TESTIMONY OF THE LANDMARKS PRESERVATION COMMISSION BEFORE THE CITY COUNCIL SUBCOMMITTEE ON LANDMARKS, PUBLIC SITING AND MARITIME USES ON THE DESIGNATION OF THE BANK OF THE MANHATTAN COMPANY BUILDING

July 20, 2015

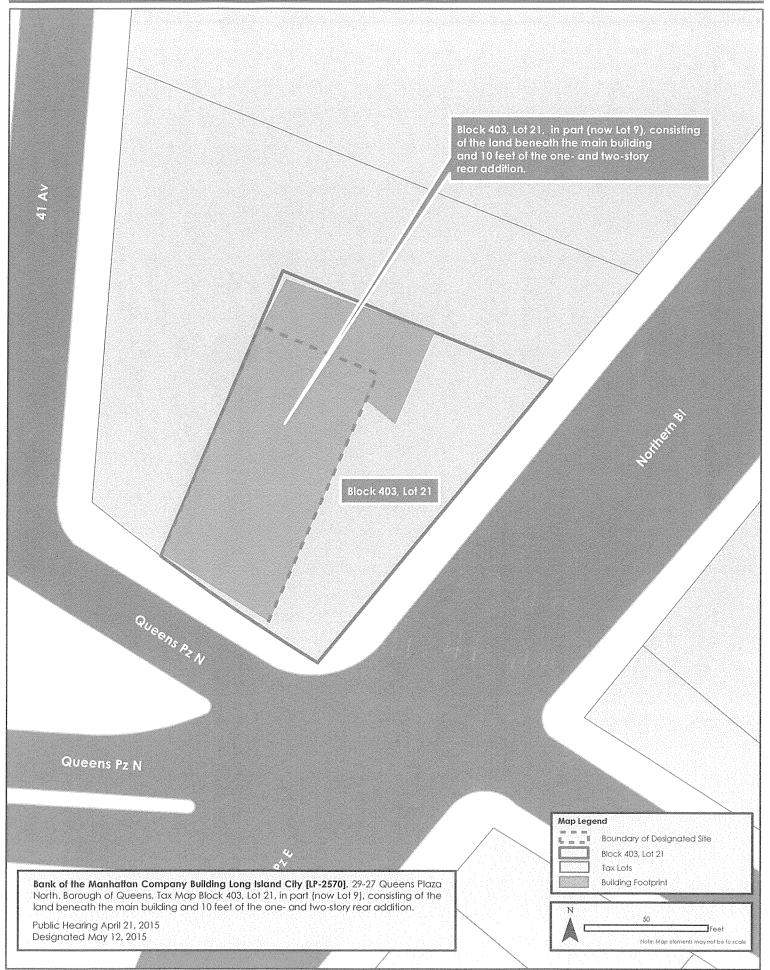
Good morning Chair Koo and Committee Members. I am here representing the Landmarks Preservation Commission to testify on the Commission's designation of the Bank of the Manhattan Company Building at 29-27 Queens Plaza North in Queens.

For clarity on the lot that was designated, LPC designated as the landmark site block 403, lot 21 in part, to reflect the footprint of the original tower and extension. After the building was constructed in 1927, the tax lot was modified to include later accretions and a parking lot. The designated site does not include these later portions of the lot. Subsequent to designation, the lot was combined with adjacent lots and then subdivided and renumbered, and a new lot 9 was created to coincide with the designated site.

On April 21, 2015 the Landmarks Preservation Commission held a public hearing on the proposed designation of the Bank of Manhattan Company Building. The hearing was advertised in accordance with the provisions of law. At that hearing there were six speakers in favor of the designation, including representatives of the owner, the Historic Districts Council, and the Society for the Architecture of the City. There were no speakers opposed to designation. The Commission has also received approximately 100 letters supporting designation, including letters from Queens Borough President Melinda Katz, Council Member Van Bramer, and Queens Community Board 1, as well as a petition signed by nearly 1,600 people.

The Bank of the Manhattan Company Building has been a recognizable structure in Long Island City for nearly a century. The opening of the Queensboro Bridge in 1909 helped this section of the city to develop into an important commercial center. The Bank building was dedicated in May 1927 and became an instant landmark, viewed by thousands of people from passenger cars and elevated transit routes. Designed by architect Morrell Smith, the building served as a





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