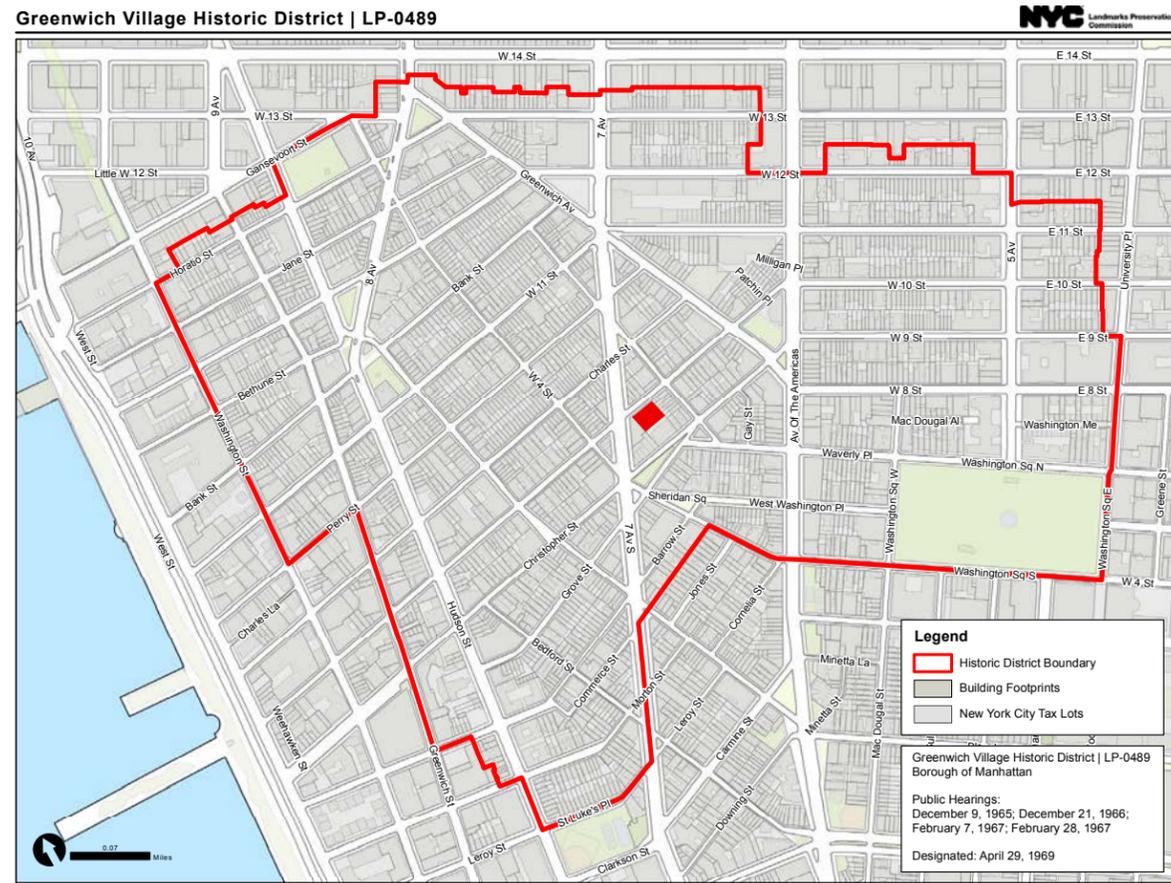


160 West 10th Street

CB2 Preservation Committee
05.12.25

Project Introduction

Site Location



District Map



Aerial View

Existing Building



Existing Building



Proposed Scheme



History and Context

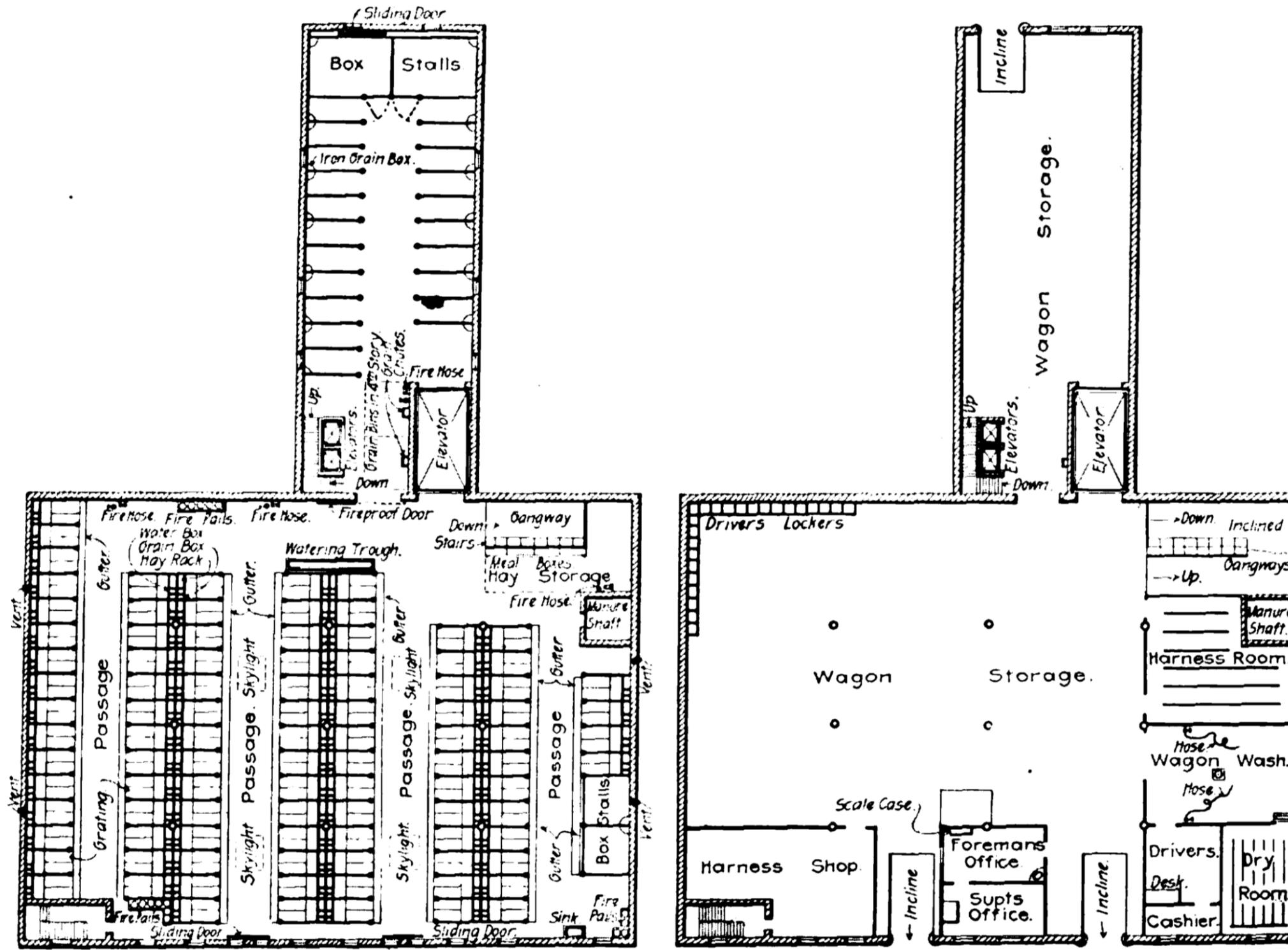
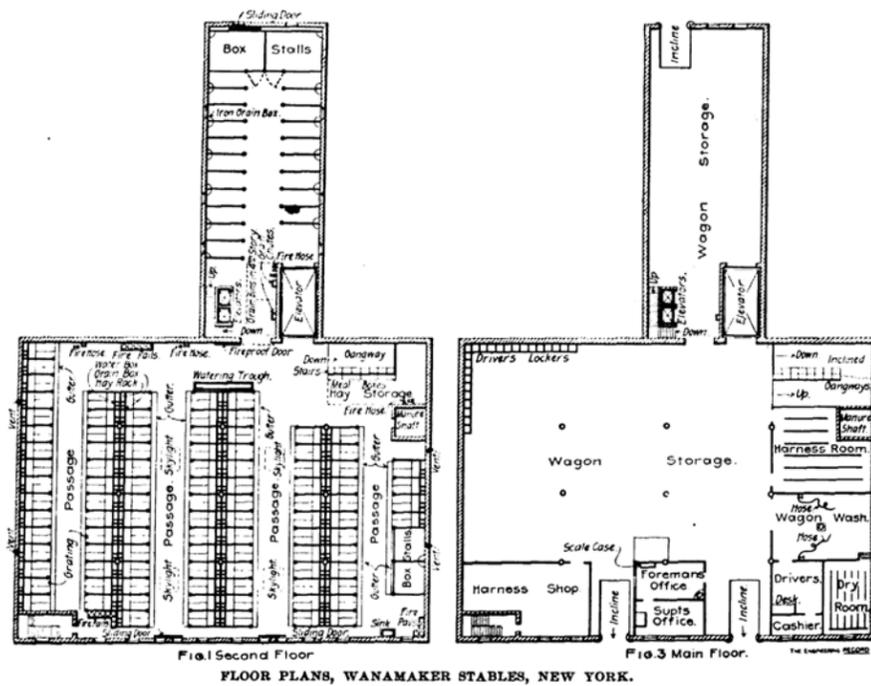


FIG. 1 Second Floor
 FIG. 3 Main Floor.
FLOOR PLANS, WANAMAKER STABLES, NEW YORK.

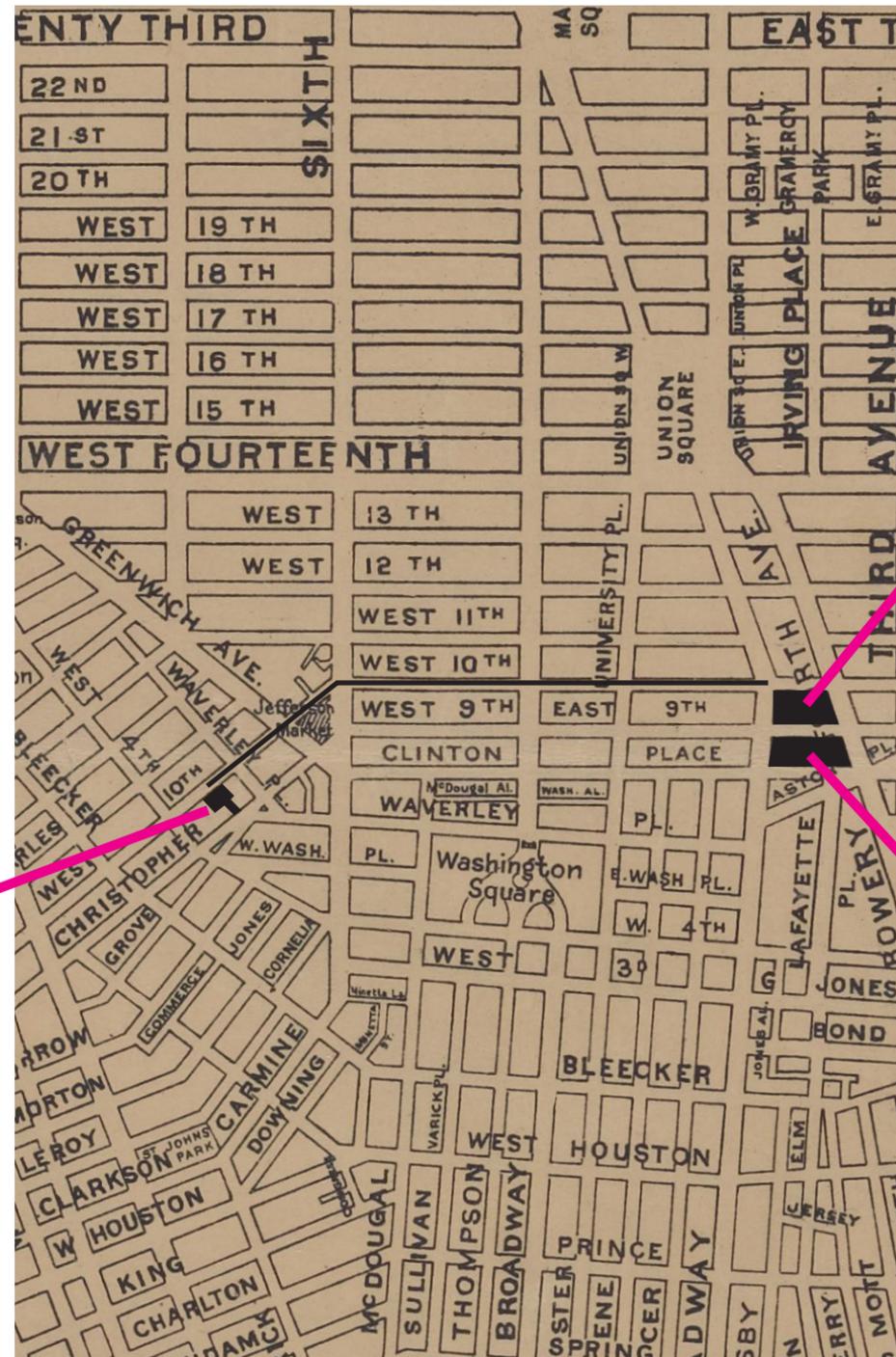
Floor plans as the John Wanamaker Stable in 1899 (Engineering Record)

Building History

Henry Hilton/A.T. Stewart Stables (1892-96)
John Wanamaker Stable (1896-1914)

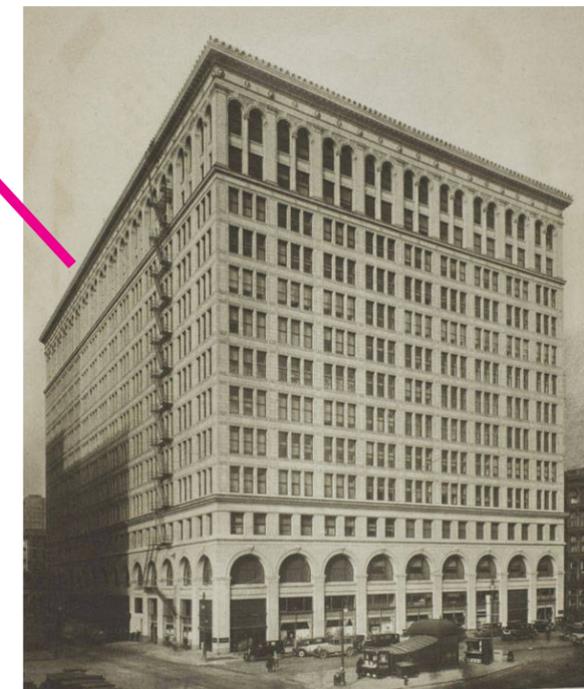


Floor plans as the John Wanamaker Stable, 1899 (Engineering Record)



Detail from the August R. Ohman map of Manhattan, 1902 (NYPL)

A.T. Stewart's "Iron Palace" department store at Broadway and East 10th Street, inherited by Henry Hilton in 1876 and John Wanamaker in 1896 (NYPL)



Wanamaker's department store at Broadway and East 9th Street, built in 1903 as an annex to the original Iron Palace (AIC)

Building History

Wanamaker Electric Truck Garage, 1914

84 DRY GOODS ECONOMIST STORE SERVICE AND EQUIPMENT SECTION



1. Stock
2. Forge Shop
3. Machine Shop
4. Assembly
5. Wood Working
6. Paint Shop
7. Shipping



Are You Posted on the Economy of "Electrics"?

Electric trucks are more rapidly than ever taking their place in department store delivery.

Every store that has accurate figures on its own costs under gasoline and carefully investigates electric costs promptly buys electrics and begins to reduce that burden—delivery expense.

For example: Among the leading stores using Commercial Electric Trucks are those of John Wanamaker, New York and Philadelphia. Here, where the gasoline and Commercial Electric cars have been put on the same work, the Commercial Electric car has been found fifty per cent more efficient. And some Wanamaker Commercial Electrics have been in steady use for twelve and fourteen years.

Efficiency is vital in the electric truck. C-T

trucks are efficient and economical because every part is made with painstaking care in this large modern factory by engineers who have had fifteen years' experience making C-T's.

With the exception of G. E. Motors, designed by Commercial Truck engineers, bearings and springs, the Commercial Truck Company makes its own cars from bar steel and rough castings to the finished car.

Investigate C-T Electrics and lighten your delivery cost burden.

COMMERCIAL TRUCK COMPANY, Philadelphia, Pa.

Rear wheel drive models—Bastan, N, 1, 2, 3 and 3 1/2-ton. Front wheel drive models—3 1/2 and 5-ton.



New York
Chicago
Atlanta

Representative in other principal cities

Digitized by Google

Promotion for the Wanamaker fleet of electric trucks, 1922 (*Dry Goods Economist*)

#160-168

This very handsome garage was used by John Wanamaker primarily for his trucks. Built as a stable for Henry Hilton in 1891-92, it reflects the tradition of the Romanesque Revival. It was designed by E. D. Harris and originally had an extension through to Christopher Street which was removed to make way for the large apartment house which now occupies that site (No. 45 Christopher). It was altered for garage use in 1914. The fine use of masonry materials is well expressed in this building where rock-faced stonework is skillfully contrasted with the brickwork. This building is two stories high and has forward projecting end bays simulating low towers. The lower portion between these ends is crowned by a rectilinear wrought iron railing. Certain refinements may be seen in the curved corners where the wall breaks forward, and

-168-

GV-HD

AREA 4

WEST TENTH STREET South Side (Betw. Waverly Pl. & Seventh Ave. So.)

#160-168
cont.

at the ends, and in the use of stone band courses. It housed the Wanamaker fleet of electric delivery cars which were once such a conspicuous feature on our streets.

#170

Immediately adjoining the garage to the west is this one-story corner building (described under Nos. 115-125, Seventh Avenue South) which has its long front on Seventh Avenue South.

160 West 10th Street's entry in the Greenwich Village Historic District designation report, 1969 (LPC)

Historic Photos



160 West 10th Street during construction of the Seventh Avenue Subway, 1914 (NYHS)



Historic Photos



1940 tax photos, after conversion to a parking garage (Muni)





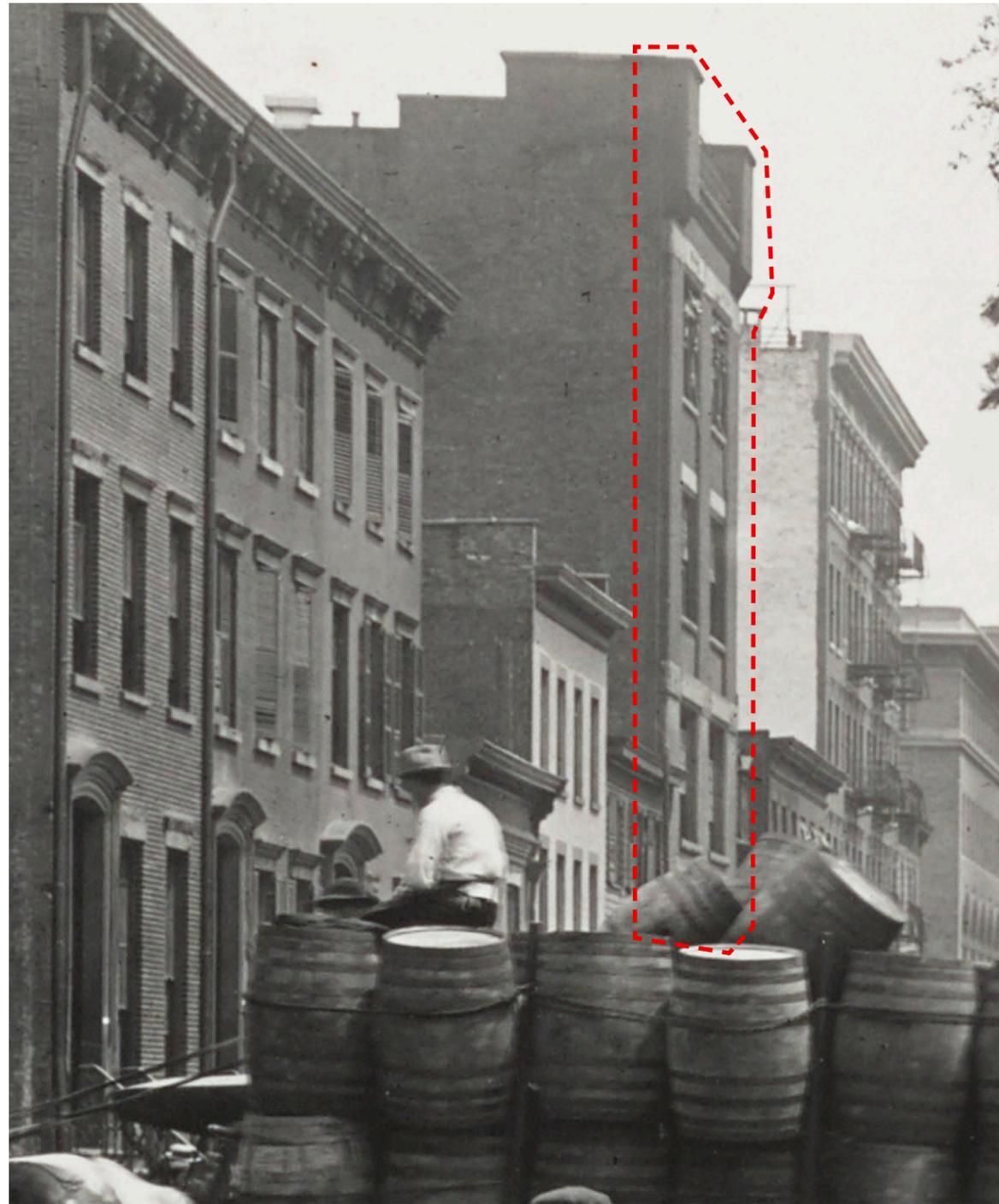
Greenwich Village Historic District designation photo, 1964 (LPC)



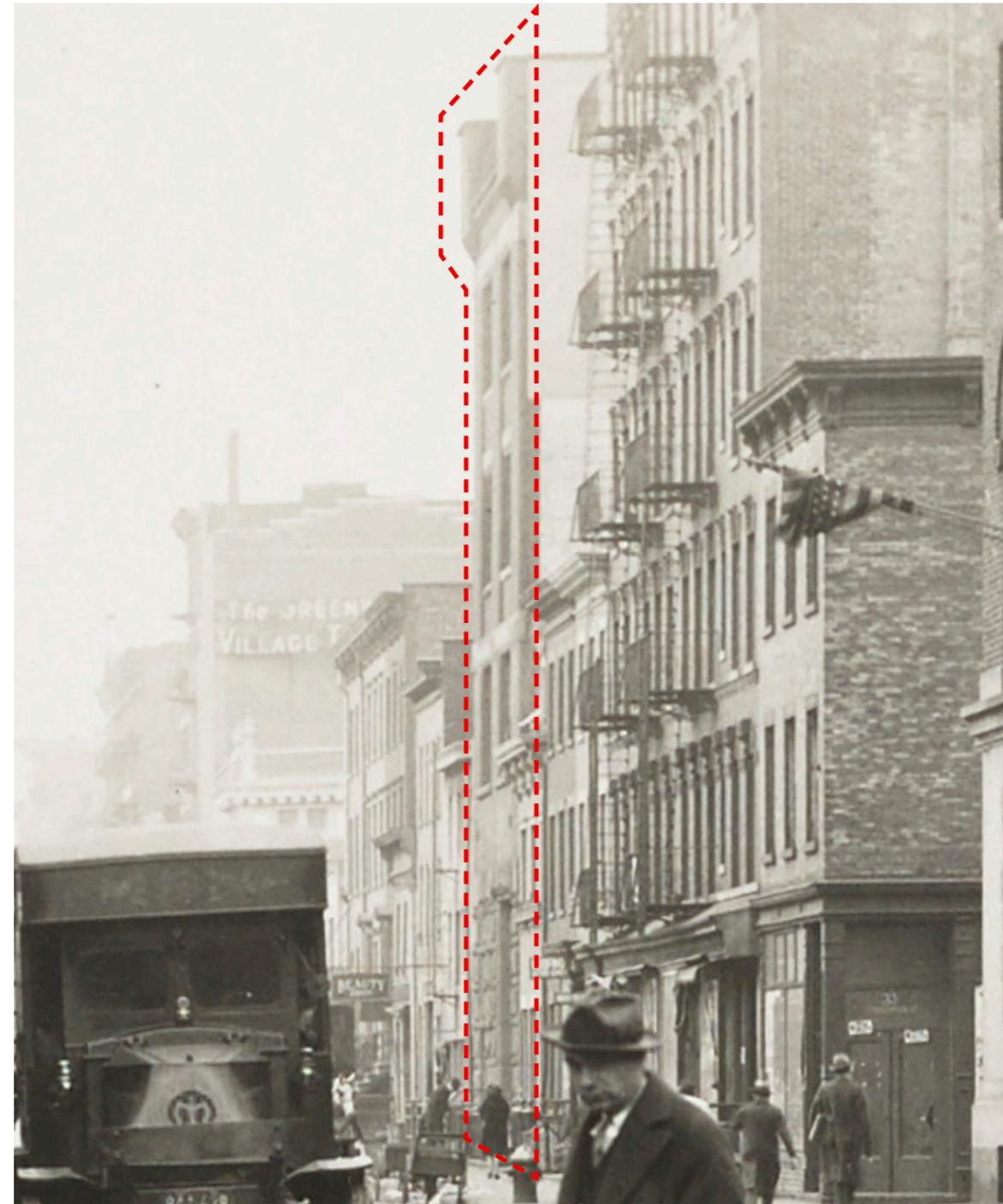
1980s tax photo (Muni)

Historical Photos

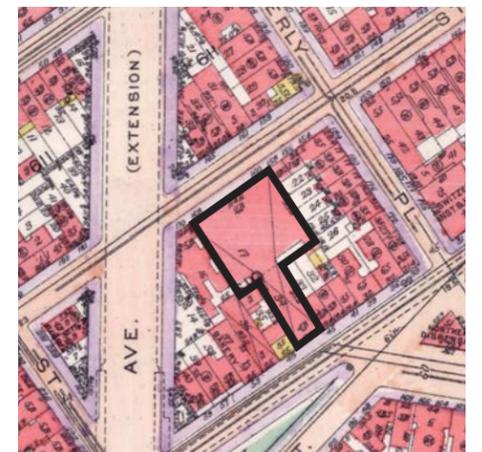
Christopher Street wing (razed 1930)



Christopher Street wing of 160 West 10th Street from the west, 1914 (NYHS)

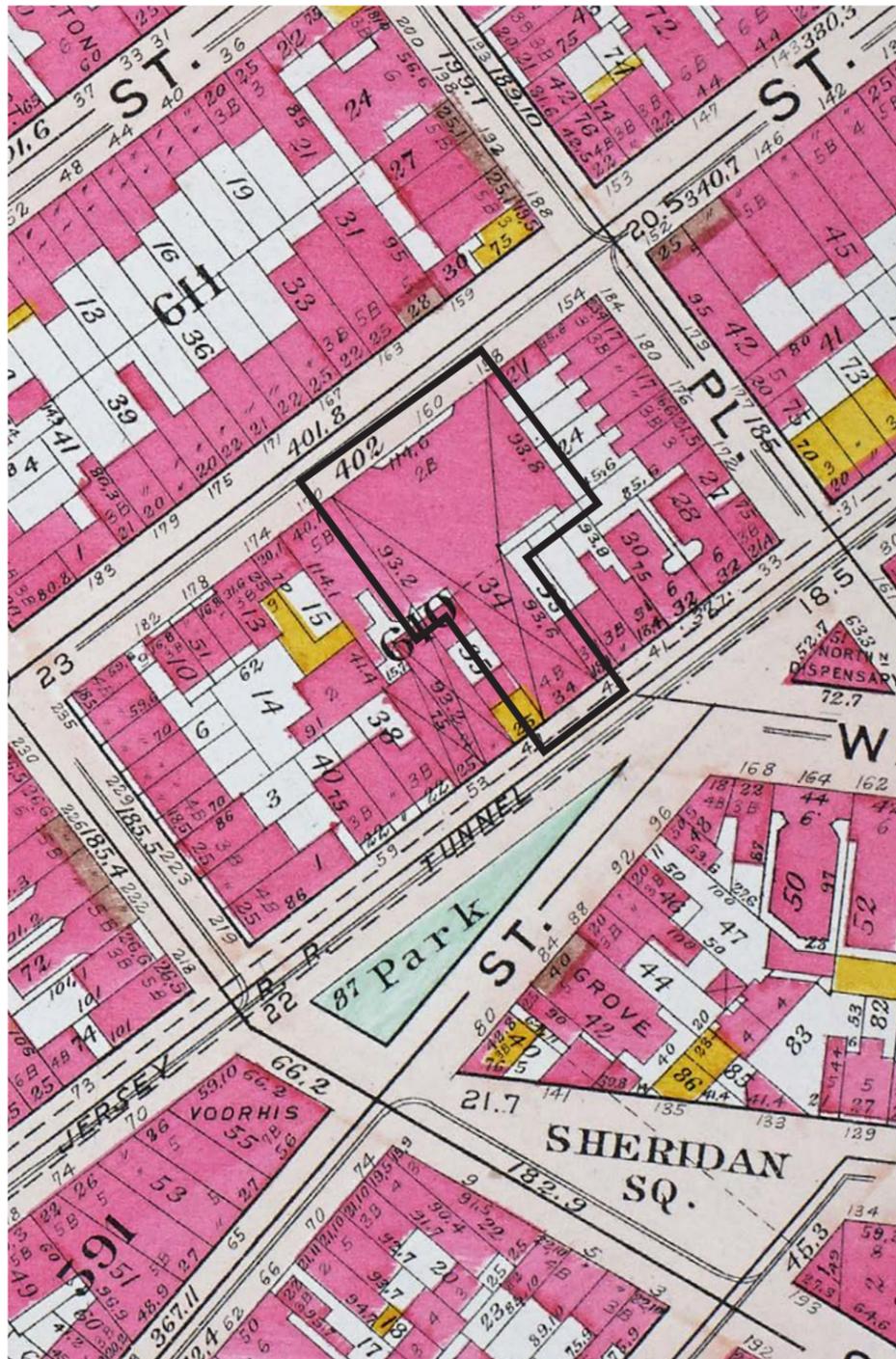


Christopher Street wing of 160 West 10th Street from the east, 1927 (NYHS)

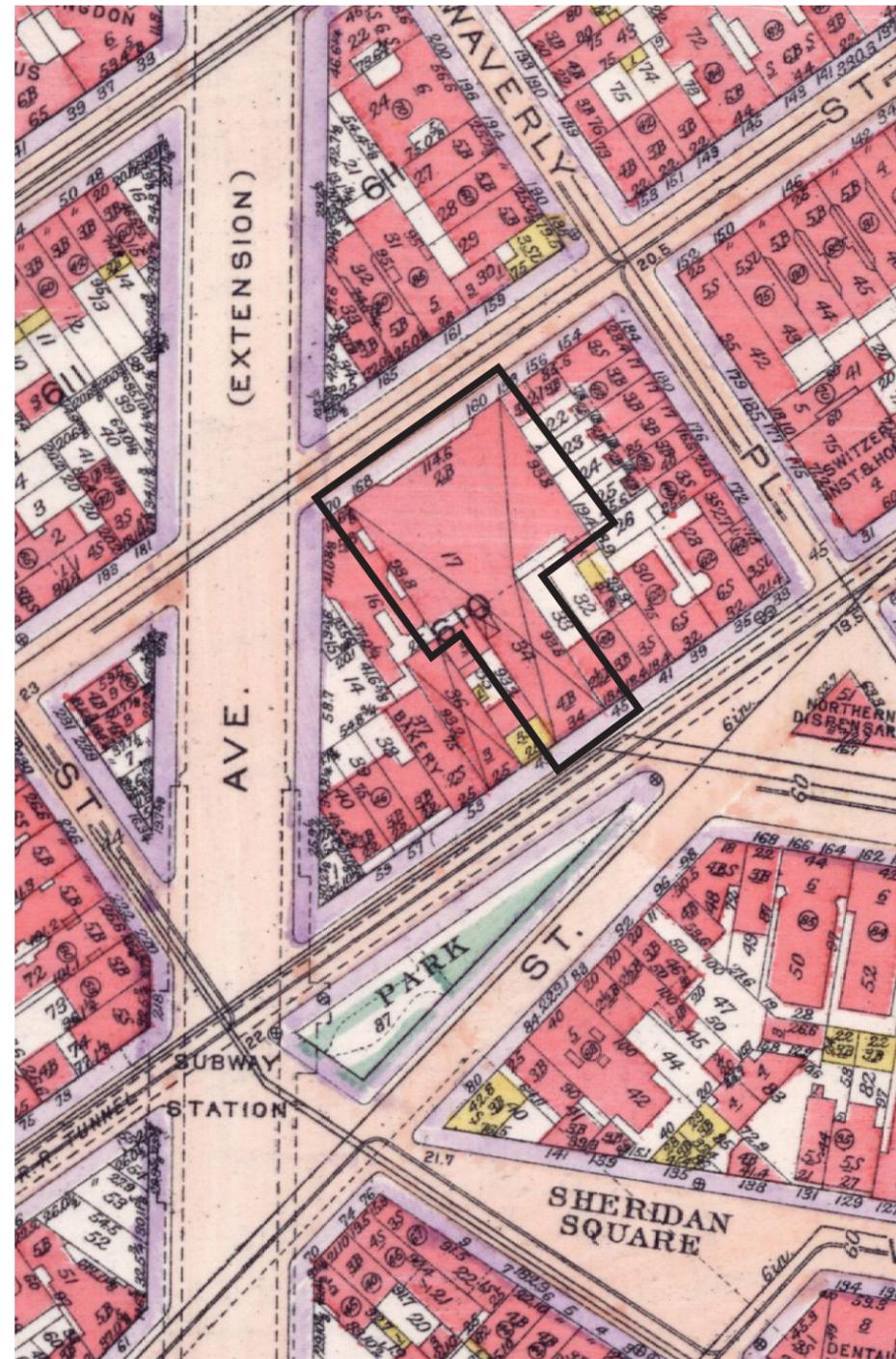


1

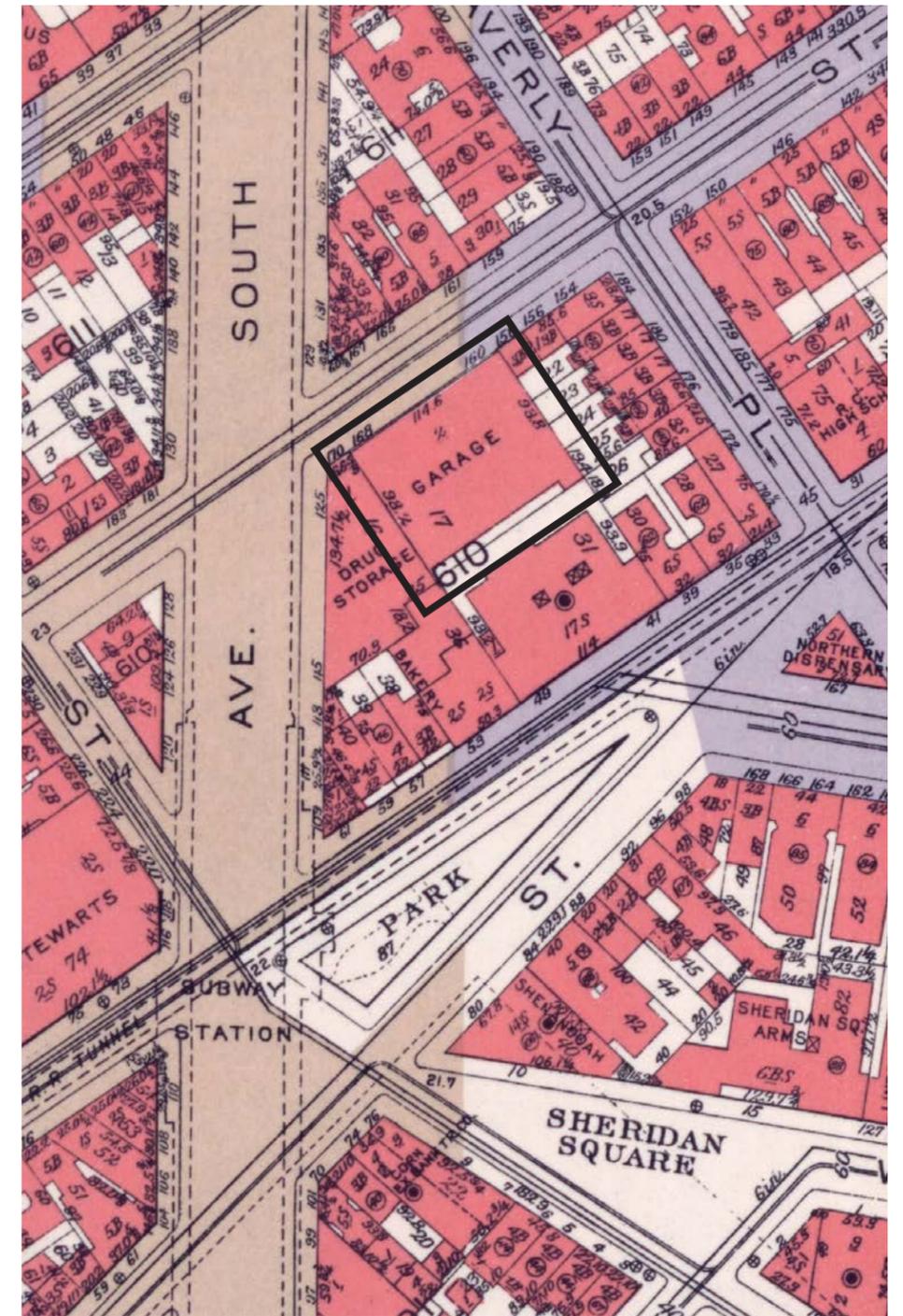
Historical Maps



1908 Bromley fire insurance atlas, plate 10R (FIMO)



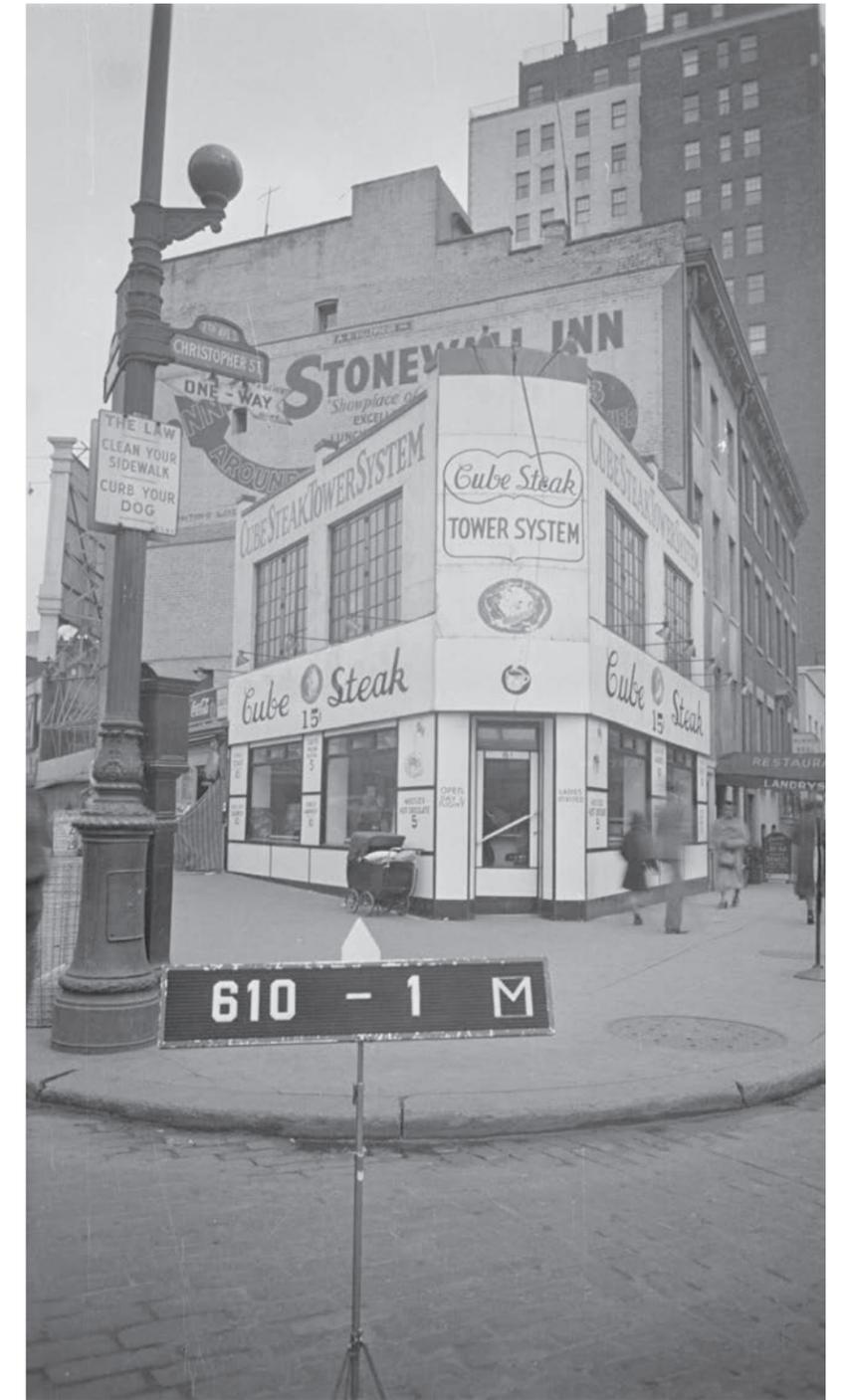
1916 Bromley fire insurance atlas, plate 35 (FIMO)



1934 Bromley fire insurance atlas, plate 35 (FIMO)

Greenwich Village Historic District

Transformation of West 10th Street at Seventh Avenue South



(1) Top: West 10th Street at Seventh Avenue South looking east, 1939 (NYPL)

(2) Bottom: North side of West 10th at Seventh Avenue South, 1933 (NYPL)

(3) Seventh Avenue South between West 10th and Christopher Streets, 1940 (Muni)

Greenwich Village Historic District

LPC Commission-Approved New Construction on the Block



125 Seventh Avenue South, c. 1980s (Muni)



61 Christopher Street, c. 1980s (Muni)



125 Seventh Avenue South
New construction, 1990-94; top two stories added 2017-19



61 Christopher Street
New construction, 1983

Greenwich Village Historic District

Stables and Garages



70 Barrow Street, 1852 (Muni)



72-74 Horatio Street, 1907 (Muni)



97-99 Charles Street, 1895 (Muni)



230-232 West 13th Street, 1901 (Muni)

Greenwich Village Historic District

Commercial Romanesque



30 Christopher Street, 1911-12 (Muni)



173 MacDougal Street, 1890-91 (Muni)



22 Jones Street, c. 1895 (Muni)



1 Sheridan Square, 1902-03 (Muni)

Previous LPC Approvals

Previous LPC Approvals

741-745 Washington Street (2023)



Appearance prior to addition, 2022



Approved design by Johnston Marklee (LPC-approved in 2023)

Previous LPC Approvals

771 Washington Street (2017)



1969 designation photo (LPC)



Approved design by BSKS (LPC-approved in 2017)

Previous LPC Approvals

St. Luke's School, 657 Greenwich Street (2014)



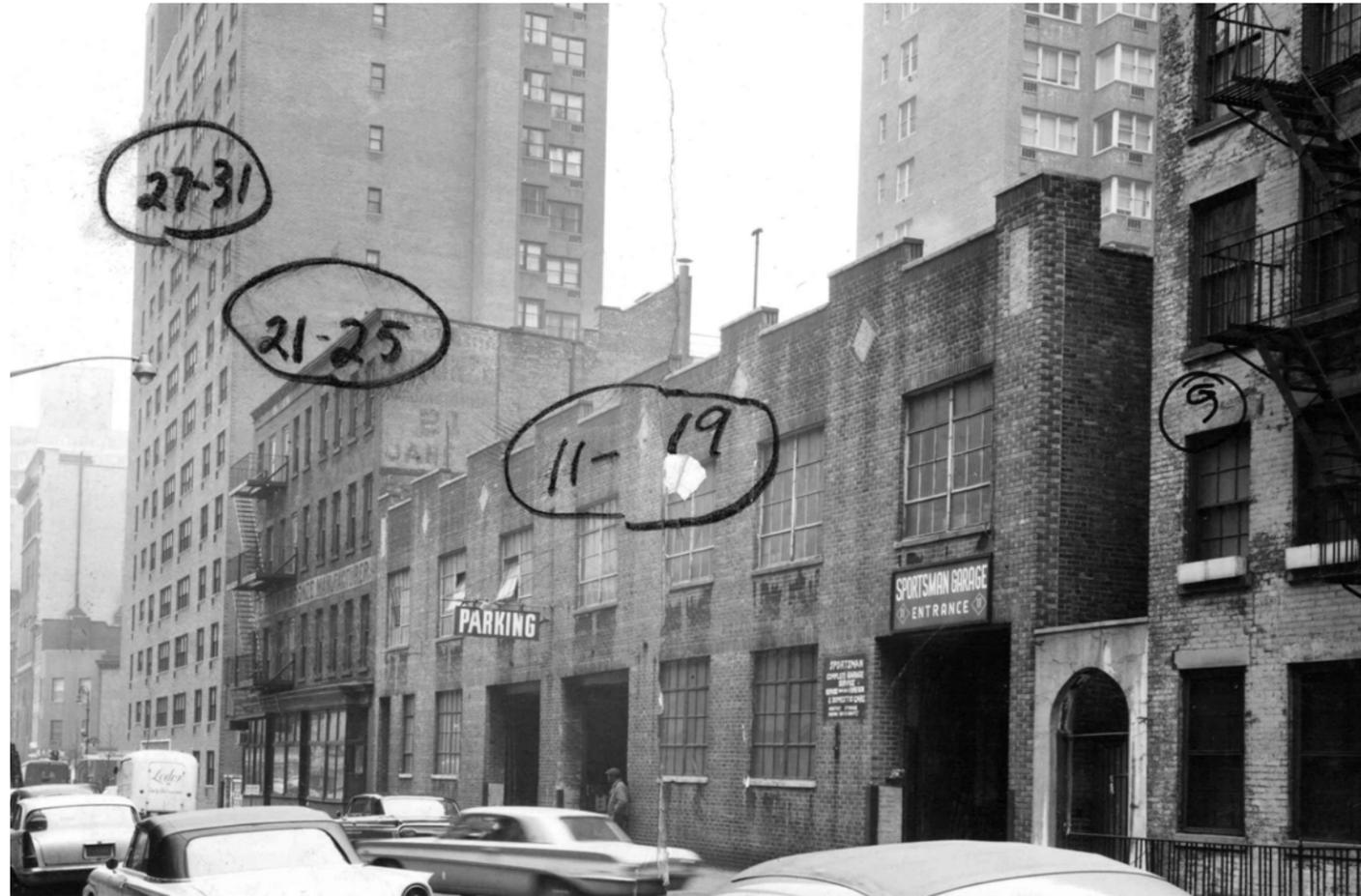
Appearance prior to addition



Approved design by ABA Studio (LPC-approved in 2014)

Previous LPC Approvals

11 Jane Street (2017)



1969 designation photo (LPC)



Approved design by David Chipperfield Architects (LPC-approved in 2017)

Restoration Scope & Proposed Design

Existing Condition

North Elevation (West 10th Street)



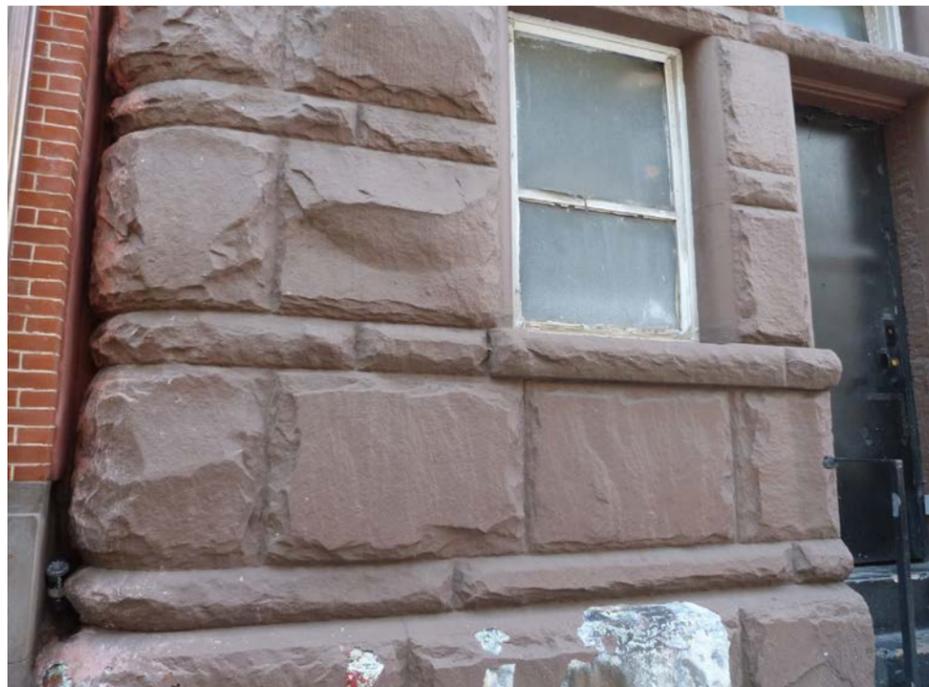
Painted brick, open joints, and sill erosion at the second story.



Wood double-hung windows with brownstone lintel course.



Wood sash deterioration at the western projecting bay.



Rusticated, painted brownstone at the garage's water table.



Central office bay window, inset against the currently painted brickwork with brownstone trim across the first story.



Granite and brownstone spalling on the water table beneath the non-historic paint layers.

Existing Condition

Roof



Vegetation growing behind the western projecting parapet.



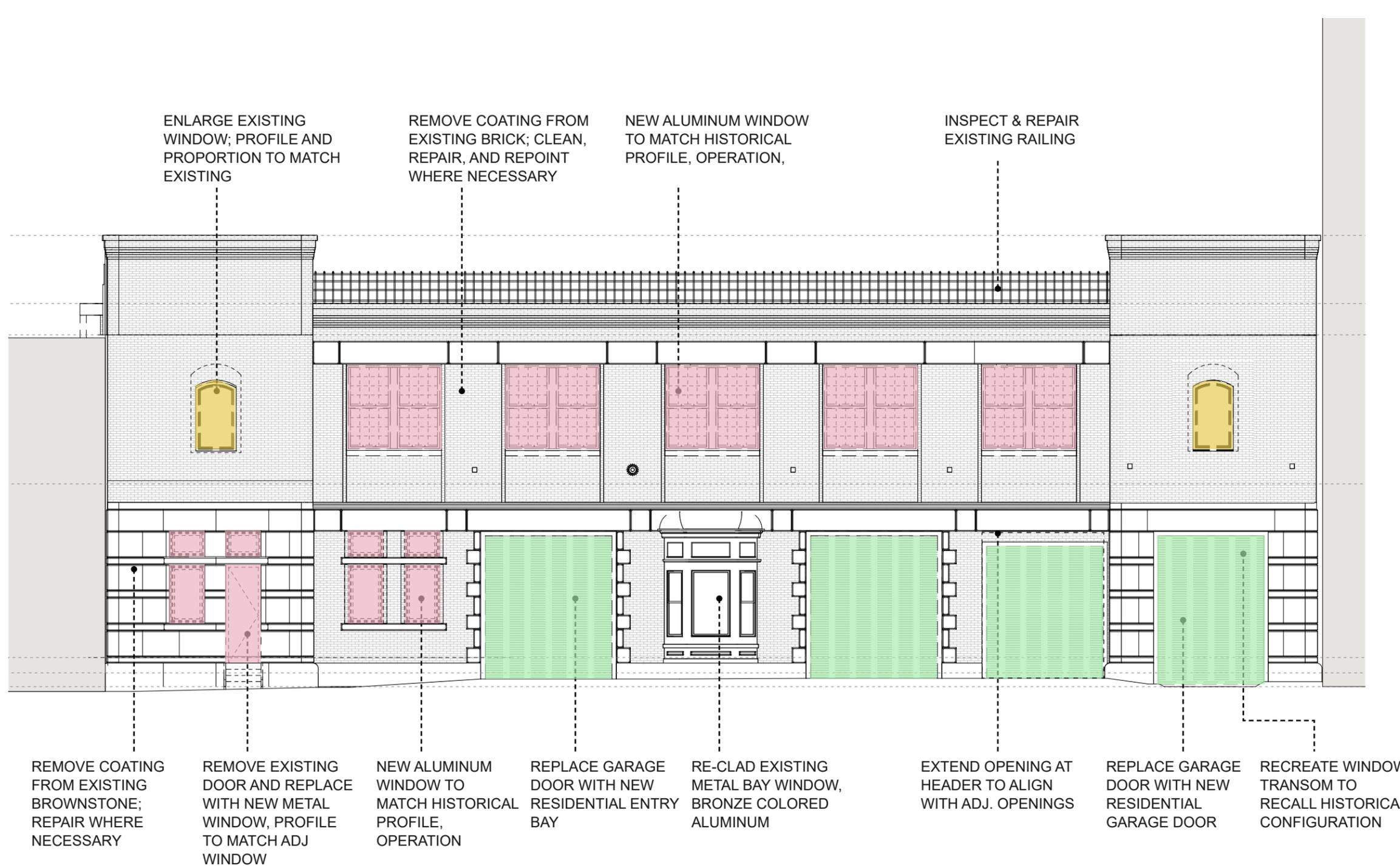
The historic wrought-iron fence lining the central portion of the facade's parapet.



Stair bulkhead backing the eastern projecting parapet.

Proposed Restoration Scope

North Elevation (West 10th Street)



Legend

- NEW ALUMINUM WINDOW TO MATCH HISTORICAL PROFILE, OPERATION
- REPLACE GARAGE DOOR WITH NEW RESIDENTIAL ENTRY BAY
- ENLARGE EXISTING WINDOW; PROFILE AND PROPORTION TO MATCH EXISTING

Street Elevation



Existing



Proposed

Proposed Elevation



Material Palette



Existing Brownstone and Brick



Terracotta



Standing Seam Aluminum



Brick



Bronze Colored Aluminum

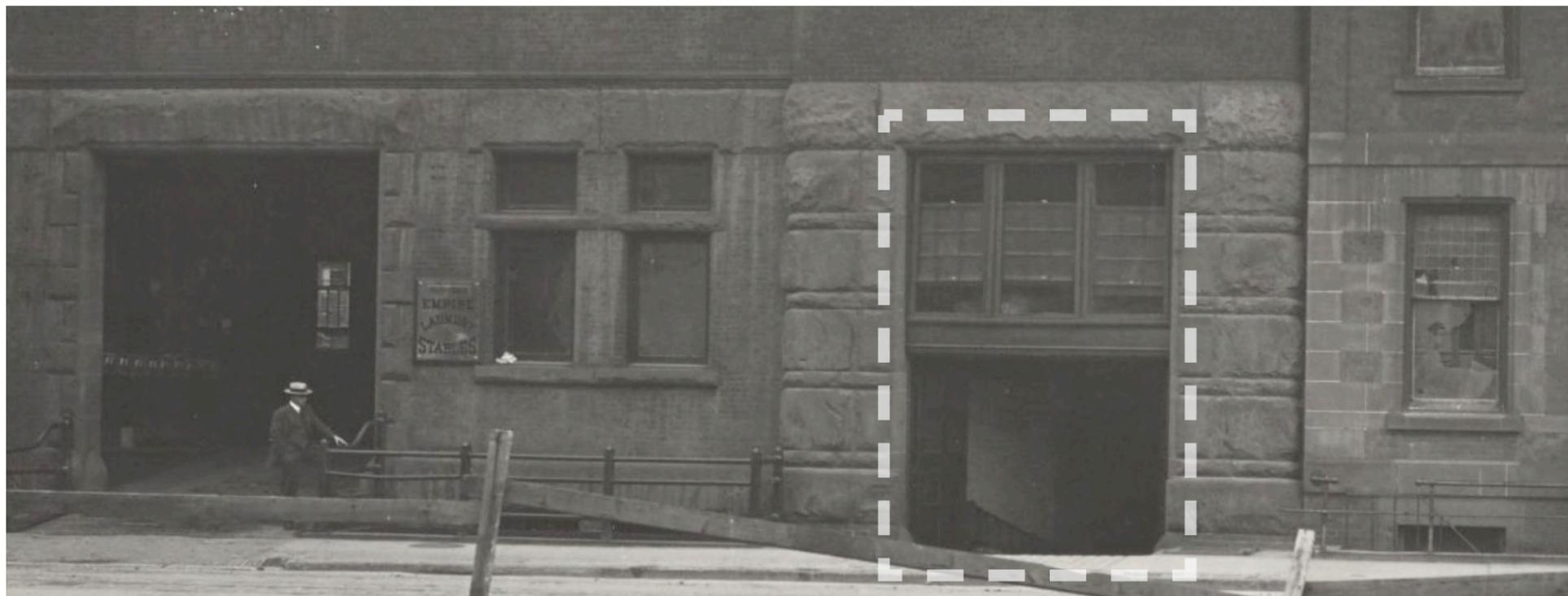
Street View



Residential Entry

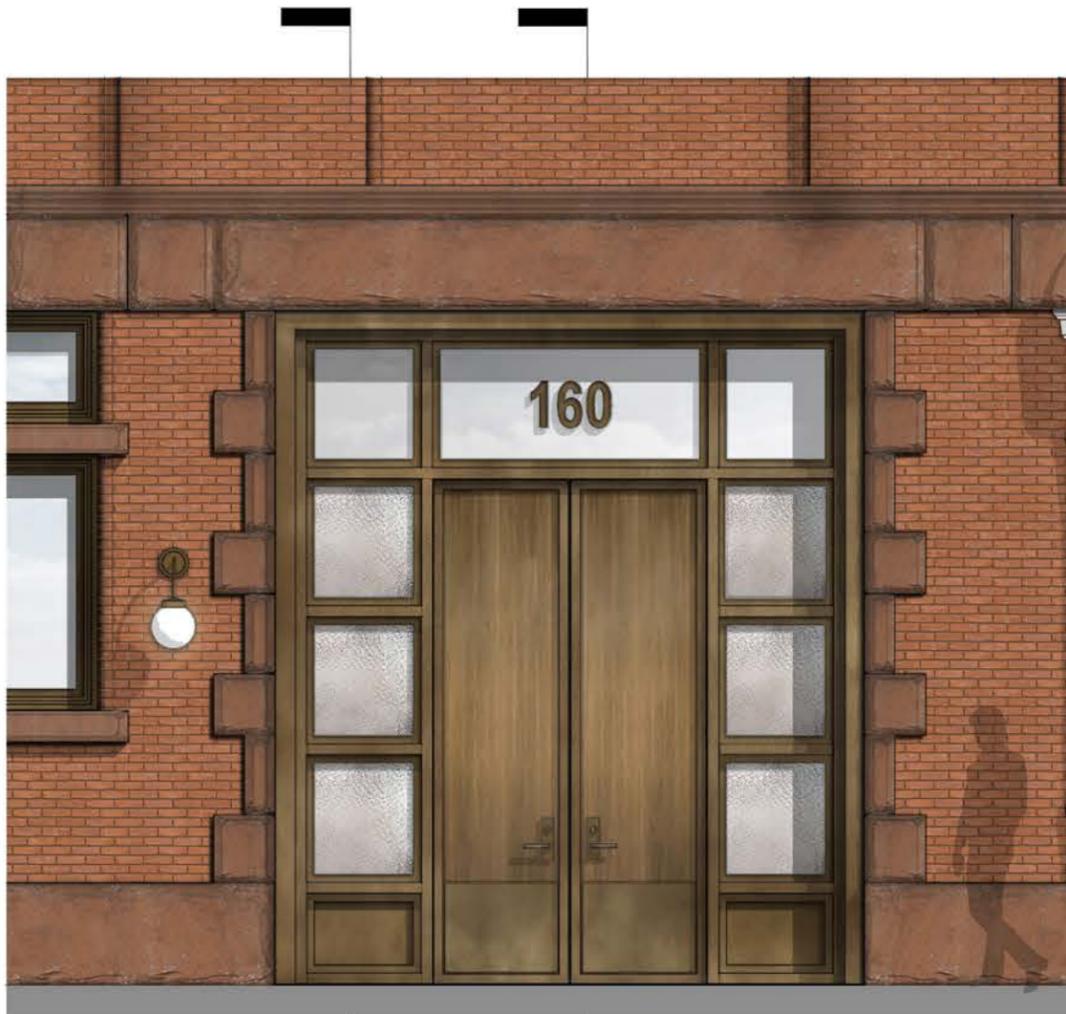


1940 tax photos, after conversion to a parking garage (Muni)

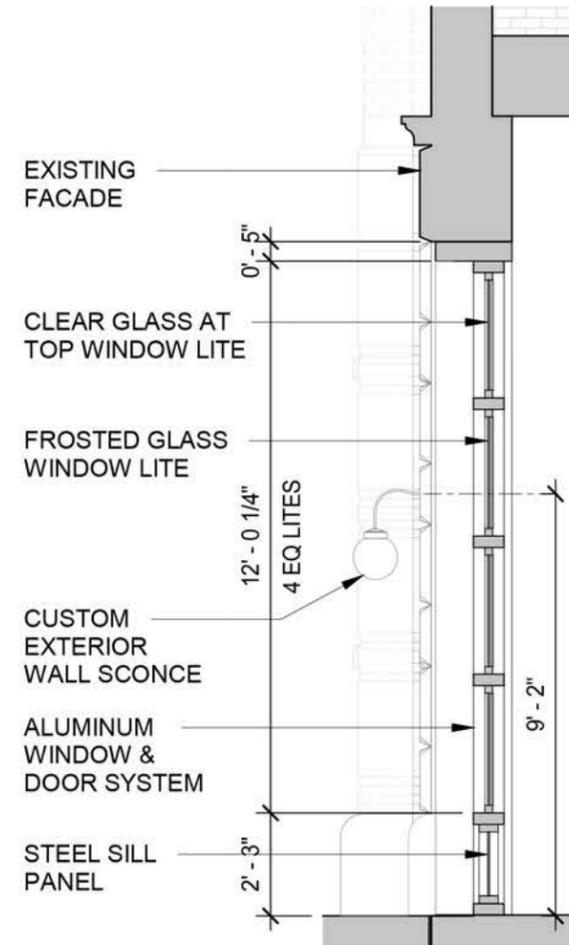


160 West 10th Street during construction of the Seventh Avenue Subway, 1914 (NYHS)

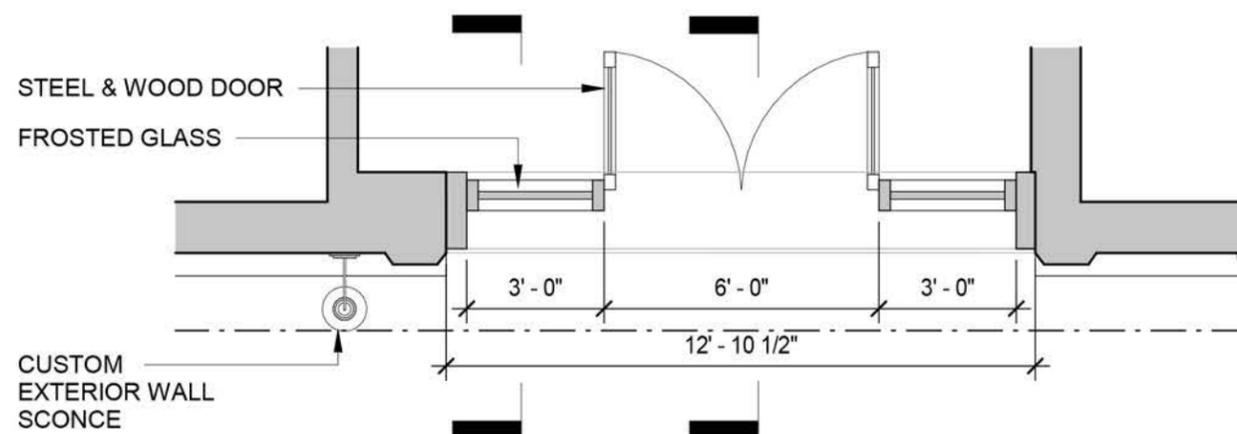
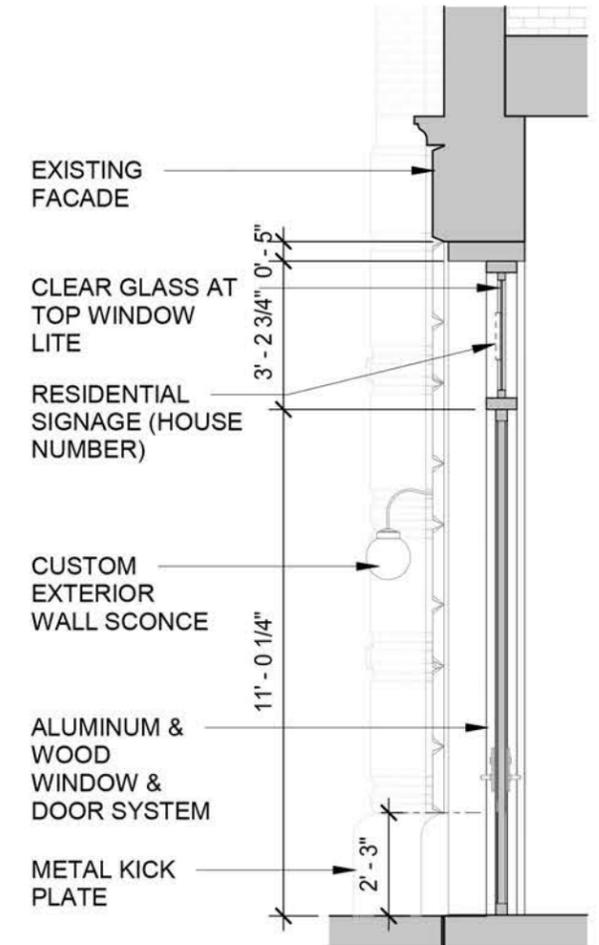
Typical Residential Entry



Elevation

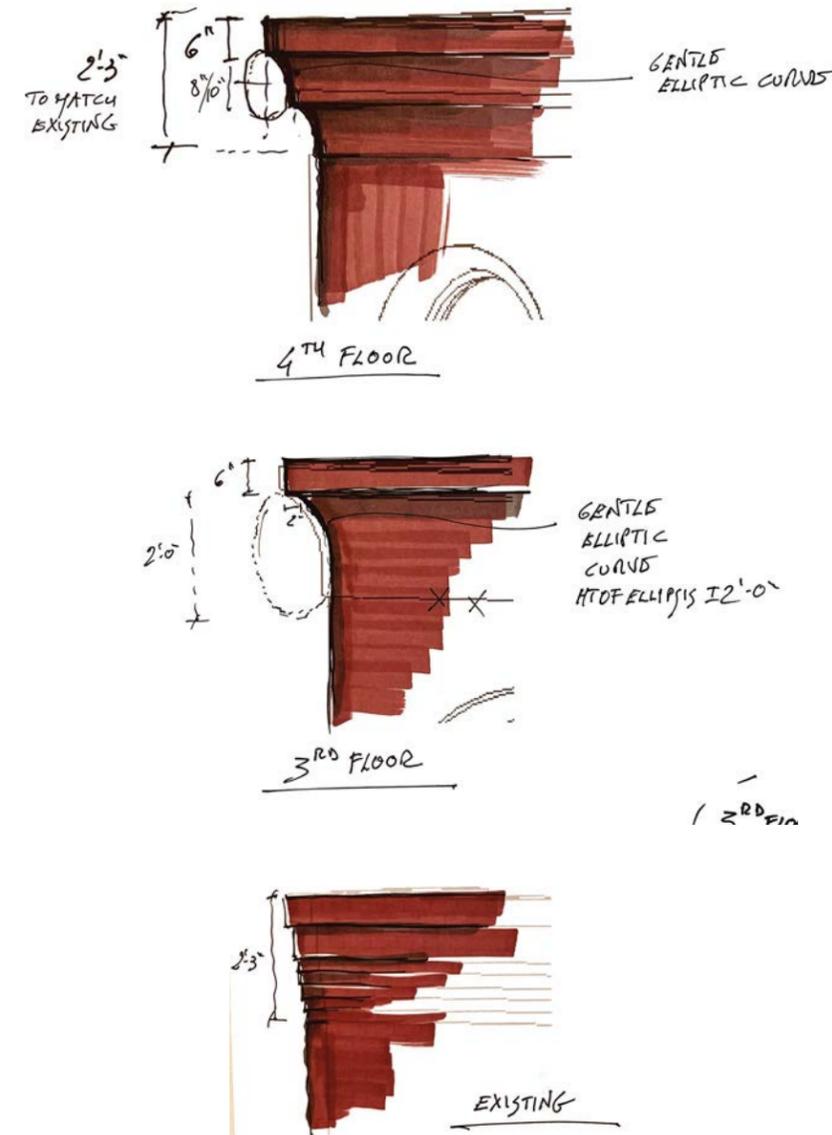


Section

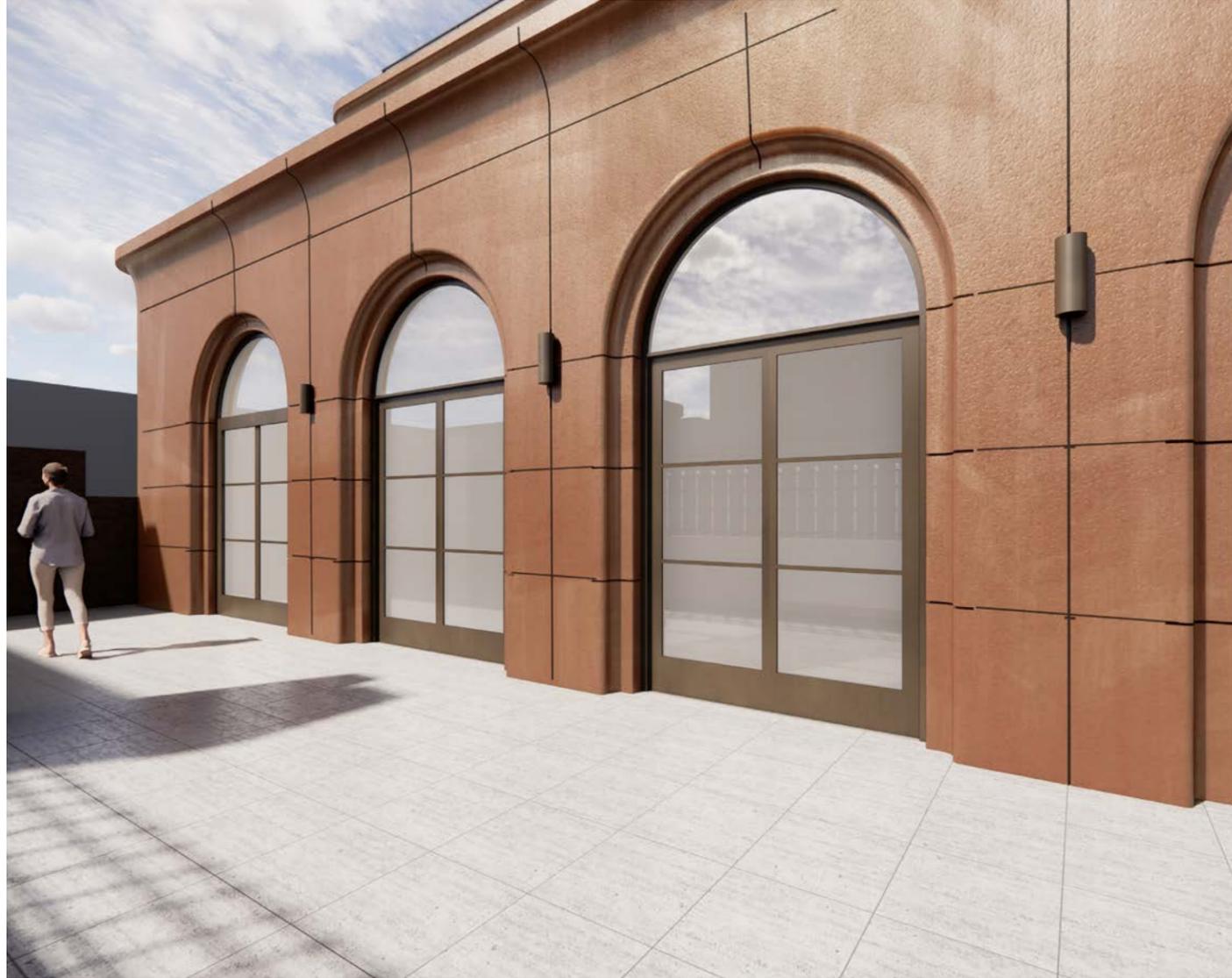


Plan

Axon View



Terrace Views

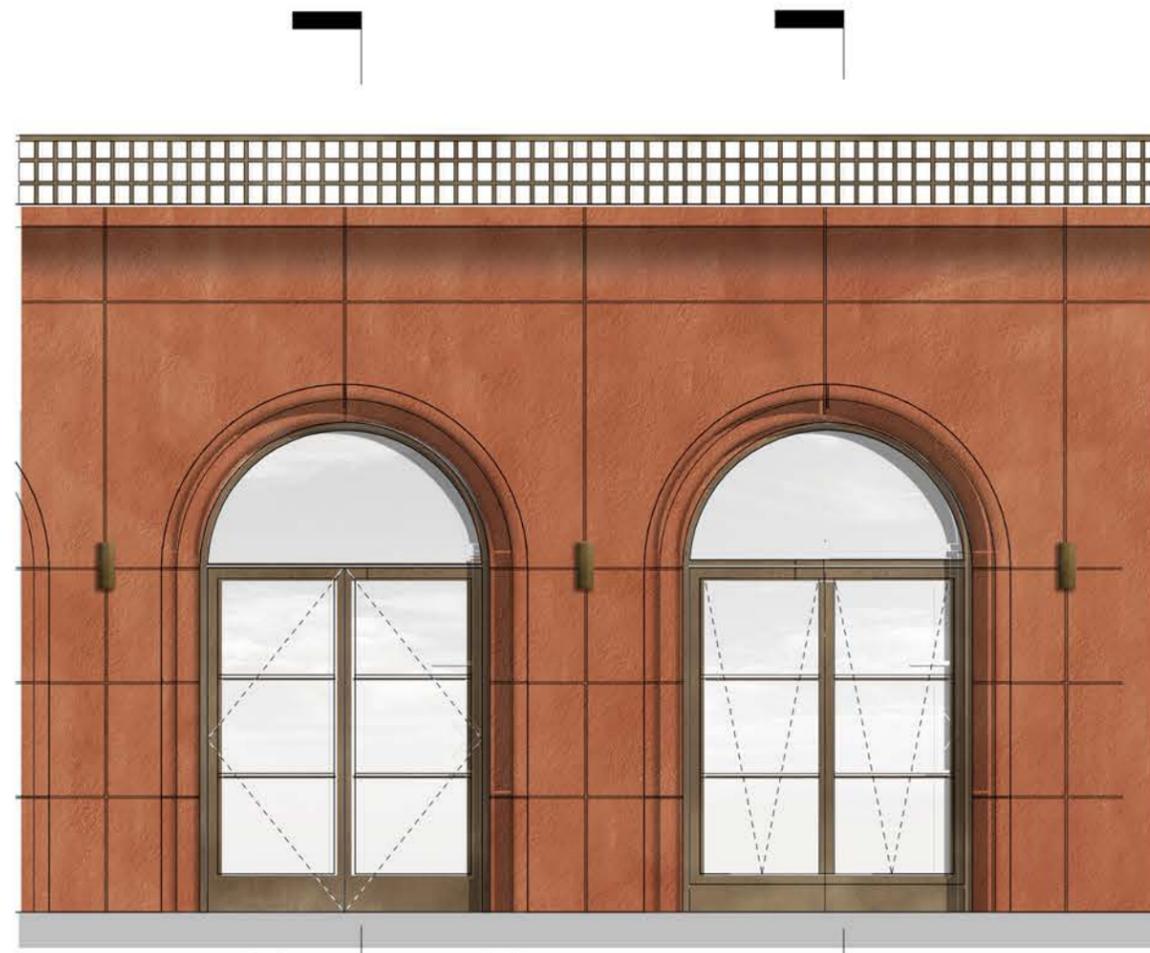


Level 3 Setback



Level 4 Setback

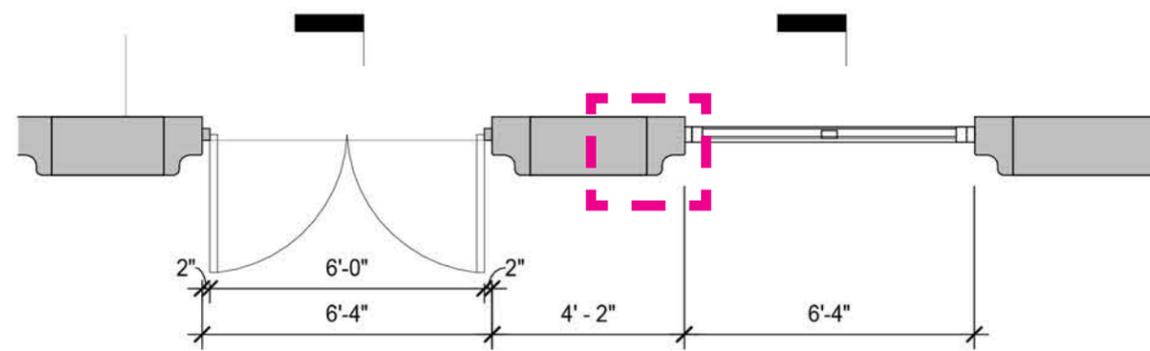
Typical L3 Fenestrations



Elevation

A

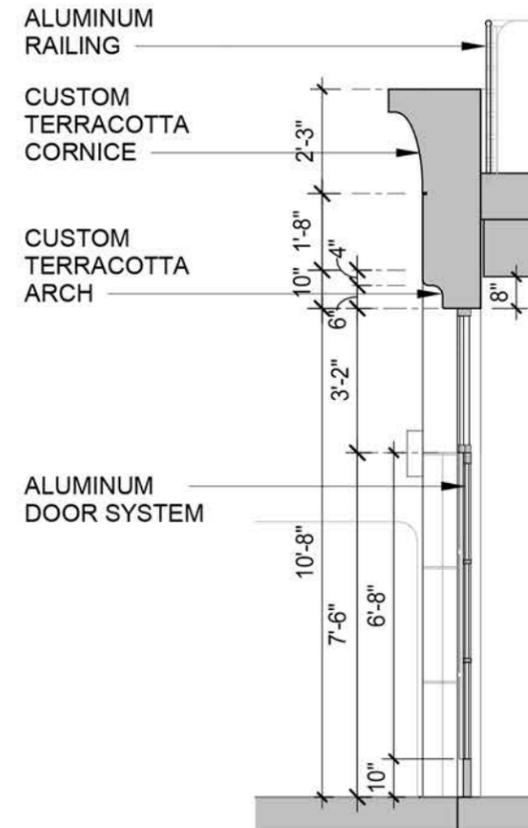
B



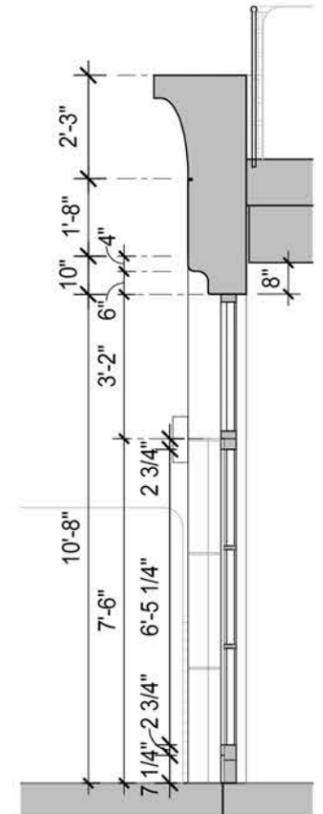
Plan

A

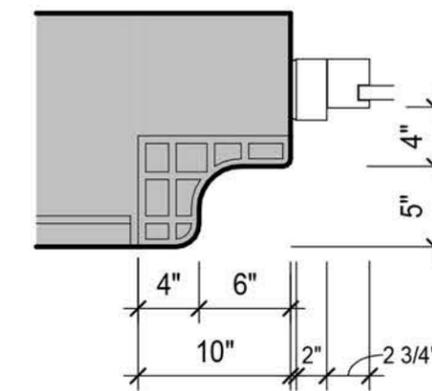
B



Section A



Section B



Enlarged Plan Detail

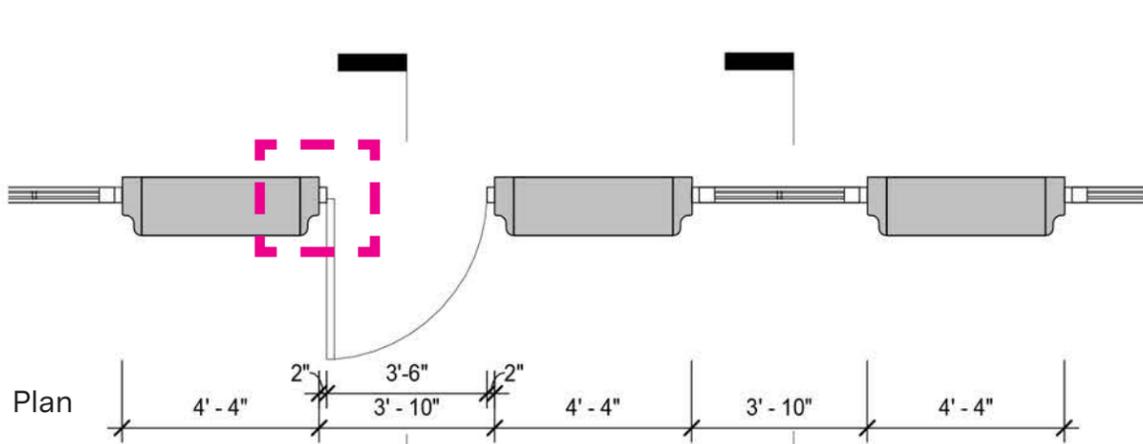
Typical L4 Fenestrations



Elevation

A

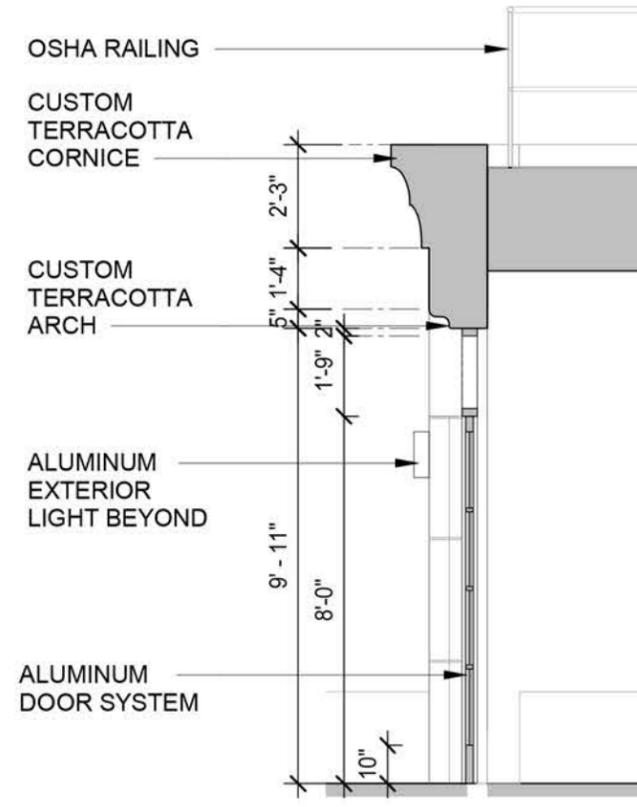
B



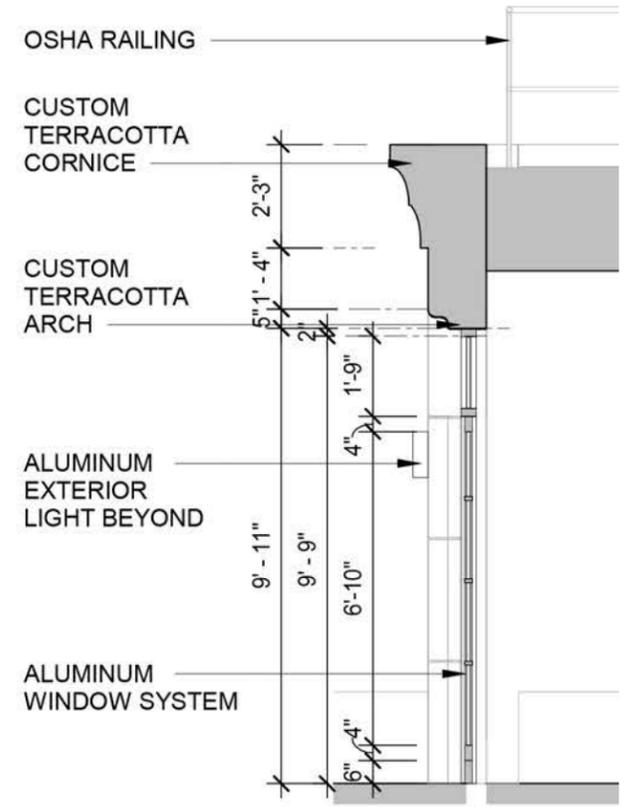
Plan

A

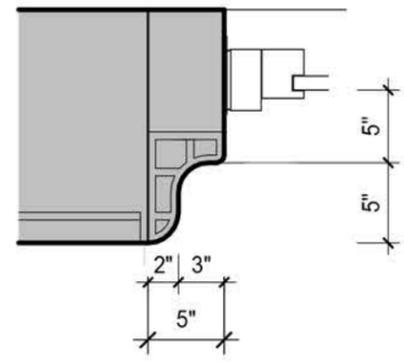
B



Section A



Section B



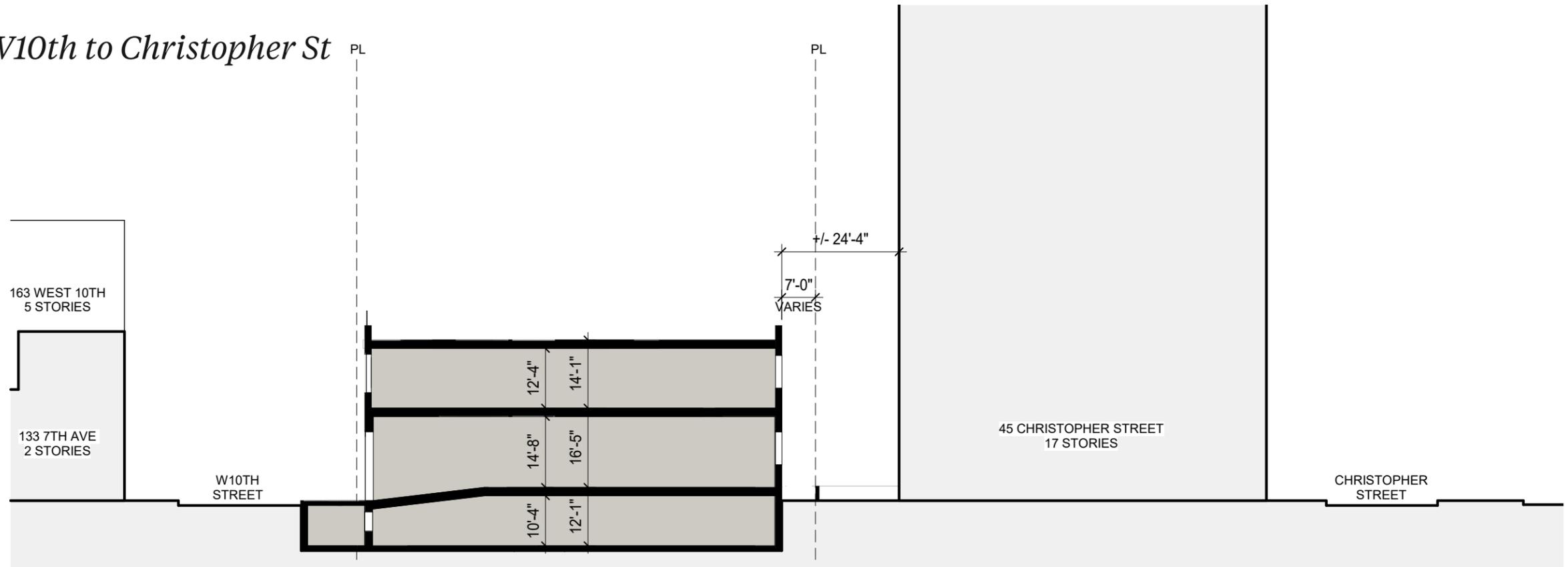
Enlarged Plan Detail

Courtyard & Lot Line Facades

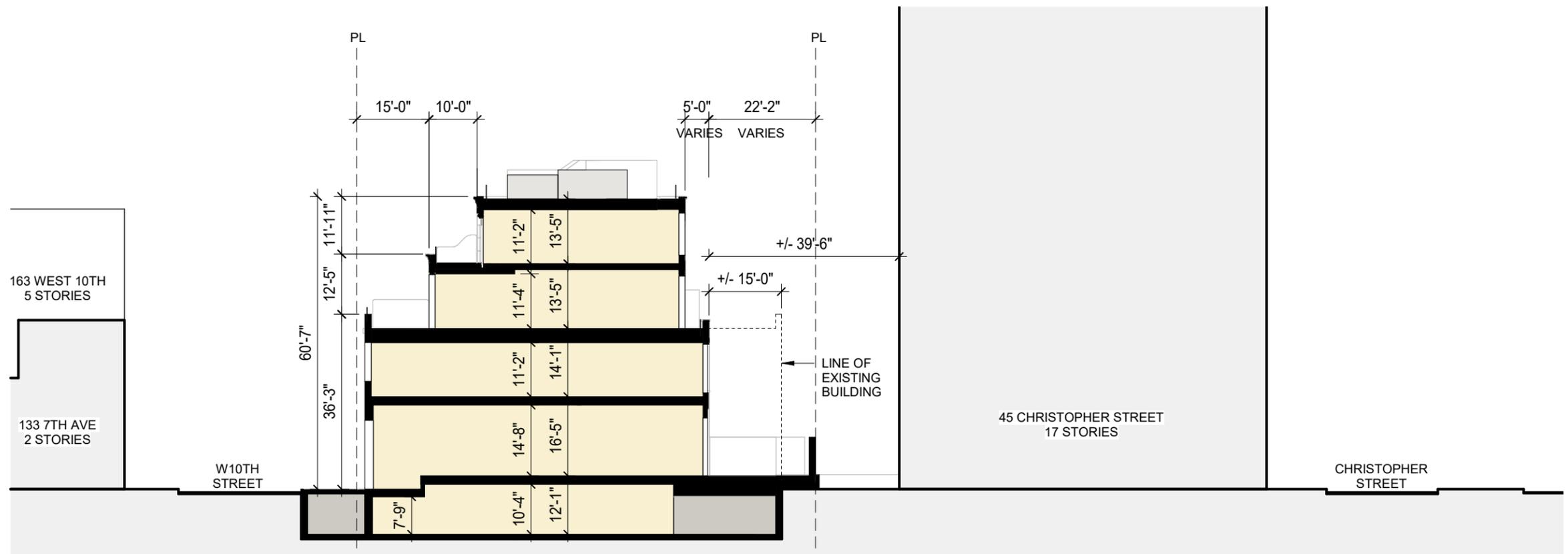
Section

Section Through W10th to Christopher St

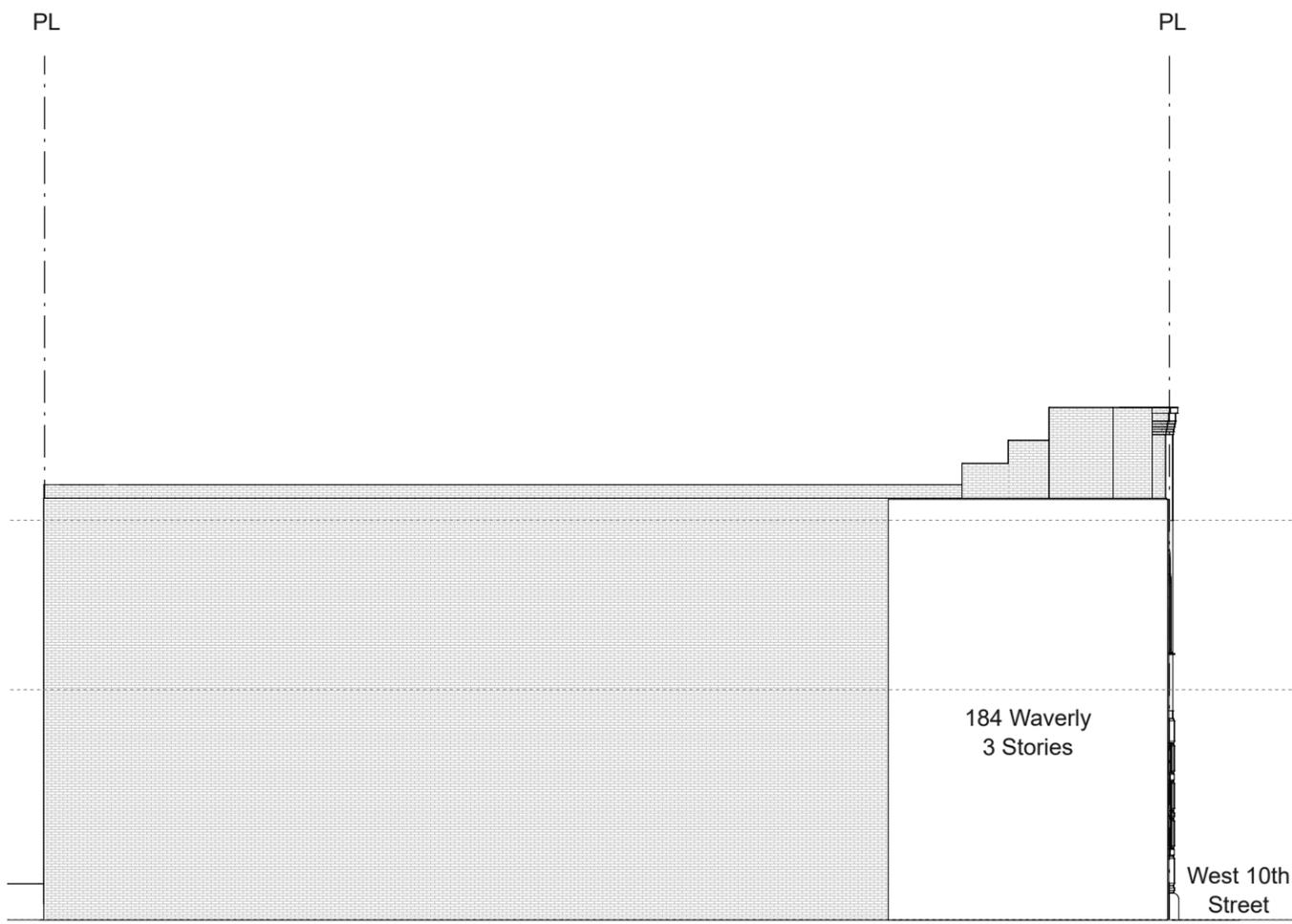
Existing



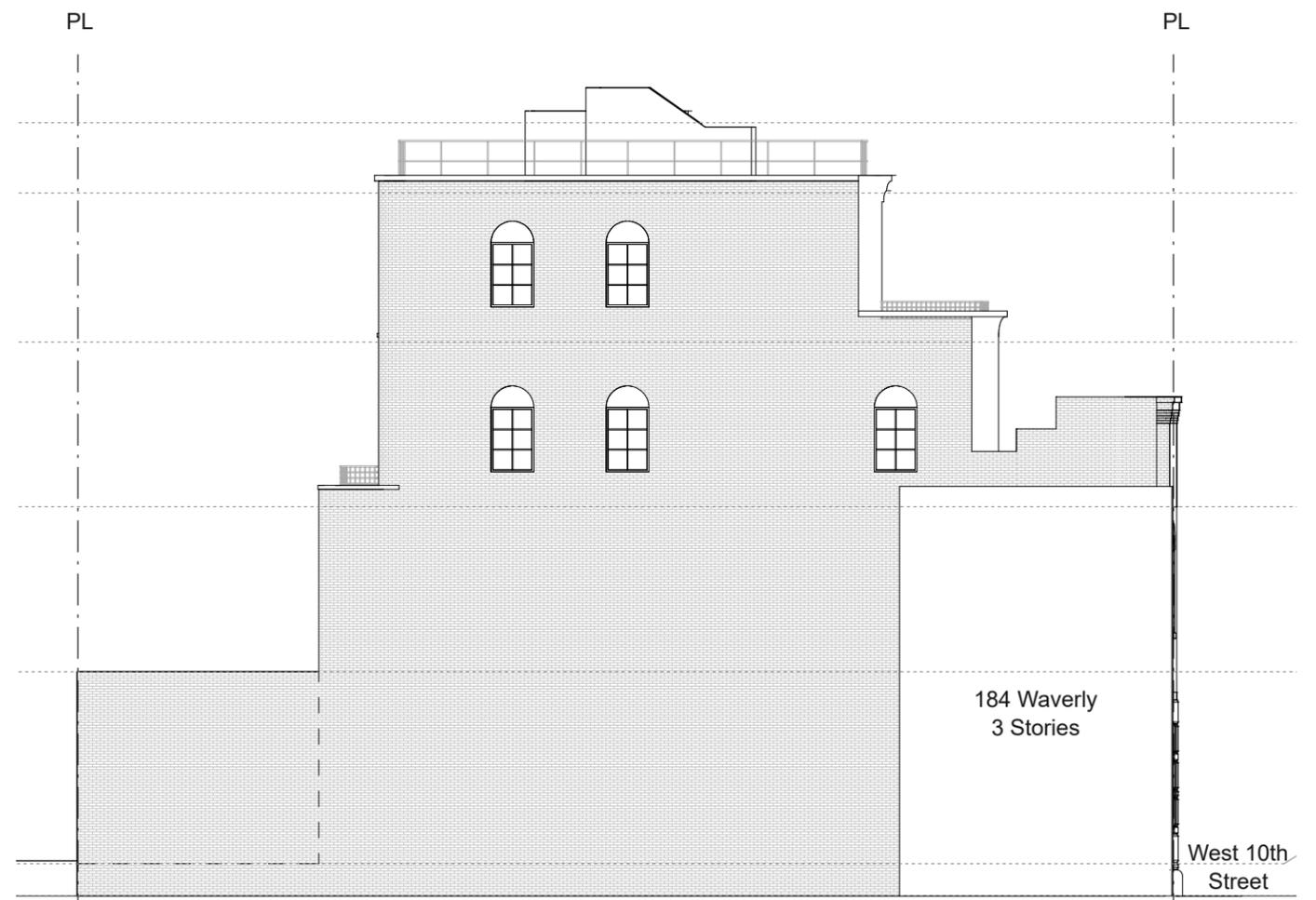
Proposed



East (Lot Line) Elevation



Existing Building



Proposed

Courtyard Elevation



View From Unit A



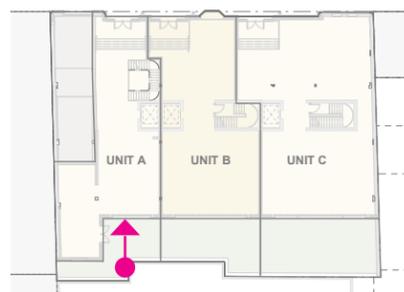
Stone



Brick



Bronze Colored Aluminum



View From Unit B



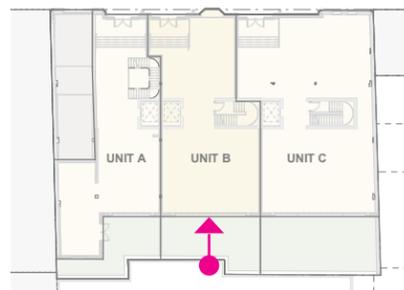
Stone



Brick



Bronze Colored Aluminum



View From Unit C



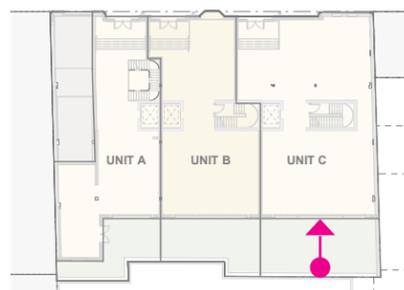
Stone



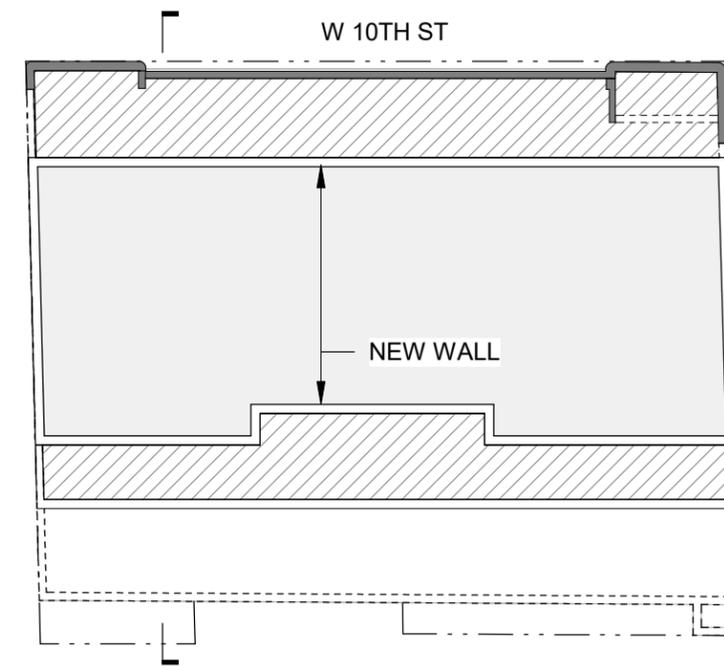
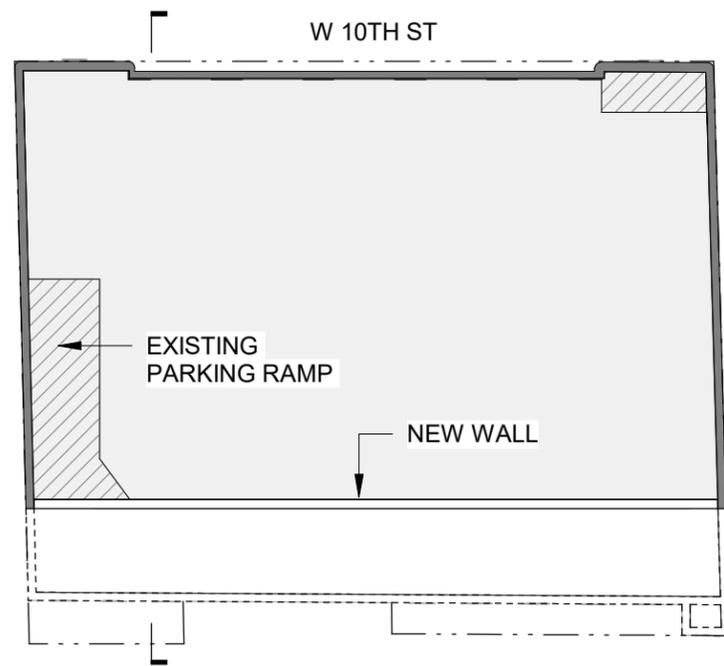
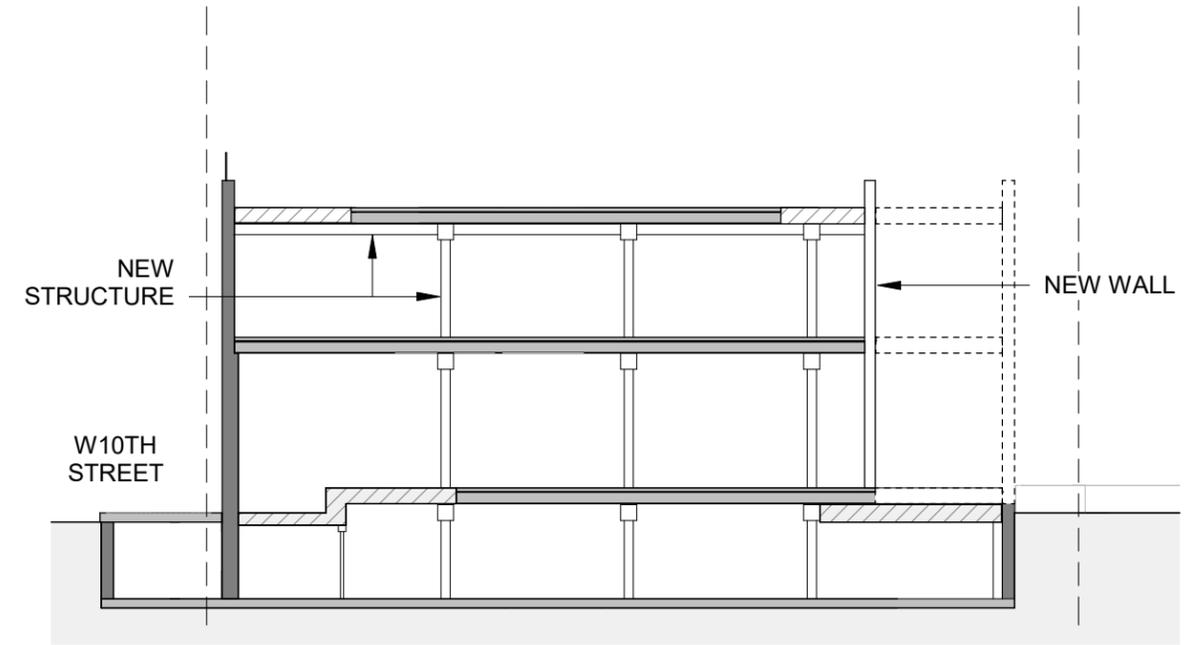
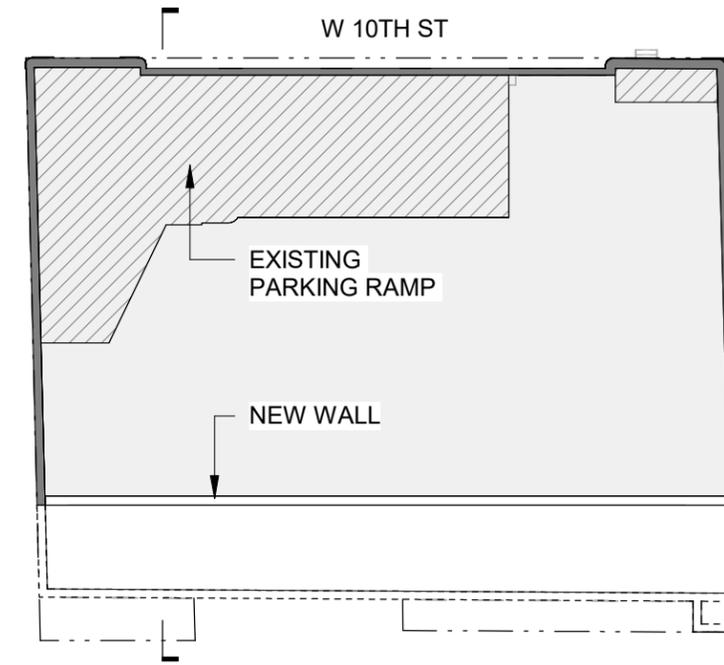
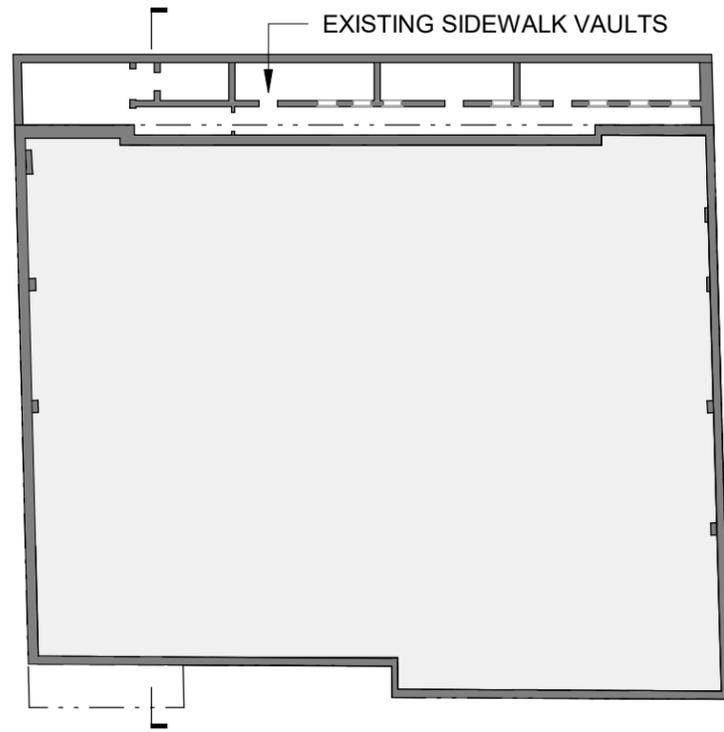
Brick



Bronze Colored Aluminum



Structural Diagram

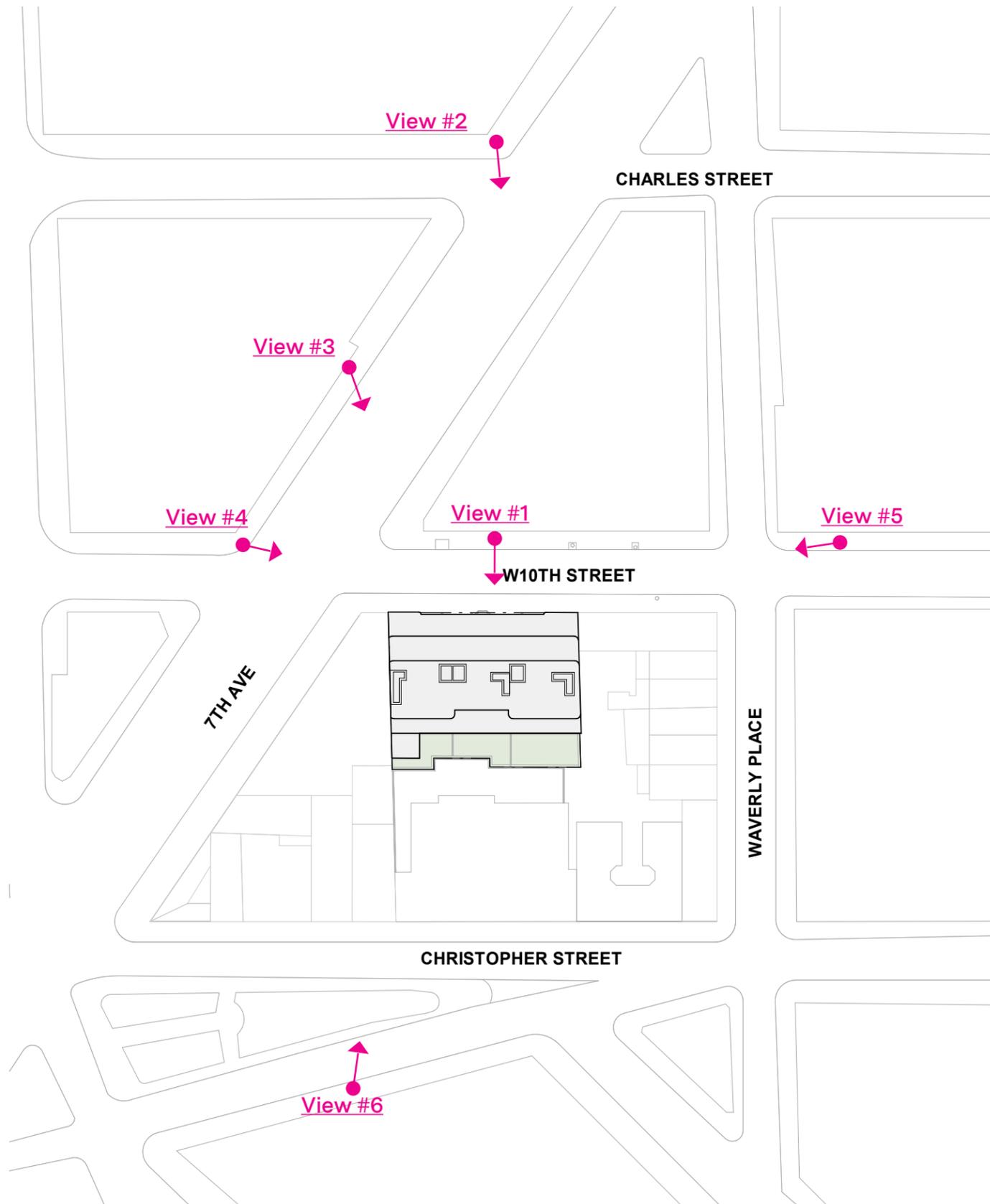


LEGEND

- EXISTING PERIMETER WALL TO REMAIN
- EXISTING PERIMETER WALL & FLOOR TO BE REMOVED
- NEW PERIMETER WALL
- EXISTING STRUCTURE & SLAB TO BE REPLACED
- EXISTING SLAB TO BE REPLACED & EXISTING FLOOR JOISTS TO REMAIN

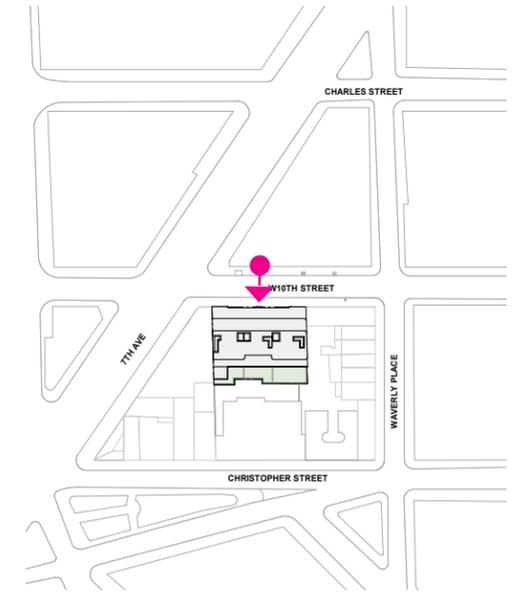
Street Views

View Study Key Plan



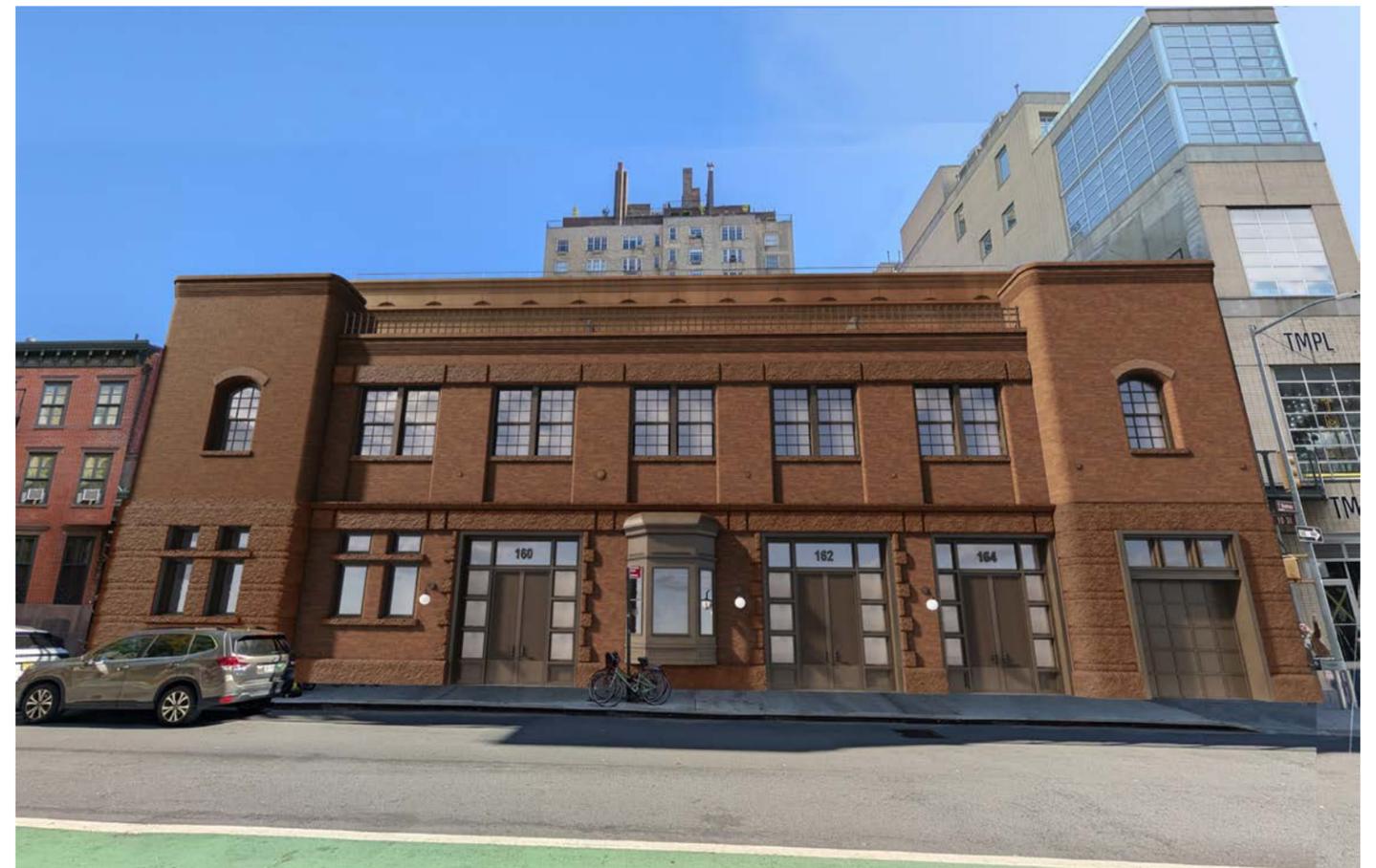
Street View 1

View From 10th



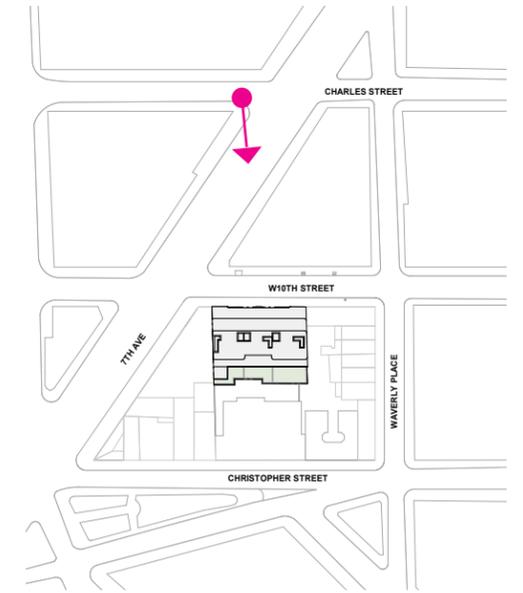
Top of Bulkhead

Top of Addition



Street View 2

View From 7th & Charles Street

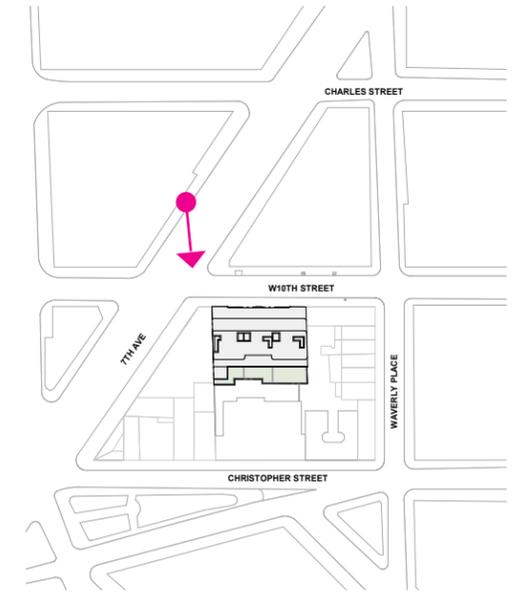


Top of Bulkhead
Top of Addition



Street View 3

View From 7th



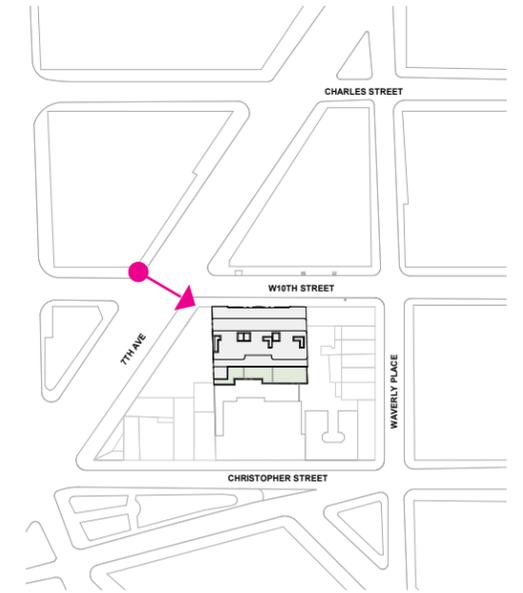
Top of Bulkhead

Top of Addition



Street View 4

View From W10th & 7th Ave



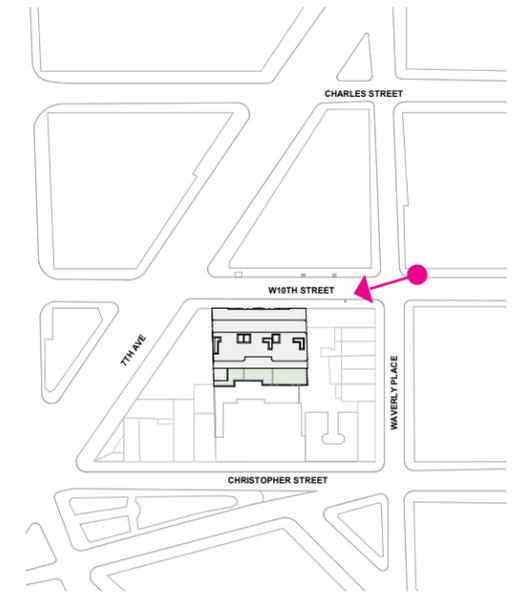
Top of Bulkhead

Top of Addition



Street View 5

View From W10th & Waverly

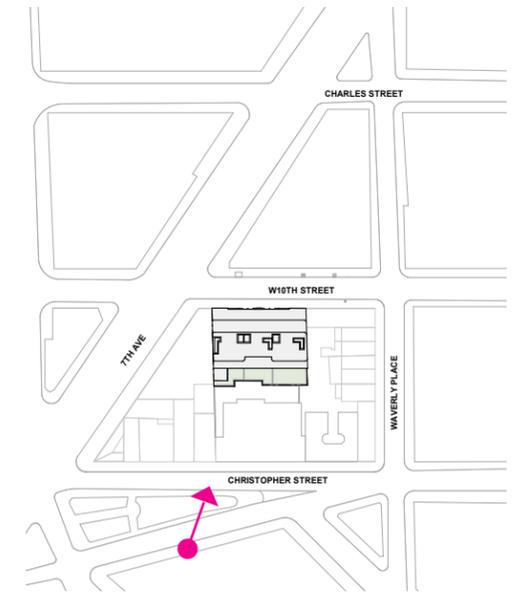


Top of Bulkhead
Top of Addition



Street View 6

View From Christopher



Top of Bulkhead

Top of Addition



Proposed Scheme

