the prominent architectural firm of Carrère & Hastings were built to define the approaches to the bridge. Despite alleged inconsistency between its modern utilitarian form and its applied architectural embellishment, the Manhattan Bridge is significant as a transitional structure in the emergence of modern design principles and remains a prominent crossing of the East River.

The design of the Manhattan Bridge, the third bridge built across the East River, aroused considerable controversy. After the triumph of Roebling's Brooklyn Bridge (1867-83), the Williamsburg Bridge (1896-1903) was considered quite ugly. The nineteenth-century schism between "unscientific" architects and "inartistic" engineers had become apparent. The popular practice of calling in an architect to "beautify" the exterior of a structure that had been designed without regard for aesthetic principles was vehemently attacked by architectural critic Montgomery Schuyler and architect Henry F. Hornbostel. They found an ally in engineer Gustav Lindenthal who, on becoming bridge commissioner in 1901, had early designs for the Manhattan Bridge redone and engaged Henry Hornbostel as architect. The new design, considered by many an advance in artistic engineering, involved the use of eye-bar chains in place of cables, a structural system whose feasibility was disputed. Although the design engineer favored the new system, city officials favored the proven cable construction and appointed George Best as the new bridge commissioner and Carrère & Hastings as the new architectural firm. They continued the enlightened approach of their predecessors, restudying the Hornbostel designs in 1904, and incorporating them where possible into their own designs. Carrère & Hastings also worked closely with the engineers of the Bridge Department, then under chief engineer O.F. Nichols. The bridge was formally opened to traffic on December 31, 1909.

Carrère & Hastings drew up preliminary plans for improving the Manhattan approach to the Manhattan Bridge and in 1912 presented fully developed plans for an elliptical plaza, culminating in a monumental arch and colonnade, to the New York City Art Commission. The approach was designed to accommodate eight lanes of tracks for both subways and surface railroads, while providing for other vehicular and pedestrian traffic. Landscaped areas adjacent to the plaza completed the ensemble.

Although the appropriateness of the classical arch and colonnade as a gateway to a modern steel suspension bridge has been criticized as inconsistent, when its plans were published in 1913 the New York Times hailed it as the "most artistic treatment of a bridge entrance attempted on this continent." This architectural treatment was chosen to emphasize the importance of this bridge as a gateway from Manhattan to Brooklyn.

(See continuation sheet.)

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

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date entered

Continuation sheet Manhattan Bridge,
Kings and New York Counties Item number 8

Page 2

Carrère & Hastings, who had studied at the Ecole des Beaux-Arts, were well prepared to design buildings and civic monuments in this eclectic style. The success of the World's Columbian Exposition of 1893 in Chicago inspired the "City Beautiful" movement at the turn of the century, which favored neo-classical architecture set in great civic centers, linked by wide avenues and incorporating formal parks. In New York, this interest in civic beautification led to the establishment of the Municipal Art Society and a New York City Art Commission with powers of review over public buildings and works of art, and to the introduction of the New York Improvement Plan of 1907--the city's first general urban plan since the Commissioners' Plan of 1811. Primarily aesthetic in orientation, the 1907 plan recommended incorporating plazas, parks, and wide vistas at major transportation intersections.

A huge circular plaza was designed to connect the entrances to the Brooklyn and Manhattan Bridges from which traffic would radiate out onto principal streets. Although the plan was never implemented, its precepts are evident in the design of the Manhattan Bridge approach and the approaches to the other East River bridges that were redesigned during this period under an ambitious program of improvements undertaken by bridge commissioner Arthur J. O'Keefe. For O'Keefe and many of his contemporaries, bridges were an ornament to the city, and he felt that the construction of these plazas would "mark an era in aesthetic treatment of the entrances," hitherto neglected in this country.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreage of nominated property 16 acres

Quadrangle name

Quadrangle scale 1:24000

UMT References

A

1	8
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5	8	4	3	7	10
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4	15	0	17	4	16	10
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Zone Easting Northing

B

1	8
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5	8	5	6	11	10
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4	15	0	15	6	19	10
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Zone Easting Northing

C

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D

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H

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Verbal boundary description and justification The nominated property has an eastern terminus at a point near the intersection of Sands Street and Flatbush Avenue Extension in Brooklyn, spans the East River and has a western terminus at Canal Street and the Bowery in Manhattan. The total length, including the Manhattan approach is 6375 feet. (See Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state New York code 036 county New York code 61

state New York code 036 county Kings code 47

11. Form Prepared By

name/title Raymond W. Smith, Program Analyst

organization Historic Preservation Field Services Bureau date September 1982

street & number Agency 1, E.S.P. telephone (518)474-0479

city or town Albany state New York 12238

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title Deputy Commissioner and Counsel

date

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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Continuation sheet Manhattan Bridge
Kings and New York Counties Item number 9

Page 2

Condit, Carl. American Building Art: The Twentieth Century, New York: Oxford University Press, 1961.

Department of Bridges. City of New York. Annual Reports, 1905-1915.

New York City Art Commission. "Improvements of the Manhattan Plaza of the Manhattan Bridge." Exhibits 63-AW through 63-DS. 1912-1916.

Pinco, C.N. "Plaza Improvements of the Manhattan Bridge, New York City." The Cornell Engineer, 1915.

United States Department of the Interior
Heritage Conservation and Recreation Service

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received

date entered

Continuation sheet Manhattan Bridge
New York County and
Kings County,
New York

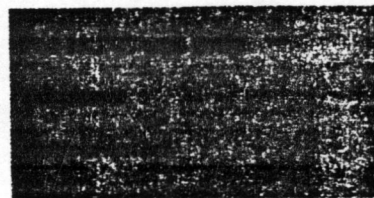
Item number 10

Page 2

The property is indicated on the attached maps. (Manhattan Map Scale 120 feet to one inch; Brooklyn Map Scale 60 feet to one inch). Maps are not included for the middle section of the bridge that spans the East River.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet	Manhattan Bridge New York County and Kings County, New York	Item number	11	Page	2
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FORM RESEARCHED AND PREPARED BY:

Nancy Goeschel
Landmarks Preservation Commission
20 Vesey Street
New York, New York 10007

September 1982
212-566-7577

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Manhattan Bridge
Kings/New York County
NEW YORK

Working No. JUL 13 1983

Fed. Reg. Date: 8/11/83 - 8/21/83

Date Due: 8/11/83 - 8/21/83

Action: ACCEPT

☒ RETURN 8/1/83

REJECT

Federal Agency: _____

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: ☒ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use
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4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition		Check one	Check one
☐ excellent	☐ deteriorated	☐ unaltered	☐ original site
☐ good	☐ ruins	☐ altered	☐ moved date _____
☐ fair	☐ unexposed		

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____

Builder/Architect _____

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References *nominated area is more than 10 acres, please provide 3 or more UTM reference points.*

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- ☐ Maps
☐ Photographs
☐ Other

Questions concerning this nomination may be directed to _____

Signed *Dr. Byers* Date *8/1/83* Phone: *202-343-9553*

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
RETURN SHEET



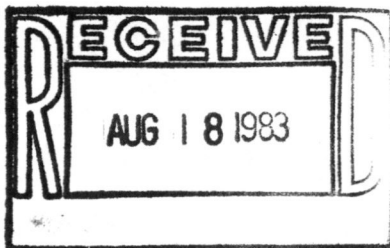
New York State
PARKS AND RECREATION

MEMORANDUM

TO: D. Byers
FROM: Kathleen LaFank

8/16/83

replotted as per
your request,
please call, if questions



Working No. JUL 13 1983
Fed. Reg. Date: _____
Date Due: 8/11/83 - 8/27/83
Action: ACCEPT
RETURN 8/1/83
REJECT
Federal Agency: _____

☐ appeal

☐ NR decision

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

ADM-46 9/80 1M

Category	Ownership Public Acquisition	Status Accessible	Present Use
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4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For HCRS use only

received JUL 13 1983

date entered

1. Name

historic Manhattan Bridge

and/or common

2. Location

Spans East River, between Front and Canal Streets
street & number

not for publication

city, town New York vicinity of

state New York code 036 county Kings/New York code 47/61

3. Classification

Category	Ownership	Status	Present Use
☐ district	☒ public	☒ occupied	☐ agriculture ☐ museum
☐ building(s)	☐ private	☐ unoccupied	☐ commercial ☐ park
☒ structure	☐ both	☐ work in progress	☐ educational ☐ private residence
☐ site	Public Acquisition	Accessible	☐ entertainment ☐ religious
☐ object	<u>NA</u> in process	☐ yes: restricted	☐ government ☐ scientific
	<u>NA</u> being considered	☒ yes: unrestricted	☒ industrial ☒ transportation
		☐ no	☐ military ☐ other:

4. Owner of Property

name Robert Litke, Dept. of General Services; Henry Fulton, Department of Transportation

street & number 1800 Municipal Building; 40 Worth Street

city, town New York vicinity of state New York 10007

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courthouse, registry of deeds, etc. King's County Register's Office;
New York County Register's Office

street & number Municipal Building, Joralemon Street; 31 Chambers Street

city, town Brooklyn; New York state New York 11201; 10007

6. Representation in Existing Surveys

Landmarks Preservation Commission
title (LP-0899)

has this property been determined eligible? ☐ yes ☒ no

date November 25, 1975 ☐ federal ☐ state ☐ county ☒ local

depository for survey records Landmarks Preservation Commission, 20 Vesey Street

city, town New York state New York 10007

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Condition

☐ excellent
☒ good
☐ fair

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☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ moved date NA

Describe the present and original (if known) physical appearance

The Manhattan Bridge is a suspension bridge spanning the East River from the Lower East Side of Manhattan to the downtown section of Brooklyn. The nominated property includes the bridge itself, with the two towers which support it and the majestic stone colonnade at the Manhattan approach. This extends a total length of 6375 feet. The bridge is constructed of steel with two flexible steel towers from which the bridge deck is suspended by means of four spun steel cables. The total clear span of the bridge, between the towers is 1470 feet and it has a maximum clearance of 135 feet above mean high water. It is approximately 160 feet wide, has two levels for vehicular traffic, and also carries a subway line. It is not open to pedestrians. The steel towers rest upon cut-stone masonry footings, and the piers and abutments on land are massive, monumental stone constructions. The steel portions of the bridge have a minimum of decorative detail. The towers terminate in pointed arches and are surmounted by spherical finials. The design is functional and structurally expressive. The stone piers and abutments are massive structures composed of round and segmental arches with smooth rustication.

There is a sharp contrast between the purely functional design of the bridge itself and the monumental portal at the Manhattan end. The Manhattan portal is composed of an elliptical colonnade, modeled on St. Peter's Colonnade in Rome by Bernini, and a triumphal arch, inspired by the seventeenth-century Porte St. Denis in Paris by Blondel. The arch is of rusticated white granite with a central arched opening thirty-six feet by forty feet spanning the roadway. The archway is flanked by pylons ornamented with engaged obelisks embellished by sculpted reliefs of figures and ornament set above pedimented doorways. This sculpture, like the arch itself, was inspired by the Porte St. Denis and was designed by the sculptor C.A. Heber. The interior of the barrel-vaulted arch is coffered, and the enframing contains heraldic devices. A cartouche with a fantastic animal head forms the keystone. A frieze of Indians hunting buffalo is set above the arch and is the work of Carl Rumsey. The arch terminates in a modillioned cornice and a low classical attic.

The colonnade extends approximately half the length of the plaza, and the colonnade is composed of Tuscan columns resting on pedestals facing the ellipse. Behind the columns are lower rusticated piers, the outer faces of which are smooth pilasters along the outer edges of the colonnade. Slabs carved with heraldic ornament surmount the piers of the colonnade. The colonnade terminates in pilasters attached to rusticated piers at each end, and it is surmounted by an entablature and balustrades.

The Brooklyn approach (never a true portal) was originally adorned by two monumental decorative pylons that featured granite statues - female personifications of Brooklyn and Manhattan by Daniel Chester French. The pylons were dismantled in 1963 as part of a roadbuilding program and the statues were moved to the entrance of the Brooklyn Museum. In its present condition there is no formal entrance at the Brooklyn approach and Flatbush Avenue Extension leads directly onto the bridge approach.

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400-1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500-1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600-1699	☒ architecture	☐ education	☐ military	☐ social/
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☒ 1900-	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates	1900;1906-09;1912-15	Builder/Architect	Gustav Lindenthal, O.F. Nichols (Engineers) Carrère & Hastings (Parker-Ryan Construction Co.)
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Statement of Significance (in one paragraph)

The Manhattan Bridge is a significant monumental engineering work of the early twentieth century. Built between 1901 and 1909, the suspension bridge as designed by engineer O.F. Nichols incorporated innovative features in its shallow Warren stiffening trusses and its flexible steel towers. Beaux-Arts style entrance portals designed by the prominent architectural firm of Carrère & Hastings were built to define the approaches to the bridge. Despite alleged inconsistency between its modern utilitarian form and its applied architectural embellishment, the Manhattan Bridge is significant as a transitional structure in the emergence of modern design principles and remains a prominent crossing of the East River.

The design of the Manhattan Bridge, the third bridge built across the East River, aroused considerable controversy. After the triumph of Roebling's Brooklyn Bridge (1867-83), the Williamsburg Bridge (1896-1903) was considered quite ugly. The nineteenth-century schism between "unscientific" architects and "inartistic" engineers had become apparent. The popular practice of calling in an architect to "beautify" the exterior of a structure that had been designed without regard for aesthetic principles was vehemently attacked by architectural critic Montgomery Schuyler and architect Henry F. Hornbostel. They found an ally in engineer Gustav Lindenthal who, on becoming bridge commissioner in 1901, had early designs for the Manhattan Bridge redone and engaged Henry Hornbostel as architect. The new design, considered by many an advance in artistic engineering, involved the use of eye-bar chains in place of cables, a structural system whose feasibility was disputed. Although the design engineer favored the new system, city officials favored the proven cable construction and appointed George Best as the new bridge commissioner and Carrère & Hastings as the new architectural firm. They continued the enlightened approach of their predecessors, restudying the Hornbostel designs in 1904, and incorporating them where possible into their own designs. Carrère & Hastings also worked closely with the engineers of the Bridge Department, then under chief engineer O.F. Nichols. The bridge was formally opened to traffic on December 31, 1909.

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Although the appropriateness of the classical arch and colonnade as a gateway to a modern steel suspension bridge has been criticized as inconsistent, when its plans were published in 1913 the New York Times hailed it as the "most artistic treatment of a bridge entrance attempted on this continent." This architectural treatment was chosen to emphasize the importance of this bridge as a gateway from Manhattan to Brooklyn.

(See continuation sheet.)

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreeage of nominated property 16 acres

Quadrangle name

Quadrangle scale 1:24000

UMT References

A

1	8
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5	8	4	8	9	0
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4	5	0	1	7	4	7	0
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Zone Easting Northing

B

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5	8	5	6	3	0
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4	5	0	1	5	7	0	0
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Zone Easting Northing

C

1	8
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5	8	5	6	8	0
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4	5	0	5	7	0	0
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D

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5	8	5	7	9	0
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4	5	0	7	5	0	0
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Verbal boundary description and justification The nominated property has an eastern terminus at a point near the intersection of Sands Street and Flatbush Avenue Extension in Brooklyn, spans the East River and has a western terminus at Canal Street and the Bowery in Manhattan. The total length, including the Manhattan approach is 6375 feet. (See Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state New York code 036 county New York code 61

state New York code 036 county Kings code 47

11. Form Prepared By

name/title Raymond W. Smith, Program Analyst

organization Historic Preservation Field Services Bureau date September 1982

street & number Agency 1, E.S.P. telephone (518)474-0479

city or town Albany state New York 12238

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title Deputy Commissioner and Counsel

date 7/6/83

For HCRS use only

I hereby certify that this property is included in the National Register

Delores Byers
Keeper of the National Register

Entered in the
National Register

date 8/30/83

Attest:

date

Chief of Registration

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received

date entered

Continuation sheet Manhattan Bridge,
Kings and New York Counties Item number 8

Page 2

Carrère & Hastings, who had studied at the Ecole des Beaux-Arts, were well prepared to design buildings and civic monuments in this eclectic style. The success of the World's Columbian Exposition of 1893 in Chicago inspired the "City Beautiful" movement at the turn of the century, which favored neo-classical architecture set in great civic centers, linked by wide avenues and incorporating formal parks. In New York, this interest in civic beautification led to the establishment of the Municipal Art Society and a New York City Art Commission with powers of review over public buildings and works of art, and to the introduction of the New York Improvement Plan of 1907--the city's first general urban plan since the Commissioners' Plan of 1811. Primarily aesthetic in orientation, the 1907 plan recommended incorporating plazas, parks, and wide vistas at major transportation intersections.

A huge circular plaza was designed to connect the entrances to the Brooklyn and Manhattan Bridges from which traffic would radiate out onto principal streets. Although the plan was never implemented, its precepts are evident in the design of the Manhattan Bridge approach and the approaches to the other East River bridges that were redesigned during this period under an ambitious program of improvements undertaken by bridge commissioner Arthur J. O'Keefe. For O'Keefe and many of his contemporaries, bridges were an ornament to the city, and he felt that the construction of these plazas would "mark an era in aesthetic treatment of the entrances," hitherto neglected in this country.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

For HCRS use only

received

date entered

Continuation sheet Manhattan Bridge
Kings and New York Counties Item number 9

Page 2

Condit, Carl. American Building Art: The Twentieth Century, New York: Oxford University Press, 1961.

Department of Bridges. City of New York. Annual Reports, 1905-1915.

New York City Art Commission. "Improvements of the Manhattan Plaza of the Manhattan Bridge." Exhibits 63-AW through 63-DS. 1912-1916.

Pinco, C.N. "Plaza Improvements of the Manhattan Bridge, New York City." The Cornell Engineer, 1915.

United States Department of the Interior
Heritage Conservation and Recreation Service

**National Register of Historic Places
Inventory—Nomination Form**

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received

date entered

Continuation sheet Manhattan Bridge
New York County and
Kings County,
New York

Item number 10

Page 2

The property is indicated on the attached maps. (Manhattan Map Scale 120 feet to one inch; Brooklyn Map Scale 60 feet to one inch). Maps are not included for the middle section of the bridge that spans the East River.

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet

Manhattan Bridge
New York County and
Kings County, New York

Item number

11

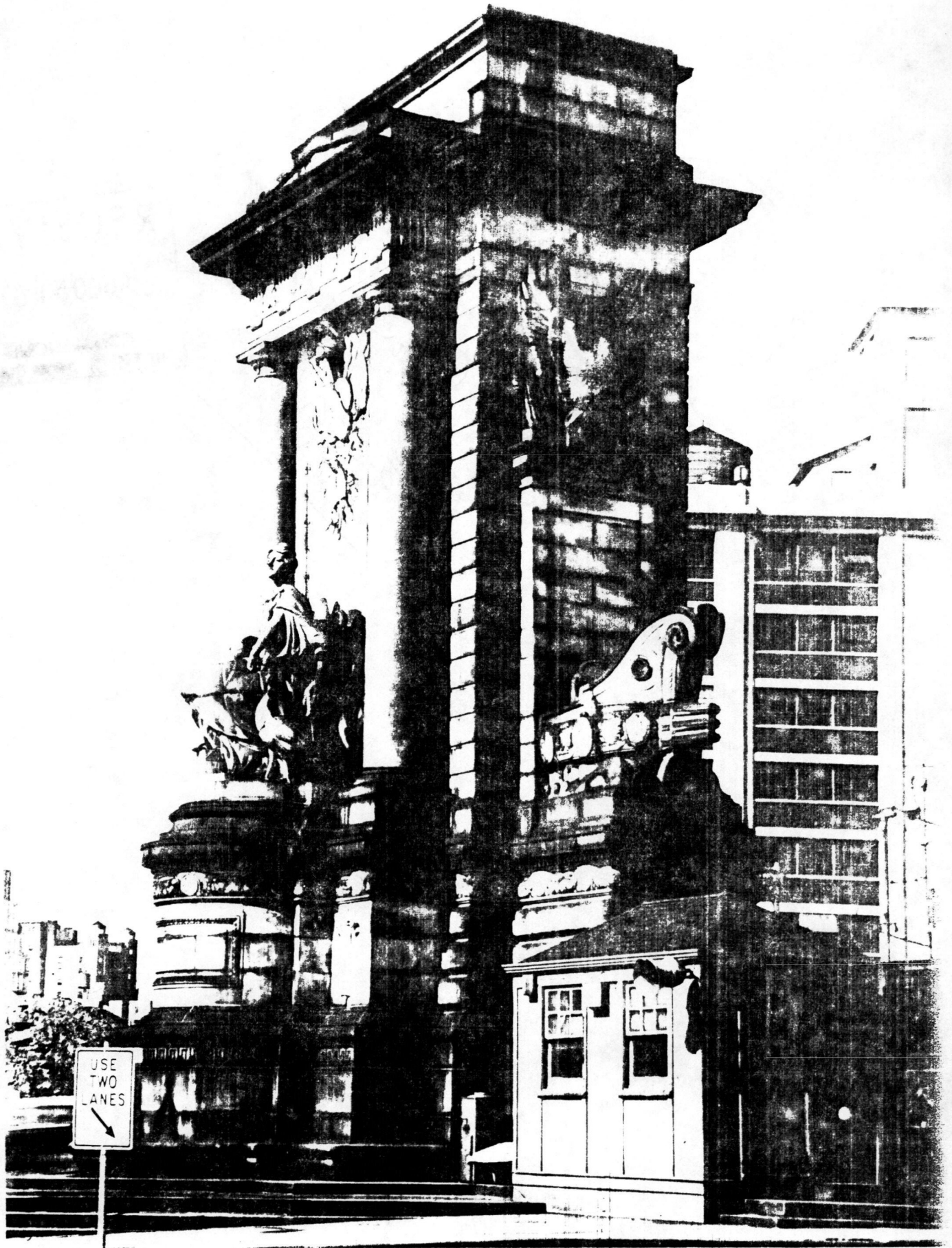
Page

2

FORM RESEARCHED AND PREPARED BY:

Nancy Goeschel
Landmarks Preservation Commission
20 Vesey Street
New York, New York 10007

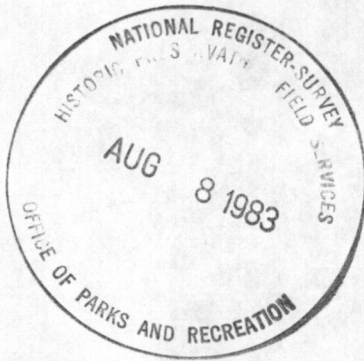
September 1982
212-566-7577



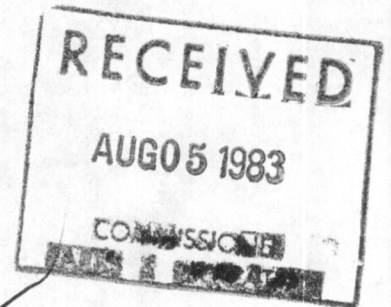
Manhattan Bridge
Kings/New York County, New York

Pylon of Brooklyn approach to the
Manhattan Bridge. (Removed in 1963)

Source: New York. Landmarks Preservation
files. Photo by John B. Bayley, 1963.



*Steve
Fischer*



83001694

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Manhattan Bridge
Kings/New York Counties
NEW YORK

Working No. 7/13/83
Fed. Reg. Date: 2-7-84
Date Due: 10/2/83
Action: ☒ ACCEPT 8/30/83
☐ RETURN
☐ REJECT
Federal Agency: _____

- ☒ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Entered in the
National Register

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____
Reviewer _____
Discipline _____
Date _____
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
☐ excellent	☐ unaltered	☐ original site
☐ good	☐ altered	☐ moved date _____
☐ fair		

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period Areas of Significance—Check and justify below

Specific dates

Builder/Architect

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
- ☐ completeness
- ☐ clarity
- ☐ applicable criteria
- ☐ justification of areas checked
- ☐ relating significance to the resource
- ☐ context
- ☐ relationship of integrity to significance
- ☐ justification of exception
- ☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title date

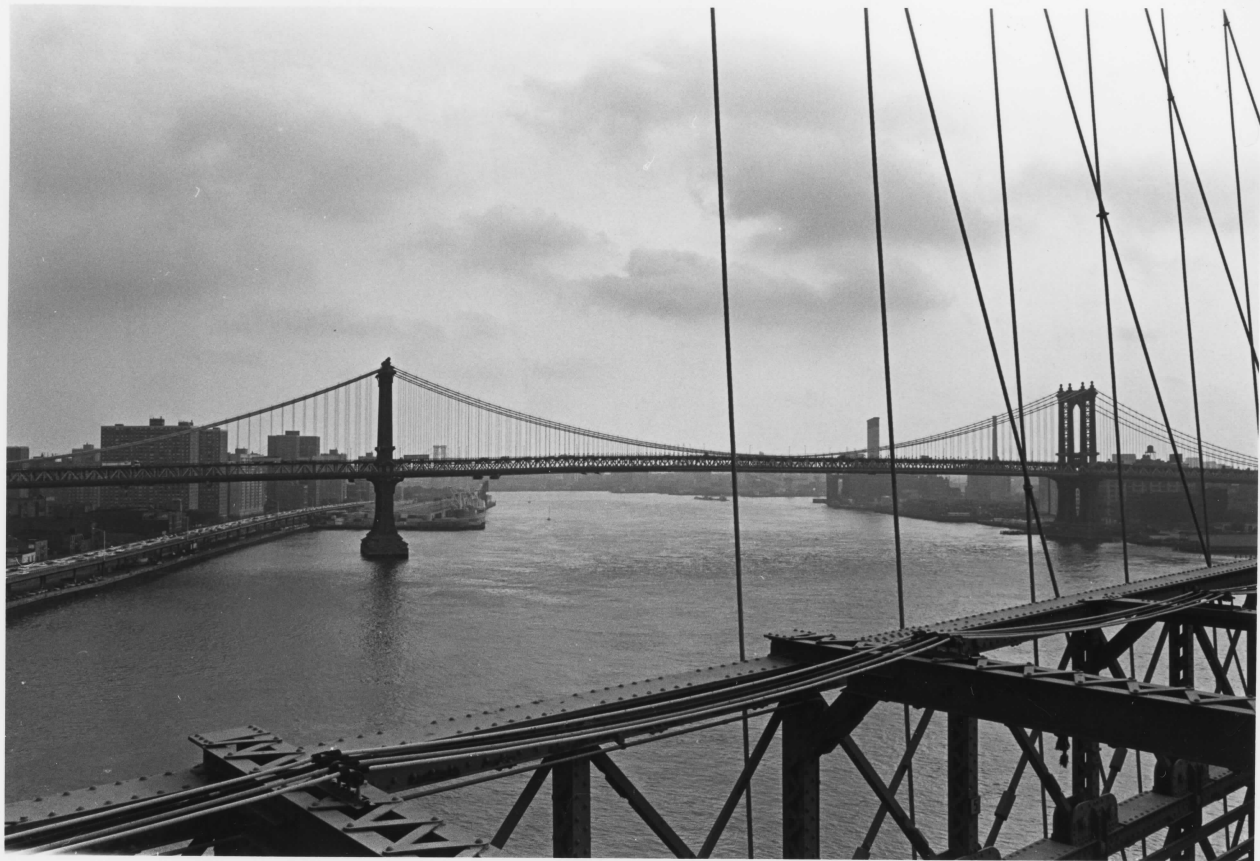
13. Other

- ☐ Maps
- ☐ Photographs
- ☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____

Comments for any item may be continued on an attached sheet



1. MANHATTAN BRIDGE
Kings/New York County, New York

Photo by: Carl Forster, 1981
Neg. at: New York Landmarks
Preservation Commission

View from the south



2. MANHATTAN BRIDGE
Kings/New York County, New York

Photo: 1979, Landmarks Pres. Comm.
Neg. at: New York Landmarks
Preservation Commission

View from the southwest
Manhattan approach

KODAK--SAFETY--FILM



3. MANHATTAN BRIDGE
Kings/New York County, New York

Photo: 1979, Landmarks Pres. Comm.
Neg. at: New York Landmarks
Preservation Commission

View from the east

Manhattan approach



KODAK SAFETY FILM

4. MANHATTAN BRIDGE
Kings/New York County, New York

Photo: 1979, Landmarks Pres. Comm.

Neg. at: New York Landmarks
Preservation Commission

View from the north

Bridge anchorage, Manhattan

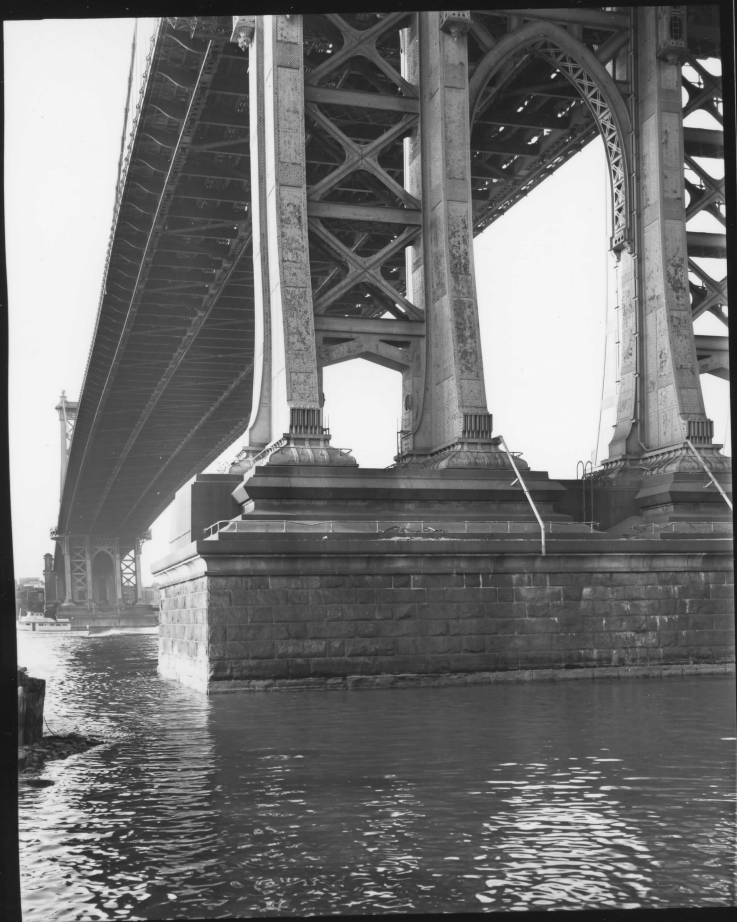


KODAK SAFETY FILM

5: MANHATTAN BRIDGE
Kings/New York County, New York

Photo: 1979, Landmarks Pres. Comm.
Neg. at: New York Landmarks
Preservation Commission

View from the north
Bridge tower



KODAK SAFETY FILM

6. MANHATTAN BRIDGE
Kings/New York County, New York

Photo: 1979, Landmarks Pres. Comm.
Neg. at: New York Landmarks
Preservation Commission

View from the west
Base of bridge tower



7. MANHATTAN BRIDGE
Kings County, New York

Varma New York

Photo by: Carl Forster, 1982

Neg. at: New York Landmarks Preservation
Commission

View from the south, along Flatbush
Avenue Extension

Brooklyn approach site



8. MANHATTAN BRIDGE
Kings County, New York

New York

Photo by: Carl Forster, 1982

Neg. at: New York Landmarks Preservation
Commission

View from the east, along Sands Street

Brooklyn end



9. MANHATTAN BRIDGE
Kings County, New York
and New York

Photo by: Carl Forster, 1982

Neg. at: New York Landmarks Preservation
Commission

Brooklyn anchorage, view from the
northwest



10. MANHATTAN BRIDGE

Kings County, New York

and New York

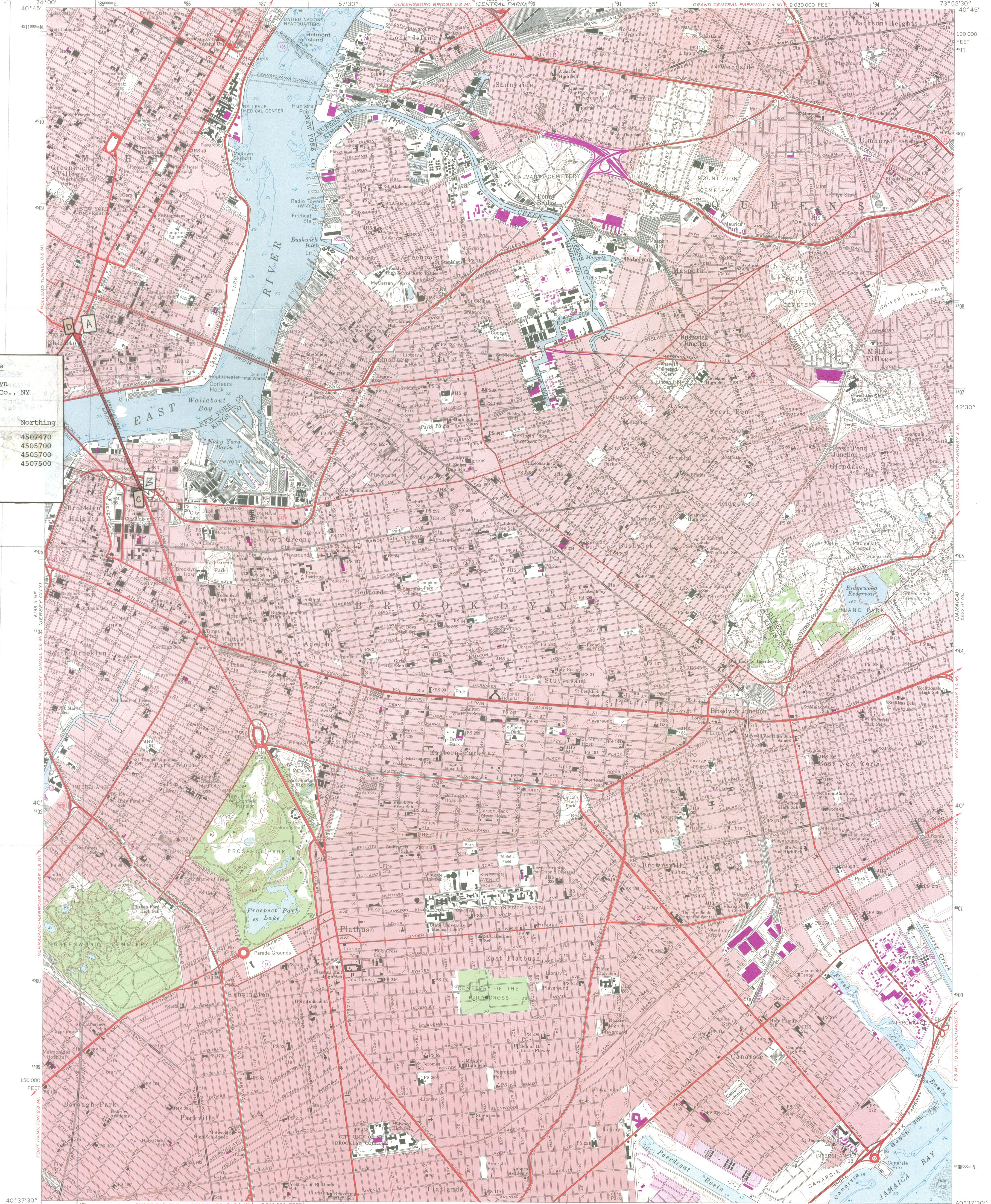
Photo by: Carl Forster, 1982

Neg. at: New York Landmarks Preservation
Commission

Brooklyn anchorage, view from the west



Manhattan Bridge Brooklyn Quad New York/Brooklyn New York/Kings Co., NY All Zone 18 Scale 1:24,000		
	Easting	Northing
A.	584890	4507470
B.	585630	4505700
C.	585680	4505700
D.	585790	4507500

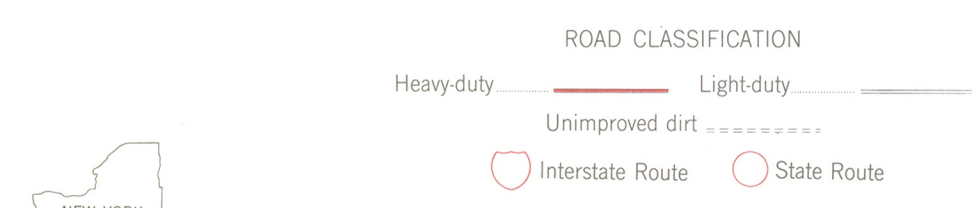
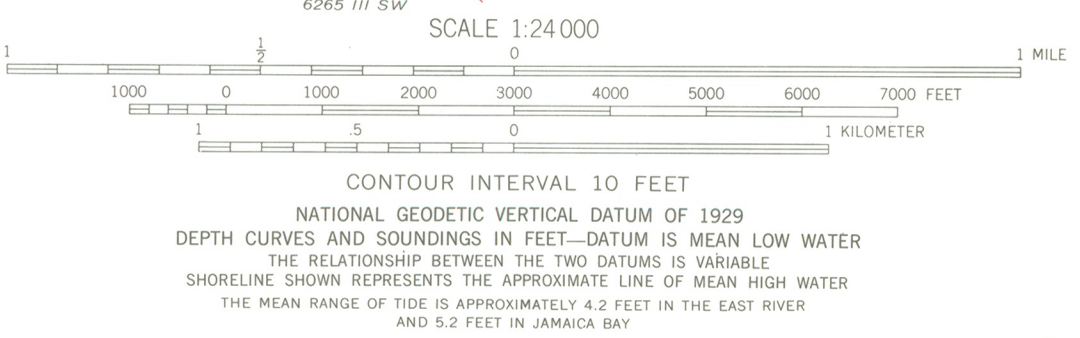
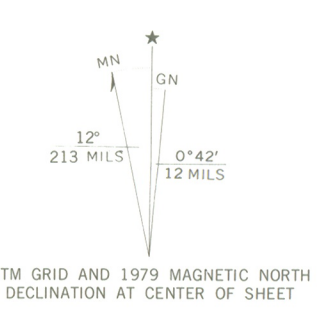


Mapped, edited, and published by the Geological Survey
Revised in cooperation with New York Department of Transportation
Control by USGS, USCGS, USCE, and City of New York Board of
Estimate and Apportionment

Planimetry by photogrammetric methods from aerial photographs
taken 1954, and from USGS Charts T-5094, T-5335, T-5454
T-5459, T-5460, and T-8449
Topography by planimetric surveys 1955-1956. Revised from
aerial photographs taken 1966. Field checked 1967

Selected hydrographic data compiled from USCGS Charts
275 (1964), 542 (1967), and 745 (1966). This information
is not intended for navigational purposes

Polyconic projection. 1927 North American datum
10,000-foot grid based on New York coordinate system, Long Island zone
1000-meter Universal Transverse Mercator grid ticks, zone 18, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Entire area lies within New York City

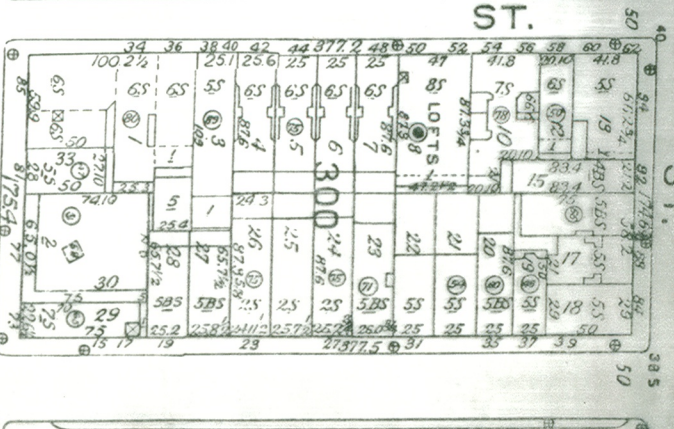
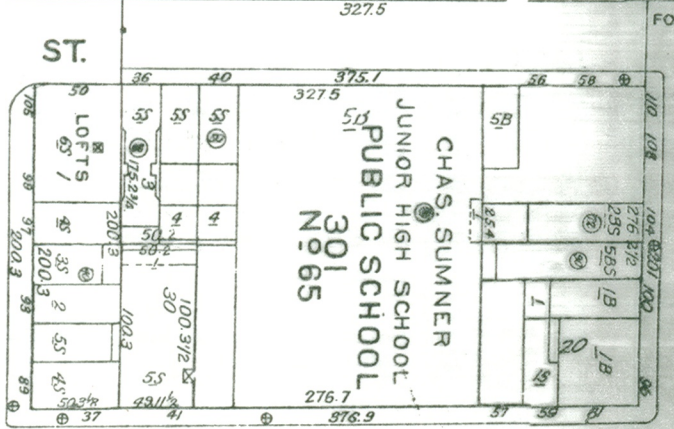
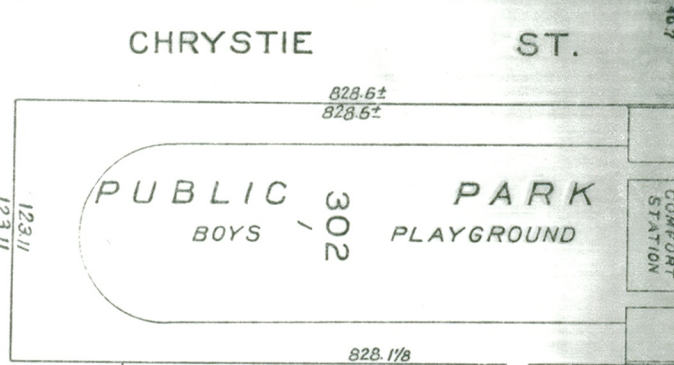
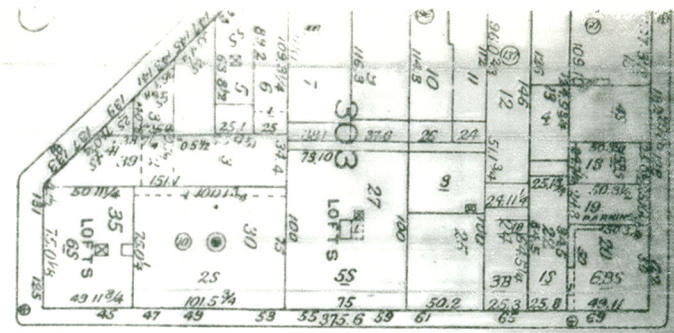
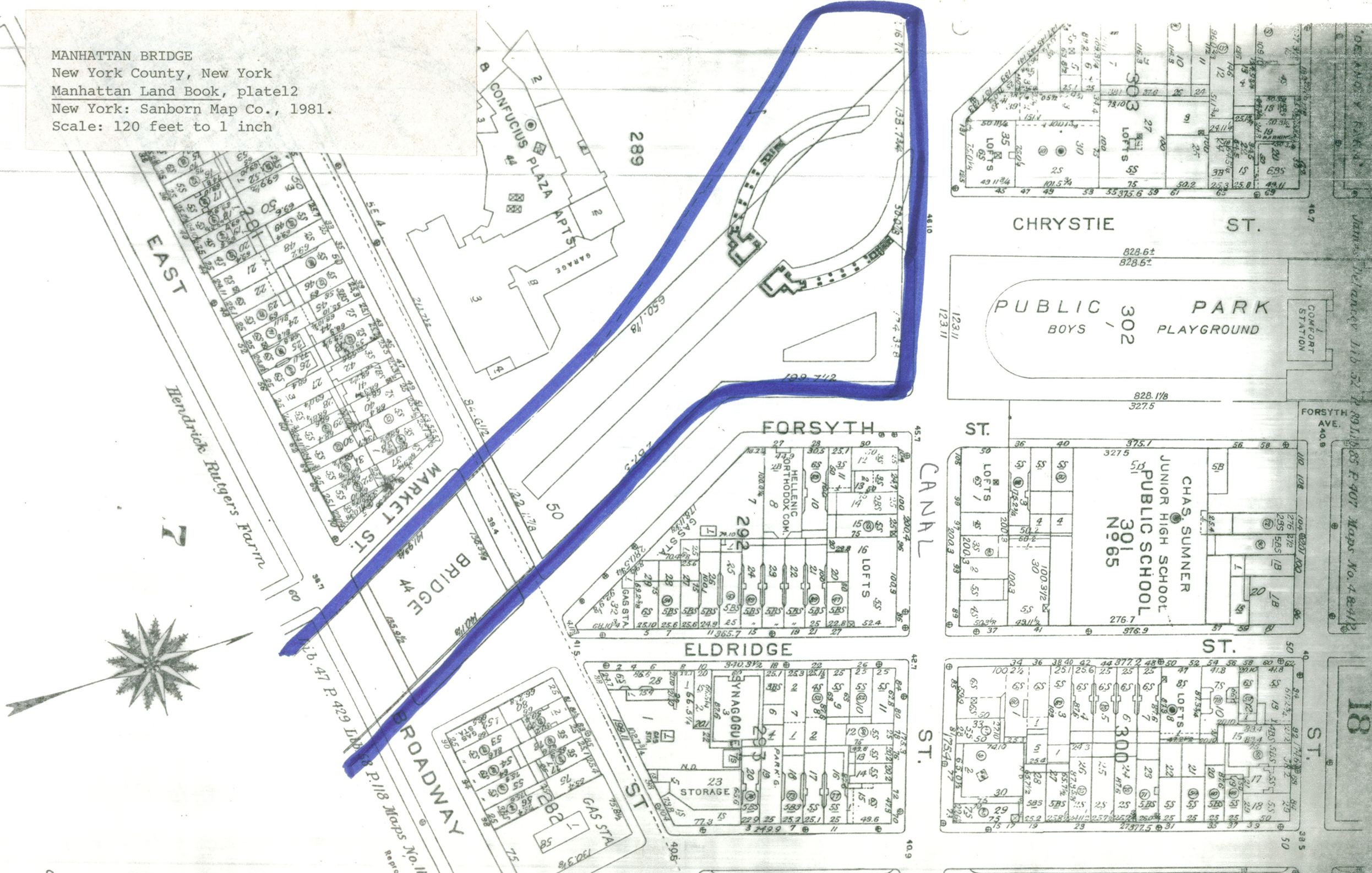


BROOKLYN, N. Y.
N4037.5-W7352.5/7.5

Purple tint indicates extension of urban areas
Revisions shown in purple compiled by the Geological Survey
from aerial photographs taken 1977 and other source data
This information not field checked. Map edited 1979

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MANHATTAN BRIDGE
 New York County, New York
 Manhattan Land Book, platel2
 New York: Sanborn Map Co., 1981.
 Scale: 120 feet to 1 inch

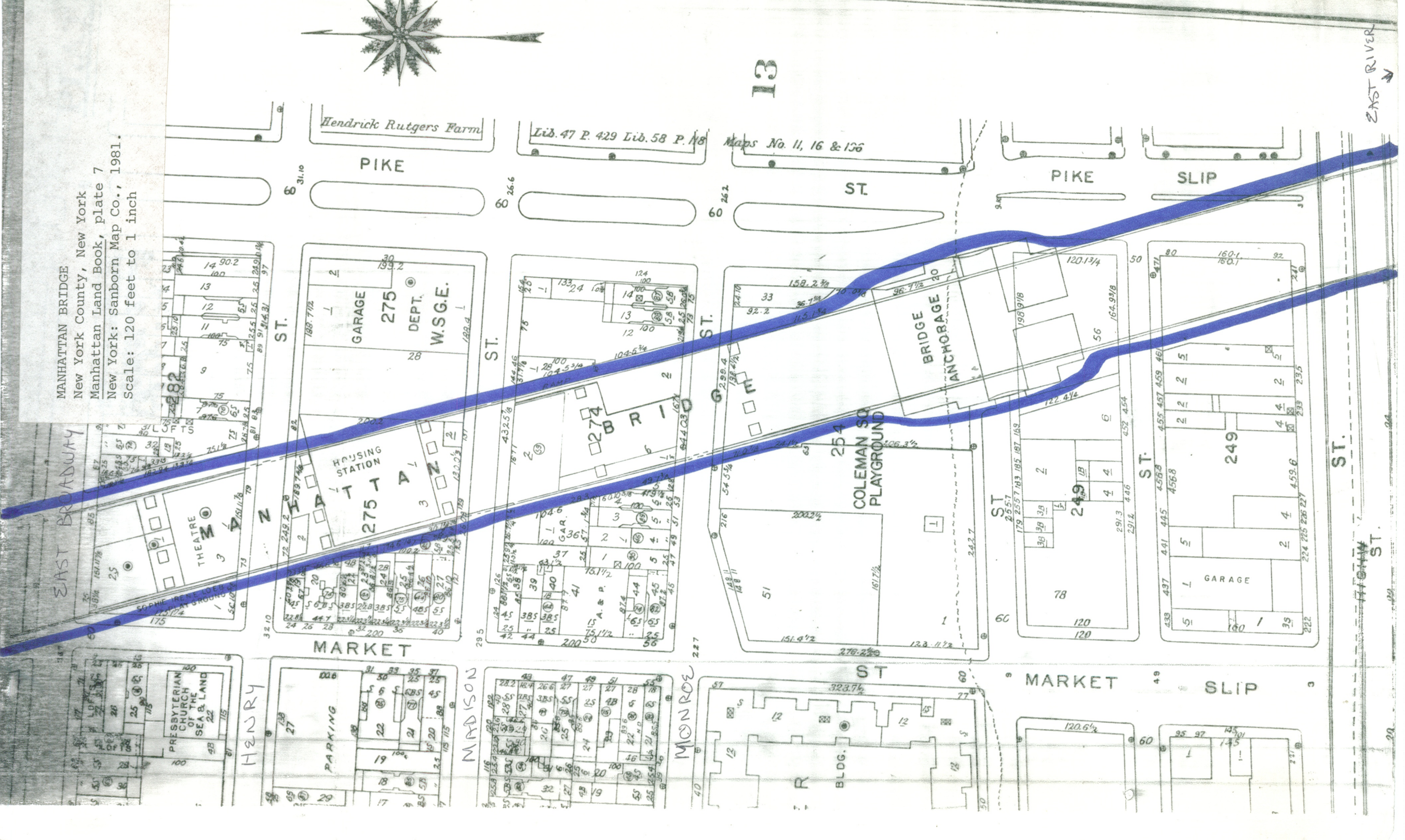


plt 12

120" = 1'



MANHATTAN BRIDGE
New York County, New York
Manhattan Land Book, plate 7
New York: Sanborn Map Co., 1981.
Scale: 120 feet to 1 inch



EAST BROADWAY



Hendrick Rutgers Farm

Lib. 47 P. 429 Lib. 58 P. 18

Maps No. 11, 16 & 156

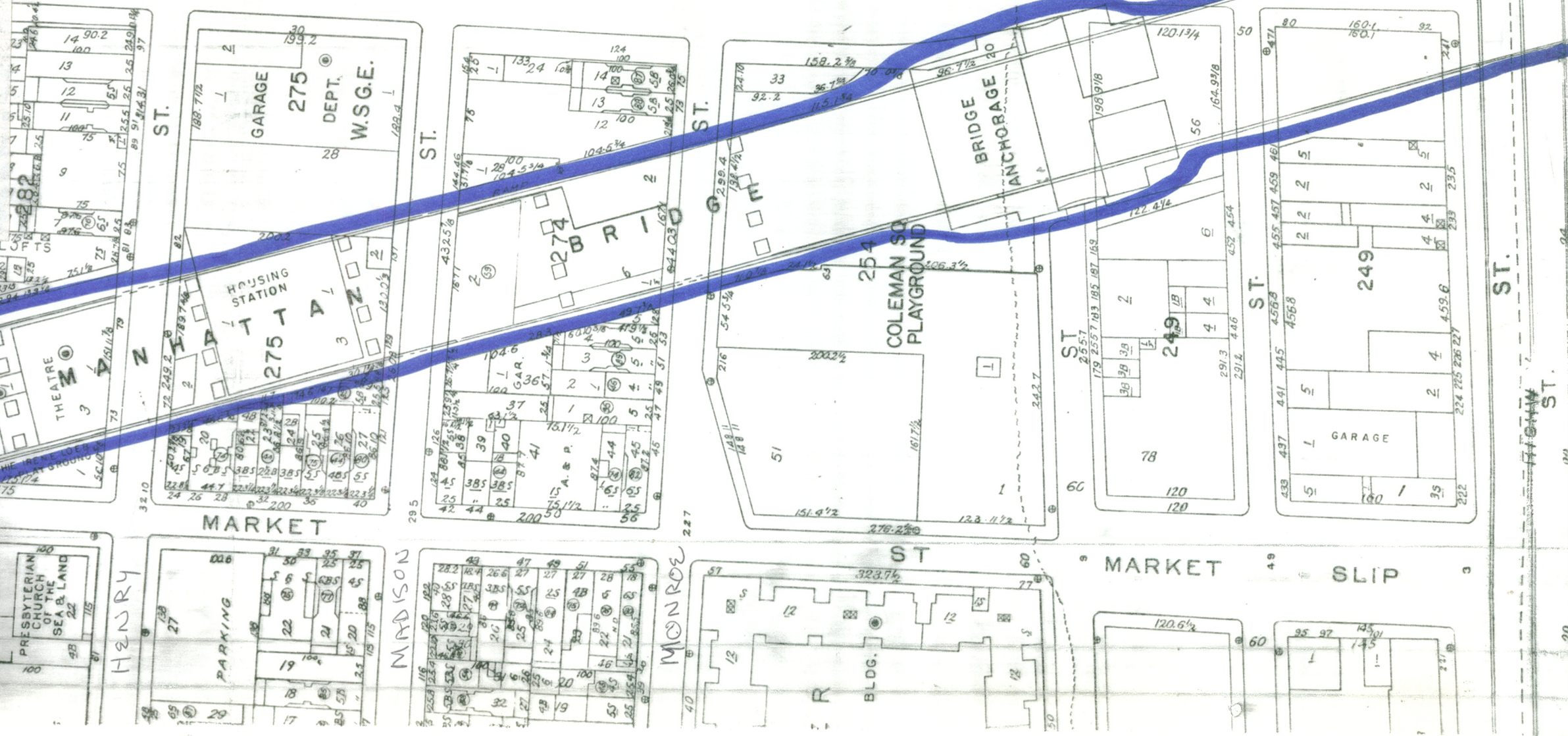
PIKE

ST.

PIKE

SLIP

EAST RIVER



ST.

GARAGE
275
DEPT.
W.S.G.E.

ST.

ST.

BRIDGE
ANCHORAGE

ST.

ST.

MARKET

ST

MARKET

SLIP

HENRY

MADISON

MONROE

HENRY ST.

22

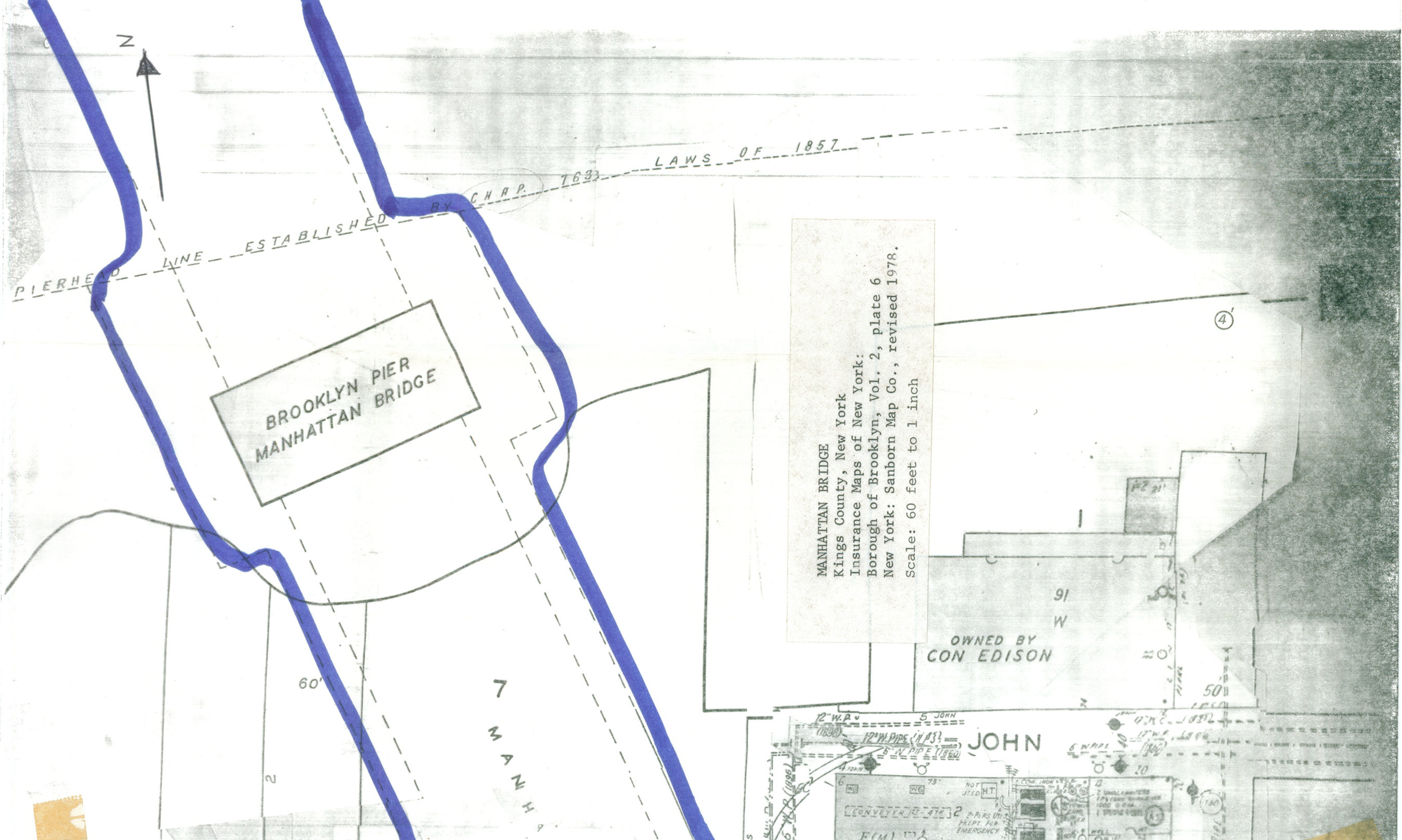
24

pt 7

120' = 1"



PA 621 933 1243



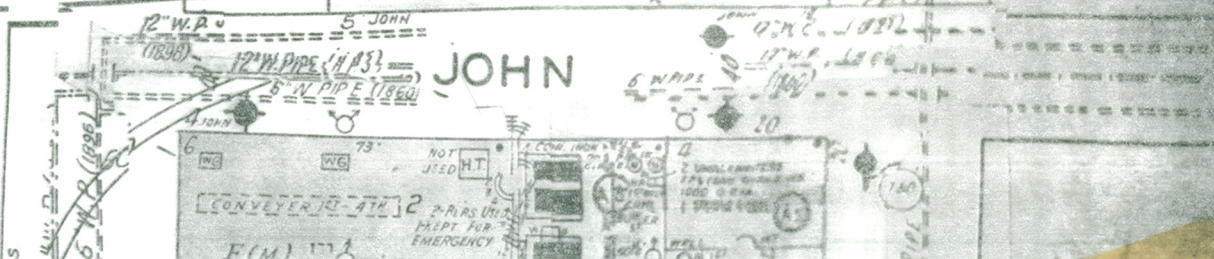
PIERHEAD LINE ESTABLISHED BY CHAP. 1633 LAWS OF 1857

BROOKLYN PIER
MANHATTAN BRIDGE

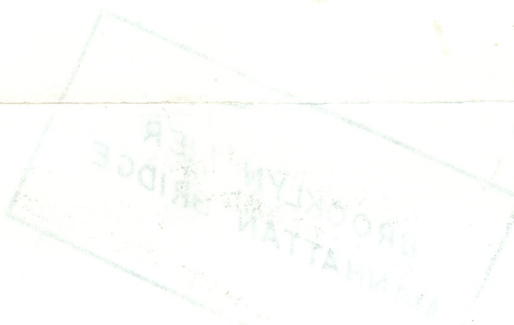
MANHATTAN BRIDGE
Kings County, New York
Insurance Maps of New York:
Borough of Brooklyn, Vol. 2, plate 6
New York: Sanborn Map Co., revised 1978.
Scale: 60 feet to 1 inch

OWNED BY
CON EDISON

JOHN



PL 6

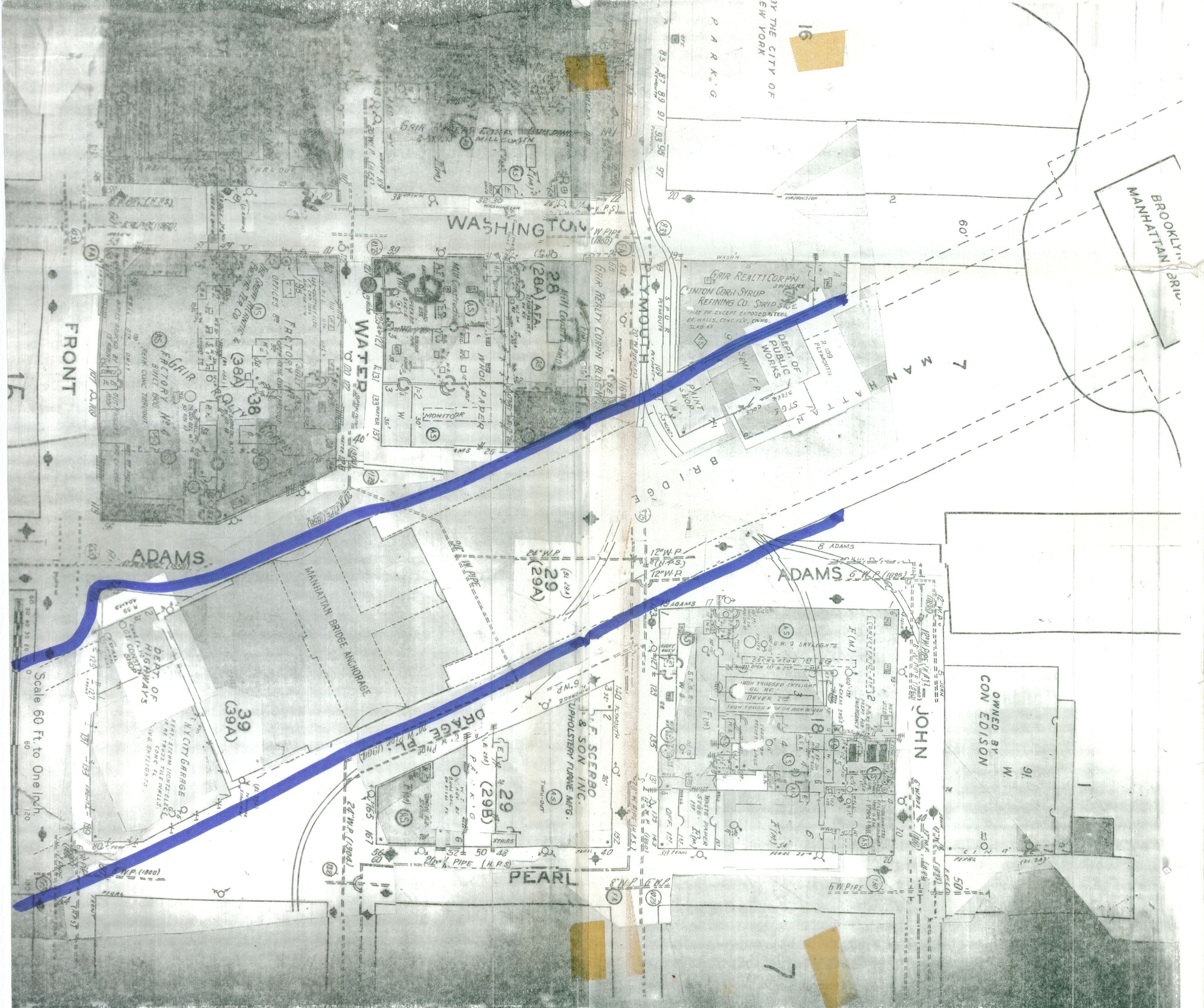


Insurance Maps of the
Borough of Brooklyn, N.Y.

Vol 2

Sanborn

©. 1939 Revised 1978



BROOKLYN BRIDGE
MANHATTAN

THE CITY OF
NEW YORK

PARKING

WASHINGTON

PLYMOUTH

GAIR REALTY CORP.
ANTON CORN SYRUP
REFINING CO. SYRUP SICE
FIRE PR. EXCEPT EXPOSED STEEL
BR. WALLS, CONC. FLO. CONC.
SLAB RE

DEPT. OF
PUBLIC
WORKS
STEEL
STAGE

PRINT
SHOP

BROADWAY

ADAMS

JOHN

OWNED BY
W. CON EDISON

29
(29A)

SCERBO
& SON INC.
UPHOLSTERY FURNITURE MFG.

29
(29B)

PEARL

ADAMS

39
(39A)

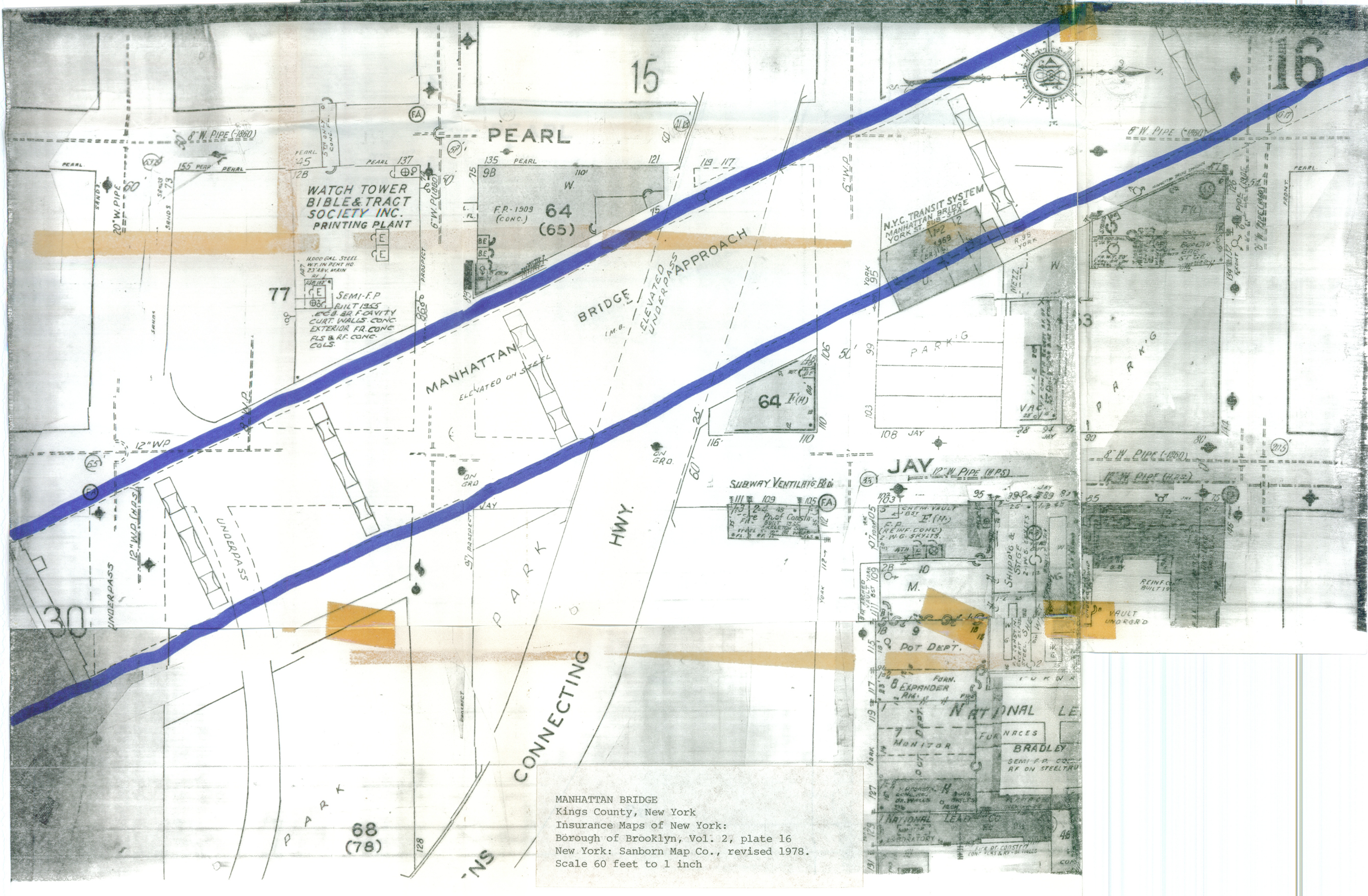
MANHATTAN BRIDGE ANCHORAGE

DEPT. OF
HIGHWAYS

NY CITY GARAGE

FRONT

Scale 60 Ft. to One Inch.



MANHATTAN BRIDGE
Kings County, New York
Insurance Maps of New York:
Borough of Brooklyn, Vol. 2, plate 16
New York: Sanborn Map Co., revised 1978.
Scale 60 feet to 1 inch

(38)
80

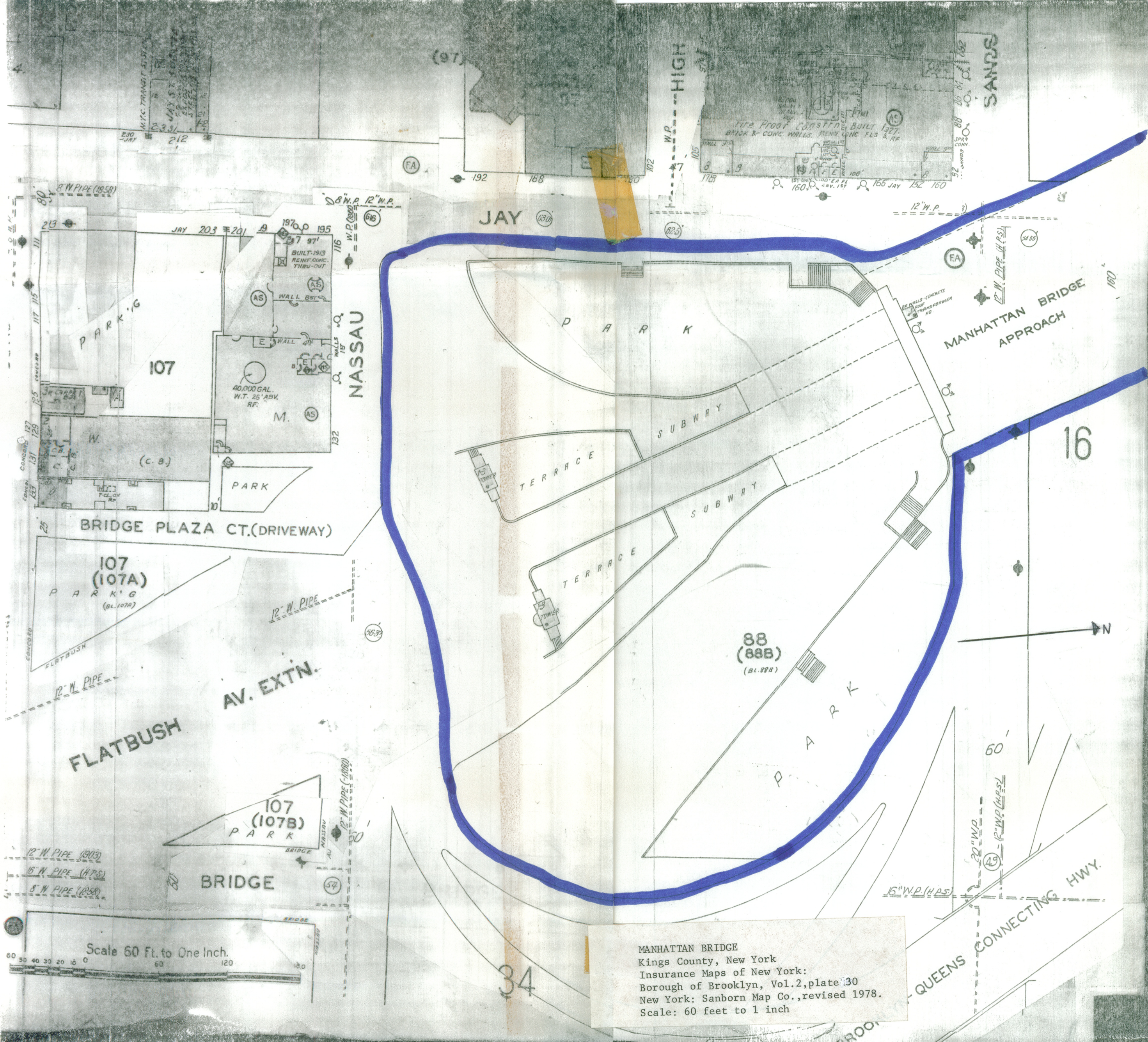
CONNECT

WATTANAM

БЕЛЫЙ

plt 14

12



MANHATTAN BRIDGE
Kings County, New York
Insurance Maps of New York:
Borough of Brooklyn, Vol. 2, plate 30
New York: Sanborn Map Co., revised 1978.
Scale: 60 feet to 1 inch

PU 30
10
12

MANHATTAN BRIDGE
APPROACH

18

88
(see)

WYOMING

BRIDGE PLAZA STATION

107
(107A)

AV. EXTENSION

FLATBUSH

BRIDGE

Scale 1/2" = 100'