

## **A. INTRODUCTION**

This section considers the potential of the Proposed Project to affect architectural and archaeological resources on the project site and in the surrounding area. The project site is an 18-acre parcel in the West Haven neighborhood of the Bronx that is bordered by Metro North Railroad tracks to the north, River Avenue to the east, 149th Street to the south, and Exterior Street to the west.

Based on potential effects due to on-site construction activities, and also to account for visual or contextual impacts, the study area was defined as extending 400 feet from the project site (see Figure 7-1). Within the study area, the historic resources considered comprise properties listed on the State or National Registers of Historic Places (S/NR) or determined eligible for such listing, and New York City Landmarks (NYCL) and Historic Districts or properties determined eligible for landmark status.

The study area for archaeological resources is the Area of Potential Effect (APE), the area of planned construction and disturbance on the project site. At the request of the New York State Office of Parks, Recreation and Historic Preservation (OPRHP), a Phase IA Archaeological Assessment was prepared for the project site by Historical Perspectives, Inc in October 2004. As described in more detail below, the Phase IA assessment concluded that although northern portions of the APE contain the potential for precontact archaeological resources to be located beneath a layer of peat found under fill deposits and river mud, the excavation required for the Proposed Project will not reach the peat layer or below the peat layer, except for building pilings. Due to the depth of the potential precontact resources and the difficulty in accessing the potentially sensitive strata, which are well below the water table, no archaeological field investigations are recommended for precontact resources. If future specifications for the proposed hotel indicate that deep excavation will be necessary (i.e., excavation that would penetrate/impact the peat layer or below the peat layer), archaeological field investigations or monitoring for the recovery of precontact resources would be considered. Historic period archaeological sensitivity for the project APE is low, and no archaeological field investigations are recommended for historic period resources.

The analysis concludes that the proposed demolition of the historic resources on the project site—Building B and the Bronx House of Detention—would constitute a significant adverse impact. Measures to further mitigate this adverse impact are discussed in Chapter 23, “Mitigation.”

The construction of the off-site open space to be developed by the City with contributions from the project sponsor, which would occur by the Proposed Project’s 2009 Build year, would presumably require the demolition of Bronx Terminal Market Buildings F and G.

The project site is located far enough away (more than 90 feet) from the Bronx Terminal Market buildings on the west side of Exterior Street (Buildings F, G, H, and J) and the other known and

potential historic resources in the study area (the 145th Street Bridge, 691 Gerard Avenue/109 153rd Street, and 690 Gerard Avenue) not to have any direct, physical effects on these off-site resources. The new, modern development on the project site would be expected to alter the context of the historic resources in the surrounding area. However, these resources already exist in an environment that is predominantly industrial, and this change is not considered a significant adverse impact. Therefore, the Proposed Project would not have any significant adverse impacts on historic resources in the study area.

### **B. BACKGROUND HISTORY**

Prior to landfilling in the late nineteenth century, only portions of the project site were on fast land; the remainder of the project site was designated “mud flats,” which were filled with water from the Harlem River during high tide and exposed at low tide. The area was landfilled in the 1890s.

The first buildings on the project site were erected in the 1880s. These included a refrigerator manufacturing building at the northwest corner of River Avenue and 150th Street, and a saw mill at the southwest corner of the same intersection. During the early 1890s, Exterior Street and the area west of the roadway were formed. By 1900, an ice plant was located north of the refrigerator (later toy) plant on the block bounded by River and Cromwell Avenues and 150th and 151st Streets, within the current footprint of Building C. The ice plant was demolished by 1908 and a photographic mounts plant had been built in its place.

The development of the Bronx Terminal Market was an outgrowth of the concept of municipal wholesale produce markets for the city, which was developed by a special commission appointed by Mayor William Gaynor in the early 20th century. The terminal market, which was to have connections to rail and water, was intended to facilitate the distribution of wholesale food products throughout the city and minimize transportation and transfer charges, thereby reducing food costs. The commission’s final report (1913) advocated the creation of a terminal market in each of the five boroughs, as well as the selection of the site of the current Bronx Terminal Market.

The creation of the Bronx Terminal Market began under Mayor John F. Hylan in the late 1910s and early 1920s. In the first stage of the Market’s development, a 2-story power house (Building J) and 6-story, brick cold storage warehouse (Building A) were built in the 1920s (see discussion below). However, according to the *WPA Guide to New York City*, for many years the market was known as “Hylan’s Folly;” the annual cost of maintenance was in excess of \$160,000, and the annual income from rentals was only \$26,000. The expansion of the Market was undertaken by Mayor Fiorello H. LaGuardia as part of his program to eliminate pushcarts. Under Mayor LaGuardia, existing Buildings B, D, F, G, and H were constructed, along with similarly-configured buildings north of Buildings A and J. With this expansion, the Market finally became successful, and served as a receiving point for the city’s fruit and vegetables. In addition, by 1947, a group of eight long, steel sheds were built north of 150th Street, between River and Cromwell Avenues, in the area formerly occupied by the photographic mounts plant. These sheds have since been replaced by Building C as well as the Bronx House of Detention.

The last major change to the project site came with construction of the Major Deegan Expressway. The section of the Expressway linking the Grand Concourse with the Westchester County border and Interstate 87, which includes the portion of the Expressway within the project site, was not undertaken until 1950 and was completed in 1956. Ramps leading from the

Expressway were later built north of Buildings A and J, necessitating the demolition of the Bronx Terminal Market buildings formerly located in these areas. In the mid-1990s, the Oak Point Link rail connection was built on a trestle along the Harlem River parallel to the shoreline.

## **C. EXISTING CONDITIONS**

### **ARCHAEOLOGICAL RESOURCES**

As described above, a Phase IA Archaeological Assessment was prepared for the project site by Historical Perspectives, Inc. at the request of OPRHP.<sup>1</sup> In a letter dated October 22, 2004, LPC made a finding of no archaeological concerns for the project site, but deferred to OPRHP on archaeological resource findings. The report is summarized below.

#### *SITE HISTORY*

As described above, prior to landfilling in the late nineteenth century, only portions of the APE were on fast land; the remainder of the APE fell within an area designated “mud flats.” The portions of the APE that were inboard of the historic Harlem River shoreline include areas east of Cromwell Avenue, south of the Metro North Railroad tracks, and north of 150th Street. The shoreline ran across the area now occupied by Building C and included portions of the modern Cromwell Avenue streetbed and a small area now occupied by the parking area behind Building B, just west of Cromwell Avenue. The shoreline area appears to have been somewhat sloped; River Avenue had an elevation of about 20 feet near its intersection with 151st Street, and the area now occupied by the Bronx House of Detention was about 10 feet in elevation, whereas the Cromwell Avenue area was at about 0 elevation. Today, what is left of this former slope is contained behind concrete retaining walls, and the mud flats have been filled to the edge of the pier and bulkhead line, with several slips interspersed between the piers.

The overall soil profile for the APE consists of miscellaneous historic fill overlying soft organic clayey silt (the “river mud”), then a layer of peat (at the northern end of the APE only), layers of interlayered silt, clay and sand, silty sand and gravel, decomposed rock, and finally bedrock. According to a report prepared by Langan Engineering & Environmental Services (2004), historic fill covers the entire APE; no natural soils remain, even in the area that was once fast land, where the original upper stratum appears to have been graded away. The history of building construction on the site is described above.

#### *ARCHAEOLOGICAL POTENTIAL*

No precontact period archaeological sites were identified within the APE or its immediate vicinity, although reportedly there was an Indian trail three to four blocks east of the APE, following roughly the route of the current Walton Avenue. Six precontact archaeological sites have been documented within two miles of the APE by the New York State Museum. During the Paleo-Indian and Early to Middle Archaic periods (ca. 12,500 to 4,000 B.P.), the majority of the project APE would have been located along the Harlem River shoreline, instead of under mud flats. Particularly with Cromwell’s Creek located so close to the north, which would have

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<sup>1</sup> *Phase IA Archaeological Assessment, Proposed Gateway Center at Bronx Terminal Market, NYSOPRHP Project Review Number 04PR02034.* Prepared by Historical Perspectives, Inc., October 2004.

provided an additional fresh water source, the project APE would have been an attractive settlement site to early peoples. Archaeologists have shown that a settlement pattern exists in the sites that were located along streams and tidal marshes, both of which existed in or adjacent to the APE.

According to Boesch, areas along the Harlem River that contain peat deposits may preserve precontact archaeological resources dating from the Paleo-Indian to the Middle Archaic periods beneath this layer. The top of the peat layer in the northern portion of the APE varies in depth but is approximately 20 feet below grade in the vicinity of the former Building A. The peat layer varies in thickness, but is only a few feet in the vicinity of the former Building A. Archaeologists also use the presence of marine shell as a potential indicator of precontact site presence. According to a report prepared by Langan Engineering and Environmental Services, trace shells have been encountered just beneath the peat layer in soil borings south of the former Building A, further suggesting the potential for precontact resources on the property.

Based on this information, there is the potential for precontact archaeological resources to exist within those portions of the APE that contain a layer of peat and that have not been previously disturbed from deep piles or other building episodes. These include the area surrounding the former Building A on the north, east, and south. The former Bronx Terminal Market buildings once located north of the former Building A were not set on top of deep piles, and as such should not have impacted the peat layer or the strata below the peat layer. Areas now containing supports for the Major Deegan Expressway ramps are disturbed and would not retain any archaeological potential.

No historic period archaeological sites were identified within the APE or its immediate vicinity. Two historic period archaeological sites, the Mott Haven Canal and the J.L. Mott Iron Works, are located north of the intersection of Bruckner Boulevard and Third Avenue, nearly one mile south of the APE. The buildings associated with the Bronx Terminal Market (Buildings B and D) and the Bronx House of Detention do not possess any historic period archaeological research potential. These buildings are extant on the property, their construction is well documented, and no archaeological features would be expected outside of the footprint of the buildings themselves.

In addition, the areas now containing buildings associated with the Bronx Terminal Market and the Bronx House of Detention should be considered completely disturbed with regard to potential archaeological resources. Most of the market buildings erected in 1934-1935 are set on deep concrete pilings. The piles were said to be an average of 46 feet in length; considering bedrock ranges from ca. 30-60 feet below grade in the areas where the buildings were constructed, it can be inferred that these pilings were extended down as far as the top of the bedrock. The vast number of piles (approximately 1,290) sunk in the APE to support Building B suggests a high degree of disturbance beneath this building. Although complete data are not available concerning specific construction of the former Building A and Building C, considering the size and load bearing requirements of these structures, it can also be inferred that they, too, rest on deep pilings driven to bedrock. Limited construction plans were available at the New York City Department of Buildings for the original Bronx House of Detention; according to these documents this structure also rests on pilings driven to bedrock. In summary, the historic period archaeological sensitivity for the project APE is low.

## ARCHITECTURAL RESOURCES

Table 7-1 summarizes the known and potential architectural resources within the project site and study area.

**Table 7-1**  
**Architectural Resources within Project Site and Study Area**

Resource Name	Block/Lot	NYCL	S/NR-Listed	S/NR-Eligible
<b>KNOWN RESOURCES</b>				
<b>Project Site</b>				
Bronx House of Detention	2357/1			X
Bronx Terminal Market (Buildings B and D)	2356/20 2539/32			X
<b>Study Area</b>				
Bronx Terminal Market (Buildings F-H, and J)	2539/2			<u>X</u>
145th Street Bridge	N/A			X
<b>POTENTIAL RESOURCES</b>				
<b>Study Area</b>				
691 Gerard Avenue/ 109 153rd Street	2482/1, 60			
690 Gerard Avenue	2473/1			
<b>Note:</b> See Figure 7-1 for reference. NYCL = New York City Landmark S/NR-listed = Listed on the State and National Registers of Historic Places S/NR-eligible=Determined eligible for listing on the State and National Registers of Historic Places				

### PROJECT SITE

#### *Known Resources*

OPRHP has determined that the Bronx House of Detention and the buildings of the Bronx Terminal Market (Buildings B and D of which are on the project site) are eligible for listing on the State and National Registers of Historic Places. These buildings are described in detail below and identified on Figure 7-1. The other building on the site (Building C) is not eligible for S/NR listing. In a letter dated October 25, 2004, LPC made a finding of no architectural concerns for the project site, and deferred to OPRHP regarding determinations of architectural significance.

The Bronx House of Detention (formerly the Bronx County Jail), located at 653 River Avenue at the southwest corner of 151st Street, was constructed in 1938 as a Work Progress Administration (WPA) project. The architect of the building is Joseph H. Freeland, who also designed the nearby Bronx County Building (also known as the Bronx County Courthouse), the Museum of the City of New York, and the French Institute Building. The Bronx House of Detention is an 8-story, 260-foot-long rectangular form with small pavilions at each end and a 10-story central pavilion (see Photograph 1 of Figure 7-2). The pavilions have truncated, stepped pyramidal roofs; at the top of the central pavilion is a wide stone frieze with classical bas relief ornamentation. The building is faced with gray brick and stone. Its façade is articulated by the repetition of long, vertical window openings which rise uninterrupted above the base of the building. Netting can be seen surrounding recreational facilities on the roof. An 8-story addition

to the building, constructed in 1963, was built perpendicular to the original structure on its west façade. The main addition is also faced in gray brick; in contrast to the original structure, it has long horizontal bands of windows (see Photograph 2 of Figure 7-2). The top portion of the addition appears to be clad in turquoise metal siding. There are also small one-story additions at each side of the northern end of the original structure; these are faced in gray brick but have no decorative elements. The building is currently surrounded by several trailers and temporary structures.

The S/NR-eligible buildings of the Bronx Terminal Market are Buildings B, D, F, G, H, and J. Only Buildings B and D are on the project site. The former Building A was not considered a contributing element to the Bronx Terminal Market complex because of its failing condition, and has since been demolished.

Building B is a complex of 19 small, connected spaces within a two-story reinforced concrete structure on the east side of Exterior Street north of 150th Street. According to the *New York Times*, Building B was constructed between October 1, 1934 and May 1, 1935, at a cost of \$570,000; according to Helen Tangires, construction funds, labor, and architectural services for Building B (and the other Market buildings constructed at the same time) were provided by the Civil Works Administration.<sup>1</sup> Building B was designed by Samuel Oxhandler with John D. Churchill and Albert W. Lewis. Little is known about Oxhandler and Churchill's other works; however, Albert W. Lewis is known to have designed 477 Fifth Avenue and 250 Park Avenue in Manhattan. The design of the building mimics the former Building A and Building J by creating a stucco version of the brick corbel course found at the top of those buildings. Other than this feature, the building does not have any decorative elements. The southern end of the building is angled to meet the intersection of Exterior Street and Cromwell Avenue (see Photograph 3 of Figure 7-3). There are large industrial sash windows at the second floor, and cantilevered canopies projecting over the loading docks; there were also once railroad sidings at the eastern side of the building (see Photograph 4 of Figure 7-3). Building B was connected with the refrigeration plant and power house in Building J. The building originally was painted a light yellow color, but today is mostly unpainted. The window openings at the second floor have been sealed with concrete block or other materials; some of the entrances at the ground floor are also sealed off.

Building D is a 2-story stucco-clad building constructed in 1934-35 as part of Mayor LaGuardia's expansion of the Bronx Terminal Market. It is located at the southeast corner of the Bronx Terminal Market site, at the corner of 149th Street and Exterior Street. According to the *New York Times*, Building D was the Bronx Terminal Market's flagship structure, and was designed to serve as a bank, restaurant, and a hotel for farmers. It is a small, polygonal building similar in style to Buildings B, F, G, and H, and has "Bronx Terminal Market, City of New York, 1935" painted in large, Art Moderne lettering at its southern corner (see Photograph 5 of Figure 7-4).

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<sup>1</sup> Tangires, Helen. "Wholesale Produce Markets and the Agricultural Landscape of New York City, 1912-1945." Paper presented at the 57th Annual Meeting of the Society of Architectural Historians, April 15, 2004, Providence, Rhode Island.

## *STUDY AREA*

### *Known Resources*

Buildings F, G, H, and J of the Bronx Terminal Market are located on the west side of Exterior Street, opposite the project site. Buildings F, G, and H were built at the same time as Buildings B and D, and are similar in design and condition. Building F contains 8 connected spaces; Building G contains ten connected spaces; and Building H contains 11 connected spaces, for a total of 29 connected spaces between the three buildings (see Photograph 6 of Figure 7-4).

Building J is a 2-story, red brick power house that was built in 1925 in support of the original Bronx Terminal Market cold-storage warehouse (the former Building A). The building housed the Market's machine shop and facilitated the manufacture and distribution of ice to the former Building A and, later, to the other Market buildings. It has crenellated tower elements at the two southern corners and two tower elements just in from the north façade of the building on its west and east facades (see Photograph 7 of Figure 7-5). There is a small room above each tower, which has arched windows and is capped by a tiled, hipped roof. There are also arched window openings at the first floor. Similar to the former Building A, Building J has an arched corbel course of brick above the second floor. An exterior iron stair leads to an entrance at the second floor at the south façade of the building. There is a small pediment above the center bay of the east façade. The window openings at the first and second levels have been sealed with concrete block. A metal awning above the first floor of the east and north facades exists only in portions.

The 145th Street Bridge (S/NR-eligible), a steel truss wing bridge which connects 145th Street in Manhattan to 149th Street in the Bronx, was also designed by Alfred Pancoast Boller (see Photograph 8 of Figure 7-5). The bridge was constructed in 1905. The approaches are constructed of reinforced concrete and steel.

There are four known architectural resources located just outside of the project study area, along the Grand Concourse and spanning the Harlem River. These are Public School 31, the Bronx Post Office, the Mott Avenue Control House, and the Macombs Dam Bridge and 155th Street Viaduct. Public School 31 (NYCL, S/NR-eligible) is located at 425 Grand Concourse (see Photograph 9 of Figure 7-6). It was designed by C.B.J. Snyder in 1897-1899, during the early years of his term as Superintendent of School Buildings for the Board of Education of New York. The building represents an important step in the development of the Collegiate Gothic style as applied to public school architecture in New York City. The Bronx Post Office (NYPL, S/NR-listed), also known as the General Post Office or the Bronx Central Annex, is located at 558 Grand Concourse (see Photograph 10 of Figure 7-6). It was designed by Thomas Harlan Ellett under the U.S. Treasury Department's supervising architect, Louis A. Simon, and was constructed in 1935-1937. It is a large, gray brick and white marble building rising above a granite terrace. There are WPA murals by Ben Shahn in the lobby, on the theme of America at work. The Mott Avenue Control House (S/NR-listed) is located at the southwest corner of 149th Street and Grand Concourse (see Photograph 11 of Figure 7-7). It was built for the original IRT and is no longer in use. Its main (north) façade is buff brick, with a classical modillioned terra cotta cornice above a terra cotta "Mott Street Station" plaque flanked by panels decorated with scepters, tied with ribbons, supporting spheres. The other facades are stuccoed; the rear façade is enlivened by modern incompatible ceramic tiles and light fixtures. The Macomb's Dam Bridge and 155th Street Viaduct (NYCL, S/NR-eligible) spans the Harlem River between West 155th Street in Manhattan and Jerome Avenue and East 162nd Street in the Bronx (see Photograph 12 of Figure 7-7). It is located on the site of a dam erected in 1813 by Robert Macomb; the waters

of the artificial pond operated his mill. The bridge was designed by Alfred Pancoast Boller and constructed in 1890-1895. Formerly known as the Central Bridge, it is the oldest metal truss swing bridge and the third-oldest bridge in the city.

#### *Potential Resources*

There are two potential architectural resources located within the project study area. Yankee Stadium, which is located within the project's study area, was previously determined not eligible for S/NR listing by OPRHP.

The Oxford Knolls, located at 691 Gerard Avenue/109 153rd Street, is a complex of three 6-story apartment buildings that spans the full block of 153rd Street between River and Gerard Avenues. The buildings are clad in coarse red brick and built in a mock Tudor style, with half-timbering, steeply pitched gables, crenellated parapets, and a rusticated stone base and details (see Photographs 13 and 14 of Figure 7-8). The buildings were constructed ca. 1930; the architect(s) are unknown.

690 Gerard Avenue, located at the northeast corner of Gerard Avenue and East 153rd Street, was built in 1936. It is a 6-story Art Deco apartment building similar in style to the many Art Deco apartment buildings constructed along the Grand Concourse during this period (see Photograph 15 of Figure 7-9). It is faced in light-colored brick and accented with darker-colored brick in geometric patterns. The building's windows are separated vertically by dark and light brick laid in a vertical striping pattern.

## **D. THE FUTURE WITHOUT THE PROPOSED ACTIONS**

### **2009**

There are no other projects planned for construction on the project site by the year 2009. Without the Proposed Project, the project site is expected to remain in its current use.

Two institutional projects are planned for the land use study area surrounding the project site (see Figure 2-4 in Chapter 2, "Land Use, Zoning, and Public Policy") by 2009. The New York City Department of Homeless Services has plans for a new 60,000 sf Emergency Assistance Unit at 151st Street and Walton Avenue to replace the existing facility at this location. Hostos Community College has plans to renovate a 125,000 gsf academic building, and has future capital investment projects that are pending budget allocation. Finally, outside the study area, Lincoln Hospital is in the process of constructing several new facilities, including a labor and delivery center and an MRI unit. Other improvements at Lincoln Hospital that are in the planning and/or design phase include a redesign of the emergency room, a new women's option center, and an upgrade of the existing parking garage facility. The projects planned for the area are not expected to affect any known or potential historic resources.

One major project proposed within the study area that could be developed by 2009 is the construction of a new stadium for the New York Yankees, in the portion of Macombs Dam Park located north of the existing stadium across 161st Street. The potential historic resources impacts of that No Build project are discussed in Chapter 22, "Future Conditions with a Relocated Yankee Stadium."

Just outside the land use study area, the New York City School Construction Authority (SCA) has proposed the construction of an approximately 275,000 gross square foot, 2,300-seat school complex on the northeast corner of Concourse Village West and East 153rd Street, just north of



the planned East 153rd Street bridge. The proposed school complex would house four school organizations, including a charter school serving grades 5 through 8, an intermediate school/high school (I.S./H.S.) serving grades 6 through 12, and two high schools serving grades 9 through 12. Also just beyond the land use study area, Lou Gehrig Plaza, located along 161st Street between the Grand Concourse and Walton Avenue, is being redesigned to function as a civic gathering space. The newly designed plaza will represent a significant streetscape improvement on a site currently used for parking. The projects planned for this larger area are not expected to affect any known or potential historic resources.

It is possible that one or more of the resources on the project site or potential resources within the study area identified above may be found eligible for listing on the Registers or designation as a New York City Landmark and may be listed or designated in the future.

Architectural resources that are listed on the National Register or that have been found eligible for listing are given a measure of protection from the effects of federally sponsored or assisted projects under Section 106 of the National Historic Preservation Act. Although preservation is not mandated, federal agencies must attempt to avoid adverse impacts on such resources through a notice, review, and consultation process. Properties listed on the State Register are similarly protected against impacts resulting from state-sponsored or state-assisted projects under the State Historic Preservation Act. Private property owners using private funds can, however, alter or demolish their properties without such a review process. Privately-owned sites that are New York City Landmarks, within New York City Historic Districts, or pending designation, are protected under the New York City Landmarks Law, which requires LPC review and approval before any alteration or demolition can occur.

## **2014**

There are no other projects planned for construction on the project site by the year 2014.

A widening of the Major Deegan Expressway is planned for completion by 2011–2012. This could require a new right-of-way easement in the area of the existing Buildings B, F, G, and H.

Since New York City will not be hosting the 2012 summer Olympics, the area south of the project site on the Harlem River that had been proposed as the velodrome venue will be considered for other possible uses.

## **E. PROBABLE IMPACTS OF THE PROPOSED ACTIONS**

### **ARCHAEOLOGICAL RESOURCES**

#### *2009*

As described above, portions of the APE at the northern end of the project site contain the potential for precontact archaeological resources to be located beneath the layer of peat found under fill deposits and river mud. However, project specifications indicate that future excavation would only extend to the depth of these potential resources (i.e., to below the peat layer) in the form of building pilings. Due to the depth of the potential precontact resources and the difficulty in accessing the potentially sensitive strata, which are well below the water table, no archaeological field investigations are recommended for precontact resources at this time. Full excavation for the proposed buildings would only extend approximately three to four feet below grade, for the construction of pile caps within the proposed buildings' footprints; this depth

would not reach the peat layer or below. Future utilities planned for the site would not be located any deeper than existing utilities on the property.

Historic period archaeological sensitivity for the project APE is low, and no archaeological field investigations are recommended for historic period resources. Therefore, the project is not expected to have any significant adverse impacts on archaeological resources.

It is anticipated that the City—with contributions from the project sponsor—would develop an approximately 2-acre waterfront public open space on a portion of the Bronx Terminal Market area west of Exterior Street. The City is committed to constructing the off-site public open space by the Proposed Project's 2009 Build year. This construction would occur in an area determined not to have archaeological sensitivity.

2014

The future hotel site falls within the area of precontact archaeological sensitivity. While construction specifications for the proposed hotel have not yet been determined, it is expected that the excavation for the hotel would be consistent with that of the other proposed buildings. Therefore, the project is not expected to have any significant adverse impacts on archaeological resources. If future project specifications for the proposed hotel indicate it would require deep excavation instead (i.e., excavation that would penetrate/impact the peat layer or below the peat layer), then archaeological field investigations or monitoring for the recovery of precontact resources would be undertaken.

## ARCHITECTURAL RESOURCES

2009

### *Project Site*

All of the buildings on the project site—with the exception of Building D—would be demolished for the Proposed Project by 2009. The demolition of the buildings identified as historic resources—Building B and the Bronx House of Detention—would constitute a significant adverse impact. Measures to mitigate the effect of the proposed project on historic resources are being developed in consultation with OPRHP. As discussed in Chapter 23, “Mitigation,” the mitigation measures are anticipated to include retaining and reutilizing Building D for retail development in conjunction with the Proposed Project; reutilizing ornamental elements from the Bronx House of Detention within the River Avenue façade of the proposed Retail Building B/F as well as the plaza on River Avenue at the entrance to the southern passageway through the site; affixing a plaque either to the side of Retail Building B/F near the plaza or incorporated into the plaza design, describing the Bronx House of Detention's significance as an example of WPA-era institutional architecture designed by Joseph Freeland; affixing a plaque to the side of Building D describing the history of the Bronx Terminal Market and its role in the development of terminal markets in the United States; and recording Buildings B and D and the Bronx House of Detention through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative. Appendix E, “Correspondence,” includes a letter from OPRHP describing these mitigation measures.

### *Study Area*

The project site is located far enough away (i.e. more than 90 feet) from the Bronx Terminal Market buildings on the west side of Exterior Street (Buildings F, G, H, and J) and the other known and potential historic resources in the study area (the 145th Street Bridge, 691 Gerard Avenue/109 153rd Street, and 690 Gerard Avenue) not to have any direct, physical effects on these resources from ground-borne vibrations or other potential construction-related issues.

The construction of the off-site open space to be developed by the City with contributions from the project sponsor, which would occur by the Proposed Project's 2009 Build year, would presumably require the demolition of Bronx Terminal Market Buildings F and G.

The new, modern development on the project site would be expected to alter the context of the historic resources in the surrounding area. However, these resources already exist in an environment that is predominantly industrial, and this change is not considered a significant adverse impact. In addition, the bulk of the project development would be somewhat less noticeable from the resources along the Grand Concourse, which is at a higher elevation than the project site. While the project site buildings would be more noticeable from the Macombs Dam and 145th Street Bridges, they would not block views from those bridges to any historic resource.

2014

### *Project Site*

There are no historic resources on the area of the project site to be developed as a hotel by 2014, and there would be no historic resources on the remainder of the project site by 2014. Therefore, the development of the proposed hotel would not affect any historic resources on the project site.

### *Study Area*

The proposed hotel site is located far enough away (i.e. more than 90 feet) from the known and potential historic resources in the study area not to have any direct, physical effects on these resources from ground-borne vibrations or other potential construction-related issues. The development of a new, modern hotel on the project site would be expected to alter the context of the historic resources in the surrounding area. However, these resources already exist in an environment that is predominantly industrial, and this change is not considered a significant adverse impact. \*







Bronx House of Detention, main facade

1



Bronx House of Detention, rear facade with additions

2

## Historic Resources on Project Site

GATEWAY CENTER AT BRONX TERMINAL MARKET

Figure 7-2





Bronx Terminal Market, Building B 3



Bronx Terminal Market, Building B (east facade) 4

## Historic Resources on Project Site

Figure 7-3



Bronx Terminal Market, Building D 5



Bronx Terminal Market, Buildings F/G/H 6

## Historic Resources on Project Site and Study Area

GATEWAY CENTER AT BRONX TERMINAL MARKET

Figure 7-4





Bronx Terminal Market, Building J

7



145th Street Bridge

8

## Historic Resources in Project Site and Study Area

GATEWAY CENTER AT BRONX TERMINAL MARKET

Figure 7-5





P.S. 31 9



General Post Office 10



Mott Avenue Control House 11



McCombs Dam Bridge 12





Oxford Knolls, view from Gerard Avenue and East 153rd Street 13



Oxford Knolls, view from River Avenue and East 153rd Street 14

## Potential Historic Resources in the Study Area

Figure 7-8



690 Gerard Avenue 15

**Potential Historic Resources in  
the Study Area**

Figure 7-9