



## CITY PLANNING COMMISSION

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August 11, 2004/Calendar No. 24

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**IN THE MATTER OF** a communication dated July 9, 2004, from the Executive Director of the Landmarks Preservation Commission regarding **the landmark designation of the Avenue H Station House**, 802 East 16<sup>th</sup> Street, aka 1518-1524 Avenue H (Block 6699, p/o Lot 4) by the Landmarks Preservation Commission on June 29, 2004 (List No. 355/LP-2158), Borough of Brooklyn, Community District 14.

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Pursuant to Section 3020.8(b) of the City Charter, the City Planning Commission shall submit to the City Council a report with respect to the relation of the designation by the Landmarks Preservation Commission to the Zoning Resolution, projected public improvements, and any plans for the development, growth, improvement or renewal of the area involved.

The Avenue H station on the BMT line, originally the Brooklyn, Flatbush & Coney Island Railroad, built in 1906, is the city's only shingled wooden cottage turned transit station house. Often compared to a country train stop, it originally served as a real estate sales office for developer Thomas Benton Ackerson to sell property in the adjacent neighborhood of Fiske Terrace, an early twentieth century example of planned suburban development. The structure, with a hipped and flared roof and wraparound porch, evokes in miniature the area's Colonial Revival and Queen Anne houses. After nearly a century of commuter traffic, the Avenue H station remains in service and retains much historic fabric, from a corbelled chimney to peeled-log porch columns. It is one of a very small number of wood-frame station houses surviving in the modern subway system, the only station adapted from a structure built for another function, and the only surviving station from Brooklyn's once-extensive

network of surface train lines, which had originally attracted Ackerson and numerous other developers to the area.

The landmark site is located in an R5 zoning district on a 53,250 square foot lot. Pursuant to Section 74-79 of the Zoning Resolution, since the landmark site is located in an R5 district, no development rights may be transferred to adjacent lots.

All landmark buildings or buildings within Historic Districts are eligible to apply for use and bulk waivers pursuant to Section 74-711 of the Zoning Resolution.

There are no projected public improvements or plans for development, growth, improvement or renewal in the vicinity of the landmark building.

The subject landmark designation does not conflict with the Zoning Resolution, projected public improvements or any plans for development, growth, improvement or renewal in the vicinity of the landmark.

**AMANDA M. BURDEN, AICP, Chair**  
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**JOHN MEROLO, KAREN A. PHILLIPS, DOLLY WILLIAMS, Commissioners**