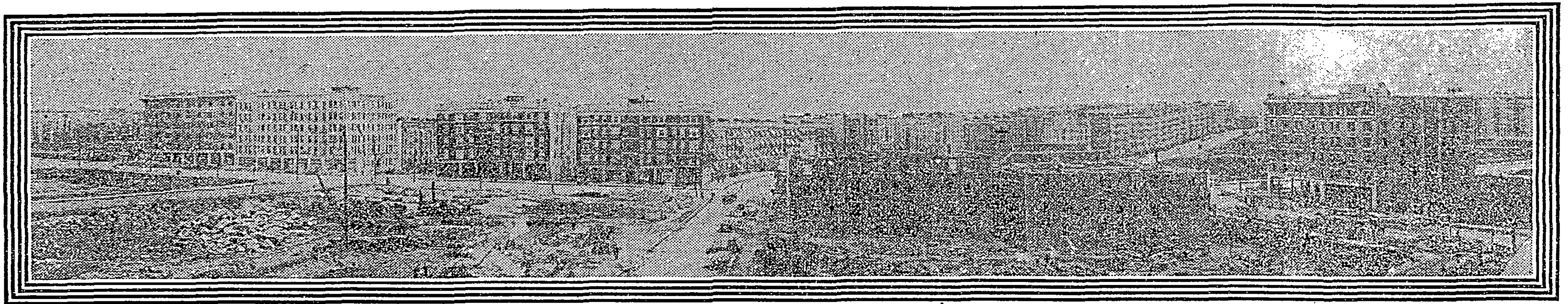


# New Record in High Class Apartment House Building Being Established in Borough of the Bronx for 1910

More Structures of Expensive Type Have Been Projected for the First Half of the Present Year Than in Any Preceding Period.—Remarkable Development of Hunt's Point District in Intervale Avenue Vicinity.—Average Cost of All Buildings in the Bronx Since January 1 Exceeds \$20,000.—A Great City Bordering Manhattan.



Panoramic View of Intervale Avenue Section of the Old Simpson Estate in the Bronx—Showing Magnitude of Recent Apartment House Development.

More apartments of a high-class character have been projected and are now in course of construction in the Borough of the Bronx since Jan. 1 than during a similar period of any preceding year. Indeed, judging from the number of building plans that had passed through the Bronx Department of Buildings thus far in 1910, it is easy to see that the building operations to supply the rapidly increasing population in that borough has by no means reached their limit.

What the Subway has done for the Bronx may be discerned at a glance from the accompanying illustration showing the blocks of high-class apartments which have gone up as if by magic within the last few months in the Intervale Avenue section, 163d and Kelly Streets. The new Intervale Avenue station has rendered this great district of the Bronx, extending eastward to Hunt's Point, readily accessible to thousands of families, while just above the Intervale Avenue station is the Simpson Street station, and below is the Prospect Avenue station.

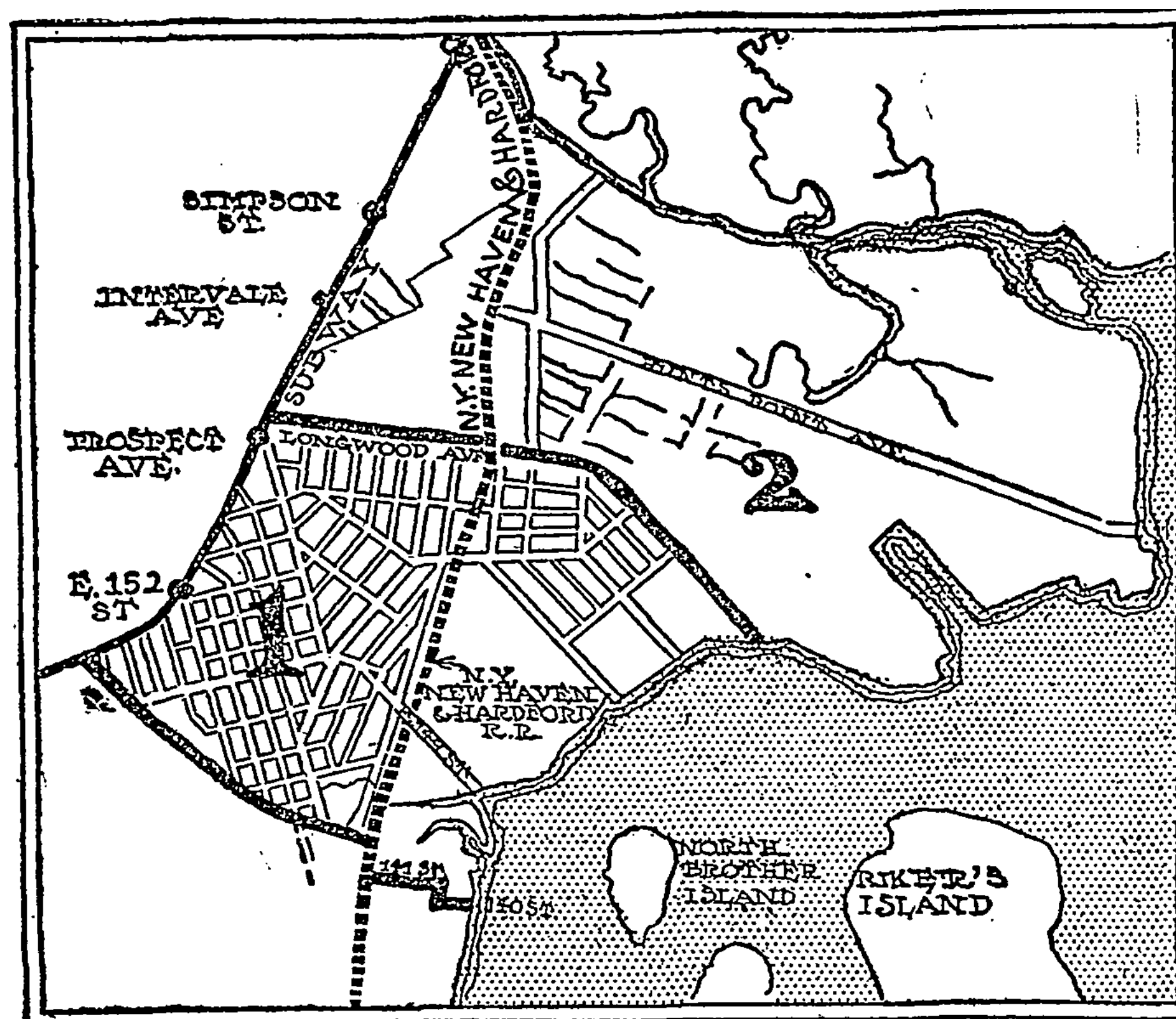
The once broad fields and open pasture lands of the Simpson, Tiffany, and other estates in that locality are now practically covered with six-story apartments. Virtually all of the big tract originally owned by the American Real Estate Company has been highly developed by different operators, including the Johnson, Morgenthau, and Leitner interests, and one who has not visited that part of the Bronx within two or three years would be amazed at the magnitude and permanency of the city improvements in that section.

In the district just below the Hunt's Point section proper building has been so active for the last three years that nearly all of the desirable corners and blocks have been utilized by apartments, and they have proved excellent investments. The opening of the Intervale Avenue station has stimulated the building operations in the great district north of Longwood Avenue, bounded on the north by the Bronx River. In many respects this district offers admirable residential possibilities. Hunt's Point Avenue, a fine new road, bisects this large plot, running from the Hunt's Point station of the New Haven & Hartford Railroad direct to the Sound. Not far away is the Joseph Rodman Drake Park, recently renovated and put in respectable condition through the efforts of Park Commissioner Higgins.

Statistics, usually dry facts, nevertheless present many interesting features when clearly shown. In order that one may acquire a correct idea of the great city that is still in the making above Manhattan and across the Harlem River the subjoined map has been designed to show these two prominent sections that have experienced more important apartment house building operations than any other territory of equal area in the borough. The accompanying statistics prepared by the Department of Buildings of the Bronx supply at a glance more instructive material than could be acquired by columns of descriptive matter.

Of particular interest is the showing made in the larger section, or No. 2, for the five months of this year. It will be noticed that up to June 1 eighty-five new buildings were projected for that area, as contrasted with eighty-six for the entire year of 1909. These eighty-five buildings provided room for nearly as many families as were provided by the 1909 operations, while the total cost for this year's five months was but 300,000 less than for all of the buildings erected there last year. This in itself furnishes food for reflection.

It will evidently be only a short time before this great Hunt's Point district will be nearly all occupied by large and expensive family structures. Appreciating this fact, the American Real Estate Company is now preparing the extensive Watson estate property, just north of the Bronx River and directly east of the New Haven & Hartford Railroad tracks. Gangs of workmen are grading the land



The building operations for the past six years in the above two sections, which have been marked by particularly heavy apartment house operations of a high class character, are clearly presented by the following figures furnished by the Department of Buildings, Borough of the Bronx:

Year.	SECTION 1.			SECTION 2.		
	Bldgs.	Families.	Cost.	Bldgs.	Families.	Cost.
1905.....	43	758	\$1,503,835	41	465	\$1,124,000
1906.....	51	855	1,519,000	39	340	882,000
1907.....	10	169	300,000	47	124	808,400
1908.....	91	653	1,065,300	64	258	890,200
1909.....	118	1,028	3,211,950	80	869	2,485,000
1910 (5 months).....	17	286	1,021,000	85	837	2,186,900
Total.....	390	3,781	\$9,821,585	411	2,953	\$8,576,500

for building operations in the near future. A new record for apartment house building will be established in the Bronx this year, whatever may be the total results of the entire building operations. Last year was the greatest ever seen in the Bronx in the number and value of new buildings, but present indications seem to point to an even greater record this year.

To enumerate briefly a few statistics to prove how the tide is running, the Building Department reports for the first six months of 1909 give plans for 1,456 buildings of all kinds at a total cost of \$22,092,760. Up to June 15 this year, lacking, therefore, two weeks of the full six months, plans have been filed for 973 buildings costing \$20,373,388, proving that more expensive structures are being erected, for when the returns of the last two weeks of June are added the total cost will be close to, if not quite, equal to the 1909 records, although less in number of buildings.

The average cost of all structures for which plans have been approved in the Bronx up to June 15 this year is \$20,896, an average only exceeded by the building operations of Manhattan and Chicago.

The apartment house records are of peculiar interest, as they have a direct bearing upon investment possibilities, real estate values, transit facilities and needs, and the increase in population. In 1909, for the first six months, a total of 443 apartments and tenements were projected, costing \$15,194,000. For 1910, up to June 15, lacking two weeks of an accurate comparison with the first six months of 1909, loans were approved for 447 apartments, costing \$15,897,500, one house less than the first six months of 1909, and yet exceeding in aggregate cost by about \$700,000.

In 1909 these 448 apartments were divided into 369, costing over \$15,000 each, seventy-five costing less than \$15,000, and four frame flats. The 447 projected this year up to June 15 included no frame

structures, only four costing less than \$15,000 and 445 over \$15,000.

The following list of some of the more important apartment house operations now under way present a forcible illustration of the character of these improvements in the Bronx at the present time: A five-story brick apartment occupying the triangular block bounded by Prospect Avenue, Kelly Street, and St. John's Avenue, costing \$250,000, by the Mercury Realty Company; a five-story house costing \$70,000 on the northwest corner of Intervale Avenue and Beck Street, \$1.10 by 90, by the John J. Tully Construction Company; a six-story structure on the northwest corner of Kelly and 163d Streets, costing \$125,000, by the Advance Building Company, and a similar apartment, also costing \$125,000 on the northeast corner of Intervale Avenue and 163d Street, by the same concern; a six-story building on the southwest corner of 163d and Fox Streets, 108 by 90, costing \$110,000, by the Emil Renting Company; a row of eleven four-story buildings on the east side of Beck Street, 100 feet north of Longwood Avenue, costing \$220,000, by the Beck Street Realty Company; two six-story brick houses on the east side of Southern Boulevard, 100 feet north of Barrett Street, 112 by 85, costing \$300,000, by the Brook Construction Company; a row of eight four-story brick houses on the east side of Kelly Street, 125 feet north of 163d Street, costing \$200,000, by the Winnie Construction Company.

With its increasing population the additional school needs of the Bronx have been recognized by the projection of three new schools to cost \$740,000, as against three schoolhouses for the first six months of 1909, costing but \$122,850. There has been considerable building this year of manufactories and workshops, forty-four buildings of this character having been planned for construction costing \$735,400 as against twenty-four for 1909 up to July 1, costing \$503,570.