3.6 HISTORIC RESOURCES

INTRODUCTION

The proposed action would not result in significant adverse impacts to archaeological resources; however, it has the potential to result in unmitigated significant adverse impacts to one potentially eligible National Register resource, the North Side Board of Trade, due to potential conversion of the existing structure. Any significant adverse impacts from such a conversion would be unmitigated other than through limited protection under DOB regulations applicable to all buildings located adjacent to construction sites, since this resource is not a designated New York City landmark and has not been calendared for designation. Mitigation could include calendaring the North Side Board of Trade Building for consideration as a New York City Landmark by the New York City Landmarks Preservation Commission; if this resource was deemed to be landmark eligible, then further protection for redevelopment of this site would be afforded.

This chapter assesses the potential effect of the proposed action on historic architectural and archaeological resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. This includes designated NYC Landmarks; properties calendared for consideration as landmarks by the New York City Landmarks Preservation Commission (LPC); properties listed on the State/National Registers of Historic Places (S/NR) or contained within a district listed on or formally determined to be eligible for S/NR listing; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks; and properties not identified by one of the programs listed above, but that meet their eligibility requirements.

As discussed below, several designated and eligible historic resources and portions of three designated or eligible historic districts are located either within, or in the vicinity of, the proposed rezoning area. Because the proposed action would generate development that could result in new in-ground disturbance and construction of building types not currently permitted in the affected area, the proposed action has the potential to affect archaeological and architectural resources.

According to *CEQR Technical Manual* guidelines, impacts on historic resources are considered on those sites affected by the proposed action and in the area surrounding identified development sites. The historic resources study area is therefore defined as the area to be rezoned plus an approximate 400-foot radius around the proposed rezoning area. This is the area in which it is expected that new development could potentially affect physical, visual, and historic relationships of architectural resources. Archaeological resources are considered only in those areas where excavation is likely and would result in new in-ground disturbance; these are limited to sites that may be developed in the rezoning area, including projected and potential development sites. This is also referred to as the area of potential effect (APE).

Archaeological Resources

The *CEQR Technical Manual* requires a detailed evaluation of an action's potential effect on archaeological resources if it would result in an in-ground disturbance to an area not previously excavated, or includes new excavation deeper and/or wider than previous excavation on the same site. For actions that would result in new ground disturbance, assessment of both prehistoric and historic archaeological resources is generally appropriate.

The area of subsurface work resulting from potential future construction facilitated by the proposed action is considered the impact area. As some of the projected and potential development sites would involve excavation or other types of in-ground disturbance on sites that may not have been previously excavated, LPC reviewed the sites to determine the potential for effects on archaeological resources, and determined that there was archaeological sensitivity on Block 2334, Lots 38, 39, 40, 41, 61, 62, 63, and 66, which is bounded by East 142nd Street, East 143rd Street, Morris and Rider Avenues. Subsequently, a Documentary Study was prepared and submitted to LPC. Following review of the Documentary Study, LPC determined that the impact area is not archaeologically sensitive for prehistoric and historic archaeological resources, and therefore the proposed action does not have the potential to result in significant adverse archaeological impacts and no further analysis is necessary (see Documentary Study and LPC Archaeological Environmental Review letter attached in Appendices D and E). Accordingly, this chapter focuses exclusively on the potential for the proposed action to result in significant adverse impacts to architectural resources within the study area.

Background/History

The Lower Concourse study area is comprised of an amalgam of neighborhoods geographically located in the southwest Bronx predominantly encompassing portions of the neighborhood historically and traditionally identified as Mott Haven, and also including portions of the West Bronx and the lower Grand Concourse.[1]

Well before the 1898 creation of the Borough of The Bronx, industrial activity was occurring in the area that is now the Bronx's southernmost portion. In 1828, Jordan L. Mott, the inventor of a coal-burning iron cooking stove, opened a "modest little factory" on property he had purchased on the Harlem River near the present Third Avenue, in what was then the township of Morrisania. Mott started calling the area Mott Haven and, in 1850, seeking to attract additional industry to the area, laid out the Mott Haven Canal, an artificial inlet from the Harlem River that would ultimately extend to just south of 144th Street. The canal, however, was slow to attract industrial firms and, by 1879, only a handful of substantial factories existed nearby, including a brass and iron works, a machine shop, and a few lumber and coal yards, all of which were below 138th Street. These were joined by a marble yard, lumber yard, and hotel west of the canal, near the tracks built by the New York & Harlem Railroad to connect Manhattan with

[1] White, Norval and Willensky, Elliot, *AIA Guide to New York City, Fourth Edition* (New York: Three Rivers Press, 2000), pp. 554, 556.

what is now The Bronx in 1841. Despite the presence of the large Harlem River & Port Chester Railroad yard, which stretched from Lincoln Avenue to Brown Place south of 132nd Street, few factories appear to have existed east of Third Avenue at the end of the 1870s. [2]

The canal remained navigable until its last surviving portion located south of the Major Deegan Expressway was filled in 1965; the portion extending northward to 144th Street having been filled in during preceding decades.[3]

By 1879, Mott Haven referred to the area west of Third Avenue; the area east of Third at that time was called North New York. Although the term North New York has since faded from use, Port Morris, the historical name for the easternmost portion of this area, remains current in referring to the area east of the Bruckner Expressway. The name "South Bronx" was also applied to this area as early as about 1910. Nearly one hundred years ago, Bronx Borough President Louis F. Haffen wrote of "the territory south of 149th Street and east of Third Avenue—the section known as South Bronx" in *Borough of the Bronx: A Record of Unparalleled Progress* and a 1910 *New York Times* article referred to "the South Bronx below 149th Street and between the Harlem and East Rivers." [4]

In 1874, the townships of Morrisania, West Farms, and Kingsbridge—the sections of the present Bronx borough located west of the Bronx River—became part of New York City. Officially called the 23rd and 24th Wards, they were generally referred to as the "Annexed District" or "North Side," but they remained fairly isolated. At that time, few links existed between the southern portion of the District and Manhattan; one being a cast-iron bridge at Third Avenue that, in 1860, had replaced an old wood dam-bridge built in the 1790s at that location. Soon after annexation, however, local residents, property owners, business owners, and booster groups like the North Side Association began agitating for improved infrastructure, including improved connections with Manhattan. Among the public works constructed in the 1880s was the Madison Avenue Bridge, completed in 1884, which spanned the Harlem River at 138th Street, about five blocks north of the Mott Iron Works complex. By 1885, additional industrial concerns—including a planing mill, cabinet maker, nickel works, and factories making carpets and surgical instruments—had sprung up in Mott Haven, near and below 138th Street, and close to Third Avenue. The expanded rail yard below 132nd Street, at that point operated

---

[2] Estey Piano Company Factory, New York City Landmarks Preservation Commission Designation Report, Unpublished Document, 2006, p. 2. Sources utilized for the designation report, which provided substantial background for the Lower Concourse Background/History, include Stephen Jenkins, The Story of the Bronx. 1639-1912 (New York: G. P. Putnam's Sons, 1912); Harry T. Cook, Borough of the Bronx, 1639-1913 (New York: Harry T. Cook, 1913); James l. Wells et al, The Bronx and Its People, A History, 1609-1927 (New York: Lewis Historical Publishing Co. 1927); "From Suburb to City: The Development of the Bronx, 1890-1940" in Building A Borough: Architecture and Planning in the Bronx, 1890-1940 (Bronx, N.Y.: Bronx Museum of the Arts, 1986); Borough of the Bronx, A Record of Unparalleled Progress and Development (New York: 1909?) and Bronx Board of Trade, The Bronx: New York's Fastest Growing Borough (Bronx, N.Y.: Bronx Board of Trade, 1922.

[3] Estey, p. 18; Bromley's 1893 Atlas of the City of New York, 23rd and 24th Wards delineates the canal extending to just below 144th Street. By 1907, E. Belcher Hyde's 1907 Atlas of the Borough of the Bronx, City of New York illustrates the canal as terminating below 138th Street, the portion north of 138th Street having been filled in and appropriately named Canal Place. The 1942 Atlas of the City of New York Borough of the Bronx (G W, Bromley & Company) shows the canal terminating at the Major Deegan Expressway (135th Street).

[4] Estey, p 18.

by the New York, New Haven & Hartford Railroad, connected directly to new docks at the foot of Willis Avenue. A few factories had sprouted up in the area east of Lincoln Avenue; the Estey Piano Company Factory, then under construction at the northeast corner of Lincoln Avenue and Southern (now Bruckner) Boulevard, shared a block with the expansive works of the New York Lumber and Woodworking Company. [5]

The 1886 opening of the Second Avenue Bridge just a few blocks from the Estey Factory provided a Harlem River crossing for the trains of the new Suburban Rapid Transit Company. The Suburban line, which would come to be known in the Bronx as the Third Avenue El, was the first to bring rapid transit service to the Annexed District. With its southern terminus on the Manhattan side of the Harlem, where it met Manhattan's east-side elevated lines, the Suburban stopped at Southern Boulevard, before continuing northward; service on the line was expanded and improved between 1887 and 1902. While the Suburban was under construction, *Real Estate Record & Builders' Guide* predicted that its completion would have an enormous impact on the North Side, calling it in 1885 "a great thing for the [Annexed District], as well as for New York City. It will furnish cheap homes for a poorer population, as well as choice rural habitations for the well-to-do. We may expect many light manufacturing industries to become naturalized on the other side of the Harlem." Completion of the line facilitated Mott Haven's late 19th century development, spurring rowhouse construction in the late 1880s and 1890s.[6] Mott Haven began to flourish as an industrial center. Known for its metal works, saw mills, and stone yards, Mott Haven's industry expanded into the fields of piano factories, lumberyards, furniture manufacturers, and food and ice producers over the course of the 19th century.[7] An 1894 drawing of the Harlem River east of Third Avenue shows a busy waterfront with docks and factories on both sides of the Harlem River. In 1895, the *New York Times* noted that "that part of the 23rd Ward along the Harlem River"—that is the southernmost portion of the Annexed District, including Mott Haven—was "a very busy manufacturing place."[8] By the early 20th century, the area had one of the largest concentrations of manufacturing buildings and facilities along the Harlem River.[9]

Over the next decade, subway expansion provided an arterial connection that would forever change the Southern section, providing cheap rapid transit that drew Yugoslavians, Armenians, Italians, and especially Central and Eastern European Jews. As was the case in most industrial cities at the time, residential areas were built up nearby to house workers of factories. At the turn of the 20th century, census records indicate that workers at the various piano factories in Mott Haven lived in the area immediately adjacent to their work. In addition to the rail-based network of connections between Harlem and the Southern Bronx, six bridges were constructed in the area

[5] Estey, p. 2-3.
[6] Estey, p. 3.
[7] Graduate School of Architecture, Planning and Preservation, Columbia University, Historic Preservation Studio, "The Harlem River Preservation Plan, History and Significance of the Southern Area," 2003-2004 (see website at http://www.arch.columbia.edu/hp/studio/2003-2004/southernHistory.html).
[8] Estey, p. 3
[9] Op. Cit.

between 1895 and 1954: the Macomb's Dam, 125th Street, Madison Avenue, Park Avenue, Third Avenue, and Willis Avenue Bridges. [10]

Improved rapid transit connections with Manhattan aided Mott Haven's residential growth, but the area's industrial development was spurred by its Harlem River location and the expansion of its freight-rail infrastructure. By the beginning of the 20th century, the New York, New Haven & Hartford Railroad—with a freight depot located at Lincoln Avenue and 132nd Street—connected with dozens of railroads providing service throughout the eastern and Midwestern United States, and into Canada. The southern Bronx, including the study area, retained these transportation advantages into the 20th century, making the Lower Concourse study area an advantageous location for many of the industrial buildings that are still present, including those associated with the piano manufacturing industry. In experiencing strong manufacturing growth in the 19th and early 20th centuries, Mott Haven reflected the economic trends of The Bronx and the city as a whole. By 1920, New York City had 12 percent of the country's factory workers, and by 1927 The Bronx had 2,700 plants with more than 100,000 employees. [11]

The WPA Guide to New York City describes the study area's waterfront during the depression era as "a jumble front of factories, coal and lumber yards and railroad yards which make an ugly setting for the Harlem River."[12]

Architecturally, the majority of Mott Haven's industrial buildings were load-bearing masonry structures. Each building, or complex of buildings, was monolithic, grand in scale, and able to handle hundreds of workers along with heavy machinery. Later manufacturing facilities were of the "daylight" factory style, with reinforced concrete beam and slab construction and large bays of casement windows designed to provide workers with plenty of natural light and ventilation. [13]

By the mid-20th century, Mott Haven factories mass-produced a wide variety of products, from iron to refrigeration systems, enamel products to paper box containers, and mechanical printing presses to machine made furniture.[14] But industrial activity in The Bronx would soon begin to decline, with The Bronx and New York City rapidly losing industrial jobs by the 1950s. Between 1969 and 1999, the number of manufacturing jobs in the city fell by two thirds.[15]

The Major Deegan Expressway, completed in the 1950s, and the corresponding Harlem River Drive along the west side of the waterfront, were built under the belief that expressways were an important constituent of urban renewal and the relatively unused Harlem River waterfront was an ideal location for their construction. While these highways provided a direct connection to the region's highway network and created opportunities for adjacent parks and recreational zones, direct waterfront access to the

[10] Ibid
[11] Estey, p. 3
[12] *WPA Guide to New York City* , 1939, from clippings file of the Bronx Historical Society, 2008.
[13] *Ibid 7.*
[14] *Ibid 7.*
[15] Estey, p. 3

surrounding neighborhoods was limited. Construction of the Major Deegan also contributed to the decline of neighborhood industry; between 1935 and 1939, the construction of the earliest portions of the Major Deegan through Mott Haven resulted in the displacement of manufacturing space, including the elimination of several industrial buildings on the block immediately to the north of the Estey Factory. [16]

The second half of the 20th century included the broader economic decline of the South Bronx and widespread deterioration and abandonment of its housing stock, with the term South Bronx now generally referring to parts of the Borough located south of Fordham Road. Despite substantial neighborhood revitalization achievements starting in the 1970s involving numerous local community organizations as well as government intervention, the surrounding Mott Haven community still comprises the poorest Congressional District in the nation. The community's deterioration was highlighted nationally in the mid-1970's with broadcaster Howard Cossell's apocryphal phrase "The Bronx is Burning." The image of urban blight was reinforced a decade later with the publication of the Tom Wolfe novel *The Bonfire of the Vanities* in which the neighborhood's streets symbolized the nation's urban decay. [17]

A number of factors have led to an economic resurgence within and around the study area, although many of its industrial buildings continue to be underutilized. The Port Morris area adjacent to the south has seen an influx of artists, housing rehabilitation, and the emergence of an Antique Row on Bruckner Boulevard. The Estey Piano Factory building is an example of this economic rebirth with its conversion to artists' live-work studios.

Within the rezoning area, the construction of Lincoln Hospital in the late 1960s, retail growth around the 149th Street/Third Avenue Hub retail district, and the growth of Hostos Community College have brought new activity that has revitalized the area around the Grand Concourse and 149th Street. Hostos Community College was created by an act of the Board of Higher Education on April 22, 1968, in response to the demands of Puerto Rican and other Hispanic leaders who urged the establishment of a college to meet the needs of the South Bronx. The campus now has six buildings, and there are further plans for expansion outlined in the College's long range master plan. Hostos takes pride in its well-equipped science, math, writing, and computer labs; its physical education facilities; and its state-of-the-art theatres,[18] and is a major force in the culture, community and economic resurgence of the South Bronx.

3.6.1 EXISTING CONDITIONS

Architectural Resources

In order to assess the potential architectural impacts of the proposed action, a study area was defined by drawing a 400-foot radius around the boundary of the proposed

[16] *Ibid 7.*
[17] Barnard, Anne, *No Longer the City of 'Bonfire' in Flames,* The New York Times, December 10, 2007.
[18] "History of Hostos Community College," Hostos Community College Website, 2008 (see website at http://www.hostos.cuny.edu/about/history.html).

rezoning area (see Figure 3.6-1). The identified resources are also shown on this figure.

There are two State and National Register (S/NR)-listed or New York City Landmarks Preservation Commission (LPC)-designated historic resources located in the proposed rezoning area; one resource is potentially eligible for National Register listing. One of these resources is part of a potential conversion site; the remaining two historic resources are not part of projected or potential development sites.

Within 400 feet of the proposed rezoning area there are five additional architectural resources. These include three listed or designated resources, one eligible resource and one potentially eligible resource. LPC has concurred with the identification and listing of designated, eligible and potentially eligible resources in the proposed rezoning area and 400-foot study area (see LPC Architectural Environmental Review letter attached in Appendix E). Eligible resources are those buildings, structures, sites and objects that have been officially determined as eligible for listing in the National Register of Historic Places by the New York State Historic Preservation Office (SHPO). Potentially eligible resources include those resources that LPC and/or SHPO indicate may meet National Register criteria.

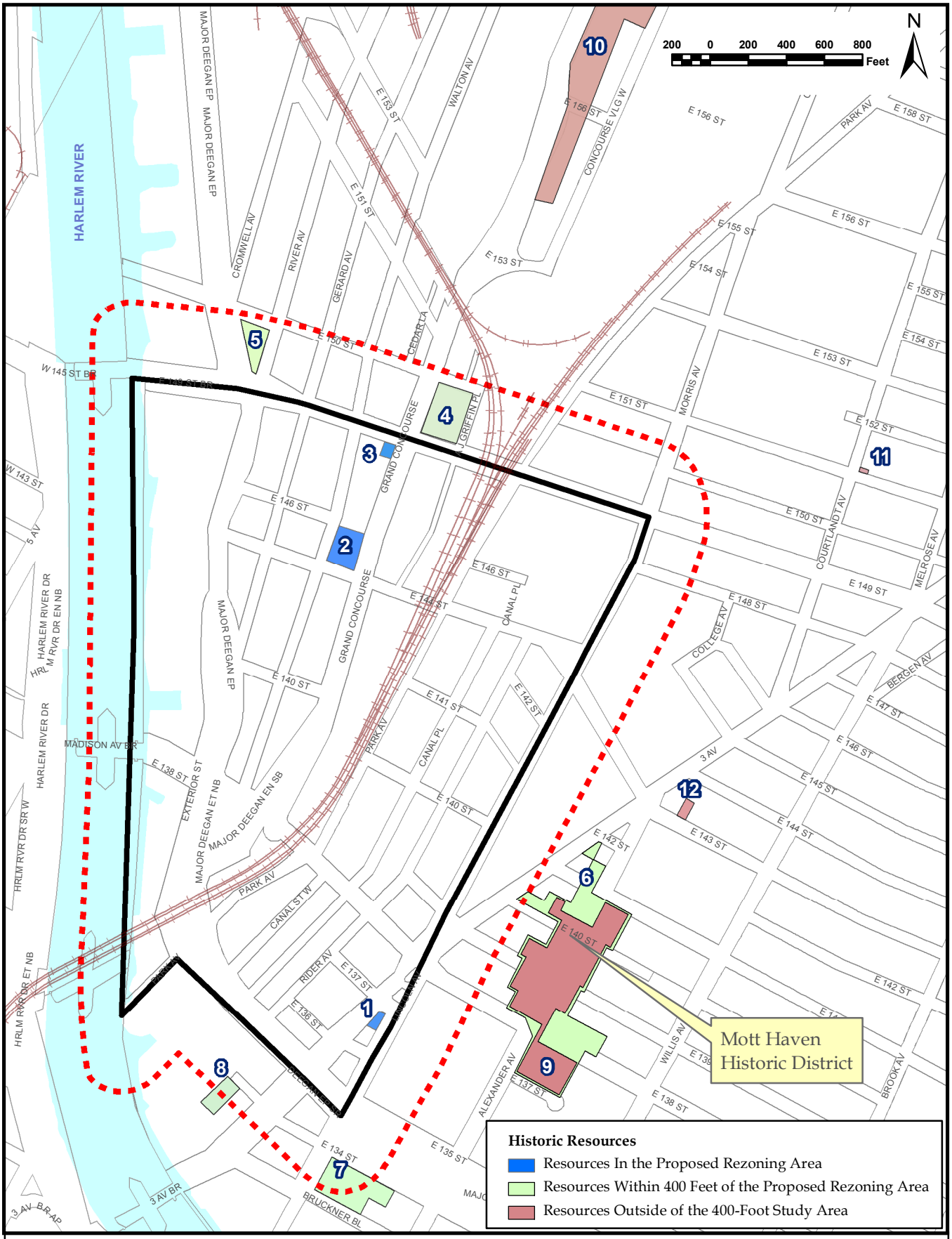
These resources are listed in Table 3.6-1 and their approximate locations are shown on Figure 3.6-1. The numbers shown on the figures are keyed to the numbers listed for each resource in the table. When initially referenced in the text, the resources are listed by the number used to identify them in the table and figure.

Table 3.6-1:
Lower Concourse Rezoning Study Area Historic Resources

Listed and Eligible Resources Located in the Proposed Action Area and Directly Affected by the Proposed Action.	
1	North Side Board of Trade Building 2514 Third Avenue (Block 2318, Lot 22) NR Potential
Other National Register Listed and Eligible Resources Located in the Proposed Action Area	
2	Public School 31, 425 Grand Concourse (Block 2346, Lot 1) - NYCL and NR listed
3	Mott Avenue Control House, 149th Street and Grand Concourse (Block 2346) - NR listed
Listed and Eligible Resources in the 400-foot Study Area	
4	Bronx Central Annex, US Post Office, 560 Grand Concourse (Block 2443, Lot 400) - NYCL and NR listed
5	Building D, Bronx Terminal Market River Avenue & East 149th Street (Block 2356, Lot 20) - NR eligible
6	Mott Haven National Register Historic District, multiple block and lot numbers - NR
7	Estey Piano Company Factory, 112-118 Lincoln Avenue (Block 2309, Lot 1) - NYCL
Additional Resources of Interest Located in the 400-foot Study Area	
8	J. L. Mott Iron Works, 220 East 134th Street (Block 2319 Lots 2, 98, 109) - NR Potential
Additional Resources of Interest Outside of the 400-foot Study Area	
9	Mott Haven Landmarks Preservation Commission Historic District, multiple block and lot numbers – NYCL
10	Grand Concourse Historic District, multiple block and lot numbers - NR, Potential NYCL
11	614 Courtlandt Avenue (Block 2398, Lot 1), NYCL
12	Firehook and Ladder Company 17, 341 East 143rd Street (Block 2306, Lot 52), NYCL

Legend

NR - Listed in the National Register of Historic Places
NYCL - Landmark designation by the NYC Landmarks Preservation Commission
NR Eligible - Previously determined eligible for listing in National Register of Historic Places
NR Potential - Potentially eligible for listing in the National Register of Historic Places



Legend

Proposed Rezoning Area

Historic Resources Study Area (Approximate 400-Foot Radius)

Refer to Table 3.6-1 for key

Source: NYC Department of City Planning MapPLUTO 2006; STV Incorporated

Figure 3.6-1: Historic Resources Within the Proposed Rezoning Area

Lower Concourse Rezoning and Related Actions EIS

NYC Department of City Planning

Resources in the Proposed Rezoning Area

As shown in Table 3.6-1, there is one historic resource, the North Side Board of Trade, which is potentially eligible for National Register listing that would directly be affected by the proposed Lower Concourse Rezoning and Related Actions, and two historic resources either listed by LPC and/or listed in the National Register, which are located in the rezoning area. Keyed photographs are provided to illustrate the present appearance of each of these resources. Photographs of all designated New York City Landmarks (NYCL) S/NR landmarks and all eligible resources are shown on Figure 3.6-2, with number references as noted in the following descriptions.

1. **The North Side Board of Trade Building** 2514 Third Avenue, (Photograph 1, NR potential). The structure's name recalls the period between 1898 and 1912 when the Bronx was known as the North Side of New York. Designed by architect Albert E. Davis in 1912, this Neo-Classical structure served as the headquarters of the borough's board of trade. The irregularly shaped structure is visually prominent as it features three street elevations which are symmetrically arranged, faced in stone and terra cotta, and are highly ornamented with classically inspired detailing. This resource is identified as Potential Conversion Site #63 and is adjacent to Potential New Construction Site #64.

2. **Public School 31**, 425 Grand Concourse (Photograph 2, NYCL, NR listed). Public School 31 is an outstanding example of late 19th century Collegiate Gothic public school architecture. The building was constructed between 1897 and 1899 to accommodate the influx of population moving to the Bronx and was designed by C. B. J. Snyder, during the early years of his lengthy term as Superintendent of School Buildings for New York City's Board of Education. Public School 31 was one of the first of New York's public schools to display numerous late Gothic details such as Tudor-arched doorways and pointed windows topped with stone tracery. This resource is located within 90 feet, and across the street from, Projected New Construction Site #7 and Potential New Construction Site #42.

3. The **Mott Avenue Control House** (Photograph 3, NR listed), located at the southwest corner of 149th Street and the Grand Concourse. This is one of four surviving structures built as ornamental entrances to underground subway stations by the Interborough Rapid Transit (IRT) system. These structures (the others being located in Manhattan and Brooklyn) are the only remaining originals entrances from New York's first subway system. The Control House was designed by the noted architectural firm of Heins & LaFarge, consulting architects for the subway system. The facade is faced in Roman Brick with limestone trim. The name of the station is prominently displayed in terra cotta tile set beneath a richly detailed limestone cornice. This resource is not located in close proximity to any projected or potential development sites.

Figure 3.6-2
Historic Resources #1-#2

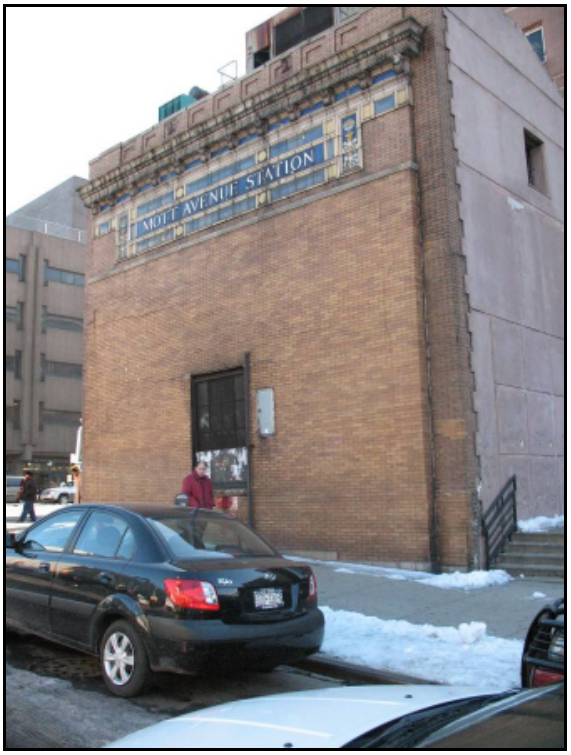


(1) View looking southwest to the North Side Board of Trade Building (Resource #1) at 2514 Third Avenue.



(2) View looking northeast to Public School 31 (Resource #2), 425 Grand Concourse

Figure 3.6-2 (Continued)
Historic Resources #3-#4



(3) View looking southeast to the Mott Avenue Control House (Resource #3) at the southwest corner of East 149th Street and the Grand Concourse.



(4) View looking northeast to the former Bronx Central Annex of the United States Post Office (Resource #4), 558 Grand Concourse.

Figure 3.6-2 (Continued)
Historic Resources #5-#6



(5) View looking north-northwest to Building D (Resource #5), at the intersection of River Avenue and East 149th Street, the sole surviving structure of the former Bronx Terminal Market.



(6) View looking north-northwest along East 140th Street in the Mott Haven National Register Historic District (Resource #6).

Figure 3.6-2 (Continued)
Historic Resources #7-#8



(7) View looking north-northeast toward the Estey Piano Company Factory (Resource #7), 112-128 Lincoln Avenue/270-278 East 134th Street/15-19 Bruckner Boulevard.



(8) View looking west-northwest toward the J. L. Mott Iron Works (Resource #8), at 220 East 134th Street.

Figure 3.6-2 (Continued)
Historic Resources #9-#10



(9) View looking northeast along Alexander Avenue in the Mott Haven NYC Landmarks Preservation Commission Historic District (Resource #9).



(10) View looking north from East 158th Street toward the Grand Concourse Boulevard in the Grand Concourse Historic District (Resource #10).

Figure 3.6-2 (Continued)
Historic Resources #11-#12



(11) View looking northeast toward 614 Courtland Avenue (Resource #11).



(12) View looking northeast toward the Firehook and Ladder Company 17 (Resource #12)

Resources Within 400 Feet of the Proposed Rezoning Area

Outside of the proposed rezoning area but within the 400-foot study area are five resources that are LPC-listed and/or S/NR listed, or eligible or potentially eligible. These resources are delineated on Figure 3.6-1 and identified in Table 3.6-1. None of these resources are located in close proximity to a projected or potential development site.

4. **Bronx Central Annex, US Post Office** (Photographs 4, NYCL and NR listed), 558 Grand Concourse. The Bronx Central Annex US Post Office was designed by Thomas Harlan Ellett under the supervision of architect Louis A. Simon and was built between 1935 and 1937. This one-story structure is the largest of New York's twenty-nine depression-era post offices. The rectangular building combines elegant simplicity, finely executed detail and modified classical ornamentation resulting in an exceptional example of 20th century federal government architecture. Street elevations are faced in chaste grey brick and are punctuated by articulated white marble arches. The structure's most noteworthy feature is the series of thirteen interior murals, representing a panorama of American agriculture and industry, inspired by Walt Whitman's "I See America Working."

5. **Building D, Bronx Terminal Market** (Photograph 5, NR eligible), located at East 149th Street and River Avenue. Building D is the sole surviving structure of what had been constructed and long served as an eight-building terminal market. The market was originally conceived in 1917 in order to move vendors away from the overutilized Washington Market, located in present day TriBeCa. The terminal market was officially opened in 1929 but first achieved success following a 1930s expansion. Progressive reformers considered the terminal market a critical step in consolidating food storage and inspection and linking food distribution to all modes if transportation. The site is being redeveloped as part of the $500 million Gateway Center at the Bronx Terminal Market retail project featuring national and local retailers and restaurants. Building D is a simply detailed, two-story structure whose irregular shape corresponds to the existing street pattern; oversized incised letters and numbers display the structure's name, location and year of construction.

6. The **Mott Haven National Register Historic District** (Photograph 6, NR listed) is named for Jordon Mott, founder of the Mott Iron Works. The district centers on Alexander Avenue and is characterized by its low scale and individual details that form a distinctive cohesive entity; its architecture is representative of late 19th century domestic and institutional design. Mott Haven is primarily residential in character; among the non residential buildings are St. Jerome's Catholic Church (1898, Delhi & Howard) and School, the Mott Haven Public Library Public Library (1905, Babb, Cook & Willard), the 40th Precinct of the N.Y. C. Police Department (1924, Thomas E. O'Brien) and 2602 Third Avenue (ca. 1890), which boasts grand relieving arches and a heroic corbelled cornice.

7. **Estey Piano Company Factory** (Photograph 7, NYCL) is located at 112-128 Lincoln Avenue. The Estey Piano Factory is a reminder of an era when New York City was one of America's piano-manufacturing centers; Estey was organized in 1885 by Jacob Estey and John B. Simpson; Estey manufactured upright and grand pianos that would become recognized for their "superior construction and workmanship." Designed by the architectural firm A. B Ogden and Son in 1886 and later expanded by John B. Snook & Sons, the expansive structure features robust brick elevations simply and elegantly detailed with terra cotta, patterned brick and contrasting stone; the high corner clock tower is the site's most distinctive element.

8. **J. L. Mott Iron Works**, 220 East 134th Street (Photograph 8, NR potential). The J. L. Mott Iron Works is historically noteworthy as one of the most important 19th century industrial concerns in the Bronx. Jordon L. Mott, inventor of a coal-burning stove, established a factory west of Third Avenue between the Harlem River and East 134th Street in 1828; buildings in the complex range in date from 1828-1906 and, typical of industrial structures, are simply constructed with minimal detailing. Until it ceased operations in 1906, Mott Iron Works was nationally known for its manufacture of coal burning cooking stoves, claw foot bath tubs, porcelain sinks, and a wide variety of cast iron products including manhole covers. Its prominent clients included the White House, for whom it provided bathtubs, and the US Capitol, whose dome contains Mott produced iron. Among his many interests, Mott founded the village of Mott Haven.

Project Area Resources

The New York City Landmarks Preservation Commission (LPC) has identified four additional resources that are located outside of the 400-foot study area, but which LPC identifies as being located in the "Project Area." These resources are the Mott Haven Landmarks Preservation Commission Historic District, the Grand Concourse Historic District, 614 Courtlandt Avenue and the Fire Hook and Ladder Company.

9. **Mott Haven Landmarks Preservation Commission Historic District** (Photograph 9, NYCL). The district, as designated by the LPC, is somewhat smaller in size than the National Register district of the same name. The district centers on Alexander Avenue and extends from 137th Street to 141st Street. This resource is not located in close proximity to any projected or potential development sites

10. **Grand Concourse Historic District** (Photograph 10, NR, Potential NYCL). The Grand Concourse Historic district celebrates one of New York's most dazzling, stylish thoroughfares. Opened to traffic on November 25, 1909, the Grand Concourse was at the center of the economic and population boom that transformed the borough in the following half-century. The Grand Concourse was the concept of Alsace-Lorraine immigrant and civil engineer Louis Risse. Inspired by the celebrated boulevards of Paris, Risse designed the Grand Concourse as a four-mile long thoroughfare with a tree-lined divider. The

majority of the structures in the proposed district were built between 1916 and 1941 in styles ranging from neo-Renaissance to the neighborhood's renowned concentration of Art Deco and Art Moderne apartment buildings. While the buildings represent a variety of styles, the apartment houses are closely related in materials, scale and use of ornamentation. [19] This resource is not located in close proximity to any projected or potential development sites.

11. **614 Courtlandt Avenue** (Photograph 11, NYCL). Saloon keeper Julius Reppert constructed this brick building between 1871 and 1872 to serve as a saloon and meeting hall for the surrounding German community. The now vacant structure still bears the hallmarks of its Second Empire design including its cast iron window lintels and mansard roof. Street elevations display rhythmically placed openings on the upper floors; the slate covered roof rises from a modillion cornice. This resource is not located in close proximity to any projected or potential development sites.

12. **Fire Hook and Ladder Company 17** (Photograph 12, NYCL), located at 341 East 143rd Street and constructed in 1906-07, was designed by Michael J. Garvin, who served as the City's first commissioner of public buildings. This building and the fire company it serves has a long association with the surrounding community. Fire Hook and Ladder Company, one of the earliest paid fire companies, was established in 1874, shortly after Mott Haven became a part of the City of New York. Designed in the prevailing Neo Classic style, the structure is a robust example of civic architecture and a Bronx adaptation of a Renaissance palazzo. The brick and stone faced façade is heavily ornamented and elaborately detailed. This resource is not located in close proximity to any projected or potential development sites.

3.6.2 FUTURE WITHOUT THE PROPOSED ACTION

In the future without the proposed action, existing zoning controls in the area would remain in place; it is expected that the current land use trends and general development patterns in and adjacent to the Lower Concourse rezoning area will continue. It is assumed that development would occur throughout the project area on some of the projected and potential development sites in accordance with existing zoning.

In addition, there are a number of projects planned or under construction in the study area under the future without the proposed actions, as described more fully in Chapter 3.1, "Land Use, Zoning, and Public Policy." The two major new construction projects are The Gateway Center at Bronx Terminal Market and the Mott Haven School Campus, both located to the north of the rezoning area. The development of the Gateway Center at Bronx Terminal Market will include the restoration and reuse of Building D, the complex's sole remaining historic resource. Subsidized residential, parkland and transportation improvement projects are also anticipated.

[19] Grand Concourse Historic District, Historic Districts Council website"(http://www.hdc.org/neighborhoodatriskGC.htm).

Under the future without the proposed action, none of these developments and conversions would directly affect listed or eligible historic resources. One historic resource, Public School 31, is located across the street and within 90 feet of projected development Site #7, which is expected to be developed in the future without the proposed action as classrooms and office space for Hostos Community College. As a listed New York City landmark, Public School 31 is subject to construction protection plans under *TPPN 10/88* and therefore is not expected to be adversely affected by nearby construction. No additional historic resources are located either on, or within 90 feet of, projected development sites under the future without the proposed action. Therefore, the future without the proposed action would not be expected to cause inadvertent construction-related effects to historic resources through adjacent construction.

3.6.3 FUTURE WITH THE PROPOSED ACTION

According to the *CEQR Technical Manual*, significant adverse impacts to historic resources could potentially result if a proposed action affects those characteristics that make a resource eligible for New York City Landmark designation or National Register listing. The designated historic resources in the study area are significant both for their architectural quality as well as for their historical value as part of the city's development. This section assesses the potential for the proposed action to result in significant adverse impacts on identified architectural resources, including effects resulting from construction of projected or potential developments, project-generated shadows, or other effects on existing historic resources in the study area.

The proposed action was assessed in accordance with guidelines established in the *CEQR Technical Manual* (Chapter 3F, Part 420), to determine whether there would be a physical change to any designated property or its setting as a result of the proposed action and, if so, would the change likely diminish the qualities of the resource that make it important (including non-physical changes such as context or visual prominence). While this section focuses specifically on the proposed action's effects on the physical and visual context of architectural historic resources in the study area, an assessment of the proposed action's effect on the visual character of the study area in general is provided separately in Chapter 3.7, "Urban Design and Visual Resources," and in Chapter 3.5, "Shadows."

As described in Chapter 2.0, "Project Description," the proposed action consists of zoning map and zoning text amendments that would establish changes to the area's underlying zoning from manufacturing to mixed-use with residential and commercial uses, while preserving the existing light industrial uses in the area (see Chapter 2.0 for a detailed description of the proposed zoning, including underlying zoning districts, base and maximum permitted FAR, special street wall and maximum height controls, and other provisions that would affect development density, bulk and use).

The potential effects of the proposed action on the identified architectural resources within the proposed rezoning area are discussed below and summarized in Table 3.6-2.

Table 3.6-2:

Summary of Potential Effects of the Proposed Action on Identified Architectural Resources in the Study Area

	Property Name	Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
Listed and Eligible Resources Located in the Proposed Action Area and Directly Affected by the Proposed Action						
1	North Side Board of Trade, 2514 Third Avenue	Yes	No	Yes	No	This resource occupies potential conversion site #63 and is within 90 feet of potential development site #64. This building is potentially eligible for listing in the National Register. Conversion and adaptive reuse of this site could potentially occur under the 2018 Future Condition With the Proposed Action.
Other National Register Listed and Eligible Resources Located in the Proposed Action Area						
2	Public School 31, 425 Grand Concourse	No	No	Yes	No	This resource is across the street from projected development site #7 and potential development site #42. Resources designated as NYC landmarks are subject to construction protection plans under *TPPN 10/88*, in addition to other Building Code protections. Therefore, this site would not be expected to be impacted by nearby construction.
3	Mott Avenue Control House,149th Street & Grand Concourse	No	No	No	No	This resource is not immediately adjacent to any projected or potential development sites.

Property Name		Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
Listed and Eligible Resources Located in the 400-Foot Study Area						
4	Bronx Central Annex, U. S. Post Office	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
5	Building D, Bronx Terminal Market	No	No	No	No	This resource is located across East 149th Street from potential development site #37 and cater-corner to projected development site #1. Because East 149th Street is a wide street, these sites are located at distances of greater than 90 feet from this resource. Resources designated as NYC landmarks are subject to construction protection plans under *TPPN 10/88*, in addition to other Building Code protections. Building D is undergoing restoration as a component of the Gateway Center at the Bronx Terminal Market retail development, which will include the development of four new structures.
6	Mott Haven National Register Historic District	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
7	Estey Piano Company Factory	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
Additional Resources of Interest Located in the 400-Foot Study Area						
8	J. L. Mott Iron Works	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites**.**
9	Mott Haven Landmarks Preservation Commission Historic District	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.

Property Name		Direct Effect	Indirect Effect	Construction Impact	Shadows	Comments
10	Grand Concourse Historic District	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
11	614 Courtlandt Avenue	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.
12	Fire Hook and Ladder Company	No	No	No	No	This resource is not located in close proximity to any projected or potential development sites.

Note: RWCDS = Reasonable Worst Case Development Scenario.

As noted in Section 3.6.1 above, there are two NR-listed or LPC-designated historic resources and one potentially eligible resource located in the proposed rezoning area. Within 400 feet of the proposed rezoning area, there are three NYCL and/or National Register listed resources, one National Register eligible resource and one potentially eligible resource. Additionally, the assessment has identified three City-designated resources and one potential NYCL located outside of the 400-foot study area but within the identified "Project Area."

Direct Effects

Historic resources can be directly affected by physical destruction, demolition, damage, alteration, or neglect of all or part of the particular historic resource. For example, alterations such as the addition of a new wing to a historic building could result in significant adverse impacts, depending on the design. Direct effects also may include changes to an architectural resource that cause it to become a different visual entity, such as a new location, design, materials, or architectural features.

The proposed action could result in direct effects to one potentially eligible resource that is projected to be converted as a consequence of the proposed action. The North Side Board of Trade building (Resource #1), is potentially eligible as a National Register resource. The North Side Board of Trade occupies Potential Conversion Site #63. It is anticipated the existing structure will remain and eventually be adapted for reuse, although not necessarily by the 2018 Analysis Year.

In the absence of New York City Landmark designation for this resource, there is no protective measure that would insure pre-construction design review and preventative measures to minimize effects of construction and potential demolition or alteration. It should be noted that RWCDS potential sites such as those adjacent to the North Side Board of Trade, and the potential conversion of the North Side Board of Trade itself, are considered less likely to be redeveloped than projected development sites, or projected conversion sites, under the Future with the Proposed Action condition.

Construction Effects

Two designated, eligible or potentially eligible historic resources are within 90 feet of projected or potential development sites. These include Historic Resource #1, the North Side Board of Trade (NR Potential), which is within 90 feet of potential development site #64, and Historic Resource #2, Public School 31 (NYCL, NR listed), which is located across the street from, and within 90 feet of, projected development site #7 and potential development site #42. As these resources are within 90 feet or less of a projected or potential development site, they could potentially be affected by construction activities at the development sites.

Resources designated as NYCLs, calendared for LPC designation, or listed in the State and National Register (such as Resource #2, Public School 31) are afforded protection through the implementation of construction protection plans and monitoring procedures, in accordance with the guidelines set forth in *TPPN #10/88*, which would be

required by the New York City Department of Buildings (DOB) for adjacent construction.

The City has procedures for avoidance of damage to structures from adjacent construction with added protection for designated historic resources, which would be afforded to the NYCL designated resource described above. Mechanisms to protect the NYCL designated resource from potential damage caused by adjacent construction include measures applicable to all buildings through the New York City Department of Buildings (DOB), and DOB requirements that are specific to New York City Landmarks. All buildings are provided some protection from accidental damage through DOB controls that govern the protection of any adjacent properties from construction activities, under Building Code Section 27-166 (C26-112.4). For all construction work, Building Code Section 27-166 (C26-112.4) serves to protect buildings by requiring that all lots, buildings, and service facilities adjacent to foundation and earthwork areas be protected and supported in accordance with the requirements of Building Construction Subchapter 7 and Building Code Subchapters 11 and 19. New Construction Codes were recently adopted for New York City that also provide revised regulations for protection of adjoining properties during construction activities. This Local Law took effect on July 1, 2008. Under Section BC 3309 of the new law (Protection of Adjoining Property), adjoining public and private property shall be protected from damage during construction or demolition work. Protection must be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water run-off and erosion during construction or demolition activities.

The second set of protective measures that could potentially apply to the NYCL designated resource are New York City DOB measures under *TPPN #10/88. TPPN #10/88* supplements the standard building protections afforded by Building Code C26-112.4 and the new Local Law, for Landmarks, properties within New York City Historic Districts, and National Register-listed properties. *TPPN #10/88* requires a monitoring program to reduce the likelihood of construction damage to adjacent New York City Landmarks and National Register-listed properties (within 90 feet) and to detect at an early stage the beginnings of damage so that construction procedures can be changed. With the required measures of *TPPN #10/88* in place, there would be no significant adverse construction-related impacts on the NYCL designated resource that is located between 90 and 100 feet of development resulting from the proposed actions.

Resource #1, the North Side Board of Trade, would be afforded limited protection under DOB regulations applicable to all buildings located adjacent to construction sites; however, since this resource is not S/NR-listed or LPC-designated, it is not afforded special protections under DOB's *TPPN 10/88*. The resource would be provided a measure of protection from construction under the new Local Law under Section 3309 of the Building Code (Protection of Adjoining Property), and Building Code section 27-166 (C26-112.4). Additional protective measures afforded under DOB *TPPN 10/88*, which apply to designated historic resources, would not be applicable in this case, unless the potentially eligible resource is designated in the future prior to the initiation of construction. If no designation occurs, however, the North Side Board of Trade would not be subject to the above DOB *TPPN 10/88* construction protection procedures, and

may therefore be adversely affected by adjacent development resulting from the proposed action.

Shadows

As described in Chapter 3.5, "Shadows," the projected and potential development that could result from the proposed action could potentially cast new incremental shadows on sunlight sensitive historic resources. As further discussed in Chapter 3.5, "Shadows," none of the historic resources included in the preliminary shadows analysis are dependent on sunlight during the day to the extent that shadows would obscure their significance. Therefore, while the proposed action could potentially cast shadows on these structures, such shadow effects would not result in significant adverse impacts (see Chapter 3.5 for more details on shadow effects).

Indirect Effects

Indirect effects, also referred to as contextual effects, can occur when development results in the isolation of a property from, or alteration of, its setting or visual relationship with the streetscape; introduction of incompatible visual, audible, or atmospheric elements to a resource's setting; replication of aspects of a resource so as to create a false historic appearance; or elimination or screening of publicly accessible views of the resource.

The projected and potential development generated by the proposed action is not expected to have significant adverse indirect impacts on existing historic resources in the area. As discussed in Chapter 2.0, "Project Description," and Chapter 3.1, "Land Use, Zoning, and Public Policy," the Lower Concourse rezoning would include requirements for street walls and setbacks for the upper portion of the buildings above the street wall in order to relate building height and bulk to the street in a more appropriate and consistent form. Maximum height limits would be introduced for all the proposed new mapped districts ensuring that the overall massing and scale of new development responds to the particular characteristics of the Lower Concourse rezoning area. These requirements would ensure that the scale and bulk of new buildings are sensitive to, and consistent with, existing developments, including historic properties. Additionally, as the significant views of each of the listed and eligible resources are obtained from the adjacent streets and sidewalks within the Lower Concourse, and the street network and pattern would be unchanged as a result of the proposed action with the exception of one waterfront block, significant adverse impacts to views of historic resources would not result.

The proposed change in block form abutting the waterfront between East 144th Street and East 146th Street would establish a park site that, if developed as parkland, would enhance urban design conditions in the vicinity of Bronx Terminal Market Building D.

Changes to bulk regulations governing new development as a result of the proposed rezoning would foster new development of complimentary scale to existing buildings. The following descriptions consider the visual relationship of the new development

contemplated by the proposed rezoning to the identified historic resources.

The North Side Board of Trade (#1)

The North Side Board of Trade (#1) is located adjacent and within 90 feet of Potential Development Site #64. Located at 270 East 137th Street and built in 1912, the North Side Board of Trade building is an ornate, three-story Neo-Classical structure that recalls the role of this area in the growth of the economy of The Bronx and the borough's early industrial history. It is a standing resource near the southeastern corner of the proposed rezoning area, located to the west of a public housing complex, and to the east of a nearly solidly industrial and commercial section of Mott Haven where predominantly high coverage industrial buildings are generally under five stories in height.

The proposed MX (M1-4/R7A) zoning that is proposed for this block and the adjacent blocks in the rezoning area across Lincoln Avenue and Third Avenue would encourage high coverage, mid-rise development that would be complementary to the character of the North Side Board of Trade. This would include the adjacent potential development Site #64 and sites across Third Avenue, one of which contains a gas station. Some of the anticipated development would replace underutilized sites that do not conform to a consistent streetwall, increasing the density of development and improving streetscape conditions within this subarea. Upgrading building conditions would improve visual conditions and the surrounding built context around the North Side Board of Trade building without obscuring views of this resource, including views from Graham Square and Third Avenue to the north.

Public School 31 (#2)

Public School 31 (#2) is a standing resource within the thirteen-block Grand Concourse subarea that contains the study area's only mixed-use zoning district (C4-4), surrounding the northern portions of the Grand Concourse. The finely ornamented Public School 31 is located across the street from projected development site #7 and potential development site #42.

The buildout of projected and potential development sites to the south and west of PS 31 would establish a more appropriate context near and along the Grand Concourse for this landmark structure. A proposed C6-2A zoning district to the south on potential development site #42 would facilitate the development of a taller building within a contextual envelope to reflect the width and prominence of the Grand Concourse. To the west across Walton Avenue, proposed MX (M1-4/R8A) zoning would similarly allow new residential development with a greater maximum FAR (7.2 with the full Inclusionary Housing bonus and 5.4 for projects that do not participate in the Inclusionary Housing program) than is currently permitted. New development would be required to build along the streetwall within a contextual envelope with a maximum height of 120 feet. A more consistent streetwall would also be established as a result of projected development further to the south on the Grand Concourse where primarily automotive-related buildings currently have a variety of setbacks and building orientations. As with the North Side Board of Trade (Resource #1), implementation of

the proposed rezoning would insure that these individual historic resources would be set in a contextually sensitive development framework that would neither affect views of these landmarks nor result in indirect impacts to these features.

CONCLUSION

The proposed action would not result in direct significant adverse impacts to resources on projected development sites. No demolition of listed, eligible or potentially eligible historic resources is anticipated. One potentially eligible historic resource, the North Side Board of Trade, may be impacted by a potential conversion of the existing structure. In addition, potential development site #64 is located adjacent to the south of the North Side Board of Trade. Any significant adverse impacts from such a conversion would be unmitigated other than through limited protection under DOB regulations applicable to all buildings located adjacent to construction sites, since this resource is not a designated New York City landmark and has not been calendared for designation. Mitigation could include calendaring the North Side Board of Trade Building for consideration as a New York City Landmark by the New York City Landmarks Preservation Commission; if this resource was deemed to be landmark eligible, then further protection for redevelopment of this site would be afforded.

In addition to the North Side Board of Trade, inadvertent construction-related damage could potentially occur to one listed resource, Public School 31 (Resource #2). However, with the protections afforded by the New York City Building Departments' *TPPN 10/88* to listed historic resources, in addition to other Building Code protections, significant adverse impacts to Public School 31 are not expected.

Projected and potential development anticipated as a result of the proposed rezoning is not expected to result in adverse shadow impacts or indirect impacts on historic resources within the proposed rezoning area, or 400-foot study area. The visual context of area historic resources would not be expected to experience significant adverse impacts as a result of such development resulting from the proposed action. Physical upgrading of adjacent and nearby parcels with new contextual development would provide a more suitable visual environment for these structures, without impacting views of them. The urban design context of the area's historic resources would be improved with new mixed-use development, enhancing streetscape conditions in the vicinity of resources in the rezoning area.